



THE MANIFEST

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – SEPTEMBER 2007

MEMO FROM THE PRESIDENT Ah yes, vintage motorcycle racing is in full swing so September and October are the months that my time is stretched thin and I have to really juggle my schedule. Motorcycles, my first best love as a youngster, even before girls. When I am racing with the guys we ride to win, but we don't forget the reason we are all together and that is to have fun. That's **fun** with a capitol "F".

Our biggest pastime when we are not riding is sitting around the cooler talking about riding (substitute trains for motorcycles and you begin to see where I am going with this article). We know every make and model of machine, their history, strengths and weaknesses and will argue for hours about the best for our task at hand. We know every max horsepower figure, power curve, tuning trick for every machine ever built. (Sounds like slide video night at the Railroad Park)

When we are racing (motocross, trials and cross country) it is not unusual to have the guy behind you stop to help you up when you fall or give you a push to help get your bike started. I have seen riders loan their machine to another racer that may have broken his bike. It is common to see individual's loan tools, gas, extra parts and even that extra sandwich in the cooler to people they don't even know. I have even seen riders pull a part off their own bike to loan it to a buddy with a like machine to keep him in the race.

When you arrive at the race location the night before there is no such thing as a stranger; you simply pick your tailgate party and in five minutes you are lifelong friends with everyone. In the rare event that someone gets injured and leaves the track in the ambulance, I have seen racers load the guy's van, pass the hat to buy gas and drive it home for him (often times hundreds of miles). While recovering from his injuries he will receive cards, letters and donations from hundreds of people, some he doesn't even know.

The volunteers that help run these events usually spend two days doing everything from tech inspection to flagging, scoring, starting races and many other necessary tasks. It's usually too hot, too cold, raining or freezing. The most they usually receive for their services is a "T" shirt and a thank you.

What is the point of this narrative? You have often heard me say that the clubs at the Railroad Park could be more interactive, and if we better supported each other, a more positive experience could be had by all. Take a lesson from the vintage racers, they have it down pat.

CHAPTER TRIP TO EUREKA Don't forget there will be no general membership meeting this month because of our September 14-15 trip to Eureka. If you plan on coming Friday for dinner at the Samoa Cookhouse in Samoa, please let Ric Walch know so he can make arrangements for us at the cookhouse.

To R.S.V.P please contact Ric Walch at 1310 West 10th Street, Medford, Oregon, 97501, or you can contact Ric at

- Home Phone 541-772-6255
- Message/Work Phone 541-770-1154
- E-Mail to engmgr@medfab.com

FUN POT LUCK DINNER AT THE PARK You missed an evening of fun if you didn't attend the annual potluck dinner at the Medford Railroad Park. Members from all five railroad park clubs were there enjoying lots of good food, good fellowship, and rides aboard several Southern Oregon Live Steamer club trains. The weather was warm and comfortable, and riding the trains after dark is always special as you pass the lit color signal lights and watch the locomotive headlight illuminate the hills, tunnels and bridges.

I want to thank Nancy Aubin for providing a large ham from the chapter, and Mike Benke of the Southwest Oregon Large Scale Trains club for providing plenty of roasted chicken as an addition to all the great food brought by everyone. We'll do all again next year.

MEDFORD RAILROAD PARK NEWS Due to many demands on this editor as acting president of the Live Steamers, the planning of my church's annual picnic at the Railroad Park, as well as being away visiting relatives in Bend, OR during the last week of August, I had little time in which to put this month's newsletter together. Much of the following report was provided to this editor by Steve Bruff. Thanks Steve!

Interpretive Handcar The handcar frame has been assembled and welded at the chapter's locomotive shelter by Jerry Hellinga. At this point, the project is on temporary hold waiting parts to be made by Medford Fabrication. Remaining work to be done includes the tower assembly, crankshaft assembly, handle assembly, installation of the plywood decking, axle assemblies including bearings, and then painting. It is expected that within two weeks parts and supplies should be in hand to continue the project.

Motorcar Progress Significant progress has been made on the A-3 motorcar. Art Turner completed the engine rebuild, although not much had to be repaired on the engine. He also rebuilt the transmission including replacing all bearings and seals. Jerry Hellinga and Ken Hill took the assembly to Ken's home in Grants Pass where he will be installing the oak decking. Ken also rebuilt the cast iron/wood shoe brakes at a significant savings to the chapter. Ken is shooting for the first week in September to have his part completed.

Southern Pacific Flanger On the flanger all of the exterior wood siding has been caulked and about 80% of the painting of the exterior is complete. Rick Aubin repaired the roof line at both ends of the roof and prepped these ends for painting. Steve Bruff repaired the two windows that open (in the bay window 'alcoves') because visitors had hung on the frames and distorted them. He has installed 3"x3" "rests" on which the window frames will sit when open for run days, and the windows will be screwed to the wall so that no-one can hang on the frames again.

Nancy Aubin completed cleaning the dusty, dirty interior of the flanger and it now looks like new! Rick and Steve replaced the entrance stairway and the public was allowed back into the flanger on the first run day in August – the first time in over a year.

Steve is currently working on the stencils/lettering for the sides of the exterior flanger walls and expects to have the lettering completed the middle of the month. Appreciation of the restored flanger has been expressed by the public in continued donations in the donation jar in front of the flanger. For certain, no-one in the park can miss the bright orange flanger!

