



THE MANIFEST

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – JANUARY 2007

MEMO FROM THE PRESIDENT “Once more unto the breach dear friends, once more;” (Henry V). Elections are passed and I am back writing this column as your president for “07”. I look forward to working with everyone in solving some of the many issues that the club will confront in “07”. This year we are going to be faced with many tough issues and decisions that will define our club for years to come. Our club officers will be working diligently to meet these challenges and this year as never before we will be soliciting support and insight from our membership. If we all work together I believe we can accomplish a great deal. When an opportunity presents itself do not hesitate help move our club forward.

The first thing that we will be addressing this year is a sign up sheet for this run season. A signup sheet will be sent to you with the February news letter; this sheet will give everyone the chance to signup for docent positions this summer. You can apply for as many time slots as you like and then return mail them so we can coordinate a final worksheet for this season.

This will be the first opportunity for the general membership to get involved and help bring our historic programs to the public. So please pick a position and time that works for you and sign up. If you want to fill a position that is new to you or you are unsure of, don't worry, as we will pair you with someone with experience in that position.

I wish everyone all the best for the New Year and success in all your endeavors.....Best Regards Ric

DECEMBER ELECTION OF OFFICERS The election of Chapter Officers was held at our December 14th membership meeting in Medford. The results are as follows:

- President – Ric Walch
- Vice-President – E. Don Pettit
- Secretary – Ric Aubin
- Treasurer – Jerry Hellinga
- National Director – Bruce McGarvey.

During the counting of ballots for Vice-President we had two tie vote results between incumbent Vice-President Steve Bruff and challenger (and former V-P) E. Don Pettit. To break the tie we scientifically went to drawing straws. Offering incumbent Steve Bruff the opportunity to draw a straw, he chose the short straw, which meant E. Don would be the V-P for 2007.

We hope you will continue to support your chapter board as they guide your chapter through 2007. At the January 9th General Membership meeting the board will select the members for the assigned positions of Chief Mechanical Officer, Historical Officer, and Newsletter Editor.

WELCOME ABOARD This month our chapter welcomes Paul Sheedy to our ranks. Paul is currently the secretary for the Southern Oregon Live Steamers Club and wishes to also participate in our restoration efforts and shenanigans. We're glad to have you as a member, Paul.

RAILROAD SHOW RESULTS Last month we reported the story of our very successful 29th Annual Rogue Valley Railroad Show, held Thanksgiving weekend at the Medford Armory. At the December membership meeting Show Committee Treasurer Bruce McGarvey reported that our club earned about

30.6% of the show proceeds, which came to \$2,777.00. This translate that for every volunteer hour our chapter members filled doing the necessary show jobs, we made about \$35 for each of those hours. This is the most money this chapter has made from a single Railroad Show. Thank you all.

MEMBERSHIP RENEWALS If you have not yet renewed your chapter membership, you should do it now. All 2006 memberships ended New Years Day. As this newsletter goes to press chapter Treasurer Jerry Hellinga reports that we now have 42 of 70 members renewed (60%). Of the 42 members renewed, 20 included extra donations to the chapter. There was also a \$50 donation in the mail from Neal Smith of Jacksonville (not a member), the \$110 donation (commission) for selling private items at the Rogue Valley Railroad Show, and a special donation to the No. 4 project. The amount and donor of the contribution to the No. 4 wishes to remain anonymous.

It's a great pleasure to report the total donations received in the month of December are... (Drum roll please) ...\$1,778.00. What a wonderful response! In alphabetical order, the following is a list of members who included an extra donation with their renewal. Thank you very much for your help.

- Frank Anderson
- Tom Baldwin
- Matt & Kim Bruff
- Ron & Sue Buckingham
- Charles & Maggie Davis
- Tom Dill
- Dale Edwards
- Richard Francis
- Lee Hawbecker
- James Hogben
- Tony Johnson
- Doug Kirkpatrick
- Bruce McGarvey
- Art McKee
- Walter Michaels
- Gordon Nunnally
- Fred Phillips
- David Sell
- Claude Sorensen
- Larry Tuttle

MEDCO No. 4 PROGRESS REPORT Project Coordinator Jerry Hellinga is recovering nicely after his open heart surgery the day after Thanksgiving. Still about a month away from resuming work on locomotive No. 4, Jerry does have a progress report for us.

