



## THE MANIFEST

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – JANUARY 2009  
PO BOX 622, MEDFORD, OR. 97501      WEB SITE: [HTTP://WWW.SOC-NRHS.ORG/](http://www.soc-nrhs.org/)

**DECEMBER ELECTIONS** We enjoyed a large turnout at our December General Membership meeting, held on December 9<sup>th</sup>. The main order of business at this meeting was to accept any last minute nominations from the floor and then cast ballots for the five elected chapter positions. When all the votes were tallied the following members were elected.

- President – E. Don Pettit
- Vice-President – Ric Walch
- Secretary – Syd Stoner
- Treasurer – Guy Jenkins
- National Director – Bruce McGarvey

We thank all of those that participated in this necessary and important chapter process. The newly elected officers will be sworn in at our upcoming January 13<sup>th</sup> General Membership meeting. After assuming their positions the board will get together later to choose people for the assigned positions of Chief Mechanical Officer, Director of Public Relations, Newsletter Editor/Historian and so on.

**IMPORTANT MEMBERSHIP NOTICE** All memberships expired on December 31, 2008. Unless you have already renewed for 2009 you need to send your renewal notice and dues now. If you have not renewed by March 1, you will be officially dropped from the rolls and no longer receive this newsletter. If you have not received your renewal, or if you have questions, please contact Nancy Aubin either by phone at 779-4259 or e-mail at [NancyJ1209@charter.net](mailto:NancyJ1209@charter.net).

**PARK PROJECTS GO INTO HIBERNATION** Finding news stories to report at this time of year is tough. Since Thanksgiving weekend we've had rain, snow, below freezing temperatures and the Christmas holiday to deal with. Even if the skies were clear, it was just too cold to continuing painting Medco No. 8 in White City. Applying fresh paint has to be at or above a prescribed temperature, depending on the paint. This is also assuming the locomotive is dry for painting.

However, there is one bastion of work activity going on throughout the winter: Steve Bruff and Ric Aubin working on the Mack Walch Library building. To date they have painted and nailed on the dark "SP Samoa brown" trim to the building's exterior. This matches the same color that our SP Section Tool House and concession stands have.

To make working in the cold a little more pleasant inside the library building – and to keep the paint and caulking from freezing – Steve, Rick and myself took some very large plastic drop cloths and nailed them down the middle of the building to close off half the main room so a personal propane heater will keep us warm. It is inside this work area that Steve and others will soon restore the 10-foot long passenger waiting bench that once sat inside the Grants Pass depot. Right now Steve is repairing a small "SP style" handcar shed the Live Steamers use to cover the electric switch motor controlling the depot/yard track arrangement.

In addition to the work on the library building itself, we now have a plan for bringing electrical power to it. Last month, Rick and Steve hosted Mike Krug of Krug Electric at the park.

Steve says, "Mike has been an electrical contractor in the area for at least the past 30 years. I was interested in what was needed to supply 100 amp power to the new archive building and 100 amp power to the G Scaler's new outdoor garden layout. Mike looked over all of our setup from the box below the transformer, near the crossing guard, to the speeder shed, engine shed and along the roadway toward the flanger. His assessment is that there is adequate available power to do both projects."

Steve added, "For the archive building, to bring power from the speeder shed, we'll go outside from the speeder shed power into a trench to the east end of the archive building where Jerry Hellinga prepared an extra ground rod for this purpose. Our chapter and the Live Steamers have agreed to cut the trench to the Live Steamer tracks and burrow under the double Live Steamer tracks and install the PVC pipes to that location, a few feet beyond the tracks. Trenching from that point will go to the location chosen by SOLST for their new garden railroad.

"For the G Scale layout, they will add a rain tight sub panel to the existing panel, install a meter, breaker, ground rod, etc. The wiring to go to the G Scale outfit will start at that new sub panel, down and under the double live steamer tracks and then by trench to the location the G Scalers want the power. The purpose of the meter is that the cost of the power used by the G scalers will be known each month and they will pay us for that power. We will also wire up the G scale concession stand to the same meter."