Paul Bunyan of the Park Not to be overlooked is all the work Jerry Hellinga has done regarding the trees inside the park, but first, let me back up a bit. Early in the evening in late July a good size wind storm hit the Rogue Valley, with many local reports of downed trees and broken branches. The following morning this editor drove to the Railroad Park, expecting to find a lot of damage all around. To my surprise I found only the usual small branches and twigs littering the ground and tracks of the Live Steamers and the area around our chapter's locomotive shed.

While doing Live Steamers club track repairs two days later, I heard what sounded like a string of very loud firecrackers going off inside the nearby mobile home park. After a minute or two of silence I called to Rick Aubin. He was working on the roof of the SP Flanger and he said to take a look behind the chapter locomotive shed. I walked over and found a very, very, very large branch had broken off the giant black walnut tree outside the shed, but luckily fell between the locomotive shed and our Medco No. 4 parts on pallets next to the park fence. This branch was so large it would easily have crushed a car.

The next day Jerry called Medford's City Arborist, told about our dilemma, and asked him to come for a visit. (Remember, our park is a city park.) The arborist had the branch cleared right away and came to

the park a few days later. After a quick tour he realized that many of our large trees are overloaded with foliage and dead branches. He then called a private tree trimming company to the park and told them what he wanted done.

Since this all took place a couple days after the storm, the tree trimming company, and the city's own tree trimmers, were going to busy cleaning up the area for quite a while. About two weeks later the city crew cut quite a lot from a black walnut tree located next to the Live Steamers tracks where trains cross from one loop to another. As of this printing we're still waiting for the private company to do all the work the city wants done. I'm guessing there are four or five giant trees waiting for the axe.

In the meantime in steps Jerry. After a career with the U.S. Forest Service he knows quite a bit about trees, shrubs and weeds. While the dangerous branches on the big trees draw all the attention, many of the shorter trees had overgrown with numerous branches and foliage. About six years ago Jerry trimmed most of the trees in the park and disposed of the trimmings. Prior to that time Jerry estimated that ten years had passed since it was last done. Jerry wasn't going to wait that long for it to be done again so for two days he pruned the lower branches of nearly all the shorter trees.

The result is not only a better looking and healthier tree, but additionally it provides far better viewing across the interior of the park, which especially benefits train operations for the Live Steamers. Being able to see farther ahead, and across around curves, provides greater ability to see any potential danger situation. Of course, as an added benefit, in the fall it means less leaves and needles to gather and dispose of.

Last fall and winter this editor removed dead tree branches in areas of the park that hadn't seen pruning in decades. This included lots of blackberry vines along the park fence line and several years' worth of leaves. Just last week Jerry said, "You know that ton of leaves you said we got rid of? I estimate we actually disposed of six tons!" Now if the tree trimming company can get the large trees pruned before fall, Jerry and I will have a lot less work to do this year.

LATEST DONATIONS TO THE CHAPTER After one of our local slide-video night sessions in August, chapter member Dave Mihevc of Myrtle Creek, Oregon presented this editor with two donations. The first is a very heavy Buda re-railing frog, used to get derailed cars and locomotives back on the rails. The second item is the metal portion of a hand operated car mover. The long wood handle is missing, but it shouldn't be hard to find a replacement. The car mover is positioned on top of the rail and next to a car's wheels. By carefully moving the handle up and down, the leverage of the car mover will slowly move even a heavy freight car an inch or two at a time. Thank you, Dave for your generous donation.

Last month I forgot to mention another donation. Chapter member John Weygand donated a fair size water tank and pump; just the right size for putting in back of a pickup truck, or mounted on a trailer behind a motor car. This will be great to have when we need to provide fire protection behind our future excursion trains. Thank you, John for your donation.

We're hoping sometime in the near future we can find a place where we can store and display our extensive chapter archives and collection. Currently much of the collection is stored at the homes of several chapter members. It would be great to have one location where members and the public could browse and do research work by using our collection.

MEMBERSHIP RENEWAL INFORMATION FOR 2008 As most of you know, the National Railway Historical Society (NRHS) has raised our membership dues for 2008. The details for the change were outlined in the July, 2007 edition of the *NRHS News Extra*. The new amount will be \$33 for the National dues, plus \$11 for the local chapter dues for a total of \$44 per person. (Our chapter's share of \$11 has remained the same for at least ten years now.) If you are joining as a family it will only be the \$44 (for the primary membership) plus \$5 per additional family member. (It should be noted that only the primary member is allowed club voting privileges.)

The bills will be mailed in **October, 2007** directly to each member, from the NRHS, so please be looking for it in your mailbox. This is a change from past years, where the renewals were mailed to the local chapters for distribution.

Chapter members will only write one check, payable to SOC-NRHS, and then forward your bill and check to me, no later than December 20th. - Nancy Aubin, Membership Chairperson

Next General Meeting! Due to our upcoming September 14-15 chapter trip to Eureka, there will be no General Membership meeting in September. If nothing else develops our next General Membership meeting at the model railroad clubhouse will be on Tuesday, October 9th.