Under contract to the Sumpter Valley Railway, they report the successful pressing of the gears off the locomotive's line shaft. I say successful because in doing so they broke a couple hydraulic hoses on their press. They spent time cleaning the near gear castings we had made, but cutting out the core is taking more time than thought as the new metal is very tough.

CHAPTER SHORTS We all know there are railroad artifacts sold through railroad swap meets, magazine ads, and over the Internet, such as on E-Bay. Last month Dan Wilkinson called to my attention the sale of a builders plate off a Willamette steam locomotive, similar to our Medco No. 4, which was construction (builders) No. 18. Offered for sale was the builders plate was the #24 or #25 (Dan wasn't sure which one). This would be a locomotive built as No. 2 for the Tidewater Timber Company of Astoria, Oregon in 1927, or for the East Side Logging Company at Keasey, Oregon as their #107.

Considering only thirty-three Willamette locomotives were built, and most were scrapped (only six survive today), there must be less than ten Willamette builders plate surviving today. Now, how much do you think you could sell one of these plates for? \$2,000? \$4,000? Well, you better be sitting down. On E-Bay the final bid was for over \$16,700.00! Many years ago we were promised Medco No. 4s builder's plate from the

individual who owned it, but several years ago his house was broken into and the only thing stolen were No 4's plate.

As you may already know, last year we acquired what was left of the old SP Woodville (Rogue River) depot from an individual in Rogue River. About fifty percent of the building is missing so we're always on the lookout for replacement wood that'll fit the period. For many years off Ross Lane in Medford, there is an old two-story house that is scheduled for removal. It's believed the house was built sometime between 1880-1895. It appears to have never been painted; only whitewashed over the years. No old leaded paint issues here.

President Walch has been attempting to get permission to remove some of the good tongue and groove flooring, siding, wainscoting, wall boards and other items before demolition. After many weeks we received oral permission that we could have the wood, but it sounded like we had to dismantle the whole building; not just take what we want. This would never do unless we had at least six months to do it. The winter weather and organizing enough volunteers dictates we cannot do it quicker.

At our December 20th chapter board meeting Ric Walch said that after further communications he was instructed to talk with the company contracted to remove the building and develop the property. He said that we may be able to just take what we want, if we clean up as we go. If this is true, then we will go ahead and remove the tongue and groove flooring upstairs (it's very worn downstairs and would need planning), the 1 x 12 wall boards, rafters and more.

LATEST DONATIONS TO THE CHAPTER This month our chapter received a nice variety of railroad memorabilia. Mr. Arch Weatherford of Jacksonville, Oregon donated a nice shop whistle. This whistle was used at the large MEDCO mill in Medford to signal starts of shifts, lunch breaks and so on. It's a nice looking whistle and we'll see if we can use the Railroad Park's air supply to operate it for the public. Thank you, Arch.

Last month chapter member Gary Nelson donated a nice Adlake battery brakemen's lantern. We will use it as part of the display inside our restored Southern Pacific caboose #1107. Thank you, Gary.

Dave Martin of Mountain View, CA - an old friend of this editor - sent four 2.5"x 4.5" black & white photos of four different Southern Pacific MC-class 2-8-8-2 articulated steam locomotives. Two of the photos were taken at Alturas, CA in 1937 and 1938, one at Oakridge, Oregon in April 1942, and one at Ashland in November 1945. Thank you, Dave. We can never have too many classic steam shots.

