



THE MANIFEST

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – MAY 2007

MEMO FROM THE PRESIDENT I freely admit that my knowledge of trains is limited to “look at the choo choo” as one passes by. I know the difference between steam and diesel-electric engines and that they all roll on wheels invented by the Neanderthals. Someone once told me that a good president is not necessarily one that knows everything about every topic but is someone that surrounds himself with people that do, and we have that well covered.

When I go to the local color slides-video nights I do my best to come up with intelligent questions but I am somewhat limited to my general lack of knowledge on the subject. My observations are usually limited to “Wow look at the air horns on that baby” or “Is that an engine and which end is the front”. I try not appear a total idiot and everyone does their best to answer my stupid questions.

When we stop on a slide and discuss a specific piece of railroad equipment I cannot help but feel somewhat out of my element. The usual conversation normally goes something like “Is that the double truck 5’ drop ex Southern Pacific now Union Pacific belly buster 500 flatcar or is that the busted gut 600 model? No the busted gut 600 has the 45% drop deck not the 46% and they only came with the big stopper 800 brakes not the econo 600 maybestops”. “And by the way that specific belly buster 500 was built in the Schenectady, New York shops by George Gearhead because Frank Bighammer was on vacation in Bugtusle, Vermont with his wife and Mother-in-law and it’s been repainted blue instead of it’s original yellow because of a derailment and accident in Switch City Utah on July 16th 1936 at 3:14 P.M. when it collided with the Big Sky & Pacific’s 0-4-0 Studebaker 820 switch engine that old Wrong Way Murphy was operating while under the influence of intoxicants”.

In all seriousness our club possesses a great deal of railroad artifacts, archives and information that we would like to make available to the public by developing a museum/library at the park or offsite. This is part of our long-range plan and I think we are coming closer to making it happen. The day we open I will be there glad-handing the public but I will defer all the “railroading” questions to one of our resident experts.

GET READY FOR A SUMMER OF CHAPTER ACTIVITIES Winter is over (we hope) and it’s time to get outside to enjoy chapter meetings away from the Railroad Park. Last year we toured the former SP facilities at Glendale and Ashland, Oregon; and the remaining traces of the Rogue Valley Railroad at Jacksonville. These trips were a success and this year we have plans to do it again.

Our chapter meeting for May will be a repeat visit to Glendale, Oregon on Saturday, May 12. We will depart the Medford Railroad Park at 10:00AM with arrival at Glendale a little after 11:00. For those living north of the Rogue Valley or elsewhere, you can save the trip to Medford and meet us at Glendale at the old 1883 Oregon & California Railroad baggage-coach car next to the tracks. When we’re all assembled our hosts Betty & Denny Stanfill will give us the latest news on their restoration of this classic passenger car. Just like last year’s tour I’ll hand out a multi-page information/photo/map guide to the members present.

After the tour we’ll walk the short distance to Glendale’s beautifully restored Southern Pacific depot. Many of us at last year’s tour were fascinated with the depot’s three-legged Southern Pacific stove. **After we’re finished with our tour of the depot it’ll be lunch time and we’ll dine inside the depot!**

(We won't eat at the pizza place we ate at last year because it's closed.) Betty is making arrangements for food to be prepared in the depot's kitchen and the cost to each of us will be minimal. The depot is regularly used to serve meals to the town's senior citizens on scheduled days during the week.

After lunch we'll walk the short distance to the former Southern Pacific Glendale yard and again, using our December 11, 1948 SP plat, we'll find where SP once a turntable and roundhouse had been located. Our next event will be to drive the short distance to the old Robert Dollar Mill in town where the Superior Lumber (now known as the Swanson Group) keeps their two diesel locomotives when not being used to switch cars for their two lumber mills in town. Dennis and Betty will try to make arrangements in advance our arrival to see and photograph the locomotives. (Depending on the time of day some of you may want to head home at this point.)

Next we will take a 15 mile drive north out of Glendale to the old SP station location of West Fork.. West Fork used to have a turntable for turning helper engines from Grants Pass. It is also where the Siskiyou Line runs north along a rock wall, ducks into a tunnel, and immediately crosses Cow Creek over a truss bridge built around 1905. (See photos elsewhere in this newsletter.) This will conclude the day's activity.