Your Chapter Officers for 2007

Ric Walch, President 541-772-6255

E. Don Pettit, Vice President 541-601-4772

Jerry Hellinga, Treasurer 541-772-6432

John Powell, Dir. Of Public Relations – 541-826-1992

“Stretch” Manley, Activities Director – 541-582-8175

Bruce McGarvey, National Director – 541-779-8145

Steve Bruff, Chief Mechanical Officer – 541-261-5741

Rickie Aubin, Secretary - 541-779-4259

Tony Johnson, Newsletter Editor/Historian – 541-944-9176

Nancy Aubin, Membership Director – 541-779-4259

GOOD OLD DAYS OF RAILROADIN’ Good Old Days of Railroading Always one of our favorite features are personal stories from former SP Company employees. The following article is Part 2 from a long interview of Frank Bradford in 1991. A veteran Brakeman who worked for the Pacific Electric and Southern Pacific between 1943 and 1975, Frank was interviewed by friend of this editor, Dave Crammer. Frank’s tales show how different it was switching, braking and communicating in the old days on the Southern Pacific.

WORKING ON THE SP AND PACIFIC ELECTRIC – Part II by Frank Bradford A person never knew where they were going during the war years. It must have been 1946 when I loaned out on Southern Pacific’s Western Division. We had a wait order on Train #55 and then a bunch of columns that kept saying “#55 run 40 minutes late on order # ____ ” then “#55 run 1 hour 20 minutes late.” This run late order could be eight or ten hours beyond his normal time. No. 55 kept getting later and later and we kept waiting. Finally we got “#55 wait 2 hours 40 minutes” and when we got that order, we didn’t pay any attention to it. By that order, #55 was 12 hours and 20 minutes late, so when it’s 12 hours he’s dead on the schedule.

We had to wait at South Fontana for a long time and finally the dispatcher put out an order for us. We gaily climbed on our engine and away we went till we got to Guasti. They had an agent at Guasti and he came out with a fussee and flagged us down. I said that I had better go back and see what he wants because the engine crew wondered what he was flagging us down for.

So then the fireman pulled his time table out of his pocket and looked at it and said, “We’re dead on our schedule.” Actually we were dead on our schedule in South Fontana! When the dispatcher gave us the orders we really didn’t have time left to go, so they had stopped Train No. 6 with a red order board and held him. Then the agent at Guasti gave us an extra order because we were dead on the schedule. The extra order read, “Run Extra # - Guasti to Los Angeles Yard” and we had a “Meet #6 at Ontario.”

I should have kept that because Guasti wasn’t a train order station. There was just an agent there, but of course, the agent can work as an operator.

Santa Susana was a place that agents would always go to retire because it was an easy place to work. That’s where Harry Bedwell worked until he retired. Then they had this woman operator by the name of Rose who was at Glamis, down east of Niland. Rose and her husband and I don’t know how many kids were down there. I guess at Glamis that’s all you had to do.

I do know that one of her kids was a telegrapher. Anyway, she and her husband held the place down there. She had the seniority to be an agent at Santa Susana. That was when they were still carrying heavy LCL [less-than-carload] freight so the agent had to move a little freight around once in awhile.

California had a state law that a woman wasn’t permitted to lift anything over 40 pounds. That was before feminism. She sued the SP...with the SP’s help! She had to sue them to try to get them to change the law. They did finally change the law, so then she went up to Santa Susana and retired.

They had a fellow named Porter who had been at Calipatria and he retired at Santa Susana. The railroad kept the station at Santa Susana open until either he or Rose retired, then they closed the station.

Back to the time this fellow Porter was working at Calipatria. Whatever job I was on (I used to work night jobs a lot because it was a 122 degrees in the daytime) we had to turn around at Calipatria, and we needed an order to go back. We kind of worked out a deal with the dispatcher and Porter for the times we would get ready to leave at two or three o’clock in the morning.

If we had to call in an operator to come in not during his regular hours, he'd get three hours for doing it. He didn't want to get up at that time of the morning - even for the three hours. Finally the dispatcher, Porter and the regular conductor came to an agreement where the conductor would take the order, and then Porter would turn in for it... even though he wasn't really there. It didn't make any difference. The dispatcher was in on this, so from a practical standpoint it didn't make any difference.

There was one darn job that went over to Westmoreland. We went out the Sandia Branch and around over to Westmoreland. We used to handle sugar beets there, among other things. We had a Conductor Ledieu on the job and Engineer Bob Allender, a great big pleasant guy. Well, Ledieu was kind of a taskmaster in a sense and he used to say, "That Allender fellow is always trying to do something with me." It was a good crew and we had lots of fun on that job.

After Ledieu was off that job we got another conductor... and we had a time of it. I mean the brakemen would get up and run the engine, the engineer would get down and work on the ground and the conductor would fire the engine. We all traded off on that job.

This one time Allender was running the engine and we were back in the caboose. All at once we came to a stop, and then we backed up real slow for quite a long ways... maybe a half a mile... then we went ahead real slow. Then we backed up again. We didn't know what was going on because there were no radios.

Then we stopped and pretty soon we heard "TOOT TOOT" and away we went. Bob Allender had dropped his glasses and he was trying to find them by going back and forth... and he found them!! That darn job was a good job.

There was another job that was in Westmoreland. One time, right at the end of the track there was a canal and somebody shoved an empty beet gondola down the bank and into the canal. It was our job to pull it out — which we finally did. The next day, somebody shoved another one down in the canal. We didn't bother with that one. I guess somebody else got it out.

As I said before it was always a good job because you didn't get on a radio and say, "Such and such happened. What are you going to do about it?" If we did say that on the radio they would have told us to re-rail it yourself. If another crew did something like get a car on the ground, they'd just get a train crew to re-rail it.