From chapter member Darrel "Stretch" Manley is a box of goodies:

- **THE CONSOLIDATED CODE OF OPERATING RULES (1959).** Stretch gave us four copies of this book: three from the Spokane, Portland & Seattle Railway Company, and one from the Great Northern Railway.
- One copy of a **PASSENGER CONDUCTOR'S RECORD BOOK.**
- **NORTHERN PACIFIC RAILWAY Rules and Instructions for Employees in Passenger Train Service.** (June 1, 1960)
- **Operating Manual for ALCO (American Locomotive Company) 2250 HP Model PA-1 and PB-1 passenger diesels.** (May 1956).
- **Enginemen's Operating Manual for an EMD Model F7 diesel-electric locomotive** (June 1951).
- **COLLINS GEM GUIDE - STEAM TRAINS.** It's a little pocket guide for steam engines in the U.S. and abroad.
- Two copies of **SOUTHERN PACIFIC RAILROAD Rules & Regulations of the Transportation Dept.** (February 1943 and April 1961). An interesting item is the book was on loan to J.E. Malone - Fireman; Coos Bay Timber Co. Train crews working for Coos Bay Timber were required to know Southern Pacific's rules as they operated via trackage rights between Myrtle Point and Powers.
- **SP Shasta Division INTER-MOUNTAIN TIME BOOK (1946).** Railroad Time Books list the names of engineers, firemen, yardmen, etc. by their seniority date. Back when this particular book was printed it lists a Mr. J.G Fidler as getting his Engineers date on 12/30/1903, and his Firemen's date on 8/12/1899! Inside the time books are blank pages for an employee to keep track of the dates and hours he worked, where he departed from and arrived at, and the total hours of service that day. One example for this unknown employee is as follows. On 8/11/1946 he departed Ashland on train "Extra 3752" (2-10-2 SP3752) at 11:00 am and arrived Dunsmuir at 10:50 pm - a total of 11 hours 50 minutes. This run was 167 miles and he had 1,717 miles to date that month.

Almost equally of interest are the numerous advertisements throughout the book – no doubt for the benefit of soliciting business from railroad employees. There is Bob’s Dairy. “Siskiyou County’s Finest Milk Products Processing Plant.” Operators” Bud, Joe (Harold of U.S. Navy and Don of U.S. Army). Phone 119, Dunsmuir, California. Then there is Quinter Harris OK Tire Service. Sieberling Tires Sales & Service. Desoto-Plymouth Sales & Service. Phone 380, Yreka, California.

- Stretch also donated thirty-three back issues of TRAINS magazines (1960-1962).
- Two color photos of Northern Pacific Railway F7 #7012A
- Four ‘Suggested Routings’ cards from the St. Louis Southwestern “Cotton Belt” Railway.

Thank you, Stretch for your generous donation.

We told you last month of the donation and delivery of a brass steam locomotive bell by of the local Boy Scouts of America. Last month we didn’t have space to show you the beautiful bell, but this month we do. (See photo page 5.)

At a special slide-video night session on December 29th, chapter member John Sipple presented a donation this editor had never seen before. It’s a light tan in color, oil rag from the Santa Fe. Printed on the rag is the silhouette of a man slipping and the words, “Work Safely. Wipe Out Axy Dent on the Santa Fe.” It appears Santa Fe (and likely other railroads) had these oil rags made in the tens of thousands as the rag is part of a very long roll cut up and stitched at the border. Thank you, John for this most unusual donation.

A LOOK BACK IN TIME Looking back through old editions of our MANIFEST newsletter is a good way to see how far we’ve come. In our single sheet December 1994 MANIFEST there was an important announcement. There was to be an auction on Jan. 15, 1995 at the Medford Armory. At 11:00 A.M the doors would open for the public to preview the items going up for auction, At noon a beef tips lunch would be served; followed by the auction at 1:00 P.M.

The announcement further stated, “Your support helps our NRHS chapter to bring P&E #8 Baldwin locomotive back to southern Oregon and rebuild the Pacific & Eastern R.R. in Butte Falls.”

Well, the auction was postponed due to an inadequate number of items that might bring in the proposed total of \$5,000 to acquire No. 8. As it turned out the auction was held a few months later at the Medford Railroad Park and it was successful. We did acquire No. 8 later that year and brought it back to Oregon.

According to the January 1995 MANIFEST there was another big project in the works. This was the moving of two cabooses, a flat car, and a box car from the estate of the former mayor of Ashland. Several work parties were needed to prepare the access to the cars, as well as other details. The move was postponed a few weeks, but did take place on February 4, 1995. It seems so long ago.