Mike estimates the cost of materials to complete our chapter's wiring at about \$270.00, and the cost to SOLST for their project at around \$350.00. It is well worth the cost to our chapter to have someone with Mike's experience do the job right the first time.

**P&E HOPPER HISTORY – PART whatever?** If you followed our recent reports on the restoration of our 1899-built Pacific & Eastern hopper car, you'll remember us finding Sierra Railroad reposting marks long hidden under old paint. This new information changed our previous knowledge that the car was built for the Great Northern and later became the property of the Pacific & Eastern. We now know it served on the Sierra between the other two railroads.

New information last month from Jim Lekas stated that the Sierra Railroad purchased 80 of these hopper cars from the Great Northern around 1923. Because we have no exact date the final story is not yet known. Last month Jerry Hellinga sent the following message.

"I'm afraid there is another glitch relative to the history of the P&E in the most recent hopper story. You stated that 1923 was prior to the sale of the P&E to the Brownlee-Olds Lumber Company. The sale took place and the Pacific and Eastern ceased to exist in 1921. If our car was part of the 1923 sale to the Sierra Railroad, then it was never owned by the Pacific and Eastern. The sale was probably late in 1923. The 22 ft cars are not on the Sierra RR roster in the November, 1923 Equipment Register.

FYI: There is a photo of the hopper in "The Willamette Locomotive" by Hauff and Gertz. It shows the hopper with the No. 2 sometime in the 50's. There appears to be reporting marks that are not legible in the photo but no other lettering. The following time line was summarized from Jeff LaLande's book "Medford Corporation: A History"

- 1907 - The bankrupt Medford and Crater Lake Railroad is bought out by James H. Hill interests and construction is continued as the Pacific and Eastern Railroad. (p. 22)
- 15 November, 1910 - Construction competed to Butte Falls. (Caption, photo 17)
- 1918 - Regular train service on the Pacific and Eastern is terminated. "Operating expenses had always far exceeded revenues". (p. 22)
- 1921 - The Pacific and Eastern Railroad is bought out by Millard D. Olds. (p. 24)
- April 1, 1922 - Olds forms a partnership with James N. Brownlee to create the Brownlee-Olds Lumber Company. (p. 25)
- 28 February 1924 - The Owen-Oregon Lumber Company is incorporated. (p. 29)
- May, 1924 - Owen-Oregon Lumber Company purchases the timberland, mill, and railroad from Brownlee-Olds. The railroad is incorporated as the Medford Logging Railroad, a wholly-owned subsidiary of the Owen-Oregon Lumber Company (p. 29)
- 1932 - The Owen-Oregon Lumber Company goes into receivership and is reorganized as the Medford Corporation. (p. 76)

So, what will be the final story for our P&E hopper car? Who knows? It's interesting discovering new information.

**LET THERE BE (MORE) LIGHT** Ever since we installed our Southern Pacific H-2 “target signal” ten or so years ago the existing lens arrangement was never changed. It remained as it was when we got it from CORP’s ex-SP Siskiyou Line, near Bear Creek Corporation. When lit the area a person could see it fully lit was long and narrow, that is until now.

In the past Randy Wale has donated parts and swap for some of our chapter’s signal parts. For over a year he volunteered to change our signal’s lens so that when lit the colored aspect would be more visible to those walking in the area. On January 4<sup>th</sup> Randy came to the park, and Steve Bruff and Tony Johnson assisted. Using our chapter forklift Randy stood on our platform and in a matter of fifteen minutes changed the lens. He installed a compound retaining ring with a studded retaining ring. In simple terms it directs light in a wider angle from the “hot spot”.

Randy told us he would love to work on the rest of our signals and get them working, beginning with our classic SP “Style B” semaphore signal and block indicators on display outside our engine house. He will also bring some other signals from his collection and install them to operation. You see, Randy is contracted out as a Signaller for the Central Oregon & Pacific RR, and he also has a large working signal collection at his home.