We encourage everyone living in southern Oregon to spend a half day and enjoy lunch with us on Saturday, May 12th. Glendale is located off I-5 at Exit 80. From Exit 80 head West towards Glendale on Glendale Valley Road. After 2.4 miles Glendale Valley Road becomes Setter Ave. After a short distance turn left on Gilbert Avenue as it swings around a curve. Turn left at the first road crossing (Molly Street) and you'll see the O&C passenger car across the tracks. We'll try to meet there between 11:00-11:15 AM. Call Tony Johnson at 541-944-9176 if you have any questions. (Non-Chapter members are also welcome to come with us. Call to let me know how many.)

Here is our proposed schedule for other chapter events for 2007. More details will be forthcoming in the MANIFEST the month before each event.

Saturday, June 23 - Yreka Western Railroad Tour (Yreka 150th Birthday)
Meet in Yreka @ 10:30 train leaves at 11:00 - shop tour when we return.

Wednesday, July 4th - Central Point 4th of July Parade.
"Parade and Booth" (We'll use our decorated 5-ton flatbed truck.)

Saturday, August 18 - Visit to the Timber Heritage Association in Eureka, California. (For those with hearty appetites some of us will arrive the night before and get lodging for the evening and enjoy dinner together at the Samoa Cookhouse.)

Saturday- Tour Fort Humboldt "Steam up for their engine"
Tour the Samoa roundhouse
Tour the storage yard at fields landing

Friday, September 7 - Tentative plan for club BBQ.

MEDFORD RAILROAD PARK NEWS The new 2007 Operating Season at the Park started slowly as the first Sunday Run was on Easter Sunday. The weather was good, but a lot of people were at church and with family. Attendance was down about 40%.

On April 22, the next Run Day, the weather was lousy with rain on and off. However, because of a nice newspaper article about the railroad park the day before in the Medford *MAIL TRIBUNE*, the crowd was very large and the overflow parking at the Fire Station was full by 12:30PM. Our chapter docents inside the cabooses could tell the weather conditions without looking outside. When it rained, the crowds left the Live Steamers Club trains and came inside our cabooses. As chapter member Art McKee said to this editor inside SP caboose #1107, "It's now 100% humidity outside."

We should add that our chapter's two first operating days went very smoothly because of our 2007 Docent Sign-Up Sheet instituted by President Ric Walch. Because we knew in advance the names of chapter members, their hours and their assignment, the job of being a docent was very easy and

fulfilling. We thank all the docents that served during April and we fully expect the rest of the 2007 to run smoothly.

In addition to the regular "Run Days" we've also help hosted two groups of children. On Wednesday, April 25 the Southern Oregon Live Steamers club and our chapter watched about sixty children and adults from "Head Start" ride the trains and tour our cabooses. Two days later Central Point school teacher Mike Hagy brought his third grade students to see everything in the park. All five park railroad groups were on hand as Mr. Hagy's kids rotated in groups to each of the five club areas of the park. I think this is the sixth year in a row Mike Hagy has brought his kids to the park. He ties together a visit to the park with his classes on transportation history. How many of you ever had the opportunity to do this when you were in school?

Now that warmer weather is here to stay we'll be getting more work accomplished around the park. One thing we had to do was install a more permanent fence separating our workshop area and the chapter's restored rolling stock. Jerry Hellinga dug a number of post holes and then installed posts and a series of metal "cattle panels" fencing between them. We chose the 50-inch tall cattle panels as they are easily movable in case we need to access the track area with heavy equipment.

The chapter concession stand now has adjustable shelves, lighting, and a linoleum floor. The fold down hatches that will secure the stand when not in use are now installed. We're waiting for a large crowd and good weather so we can watch Mack & Sarah Walch work their magic on the park visitors.

In the "odds and ends" department, our chapter forklift quit on us April 25th. For many years we've been nursing a starter that occasionally does not mesh with the gears. On this date Steve Bruff and this editor were moving a staircase near the boiler. After I shut down the engine so we could lift the staircase off the folks and next to the smokebox, the starter would not engage the gears. We tried moving the forklift back and fork while in gear so as to get past the missing gear tooth, but it was to no avail. We believe the starter's Bendix spring is broken and will require replacement before the May 13th Run Day. Right now it's sitting across our roadway between the chapter's collection of rolling stock.