Next General Meeting! The December general membership meeting will be held Tuesday, January 9th at 7:30pm inside the Rogue Valley Model Railroad’s clubhouse at the Medford Railroad Park. In addition to the evening’s entertainment, the swearing in of the new officers will be held. Come along and watch your officers swear. Hmmm! That’s doesn’t sound quite right.

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, Historian – 541-826-1992

Bruce McGarvey, National Director – 541-779-8145
Gordon French, Chief Mechanical Officer – 541-832-2276
Rickie Aubin, Secretary - 541-779-4259
Tony Johnson, Newsletter Editor – 541-944-9176



(ABOVE LEFT) This is the whistle that was used inside the large MEDCO mill in Medford until the mill closed in 1995. It's a large whistle measuring about 22 inches in length. The donor is Mr. Arch Weatherford of Jacksonville.



(ABOVE) This is the steam locomotive bell donated to our chapter in November by the local Boy Scouts of America.

In the lower photo Bruce McGarvey (L) and Gary Armstrong (R) move the bell into our Tool Shed. Gary is a volunteer (like the rest of us) with the Boy Scouts, retired Medford police officer, etc, etc.

***SOUTHERN PACIFIC'S BAYSHORE ROUNDHOUSE AND YARD* by Tony Johnson**

“Effective with close of shift, Monday, Oct. 25th, 1982...” Those words in the official notice tacked on the bulletin board, sounding the end of my favorite railroad facility; Southern Pacific’s Bayshore roundhouse and shops. Other notices from the Assistant Plant Manager told of job transfers to Oakland and the abolishment of other positions. I read all the notices slowly, trying to absorb all that was happening around me.

Bayshore shops! In the era of steam, this was a major facility, a fact forgotten by many. In 1982, with steam engines long since gone and the San Francisco peninsula changing from carloadings to silicon chips, this remnant of a once vast complex was closing forever. I could not help but reflect on the many times I walked around this complex both day and night.

This night was cloudy and warm. The rain stopped about an hour before I arrived and I could hear the water run down the spouts and overhangs of the roundhouse. Rain water was draining into the sump hole of the turntable pit. All the roundhouse tracks were empty. Over on the ready track, gondolas and box cars were loaded with tanks and other equipment to be sent to other areas.

I turned and walked to the turntable. A sign on the turntable proclaimed. ENGINES MUST STOP BEFORE APPROACHING TABLE – SPEED 4MPH! In the middle of the turntable I thought of the many types of locomotives – both steam and diesel – I watched take a spin on the span.

For over seventy years Bayshore was the big shop in the Bay Area. Major work was performed here on engines ranging in size from 0-6-0 switchers, 4-4-0 “American types”, to AC-class 4-8-8-2 cab forward articulateds. The yard handled freight trains to and from all points on the SP system. With the passage of steam in 1957 the shops continued with repairs, although without the intensity of the steam era. The backshops continued with minor projects such as constructing transfer cabooses from old steam-engine tenders. But the writing was clearly on the wall. The shops closed in the early 1960s leaving the yard, car repair shops, and roundhouse to hang on as long as possible.



(LEFT) Looking northward at Bayshore Yard in 1962 we see many of the yard tracks with cars ready for movement. The tracks to the left were for departing trains; the tracks angling off to the right are arrival tracks. At left center is the roundhouse, sand tower, and shop buildings. **(RIGHT)** Looking down from San Bruno Mountain we see the 18 stall roundhouse and turntable. This was the second turntable installed here.

My earliest memories of Bayshore go back to the early 1950s when I was a kid living in San Francisco. During the year my Dad, Mom and I would drive from The City to spend a day in the sun (sometimes it was foggy) at the beach in Santa Cruz. Back then there were two routes we would take: Highway 1 along the Pacific Ocean, or (before the freeway was built) the old Bayshore Highway. Both had their own sights and pleasures, but I always enjoyed the Bayshore Highway route a little more because I would get a chance to see steam locomotives, Bayshore yard, the roundhouse and the shops.