The railroad was putting in a drill track at Buena Park that went way back in order to switch all kinds of industries back there. When they were first putting it in, I was there on the work train that was putting ballast down. This foreman down there says, "I'll show you how to unload this because we unload it fast." So he started to unload it... and he unloaded it fast all right! The only problem was that the car went up on top of the rock.

Well, there we were... and we couldn't do anything about it. Finally, the Trainmaster came down. There was another engine out there so we got it to double-head with us and we finally got the ballast car pulled off of the rock without derailing it.

Well, he sure showed us a new way to unload it fast!

Down in the Imperial Valley at El Centro the engineers had an agreement that if they unloaded any ballast or did any kind of work train service, they would get an extra hundred miles for it. Well, the fireman and the train crews didn't have that agreement. This was when they still had section gangs and section foremen down there.

Well, if the section foreman needed some ballast unloaded, the crew would go out and do it. The engineers normally would just go out as a favor; otherwise the SP wasn't going to pay anybody an extra hundred miles for doing it. The only other thing the section crew could do was get up there and shovel stuff by hand from those little flatcars... which they didn't want to do!

A couple of times we broke through those high switches. You don't do that on the main line. Anywhere but the mainline you can straighten the switch stand and linkage out (not the UP, but the SP). You'd need an inch and a half pipe to go over the handle and then you take a spike, or a hammer, or anything you can find, to go down into the slot and straighten it back out again.

With a low switch, when it's run through, it's run through! You really have to do some work on it. Two different times we did that. One time was at Oakville and the other time was the other direction somewhere.

Before we came out at three o'clock in the morning to repair the switch the foreman said, "Who's your Hoghead?" If it was an engineer who wanted to collect his hundred miles for unloading ballast, he'd say write it up... otherwise he'd just come out and fix it.

One time we were going into the East end of Compton Siding and we had a brakeman standing right on the step of the diesel engine. He was just looking around at the scenery and soon, "plop"... right over the derail. It didn't derail us going in that direction... but it sure fouled the switch up. It bent the tie rods, took out the slot between the two holes so that instead of two slots there was just one great big long one.

Back then the railroad had a section gang in Compton, so the next morning when we went down there he had a whole case of fuses down there. This stuff is "*sub rosa*." I mean, you don't make a report or anything on it. They'd heat up that tie-rod down and pound it back into shape. The ironic thing about that switch was that about two weeks later they had an order to tear the thing out altogether... and after all that work! And he had probably had to put in another switch stand, too.

Down at Tweedy, or anywhere else General Motors is, they like their plant protected. They have derails leading into the plant so you can't accidentally get a car in there. But down at Tweedy, there is a track they call No. 10 track. The track goes around and comes off one of the yard tracks, makes a curve, crosses the street and on into their yard and away back and around. There is no possible way you could wind up a car as fast as you could and kick it in, and there is no possible way it can go anywhere.

However, General Motors insisted that there be a derail. I never worked down there regularly. I never liked the place, but being on the extra board I used to go down there. On one occasion somebody ran a car over the derail. It was a plug derail that you couldn't see very easily. They didn't repair it right away (must have been a couple of months). Anyway, it was in a place where you couldn't see it very easily, but if you worked there often you knew it was there. I worked down there quite a bit and this one night there was no derail... or so I thought!

I came down and I was going to kick a car. You kicked it pretty hard because of the big curve in there, so I wound up a car and let it go... only, THE DERAIL WAS THERE! The car went where it shouldn't have gone. It seems to me the car ended on some soft dirt there. We tried to pull it back and we couldn't budge it... a real heavily loaded car.

The Trainmaster came up and told us to go about our work and we'd take care of that later. When you were switching General Motors, you tried to get their cars spotted and not let anything like that interfere with you.

After the heavy switching work was done, we got a couple of engines down in there to get the car back on the track. Before this incident it had been two or three months without a derail in place, but this time the section crew was right there to put another one back in. (Well, it was a couple of days later, but it was almost right away.) The Trainmaster working that area was kind of rough and so when the section crew got the derail back in he says, "Take that Damn thing... take that son of a bitch out of there and keep it out!" It's never been back in since. I guess the president of General Motors doesn't know whether it's there or not.

Thinking about derailments, I remember a trainload of Seabee's going up to Oxnard. Oxnard was the station they would take them to. So one time one of these trains was going through Camarillo and the Seabee's must have thought they weren't getting a good smooth ride because the car was on the ground all the way from one end of the siding to the other... at least a mile long.

A number of the sidings used to have derails but the railroad took all of them off quite a long time ago. You're not suppose to leave anything on a siding anyway. That one in Compton was technically a siding although nobody ever meets anybody at Compton. If they do they can pull in on any old track.

I was working for PE at night as the supervisor down at 6th and Main. It was an easy job supervising because I supervised only me most of the time. There was a short period of time when there was somebody else there, but mostly it was just me. I could keep track of myself. We used a lot of roll tickets... 5-cent tickets, 10-cent tickets, 15-cent tickets, 20-cent and 25-cent tickets. No matter where anybody was going you just tore off the ticket for whatever it cost for wherever he was going.