In other news, we've been informed the paperwork required to move our chapter's 1912 Pullman dining car and military boxcar has been approved. We are waiting for the two railroads involved to set a date and time to move our cars from Eugene to Medford.

NEW CHAPTER ASSIGNMENTS As required in our new bylaws, during our April 24th Chapter Board Meeting the chapter board filled two assigned positions by the required unanimous votes. Steve Bruff has assumed the position of Chief Mechanical Officer, filling the position temporarily held this year by Gordon French, and admirably held by Gordon for the last five years or so. Gordon has health issues and releasing him from being the CMO will give him a breather. Thank you for sharing your knowledge, Gordon, and for your service to the chapter.

The new position of Activities Director has been assigned and accepted by Darrel "Stretch" Manley. Stretch and President Walch are discussing new and exciting activities to please our members, as well as drum up interest so much that we'll get even more new members than before. Chapter membership is at an all time high, but we'll need more support fulfilling our future project plans.

NEWEST DONATIONS TO THE CHAPTER A friend to our chapter, who wishes to remain anonymous, has donated \$304.00 for use to pay the postage costs to mail the new Member Manuals last month, and to help pay future newsletter printing expenses. Thank you, Sir for your support.

Chapter member Bruce McGarvey handed our chapter four large "Southern Pacific Common Standard" blueprints. Thank you, Bruce. The four blueprints are:

- Center Sill for Flat Car – revised July 8, 1941
- Brake Arrangement – revised June 21, 1941
- 70 Ton Depressed Center Flat Car – revised June 21, 1941
- Common Standard Floor Plate – revised July 18, 1941.

Our chapter keeps getting blessed by individuals who believe we represent an organization that strives to interpret railroad history and collects railroad artifacts so that others can enjoy in the future. On April 11th chapter member Dan Wilkinson and this editor drove to Roseburg to visit retired Southern Pacific steam and diesel locomotive engineer Vere Perry and his wonderful wife Mary Ellen.

Vere told us he had some railroad books he wanted our chapter to have for our future library, but it turned out to be more than “a few” books. We loaded Dan’s vehicle with about ten boxes of books, periodicals, magazines and more.

Here is a list of what Vere donated to your chapter. I’ve make the font size smaller so it won’t use up so many pages.