As we passed west of Candlestick Cove the highway dropped down and afforded a good view of the double track mainline and passenger shelter, Bayshore Tower and the yard tracks, with the roundhouse complex in the distance. Usually we would see 2-8-0s or 0-6-0s busily moving cars around. At the bottom of the hill we passed to the west of the car repair shops, the back shops and roundhouse. Each time we passed I would see SP Company tank cars with steam leaking from connections as they were being cleaned next to the back shops. The garden tracks were full of big steam engines and the occasional diesel.

It was on one of these drives that I first saw 0-6-0T SPMW966 resting under steam. I remember thinking it was an odd looking locomotive, but not much more. It wasn't until 1960 that I learned it was roundhouse "goat". Many years later these same tracks would be used to store the Barnum & Bailey circus trains when they played the Cow Palace on Labor Day weekends. In fact, these tracks would last long after the yard and roundhouse closed for good.

But here I was in 1982, standing on a dead turntable, staring at an old brick roundhouse with its empty tracks inside. I walked off the turntable and into the empty roundhouse. On the roundhouse floor were discarded gloves, safety goggles, and patches of oil. At the end of a few stalls I found grooves in the concrete floor, evidence of locomotives that rolled a little too far. Even after the demise of steam, Bayshore roundhouse was special because of the unique variety of diesels regularly seen there and nowhere else. These stalls had hosted everything from little Alco S2 switchers to Fairbanks-Morse H-24-66 "Train Masters" and Alco RS-32 road units. As I looked over at stalls 23 and 24 I see behind a security fence diesel parts laid out on the floor for inventory and shipment.

Outside the roundhouse debris boxes were positioned for trash. On one of the supporting roof beams, above a steam valve, was a list of whistle calls for the electrician, ICC boilermaker, ICC machinist and so on. Let's see... two shorts, one long to call the machinist. No steam in the line... no machinist on duty anyway.

Walking outside past the garden tracks I stopped for a few minutes and listened. There is nothing but silence except for a gentle breeze rustling the leaves from the nearby eucalyptus trees. There are no sounds of cars being switched in the yards. The yard tower stands dark and silent. The overhead stationary steam pipes are cold, and off to my right the sand towers are silhouetted by the moon. I remember the original wood sand house that once stood here. It was a classic wooden sand house with a trestle for locomotives to shove up loaded sand cars for unloading. That sand house was removed in the 1960s in favor of a couple of metal tanks and connecting hoses. Hardly a thing of beauty.

I walked back to the roundhouse and through the one roundhouse stall where a track continued all the way to the site of the old transfer table, located next to a large brick shop building. By 1982 the transfer table has been gone for many years and the pit filled it. In all my visits I was never fortunate enough to see a locomotive being moved back and forth on the transfer table. The shop building, long ago vacated by the railroad, is now leased to a charcoal company.

I passed the old powerhouse and walked to the small yellow building with its front porch light on. The sign above read PLANT MANAGER – BAY AREA LOCOMOTIVE PLANT. I wondered where Mr. Everly and Mr. Deem are now. I've long forgotten the names of the few SP employees I knew. One I'll always remember was Mr. Zimmerman, the Roundhouse Foreman. He always found the time to answer my questions about SP diesels and what work was going on there. One of the things Zimmerman did that amused me was the way he wore his work gloves as he walked around the roundhouse. He would wear his gloves very loosely over his hands so that they looked like they might fall off. It was like looking at two small cow udders moving back and forth.

I decided to drive around the yards one last time. I stopped first at the car repair shop at the north end of the yard where work still went on in 1982. My car lights frightened an owl who took flight from an interior support beam. Inside were about ten cars, including a bay window caboose with step damage. At the other end of the building, empty tracks were covered with blue "MEN AT WORK" signs.

I drove to the north end of the yard where Bayshore Tower once stood. I recalled the many wonderful visits with operators Ray Hansen and George Janes. I remembered watching the lights on the CTC machine blink red, yellow and green, while listening to the electronic code signal it send out. Ba-bump, Ba-Ba-Ba-bump! From the tower we would watch southbound (railroad eastbound) trains exit Tunnel 4 a few hundred yards to our left. To our right were the yard, shops, and double-track main line to San Jose.