There were some round trips like Long Beach at 66-cents round-trip and a few others that were special tickets, but mostly you just used a roll ticket. Anyway, this fellow came up and wanted a ticket to Aviation Field. So I tore off a ticket and said, "35 cents." He asks, "You know where it is?" With

other clerks they wouldn't have any idea where it was. Actually, nobody ever got off at Aviation Field and I think cars didn't stopped there very often. It's about like the NWP at Canyon Park.

Aviation Field was the first passenger stop south of Dominguez Junction on the San Pedro Line. That was where the first air meet was... the first International Air Meet somewhere around 1910. It was near Dominguez, up on this big mesa... so the PE had this stop called Aviation Field. Some of the other clerks were trying to figure something out around LAX or Santa Monica.

Dick Burns and I used to like to pull the ticket clerk's leg at 6th and Main. We were going to Watts, which took a 15-cent fare so we'd ask for a ticket to Cassiraney Ranch. Of course, nobody in there would know where it was and we wouldn't tell them right off. We'd say, "Well, you're the ticket clerk... you should know where it is... we don't know exactly but anyway it's out somewhere. This car we take leaves at 5:12."

Cassiraney Ranch was out between Crenshaw Blvd. and Culver City, out there along Balona Creek somewhere. All it was was a station sign. We used to like to get the ticket clerks in an uproar. We weren't very nice to some of them. We used to get a cash fare receipt for 1-cent, 2-cent, 3-cent, 4-cent, and various amounts.

Say we would be on a Pasadena car where the fare was 6 cents. We'd give them a 5-cent roll ticket and they were supposed to give us a 1-cent cash fare coupon - which they did. Riverside was 2 cents. We had it figured out where we would get them all.

Well, this one guy out there in Pasadena was just miserable and couldn't handle it (we didn't like him very well). One night he was on a one man local at Watts. At Indian Village, where four tracks ended, you had to line the switch on the local track to get over onto the main line. It was in block signal territory and they had a switch indicator there.

You had to wait until the switch indicator was clear, and then check that the signal was clear before you could move out. This was back when they had 50-cent pieces in common circulation. We took a couple of 50-cent pieces out on the main line inner tracks back a ways and each of us stood one over an insulated joint. This meant that this Watts local with the sourpuss operator couldn't very well get out on the main line unless he walked back first. He had to take his flagging equipment and go back a thousand feet, leave torpedoes, fussee's, and so forth and then get back on his car.

Of course, when he got back to where the car was, everything had cleared up. We didn't ride with him to find out how he was frothing at the mouth — but we knew he must have been.

SP 3-CYLINDER 5000s by Tom Weston They were a rarity on our Western Division. I remember the old-timers telling me that they were always derailing on the curves when they were used on the mountain out of Roseville, and yet they outperformed the earlier cab-forwards for pulling power. I guess being so long and rigid compared to the articulation of the mallots made the difference.

I remember an engineer telling me that he had one of the newer cab-forwards on a train from Roseville to Fresno with a Sacramento Division Road Foreman of Engines riding with him. At that time there were several tracks between the legs of the wye at Lathrop and he got a train order telling him to pick up some cars off one of these tracks. Now these tracks had light rail and were not kept in very good shape so the engineer was a little worried about running this huge cab forward into them. The Sacramento road foreman asked him if he would run a mikado 2-8-2 into the track. The engineer said of course, he had done it lots of times. The road foreman said you could run a cab forward anywhere you could run 'mike' and he must have been right because they picked up off the track with no trouble. But I got off the subject here and I sure wish I could remember more about the one time I ever fired a 5000 so I could write more about it, but I can't. I don't even remember the hoghead's name.

It is strange how I remember certain engines, both steam and diesel. I know there were certain engines that I liked to work on and other engineer did not like them at all.

The biggest part of my time was spent on a switch engine in the old and new Tracy yards and I worked on many different engines there. But I can only clearly remember the numbers of three of them without some sort of a reminder. They are the 4506, an 0-8-0, SP5236, a Baldwin road switcher, and 1411, an EMD SD-7. I do remember the 2525, an EMD SW1500, because that is the engine I had one night at Holly Sugar when three teen-age boys ran into the side of us at high speed and killed themselves, but that is one I would rather forget.

THE SHORT EASY TRIP by Tom Weston In the late 1940s or early 1950s, I was in the fireman's Freight Pool on the Southern Pacific Railroad in Tracy CA. One day when I was laying off and taking it easy around home, I got a phone call from Virginia Buthmann, the crew dispatcher. Virginia was one of the many women who went to work for the railroads during World War II and was very good at her job. She said she was out of fireman and had a nice, short, easy job for me. I didn't really want to go to work but the short easy part sounded good so I told her OK.

The job turned out to be a light engine going to Los Banos CA, to replace the engine on a Local working between Fresno and Los Banos. We were supposed to bring the engine off the Local right back to Tracy, but evidently somebody had forgotten to tell the Train Dispatcher in Roseville, or the Crew Dispatcher in Tracy, that the engine was in such bad shape that it could not be operated until it was inspected and worked on by a machinist.

When this information finally reached all the right people, it was decided that it was too late to do anything that day. The Train Dispatcher told my engineer to get on the next southbound freight train and deadhead to Fresno. He told me to stay in Los Banos and if the disabled engine could not be made operable, he would use me to messenger (AKA "ride") the engine to Tracy.

By the time the machinist got there, the next day, inspected the engine, and decided all he could do was put it in good enough shape to be towed back to Tracy. The last train going to Tracy that day had already left Los Banos, so I spent another night in the engine-watchman's shack.