- *The Locomotive Cyclopedia - Vol. 1* by Mainline Modeler
- *Steam Locomotives Cyclopedia - Vol. 1* by Model Railroader
- *The History of the Union Pacific in Cheyenne* by Robert Darwin
- *Steam's Finest Hour* by David P. Morgan
- *Steam Locomotives of the Santa Fe: A Former Shopman's Scrapbook* by Frank Ellinston
- *Union Pacific FEF-5 Class 4-8-4 Locomotive Drawings* by William C. Fett
- *Maps of the Southern Pacific* by Guy L. Dunscomb
- *Lima - The History* by Eric Hirsimaki
- *Scenic Rail Guide to Western Canada* by Bill Coe
- *Historical Guide to North American Railroads* by George Drury
- *Canadian Railway Stories* by Adolf and Okan Hungry Wolf
- *The Canadian Pacific* (reprint of 1887 Guide)
- *The Union Pacific Type* by William Kratville and John Bush (2 copies)
- *Western Steam Pictorial* by Guy L. Dunscomb and Donald K. Dunscomb
- *America's Workhorse Locomotive: The 2-8-2* by Robert A. LeMassena
- *Railroading Through Cajon Pass* by Chard Walker
- *North American Steam Locomotives: The Northerns* by Jack W. Farrell
- *North American Steam Locomotives: The Mountains* by Jack W. Farrell
- *North American Steam Locomotives: The Berkshires and Texas Types* by Jack W. Farrell
- *The Challenger Locomotive* by William Kratville
- *Motive Power of the Union Pacific* by Kratville and Ranks
- *Big Boy* by William Kratville
- *Train Shed Cyclopedia #22 - Steam Locomotives of 1938 - Part 1*
- *Train Shed Cyclopedia #23 - Steam Locomotives of 1938 - Part 2*
- *Train Shed Cyclopedia #31 - Steam Locomotives of 1927 - Part 1*
- *Train Shed Cyclopedia #32 - Steam Locomotives of 1927 - Part 2*
- *Train Shed Cyclopedia #45 - Steam Locomotives of 1941 - Part 1*
- *Train Shed Cyclopedia #47: Steam Locomotives of the 40s and 50s - Part 2*
- *Train Shed Cyclopedia #49: Steam Locomotives of the 40s and 50s - Part 3*
- *Train Shed Cyclopedia #50 - Steam Locomotives of 1940s and 50s - Part 4*
- *Train Shed Cyclopedia #51: Steam Locomotives of the 40s and 50s - Part 5*
- *Train Shed Cyclopedia #52 - Steam Locomotives of 1919 - Part 1*
- *Train Shed Cyclopedia #56 - Steam Locomotives of 1941 - Part 6*
- *Train Shed Cyclopedia #69: Steam Locomotive Photos - Part 1*
- *Steam in the Alleghenies: Western Maryland* by Ross Grenard & John Krause
- *Norfolk & Western Steam: The Last 25 Years* by Ron Rosenburg & Eric Archer
- *The Final Years - New York, Ontario & Western Ry.* by John Krause & Ed Crist
- *Famous Steam Locomotives* by Richard J. Cook
- *The World's Greatest Mallets: C&O H-8 versus N&W Class A* by Eugene L. Huddleston
- *Canadian National and Canadian Pacific in Northern Ontario – Vol. 1* by Wilson and Jomin
- *Super Power Steam Locomotives* by Richard J. Cook
- *The Camas Prairie - Idaho's Railroad on Stilts* by Hal Riegger
- *Union Pacific Steam - Northwestern District* by James Ehernberger and Franklin Gschwin
- *Smoke Across the Prairie* by James Ehernberger and Franklin Gschwin
- *Emil Albrecht's Union Pacific Small Steam Power* by James Watson and F. Hol Wagner Jr.
- *Iron Horses to Promontory* by Gerald M. Best
- *The Great Northern Railway* by Charles and Dorothy Wood
- *Western Pacific Steam Locomotives, Passenger Trains & Cars* by Dunscomb and Stindt

- *Southern Pacific's Coast Line* by John Signor
- *Single Track to Jacksonville - Rogue Valley RR* by Bert & Margie Webber
- *Oregon's Great Train Holdup* by Bert & Margie Webber
- *World Famous Horseshoe Curve: Steam Locomotives of Yesteryear*
- *Pennsylvania Railroad's K4's Steam Locomotives of Yesteryear*
- *North Bank Road: The Spokane, Portland & Seattle Railway* by John Gaertner
- *The Age of Steam* by Lucius Beebe & Charles Clegg
- *America's First Trans-Continental Railway* by Raymond Cushing and Jeff Moreau
- *British Columbia's Own Railroad* by Lorraine Harris
- *Southern Pacific Narrow Gauge* by Mallory Hope Farrell
- *The Southern Pacific of Mexico* by John Signor and John Kirchner
- *Smoke in the Canyon: My Steam Days in Dunsmuir* by Dick Murdock
- *Santa Fe's Raton Pass* by Jared Harper
- *Santa Fe Steam: The Last Decade 1949-1959* by Lloyd Stagner
- *Southern Passenger Trains - Vol. 1: Night Trains on the Coast Route* by Shine and Ryan
- *The War Engines* by William Kratville
- *Kansas Division Steam Finale 1950-1956* by Lloyd Stagner
- *The Overland Route: Union Pacific Railroad* by Ross Greenard and John Krause
- *Iron Horses of the Santa Fe Trail* by E.D. Worley
- *American Steam Photos of Ben F. Cutler* by Robert A. LeMassena
- *Santa Fe: Steel Rails Through California* by Donald Duke and Stan Kistler
- *Lines West: Pictorial History of the Great Northern 1887 to 1967* by Charles Wood
- *Southern Pacific Bay Area Steam* by Harre W. Demoro
- *The Trains We Rode - Vol. 1* by Lucius Beebe and Charles Clegg
- *The Trains We Rode - Vol. 2* by Lucius Beebe and Charles Clegg
- *Southern Pacific Diagrams of Locomotive Tenders* by Richard Wright
- *Locomotive Cyclopedia - 1930* from the American Railroad Association
- *New York Central in the Hudson Valley* by George Drury
- *Santa Fe in the Mountains* by George Drury
- *Southern Pacific in the Bay Area* by George Drury
- *Heart of the Pennsylvania Railroad* by George Drury
- *Santa Fe: Engine Picture Taker* by William Oliver Gibson
- *Tramp* by Will Thomas
- *Southern Pacific Boiler Repair Manual* (reprinted by Project 2467)
- *Pacific - 2472's Family Album* by Kenneth Johnson
- *Chilliwack By Train: B.C. Electrics Fraser Valley Line* by Brian Kelly
- *Where to Find Them* by Robert Johnson
- 97 issues of *Locomotive Quarterly*
- 135 issues of *Trains Magazine*
- 77 issues of *Northwest Railfan magazine*
- 43 issues of *Mainline Modeler*
- 39 issues of National Railway Historical Society bulletins
- 1 issue of *Pacific News*
- 2 issues of *Railway Quarterly*
- A set of informational photo cards of Canadian Locomotives
- *1892 Canadian Pacific Annotate Time Table* (reprint)
- 3 Canadian Pacific calendars
- Canadian Pacific's Pacific Region ETT #93
- 2 misc booklets