Operator George Janes was an interesting character. If something could go wrong, it would always happen on George's shift. George worked Third Trick (3:30pm-11:30pm) the whole time I knew him. On one particular visit we were "shooting the breeze" when George said, "It's time to punch the fleeting button."

During the day and night the mainline signals at trackside will show green, yellow and then red when a train occupies the track ahead. But when the afternoon commute fleet (Espee always called them “commute” and not “commuter” trains) began to depart San Francisco every three minutes, SP had an extra safety feature installed called the “fleeting button.” By pressing this button on the CTC board, it automatically changes the signals to a green, yellow, yellow, and then red – this extra yellow signal as an extra measure of safety. It was a great idea as there has never been a reported incident where one SP commute train ever ran into the rear of another.

Ok, back to unlucky George. So he leans forward in his squeaky wooden chair and pushes the “Fleeting Button”. After a few moments all the lights on the board light up yellow, then red. Then the machine made a sound that can only be described as the sound Mel Blanc would make when he imitated Jack Benny’s Maxwell car. “Paaahhh”. Then all the panel’s lights went out. The railroad between San Francisco and San Jose came to a sudden stop.

George turned to me, mumbled a few choice adjectives and said, “Tony. It’s going to get crowded in this tower. I think you better leave.” Sure enough, before I left the tower the phone was already ringing. George was telling the other party that he didn’t know what was going on. Sitting in my car away from the tower I watched a parade of officials and signal department people go up and down the stairs, look inside the tower’s electronic plant downstairs, wave their arms in the air, and in general, watch them not have a nice day. I left the area before the problem was solved. I know that thousands of commuters arrived home late that evening.

George is the only tower operator that lined up a freight train to arrive at the Third & Townsend passenger station, but that’s a story for another time.

I continued on my last drive around Bayshore Yard. As I drove down the dirt and gravel road between the main line and the yards, a jackrabbit ran in front of me and under a Cotton Belt box car lettered “Blue Streak – Fast Freight.” The rabbit was amusing, but the hundreds of freight cars stored in the yard were not. The recession of 1982 hit the SP hard and now there was a talk of a merger with arch rival Santa Fe. The future was uncertain.

Back in the Fifties and Sixties some of these same yard tracks held long lines of retired steam locomotives. On one train trip down the peninsula in 1958 I estimated there were about one hundred steam engines stored there, waiting for a date with a nearby scrapper in South San Francisco.

On New Year’s Day 1960, myself and Mark and Doug Levin, two brothers who lived on my block in San Francisco, we were going to see the dead steam locomotives. From our house we rode the nearby San Francisco Municipal Railway (MUNI) N-Judah streetcar downtown, and transferred to a bus that took us to SP’s Third & Townsend depot to ride a mid-morning SP train to Bayshore. I remember the ticket agent’s puzzled look on his face when we asked for round-trip ticket to Bayshore. We knew we could ride a Muni Railway bus for less money to Bayshore, but that wasn’t much fun when compared to a five mile train ride.

From the Bayshore train shelter on that chilly morning we walked the quarter-mile or so along the mainline to the long rows of dead steam locomotives. I was the only one with a camera so as I took photos, Doug and Mark climbed into the cabs of several 2-8-0s, one 4-6-0 and SPMW966 - the old Bayshore “Roundhouse goat.” After about thirty minutes of walking around, Doug decided to ring the bell of one of the engines. That got the attention of the Yard Tower and within a few minutes a SP cop drove up and escorted us out of the yard. Thereafter, on the trips I made to the engines by myself, I remained stealthy and never had a problem.

Continuing my final tour I stopped my car at the south end of the yard, next to the large hill that was cut away at the turn of Twentieth century to fill Visitation Bay and create Bayshore Yard. No longer would switchers shove cuts of cars back and forth. No longer would scheduled freight trains depart and arrive over these leads to the yard. No more on cold evenings would switchmen warm their hands over open fires burning inside empty steel drums.

There were times Doug, Mark and I would simply sit on top of the hill during the day and watch the yard and mainline train action from above. During the summer our favorite time was watching the afternoon commute fleet with trains running three minutes apart. The *DEL MONTE* was another favorite, if for no other reason, it looked different from the commute fleet with its streamlined cars.