We discussed places around the park where it would be nice to have more working semaphores, dwarf signals and other types for the public and us to enjoy. One place would be to have an operating signal somewhere along our motorcar-handcar track. Or maybe a “dwarf signal” next to the Mack Walch Library? We will first need to make a complete inventory of our signals and parts and go from there.

**FUTURE MOVE AHEAD?** The following is provided only as “heads up” information. As you probably know, our chapter’s off-site collection of a diesel locomotive, three box cars, a baggage car, our dining car, plus member Dan Wilkinson’s collection of two cabooses, a baggage car and a flat car, are stored on a single track in White City. Through the efforts of Dan we are exploring the possibility of using another closed business site nearby that has three tracks surround by asphalt paving, most of which are under cover. It is also protected by security fences and key-pad gate entry.

Dan looked at the site and thought it would make an excellent location to repair and restore the roof on our 1912 Pullman dining car. Pouring rain or scorching heat would no longer stop us from working on that car, nor any other car for that matter. An initial phone contact with the property owner’s home office real estate officer was received extremely well. They admit that the possibility of selling the property in the next 3-5 years is very small, and letting us use the site for restoration would be, in their words, “A win-win situation for both parties.”

The gentleman asked Dan to mail him information about our chapter and what we’d like to do. He wanted it as quickly as possible so he could present the idea to his superiors. I put together a 18-page brochure showing before and after photos, and told the story of our many past projects, as well as the story of our chapter. Dan included a formal letter and other information and mailed the whole packet to the real estate officer on December 31<sup>st</sup>. So, it is possible we may be fortunate in using a better facility to work on and better protect our collection. Keep us in prayer.

The January General Meeting is Tuesday, January 13th at 7:00pm at the Rogue Valley Model Railroad clubhouse at the Medford Railroad Park. The meeting will begin with the swearing in of the new chapter officers, followed by the evening’s entertainment.

**Your Elected Chapter Officers for 2009**

E. Don Pettit, President 541-601-4772  
Ric Walch, Vice President 541-772-6255  
Syd Stoner, Secretary -541-878-8120

Bruce McGarvey, National Director – 541-779-8145  
Guy Jenkins, Treasurer — 541-770-5818

**Assigned Chapter Officers (until elected Chapter Officers hold discussions)**

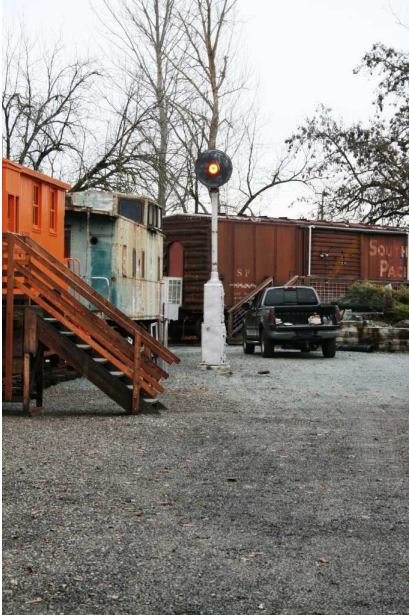
Art Turner, Chief Mechanical Officer – 541-826-6291      John Powell, Activities Director – 541-826-1992  
John Sipple, Dir. Of Public Relations – 541-776-2292      Nancy Aubin, Membership Director – 541-779-4259  
Tony Johnson, Newsletter Editor/Historian – 541-944-9176



**(ABOVE)** Randy Wale shows Steve Bruff the new lens arrangement he's going to install in our H-2 target signal. — *Tony Johnson photos*



**(ABOVE)** Randy uses our chapter's special forklift platform so he can easily remove signal parts and install the new lens.