This engine was an old ten-wheeler with Stephenson Valve gear. This valve gear was all under the boiler and between the driver wheels which made it very difficult to work on.

The next day I walked around the engine and saw that the machinist had used some heavy steel wire to hold some of the broken parts of the valve gear up high enough so they would not drag on the ground when the engine was moving.

I never did find out if that machinist had done a bad job on the engine or if it would have happened anyway, but when the Local engine coupled on to the dead engine and started to take it back to the train, there was a loud "pop" under the engine. While the Local was making an air test, I got down on the ground and tried to see what had made the noise. I could not see anything wrong but all the way to Tracy, about 58 miles, I kept hearing strange noises under the engine. It was dark when we got to Tracy, and I was afraid to inspect the engine because I knew that the yard engine could start switching the Local at any time. So, I just went to the roundhouse and registered in and went home.

The next time I went to work, the Roundhouse Foreman told me that the engine had dropped parts of the valve gear between the rails all the way from Los Banos to Tracy! The damage was so bad that the poor old engine was never repaired and was soon scrapped.

So, Virginia's short easy trip took about 3 days!! We joked about it for a long time. And the fact that Los Banos was not considered a terminal for Pool Freight fireman and therefore I was on continuous pay from when I left Tracy until I got back to Tracy made it even more funny and profitable, for me.

Note: Tom Weston began his career with Southern Pacific in 1937. He was promoted to Locomotive Engineer in 1945 and retired in 1980. Tom says, "So, I worked 5 years as a clerk and 39 years in engine service for the SP – 44 years in all." Tom lives in his hometown of Tracy, CA.

January 1913 Public Timetable Jim Harrison takes us for a look back at the SP from one of its 1913 Public Timetables. America's railroads were booming and the railroads promoted anything and everything. Southern Pacific was no novice when it came to "blowing its own horn" for very early on they issued unknown numbers of promotional materials. SP also began publishing a magazine called *SUNSET MAGAZINE*, the same magazine that's available today, although SP hasn't been involved for many decades now.

In this January 1913 SP Public Timetable the railroad gives flowery praises upon their new station at 16th Street in Oakland, CA. This station was extremely busy with the routes from the North and East coming in at one end, and the routes from the South at the other. On the station's upper level SP's Interurban Electric Railroad provided frequent commute train service to all parts of the East Bay Area.

SP's 16th Street Station still stands today, although it suffers from extensive damage from the 1989 Loma Prieta Earthquake and is closed to the public. Occasionally a developer announces plans to restore the station as part of some neighborhood development project, but after 18 years of talk, nothing has happen yet.

SOUTHERN PACIFIC, NEW 16TH STREET STATION, OAKLAND, CALIFORNIA

The Southern Pacific Company's new station at Sixteenth Street, Oakland, the construction of which was begun about one year ago, was opened to the public August 14, 1912. It is a California product throughout. Every piece of material in the building is native to this state. With the exception of the approaches to the elevated suburban tracks the structure is completed. These elevated approaches to the new station will be in operation in about eight months and the suburban trains which stops here will then use the elevated portion of the new station shooting from the second story right on down to the mole.

The building is of steel and concrete construction, the exterior being faced with a granite base and terra cotta glazed tile. The station proper occupies a space 600 feet in length and 140 feet in width and is the most modern building of its kind in the west.

SECOND STORY TRACKS

The principal feature is the second story tracks, which are to be used for local suburban traffic only. To provide for this, several hundred of tons of steel are now being cast for the frame that will support the elevated approaches at both ends of the station. Through the use of this upper deck for one kind of traffic all confusion will be eliminated. The electric suburban trains will arrive at and depart from the upper deck, while all through steam trains will use the present tracks on the ground floor.

Overland trains will not be compelled to wait for the suburban trains to discharge their passengers before pulling into the station, and vice versa. The danger from the electric trains as they curve on to the pier will also be eliminated, as the electric trains will travel over the present roadbed.

LARGE WAITING ROOM

There is one large waiting room in the station, 60 x 116 feet. The walls are finished in white, a marble base extending around the entire room. Separate waiting rooms for men and women are located directly to the left of the main entrance. The waiting portion of the upper deck is patterned after a famous European roof garden, the trains running alongside of what is known as umbrella sheds. Other modern conveniences are baggage elevators from the trucks on the upper decks to the baggage room on the main floor, individual heating system, a branch post office and perfect sanitation. The furniture in the main waiting room is in green.

SHASTA LIMITED, DE LUXE

First departure, January 1, 1913

From San Francisco (Ferry Station) 11:20 a.m.

To Portland, Tacoma, and Seattle. A daily Extra Fare train, with every comfort and convenience for travelers, including:

- Barber Shop Ladies' Maid Stenographer
- Shower Bath Manicuring Stock Reports
- Valet Service Hairdressing Buffet
- Clubroom-Observation Car, containing Ladies' Parlor and Library
- Standard Drawing-room Sleeping Cars
- Compartment Car
- Dining Car Service unexcelled

Extra Fare, \$5.00

SAN FRANCISCO OVERLAND LIMITED

To Chicago in 68 hours

Of highest class, complete in every detail of equipment and service, with its tracks protected by an Automatic Electric Block Signal System costing millions.