While in high school there were a group of us that would occasionally hop aboard a night freight on weekends as it slowly departed the yard. The hill and the curved tracks made climbing aboard undetected fairly easy, but still a little dangerous. Most of the time we would hop aboard the TTX (Trans-Bay Extra) to Oakland. It usually departed Bayshore around 03:00 and headed south to Redwood Junction, where it would turn east and travel across the south end of the San Francisco Bay across SP’s Dumbarton Bridge. Crossing



(LEFT) It's quiet on a warm October night in 1982 as I visit an empty Bayshore Roundhouse on one of my final visits. The engine stalls are vacant and the only activity is the assembling of tools, parts and other items to be transferred elsewhere on the railroad. **(RIGHT)** The Bayshore transfer table as it looked in April 1959. One of the large brick shop buildings is on the left; the yard is in the distant horizon.



(ABOVE LEFT) Until late 1961 a person could find long lines of retired steam engines at Bayshore Yard, waiting for a date with the scrapper. Five 2-8-0s and 0-6-0T SPMW966 are shown here.

(ABOVE RIGHT) The roundhouse and shop "goat" for Bayshore Roundhouse was 0-6-0T SPMW966. It was the heaviest of the shop switchers. It was No. 18 of the El Paso & Southwestern, coming to the SP in 1924 as Second SP1010. It became 966 at the Bayshore Shops in 1937. It was one of the last three steam engines to leave the Bayshore deadline.



(LEFT) This is the view looking out one of the windows of Bayshore Tower in 1961. The double track SF-San Jose mainline is at far left. The arrival tracks are behind the poles in the center, and the departure tracks to the right. The roundhouse and shops are out of view behind the yard shack. All photos – Tony Johnson

the Bay early in the morning was mighty cold for a bunch of dumb kids who were ridding in an open freight car.

It is getting late and time for me to head home. I drove further south to a road crossing near the site where Visitation Tower once stood. It had been closed around 1960 and all its responsibilities transferred to nearby Bayshore Tower. I never had the opportunity to visit inside. Driving north on Old Bayshore Highway I made one final stop behind the roundhouse and stared at it. In the dark night I could hear a commute train pass unseen on the other side of the yard. Hell, it wasn't even an SP commute train anymore. It's a CalTrain operation now.

Leaving the roundhouse I spotted a sign posted next to the empty roundhouse garden tracks. It read, "Space Available – Call Your Broker." It figures. From high above the yard on Old Bayshore Highway I saw the pretty lights of Oakland across San Francisco Bay. Down below me I took one last look at the shops and roundhouse I've visited for many decades, and then I went home.

Today the yard is just a skeleton. All the yard tracks, the yard tower, the car repair shop, turntable, sand towers and most of the smaller buildings are gone. What remains of the roundhouse still stands. Many years ago some transients lit a fire to keep warm and the roof caught fire. The result is that about half of the roundhouse roof is collapsed. There is a security fence around the structure, the turntable pit is filled in, and there's trash everywhere. For about fifteen years there have been numerous reports of future development of the land, but nothing has been done. Eventually the land will be cleared and there will be no trace of what was once there.

GOOD OLD DAYS OF RAILROADIN' This month we begin with a look back at railroad passenger trains and stations in an era when train travel had yet to face a serious challenger in speed, comfort and safety. Much of the following information comes from the free timetables and brochures that railroads freely handed out to the traveling public in hope of getting business. It was very effective advertising and well worth the cost.

JANUARY 1913 PUBLIC TIMETABLE Longtime Southern Pacific historian Jim Harrison takes us for a look back at the SP from reading the contents of one of its 1913 Public Timetables. So much has changed since 1913 that we forget that back then business on America's railroads was booming. Confident in their security, railroads large and small promoted anything and everything.

Jim wrote, "I promised that I would copy the bit on SP's Oakland Sixteenth Street Station from the January 1913 timetable. SP was justifiably proud of their new monument to passenger travel and made certain the traveling public would not only learn about the new station, but some of the special trains that arrived and departed from there. I hope that you find this of interest."

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.

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First departure, January 1, 1913

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

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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.

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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.



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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