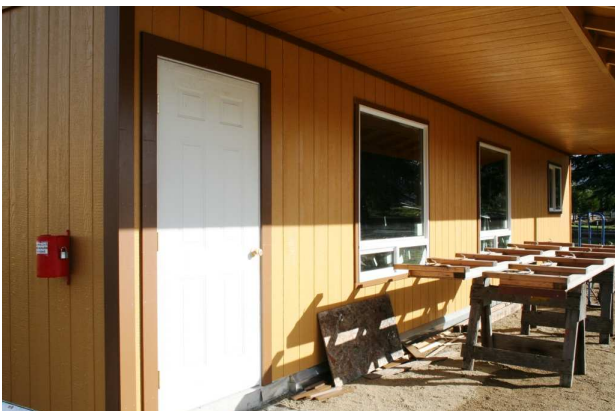


**(LEFT)** The new lens arrangement now allows a wider range of vision in order to see a working target signal.

**(RIGHT)** A pot of gold must be at our new Mack Walch building as a rainbow shines during a brief period of no rain.



**(BELOW LEFT)** A closer look shows some of the exterior brown trim that Steve and Rick installed during December. **(BELOW RIGHT)** We have converted half of the Mack Walch Library building into a winter workshop so a portable heater will keep the paint and volunteers from freezing.





**GOOD OLD DAYS OF RAILROADIN'** We have extra space this month so I am adding more of those great old stories of working on the Southern Pacific Railroad; this time from three different men. The first two, Tom Weston and "Topper" should be familiar to you readers as we've published many of their stories before.

**Cold Oil by Tom Weston** The oil that the Southern Pacific used in their oil-burning steam locomotives was very black and very thick. Unless it was heated, it was almost like tar. All the tenders on the locomotives had coil heaters in the bottom of the oil compartment to heat the oil. These coil heaters were steel pipes that hot steam could be run through.

There was also a pipe that put the hot steam directly into the oil when it had to be heated in a hurry. This was called the "open heater." This open heater had to be used very carefully because it could get the oil so hot that it was almost a gas. This was not only dangerous because it could explode, it was also difficult, if not impossible, to fire the engine with oil that hot. And, if the oil tank was filled right to the top, the open heater could, and would, blow the oil out of the tank.

I had this happen to me one time and what a mess I caused. The tender and the first 3 or 4 boxcars were covered with black, sticky oil. All because I had forgotten I had the open heater on. I was rewarded for this lapse of memory when we stopped to take water and I had to walk through the oil on top of the tender to reach the water spout. On the other hand, if the oil was not heated enough, it would not flow through the oil pipe to the burner fast enough to keep anything but a very small blaze in the firebox.

I found this out the hard way one night on a passenger train from Sacramento to Fresno. I do not remember if this was a troop train or the second section of the regular train, No. 60, which ran every day. I do remember that the engine was a large 2400 Pacific type. These engines were built for passenger service and would run like a deer if not overloaded. Unfortunately, this one was short of oil and there were no passenger engines available at the Sacramento roundhouse.

The Chief Train Dispatcher did not want to delay the train long enough for us to take the engine to the roundhouse and have it refueled, so he put out a train order telling us to take oil at Modesto or Merced. Normally through trains, either passenger or freight, did not take oil at Modesto or Merced, only the locals that worked out of these towns. I only did it this one time in the 39 years I was in engine service.

That Pacific was a very good engine and used so little fuel oil that after measuring it when approaching Modesto, the Engineer decided we could easily make Merced. Now, I knew that the oil at Merced would be quite a bit cooler than the remaining oil in our engine so I got it as hot as I could, hoping it would help heat the new oil. A good idea... but not good enough!

The oil spout, at Merced, was on the main line and the reservoir was about 50 or 60 feet away, so by the time the oil was pumped through this length of underground pipe it was very cold. The engineer told me to just take enough oil to get us to Fresno. He then walked over to the oil reservoir to turn on the oil pump. It was a good thing that he knew where everything was because there was nobody on duty at night and I didn't have a clue.

I really did not know how much oil we needed to get to Fresno, so I probably made what happened worse by taking a lot more than we needed. When I thought we had enough, I called to the engineer and he turned off the oil pump and walked back to the engine. When I finished taking the oil spout out of the oil tank and pushing it back to its normal position, I climbed down into the cab and turned on the oil heater and the open heater. The engineer started the train, after getting a "proceed" signal from the rear brakeman, and we pulled slowly out of Merced.