And if that wasn't enough, Vere also donated a nice photo album featuring some of his favorite Southern Pacific steam locomotives. Additionally, Vere donated copies of two photographs showing the early days of SP in Cow Creek Canyon, which is between Glendale and Roseburg, Oregon. Thank you very much Vere. I think we may need to name a wing of our future library after you.

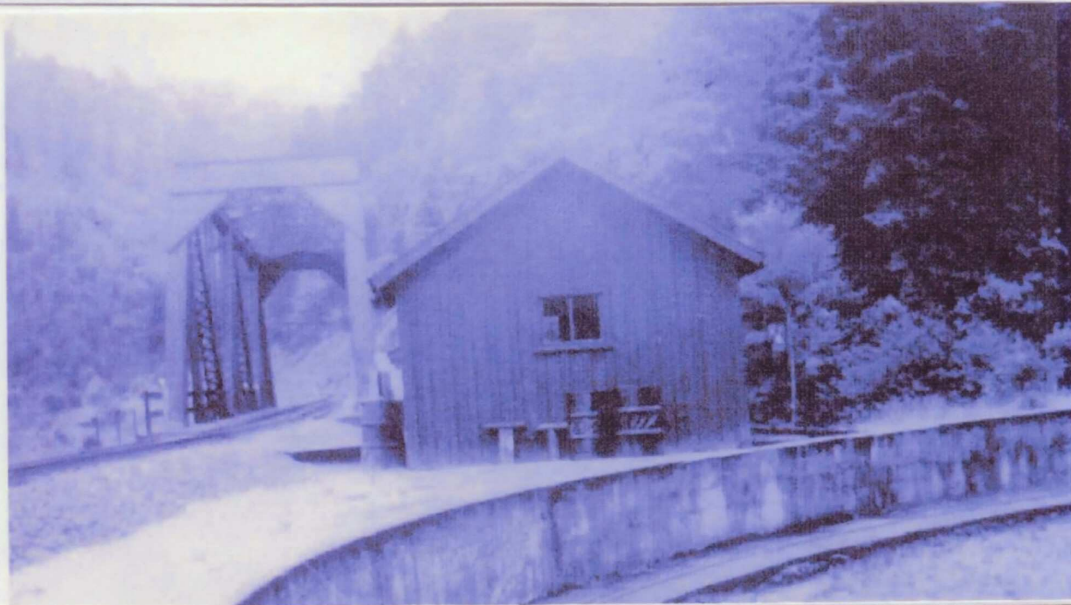


FROM THE CHAPTER ARCHIVES

Copies of these historical photographs were among the many books and other photographs donated last month by Vere Perry of Roseburg, OR. The bridge in the above photo is located north of Glendale, Oregon and we'll visit this location at our May 12th chapter meeting in Glendale.