Its route across the High Sierras is continuously picturesque. From foothills set with vineyards and orchards, it follows the romantic trail of the '49ers--through Cape Horn, Dutch Flat, Gold Run and Emigrant Gap. The views into the Gorge of the American River, and of Donner Lake and surroundings at the snow-capped Summit, are superb.

Through the beautiful Canyon of the Truckee River it enters Nevada--a region delightful in its vistas of serrated mountain ranges, vast basins and cultivated valleys. Skirting the Great American Desert you pass into Utah and cross Salt Lake over the great Cut-Off--one of the great engineering feats of the age.

THROUGH SLEEPING CAR SERVICE VIA ALL GATEWAYS

Standard sleepers are always numbered numerically while tourist sleepers are indicated alphabetically. Agents must bear this in mind and all replies to space messages should be scrutinized in order to guard against mistakes. The new Pullman rules do not permit the sale of space in blank, but it is permissible to use one kind of accommodation part way and another for the remainder of the trip. For example: Passenger using a lower berth from San Francisco to Ogden, thence upper Ogden to Chicago, would be charged through upper rate \$10.40 plus \$1.00 difference in rate between upper and lower, Oakland to Ogden.

SOUTHERN PACIFIC PUBLICATIONS

The following books and folders descriptive of the different sections of the country named have been prepared with great care. They are up-to-date handbooks, profusely illustrated from the best photographs, and form a series invaluable to the tourist, the settler and the investor. They will be sent to any address upon receipt of amount shown opposite each to cover postage.

California Big Trees, 36 pages, two cents

California for the Settler, 96 pages, five cents

California for the Tourist, 128 pages, six cents

Hogs for Profit, 32 pages, one cent

Irrigation--California, Nevada, Oregon, Washington, 64 pages, four cents

Nevada, 64 pages, three cents

Paso Robles Hot Springs, 52 pages, three cents

Wayside Notes, 48 pages, three cents

Requests should be addressed to: Chas. S. Fee, Passenger Traffic Manager, Southern Pacific Company, 968 Flood Building, San Francisco, California.

SOUTHERN PACIFIC

Southern Pacific Lands for sale at reasonable prices on ten years' time.

These lands are located in Southern California, Northern Nevada, and Utah.

Lands offered in Southern California are suitable for fruits, vegetables and grain, with irrigation from wells.

In Nevada and Utah the lands are adapted to dry farming, to stock raising and general farming where water can be developed.

Nevada is attracting many settlers and the lands are being offered for sale.

TERMS OF SALE — One-tenth cash, balance in nine annual installments, 6% interest.

For maps, prices and general information apply to:
 Land Department
 Southern Pacific Company
 801 Flood Building, San Francisco, Cal.
 410 Grosse Building, Los Angeles, Cal.

A few more tidbits from Jim's 1913 public timetable.

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Phoenix-Roosevelt Dam Auto Line

Leave Phoenix, 7:00 a.m. Wednesdays and Sundays for Roosevelt Dam, returning arrive Phoenix, 6:00 p.m. Round trip, \$15.00.

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SOUTHERN PACIFIC OIL BURNING ENGINES PREVENT FLYING CINDERS

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MESSAGES BY WESTERN UNION TELEGRAPH HANDLED AT ALL SOUTHERN PACIFIC OFFICES. THE QUICK DAY LETTER, THE POPULAR NIGHT LETTER, BLANKS ON ALL TRAINS.

Knowing this editor has an interest in the Santa Cruz area of California Jim wrote, "There were three daily round-trips between Santa Cruz and Davenport with an additional daily except Sunday run. There were five round-trips between Felton and Boulder Creek with an extra round-trip run added on Sundays.

"It would have been interesting to be around then, but I am afraid that I would miss the technology that we have today."

SUPPLYING A DINING CAR Last month chapter member Doug Kirkpatrick sent this editor an interesting list pertaining to new 42-seat dining cars of the Pennsylvania Railroad. Doug belongs to the Pennsylvania Railroad Historical & Technical Society and is keenly interested in dining cars, such as the 1912 Pullman Southern Pacific dining car now in our chapter's possession. We all know that each railroad maintained equipment lists for each class of their dining cars, but we may not know just what is required.

To be honest this editor would have guessed a far smaller amount of equipment would be required for this Pennsylvania Railroad dining car, or for that matter, any dining car. See if this list has a few items you would have never considered, or ever heard of before!

Items	Required	Items	Required #	Items	Required #
China, Ivory designs Pantry		A.D. Saucers	46	Stainless Steel Ware	
Cream Soup Liners	24	Coffee Saucers	50	¼ Gallon Jars	8
Salad Bowls	7	Celery Troughs	20	½ Gallon Jars	16
½ Gallon Butter Crock	1	Tea Trays, Broadway Style	23	1 Gallon Jars	5
A.D. Cups	7	Kitchen		2 Gallon Jars	2
Consommé Cups	21	Small Bakers	46	Steam Table Inserts	2
Coffee Cups	50	Round Casseroles	28	Glassware	
Grapefruit Dishes	36	Shirred Egg Dishes	7	Oil and Vinegar Bottles	6
Pudding Dishes	28	Dinner Plates	48	Glasses, Fruit Cocktail	28
Relish Dishes	18	Soup Plates	7	Glasses, 3-1/2 oz. Cocktail	14
Bread and Butter Plates	50	Platters, 7 inch	40	Glasses, Ice Tea	42
Tea Plates	24	Platters, 9 inch	34	Glasses, Orange Juice	21
Tea and Hot Water Pots, Broadway Style	46	Ramekins	32	Glasses, Tumblers	70
				Glasses, 5 oz. Wine	7
				Glasses, Hors d' O Liners	5
				Glasses, Mustard Linings	4