This is when the happening happened. When the engineer slowly pulled the throttle wide open to get up to passenger train speed, the steam pressure started dropping, but not so slowly. I kept pulling the firing valve open wider and wider and finally had it wide open. Nothing!!!

The oil we had taken at Merced had been so cold and so thick that it was flowing very slowly into the oil burner in the firebox. Even with both heaters wide open! There was nothing we could do except creep along until the oil got hot enough to flow properly, which took about 25 or 30 minutes. We arrived in Fresno about an hour later than we were supposed to, and I'll bet that Train Dispatcher never had a passenger train take oil at Merced again!

\* Since 2002 we have enjoyed twenty-five of Tom Weston stories in this newsletter, and there are more to come. Tom worked for the Southern Pacific for over forty years, thirty-nine of those years in engine service, and a majority of those years in his hometown of Tracy, CA.

**Alco's Worst by Topper** In 1971 I started out by working the Southern Pacific Extra Board and I got assigned on a job out of the City of Industry. At that time the job went out at 5:00AM and it went to Anaheim and it was called the *Anaheim Hauler*. I think now it works out of West Colton and I think it is now called out of the Pool as I don't think it is a regular assigned local freight like it was when I worked it.

Anyway, we went on duty at 5:00AM, 7 days a week. Back in those days I didn't know any better. They had just changed the law from 16 hours to 14 hours so this job worked 14 hours a day, 7 days a week. And actually 14 hours was a short day as a lot of times you didn't even make it back to Industry. You would make it back as far as Bartolo or someplace like that. Once we died at Los Nietos, and you had to wait while they sent a carry-all trucks out to get you. That was back is the days when SP actually used their own carry-alls to go out and retrieve crews. So a 14-hour-day was kind of a short day for that job.

On top of that there was usually heavy traffic on the freeways in the evening from Industry to where I lived at the time, so that would add another hour and fifteen minutes to my working day. But I didn't know any better. I was eighteen and I thought this railroad was great.

But the power on those jobs out there... let's see. There was an *Anaheim Hauler* (which I was on) and then there was a *Buena Park Hauler*. You'd get two switch engines. They were either two SW1500s or two C-415s, and occasionally one of each.

The C-415s get my nomination as the "Screwiest Locomotive Ever Designed." Whoever designed the locomotive never actually had to operate them. If you never read anything about them, one of the big problems with them is with the radiator on what was the rear hood, the short hood, and the diesel engine was under the longer hood. These engines weren't exactly center-cab locomotives; they were off-centered cab locomotives.

So that meant, of course, is they had to pipe all of the cooling water and related items from one end of the locomotive to the other. Well, that sounded OK in practice, I guess, as long as you were a plumber. That just didn't work out once they got them out on the road because locomotives begin to develop leaks - the longer the pipe with more connections the more leaks and things like that.

The problem was that the electrical system and electrical cabinets were located underneath the cab, so what you had was all these pipes running through and dripping down on all the electrical system. So after about 3 or 4 years the electrical systems had plenty of problems. Ground relay problems were just immense on these engines.

But, these C415s were kind of interesting in that they had what was called the "Duplex Controller." It amounts to dual controls, but it's not two separate control stands. It's just one big control stand that sits in the middle of the floor and it's a combination control and electrical cabinet. It takes up literally the entire floor of the cab. Both handles are connected in series with each other - it's a mechanical connection between them so when the engineer is moving his throttle on his side, the throttle on the fireman's side moves too. It was kinda strange.

The only good thing about this control stand was that the flat surface of this controller made a really good table for eating, sleeping or playing cards, or whatever you were going to do during the day. The downside to it was that if you were going to try to walk from the front end of the engine to the rear end of the engine, you would go in the door - either door, front or back, it didn't make any difference - you'd go down either side, but no matter which side you went down, you'd have to sit down on the seat and kinda swing your old butt over around other way and then walk around the other way. There was no other way to get around other than sitting down in the seat. It worked out OK as long as no one else was sitting there. If there was, then they had to get up and, well... it was just a poorly designed locomotive

SP had sent back their #2401 to Schenectady [NY] and Alco revised it so it now had two separate control stands. And that really solved a lot of problems; it was a much better solution. But for some reason that was the only one they ever did. I guess, probably Alco paid for it hoping SP would pay to have the other nine C415s get the same

treatment, but I guess SP decided it wasn't worth the effort. So the 2401 was the best of the bunch, but as a group they were goofy engines.