The caption on the back of the photo reads, "O&C [Oregon & California RR] bridge over Cow Creek. View shows the original iron bridge built after the [mud] slide of 1890. At left is a portion of the portal of the new tunnel; tunnel at right is on the old abandoned grade. Upstream can be seen tent camp of construction crew."

*Original B.F. Everitt view; Grants Pass, OR. Douglas County Museum



This photo shows the turntable area and bridge at West Fork in Cow Creek. In Austin & Dill's *THE SOUTHERN PACIFIC IN OREGON* it states, "Of the eleven sidings located in Cow Creek Canyon, West Fork (MP 521.7) was the longest. The site served as a train order office from 1892 until 1932 and boasted a turntable for the use of helper locomotives which operated out of Grants Pass. In addition to the railroad facilities the site included a sportsman hotel and a post office (called Dothan). The post office closed in 1942 and about the same time, the turntable was removed."

Mr. John Kemper of Medford has written a new book entitled *THE ROGUE VALLEY* and he has donated ten copies to the chapter. *THE ROGUE VALLEY* is about discovering the many natural wonders of this area, as well as telling a brief history on subjects such as area railroads, stagecoach travel, highways and the communities. We will keep one copy for our chapter archives and we'll sell the other nine to raise money for the chapter. Thank you very much, Jack for your donation.

A LOOK BACK IN TIME Five years ago this month the interior of our CB&Q Caboose Visitor Center was complete. Steve Bruff and Rickie Aubin were in the process of measuring where holes for the roof ladders, handrails and other external hardware were to be anchored. That same month, representing the chapter, Dan Wilkinson attended the auction of restaurant equipment and railroad paraphernalia from the closed Golden Spike Restaurant in Medford. We came away with four conductor's chairs, replicas of railroad heralds, and assorted other items to give our CB&Q Caboose more of a railroad flavor. In April 2002 several chapter volunteers help load and transport two donated Southern Pacific H-2 Searchlight signals from their Medford location to the Railroad Park.

Next General Meeting! The May general membership meeting will be held at Glendale, Oregon on Saturday, May 12th. The outing will begin at Glendale around 11:00AM with the arrival of chapter members at the Oregon & California combination car next to the railroad tracks. We had a great time in Glendale last year and we will again, so please set aside a half day with your fellow members.

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 – 541-832-2276
Rickie Aubin, Secretary - 541-779-4259
Tony Johnson, Newsletter Editor/Historian – 541-944-9176

Good Old Days of Railroadin' – For the last two months we've presented a long list of memories from the late E. O. "Ed" Williams. This month we conclude with Ed's recollection of the many changes in the way track maintenance work was handled while working for the Southern Pacific. Ed began his railroad career with the El Paso & Southwestern Railroad and retired after being a Division Civil Engineer for the Southern Pacific. Ed passed away in 1994.

CHANGES IN RAILROADING – MY HALF CENTURY (Part 3) by E.O. Williams When I first came to the Division preparations were always made along in May for the rainy season. The El Paso & Southwestern RR (EP&SW) back in 1906 had bought a large number of ore cars for the Bisbee-Douglas ore haul. These cars were constructed with the sides hinged at the top and when the retainers were released the contents were spilled out on both sides of the track as the center of the car was A-shaped with the load pocket on each side of the A. Along in May of each year we would load five of these with mine waste at Bisbee and then spot them at Fairbank [AZ] where they would be within easy reach in case of a washout.

The rainy season usually started about the first of June and lasts through September. A car or two of this waste would be placed at Alamogordo, Carrizozo, Lordsburg and strategic locations like those. However as these old cars wore out and became scarce for hauling ore we had to give them up and work some other scheme. We then began placing cars of slag ballast in those same locations during the rainy season. Eventually slag cars became scarce and the management decided we would depend on slag ballast in transit as protection. There were always a few cars in transit going somewhere for repairs. There was a ballast pit at Douglas, Arizona and one at El Paso so that worked out very well.

In this connection I remember when Mr. J.H. Long came here as Superintendent. I tried to brief him on conditions here as he had never worked a desert Division. I told him that there was no need to worry about high water after the first of October. Of course there was a storm and track washed out near Valmont, New Mexico on the 10th day of October that year.