Items	Required #	Items	Required #	Items	Required #
Pantryware		Pans, Small (for Omelet)	2	Silver – Broadway Pattern	
Butter Cutter	1	Pans, Pie	8	No. 124	
Bread Board	1	Pans, Round	6	Menu Holders	18
Broom, Floor	1	Pans, 6 inch Sauce	2	Cake Covers – 7 inch	
Brush Holder	1	Pans, 8 inch sauce	3	No. 983	14
Ice Packer	1	Pans, 10 inch Sauce	2	Candle Holders	18
Ice Pick	2	Pans, 12 inch Sauce	1	Coffee Pots – 14 oz.	
Ice Scoop	1	Pans, Sauté	1	No. 19	28
Ice Shaver	1	Rolling Pins	1	Creamers – 8 oz. full cover,	
Wooden Keelers	2	Fire Shovels	1	lip, Spout No. 20A	18
Break Knife	1	Skimmer	1	Finger Bowl Frames	14
Grapefruit Knives	2	Spoons, Basting	3	Forks, Oyster No. 8A	21
Can Openers	2	Spoons, Pierced		Forks, Table No. 10	90
Juice Extractor, Hand	1	Vegetables	3	Shakers, Pepper	
Juice Extractor,		Spoons, Wood	2	(1 Paprika)	21
Mechanical	1	Stock Pot	1	Shakers, Salt	20
Orange Juice Strainer	1	Stove Poker	1	Knives, Crum, Comb with	
Water Pail	1	Chinese Strainer	1	Scraper	5
Service Tray	9	Tea Strainer	1	Knives, B&B, French Shape	
Egg Beaters	2	Iron Ice Tong	1	(Tea) Steel Blades	48
Meat Boards	2	Cake Turner	1	Knives, Table, steel Blades	
Moulding Boards	1			“Viande,” No. 732	48
Coffee Water Boiler	1	Misc. -Bar-Coach Lunch,		Mustard Cups	4
Chopping Bowl	1	Etc.		Combination Soup Tureens,	
Dredging Box	1	Corkscrew	1	Supreme Dish	24
Broiler, Oyster	1	Jigger	1	Supreme Dish Collars	18
Broiler, Scrapper	1	Maddler	1	Tureen Covers	6
Broiler, Wire, Large	1	Cocktail shaker, New Style	4	Small Soup Ladles	6
Floor Broom	1	Bar Strainer	1	Spoons, A.D., No. 7A	12
Brushes, Coffee Urn	1	Composition Ash Trays	18	Spoons, Consommé,	
Brushes, Scrub	1	Stainless Steel Coach Lunch		No. 6	21
Brushes, Steel Wire	1	Carrier	1	Spoons, Desert No. 2	50
Colander	1	Orangeade Carrier	1	Spoons, Ice Tea No. 5	21
Apple Cover	1	S.S. Coach Lunch Thermos		Spoons, Mustard	4
Biscuit Cutter	1	Coffee Pot	1	Spoons, Tea No. 1	90
Tricolater	1	Coach Lunch Sugar		Spoons, Fruit No. 4	21
Flour Scoop	1	Dispenser	1	Spoons, Table No. 3	8
Flour Sieve	1	Composition 12 x 14 Tray	1	Sugar Bowls, Large	
Flue Cleaner	1	Chimes	1	No. 21 (Lump)	18
Potato Fryer	1	Fly Swatters	2	Sugar Bowls and Covers,	
Garbage Can and Covers,		Stainless Steel Hot Bread		No. 22 (Pulv.)	18
Large	2	Carrier	1	Sugar Tongs	18
Horseradish Grater	1	Pencil Sharpener	1	Syrup Cups, tray Attached	4
Cake Griddle	1	Mouse Traps	3	Toothpick Holder	1
Chopping Knife	1	Rat Traps	1	Cash Trays	7
Ladles, Gravy	2			Bar Trays, 12 in. Oblong	2
Ladles, Plain	3	Linen		Water Pitchers	7
Ladles, Pierced	3	Waiter Coats	56	Butter Chips, No. 985	48
Potato Masher	1	Waiter Aprons	60	Escoffier Dishes, 11 in,	
2-Qt. Coffee Measure	1	Cook Caps	18	2 Compartment	8
Meat Grinder	1	Kitchen Towels	200	Ice Bowls 32 oz.	1
Muffin Cup sets	3	Face Towels	12	Ice Tongs, Large, Turkey	
Water Pail	1	Linen Bags	5	Claw, Grecian	1
Bain Marie Pan	1	Large Felts	8	Wine Cooler	1
Large Aluminum		Small Felts	6	Newspaper Racks	6
Roasting Pans	2	Large Cloths	120	11 in. Platter and Cover	8
Small Aluminum		Small Cloths	140	Hors d Oeuvres Trays	3
Roasting Pans	2	Napkins	900	Toast Racks	14
Dish Pans	1	Cook Coats	35	Sauce Boats, 4 oz., with	
Egg Pans	4	Cook Aprons	30	Trays Attached	
Pans, Large Frying	1				