We kind of called them "Telephone Booths" because they had this really high cab. You could order them with different cab heights and apparently SP ordered them with the highest they could get. They really stuck up in the air. Mechanically they seem to run all right. It's just that the electrical system was so screwed up from water dripping into them, that it was electrical problems that really killed them.

I remember we had a couple of them one afternoon as we were coming back from Anaheim. This was back, oh gee, it was in October 1971. Of course, at that time of year in Southern California it gets over a hundred degrees in that neck of the woods. So, what the idea then was, since this was all 10 mph track, except for the 5 miles we ran on the UP mainline, you'd just open both cab doors and get a little bit of a breeze to flow through the cab.

So, this time we're coming back, we've left Anaheim so I open my door and the Engineer had his door open, going along at the un-godly speed of 10 mph, when all of a sudden it's like we're like in a steam bath. I'm thinking, "What the hell is going on here?" I didn't know much about anything in those days.

As it turns out was we were running the SP24-whatever-it-was backwards... the radiator end, which the rear end was actually leading... and what had happened was that as soon as we got up to the temperature where the shutters automatically open, the shutters did indeed open and once that happen the cooling fans sucked all the moisture from the radiator right out through the shutters and into the cab. I could have opened up a Chinese laundry when that happened. That was quite an experience - my first experience with radiators. The C415s were interesting engines in that they were so weird.

- "Topper" is the pen name of a friend of Tony Johnson. He lives in the San Francisco Bay Area and currently works as a Engineer for Union Pacific at Oakland, CA. Topper is also quite a locomotive horn expert and volunteers much of his spare time at a local animal shelter. This is the 11<sup>th</sup> "Topper" article we've published since 2002.

**The Cowboy by Ron Kinum** Cowboy was an engineer on the San Joaquin Division. He ran mostly from Bakersfield to West Colton — the steepest part of the SP south of Sacramento. He always wore short sleeve sports shirts with designs on them and a cowboy hat — usually a gray or white felt Stetson. Every time I patched a train he brought in at the bottom of the hill, he used up the air. He always stopped on the mainline. I never EVER patched him in the siding at Slover. I think the dispatchers all knew about this guy.

When a crew dies on the law, the legal limit is 12 hours on duty and anything over we could not run a train. If he did not have enough time to come into the yard, say they held him at Slover at the junction because the yard was full and/or the main would not allow him to come in. Say he already had 10 hours on duty but they could not bring him into the yard for another two and a half or three or four hours, then they would send out a crew to relieve him, which is called "patching a train." I am sure it is a clerical term, but we all used it.

Anyway, one night, the first time I ever did this, I was sent out to Dike siding, which the Santa Fe calls more properly Devore, which is located in the lower end of Cajon Pass near San Bernardino. My crew was from the Los Angeles Division while Cowboy was from the San Joaquin Division.

When I got out of the carryall, Cowboy told me he had used a lot of air but it was okay; he had charged the train in the siding for an hour and a half. I said okay and got on the engines. Now, keep in mind, I had a yard crew and yardmen know NOTHING about air brakes.

My switchman and I got on the lead engine; my foreman and other switchman were taken back to the caboose. My god, I no more than entered the doorway on the fireman's side when I heard the pressure maintainer already working hard to keep the air pressure steady!!! My instincts suddenly were activated, but I still didn't think anything was wrong. I walked around the control stand to get my orders and sit down, and my god, the air flow gauge was way up there!

Now, Southern Pacific is one of the VERY few railroads who equipped their locomotives with an airflow gauge. Most engineers don't even know what one is! I have always felt very fondly about SP for having those gauges on our locomotives, and it was PROBABLY the only reason I did not operate a runaway train that night! Anyway, 'Mr. Air Flow Gauge', my best friend, told me something was VERY VERY wrong here. I immediately distrusted and

wondered what Cowboy meant when he had told me that he had charged the train for an hour and a half, and that damn air was hissing into the brake pipe!

Now, I really have never been very much qualified as an engineer. SP put me into some special classes to make sure I didn't learn anything, however, one thing I did have since I was a boy was a curiosity, and what I learned from my true friends as a boy (I ran trains THREE TIMES when I was in High School as teenager) told me something was dreadfully wrong on this train here tonight.

I very uneasily got the highball from my yard engine foreman, we had a green signal out of the siding at Dike (as SP called Devore!) and so I did what I had been told years before as a railfan, that you do NOT release the brakes to start downhill at Dike, you just pull on the train and it will get started without any trouble with the brakes set. That one bit of railfan curiosity saved all our lives that night, because SP never taught it to me! No one at SP told me that, except for an SP engineer when I was a teenage railfan!

We got started — I only had to pull the train until I was over the switch of the siding, then the train rolled on its own. CLUE NUMBER FOUR! I was very concerned at that point. With a yard crew on the caboose, I knew it was a moot point to ask over the radio what his air pressure gauge said, and I didn't want him putting the train into emergency or anything.

So I rode it out until the whole train was out on the mainline out of the siding. Only thing was, we were already at 15 pound reduction on the brake pipe pressure and we were already at the speed limit for our train!!! I gave it another five pound reduction to see what would happen, and it sort of bogged down a little bit and then the speed came right back up again! So I immediately went into full service with full dynamic brake throttle and I wanted that train stopped NOW!!! We sailed at 30 MPH past the garbage dump before the speed started coming back down and it went — I calculated two and a half miles before we came to a stop. Man, was I stressed! Scared yes, but mostly tense!

I had my switchman go back and give me 15 hand brakes, and I told him DO NOT UNDER ANY CIRCUMSTANCES release any hand brakes unless I whistle TWO LONG!!! And, if it starts to move and I haven't whistled two long, tie hand brakes until it stops! He went back, his name was Jason if I recall, a really nice Hispanic guy, and I am positive that for as long as it took him to tie those brakes — and I watched him — I got my 15 hand brakes. When he told me over the radio he had them tied — oh, wait a minute, he had a yard radio, he signaled me with his lantern because the road radio does not pick up the yard channel — when he signaled me he had them all tied, I released the brakes with the reverser in back up and the throttle opened to run two.

We sat there for an hour until I felt we had the train sufficiently charged, and then I set the brakes like we had in the siding, and whistled my two long. Jason released the brakes, and we continued down the hill. The junction at the bottom of the hill ends at Slover Mountain, and there were hotshot freights running in both directions east and west one after the other, and we had a red signal at the bottom! Had I gone down there I know I would have run the red light and had a collision. I am absolutely certain of it.

That is my story on Cowboy, and I never knew his name, but he always stopped his trains at Slover on the bottom of the grade by going into emergency. He NEVER stopped it normally every time I ever saw him (At least a dozen or more times!) That is because he always used up his air.

Now for the analysis on all of this. I think Cowboy set the brakes at Dike and just sat there. He did not tie hand brakes as I did to recharge the brakes. You CANNOT recharge the air brakes unless the brake handle is in release to release the brakes. That releases the brakes by increasing the brake pipe pressure and recharges the air reservoirs in the cars.

I think Cowboy sat with the brakes set and the pressure maintainer keeping the pressure at the setting that the brake valve told it to be, which DOES NOT RECHARGE THE TRAIN!!!! So, did Cowboy set me up? Was Cowboy really that DUMB? I will never know that answer. But that night I was headed for a runaway. I cannot believe that Cowboy, as an engineer on one of the steepest grades in the west, did not know how to charge a train. I almost died that night.”

\* Ron Kinum started as a Fireman in September, 1969. After serving three years in the U.S. Army, Ron was promoted to Engineer in the spring of 1975. Ron left Southern Pacific in 1988.