The rules required that out Maintenance of Way people watch the weather and if it appeared that it was going to rain, or that there might be rain away from the railroad in a location where the runoff would reach the track, they should advise the train dispatcher about it and then go out to patrol track to

protect trains from getting into a washout. This arrangement worked very well except for one thing; the human equation entered into it. There were some notable exceptions due to human failure. I have covered one or two at other locations in this record of my memories.

Over the years due to many different types of emergencies such as head on collisions, washouts, derailments due to equipment failures such as broken wheels, broken rails, defective switches and a host of other items, a body of rules grew up designed to anticipate and prevent troubles from these causes. The rule just mentioned was one of them; train and enginemen had a rule in their book of rules about how to conduct the handling of their trains under varying conditions.

One of the most important rules and one that was changed over the years was how Maintenance of Way people were to protect trains if there was anything found that would prevent passing at normal speeds. This was the flagging rules. In the early days the rule was that a yellow flag by day or a yellow light by night was to be placed one mile from the point to be protected and then a live flagman would be placed one-half mile from the point to be protected with a red flag by day and a red light at night. Two torpedoes were to be placed on the rail three rails apart at the location of the yellow signals. This same type of flagging was used when changing out a defective rail, or to cover an area where ordinary repairs were being performed that would render the track unsafe for normal speed. This type of flagging is in use yet where unexpected situations arose requiring immediate action.

However, as time went on, methods of repairing changed, the number of people on the railroad was reduced, and the flagging rules changed to permit the use of as many of the people as possible on actual work and at the same time provide the needed protection. The advent of the two-way radio made many changes possible. What was called the "Y" order was evolved to cover this.

On the evening before a piece of track was to be made impassable by a repair crew the foreman would file a message with the Chief Train Dispatcher informing him that work would be performed within certain specified limits and requiring the Dispatcher to put out a "Y" order to cover these limits. Next day the first thing the foreman would do would be to call the dispatcher to see if an order had actually been issued to all trains and secure the number of the order. Then the foreman would erect a yellow reflectorized metal sign two miles for the point of obstruction. This sign would read "Proceed - prepare to stop" and was originally placed 1-1/2 miles from the point of obstruction but with the increase in the weight and speed of trains the distance was increased to two miles. One thousand feet from the obstruction a red reflectorized sign would be placed reading "Do not pass without authority of foreman in charge". This and the yellow sign both would be on the right hand side of the track in direction of approach. Immediately beyond the obstruction a green reflectorized sign was to be erected to indicate that when the caboos had passed that point the train could resume normal speed. The same set up was made from the opposite direction to protect trains in both directions.

After the foreman had ascertained in the morning that the order was actually in the hands of train and enginemen he then had to have the signs in place by the time specified in the order. He then got a line-up of trains to be expected for the next three hours and proceeded to go to work if no trains were due within the time required to put on the track and accomplish some work. When it became near the time for a train to arrive the foreman would remove the equipment from the track and make ready for the passage of the train; then and not before then he would go to the radio and start calling the train by number. When the engineer of the train responded he would then tell him that this was the foreman in charge of the work at milepost ---- and that the train may pass the red board and proceed through the limits at "x" miles per hour (whatever speed the foreman desired, sometimes he could say at normal speed). If the foreman was unable to make radio contact with the engineer then the foreman had to go to the red sign and personally tell the engineer he could pass and at what speed.

I have merely touched on the subject of rules of operation as they fill two books, one for the train and enginemen and one for the Maintenance of Way people. Since this portion is devoted to changes these rules were cited as examples.

Another example would be the change in the rule about the rear brakeman of a train getting off to close the switch behind a train moving in or out of a siding. I suppose ever since the rear brakeman was required to get off, he'd line the switch and lock it behind his train and then run and catch the train, which was still proceeding slowly ahead.

They used to get off the head end of the last coach in a passenger train or the front end of a caboos to the switch stand, unlock the lock and be prepared to throw the switch the moment the last pair of

wheels had passed over. A few times they became eager and threw the switch just BEFORE the last pair of wheels had passed over thus derailing the rear of the train as those wheels would proceed down one track while the rest of the train was on another. Therefore a rule was made that the brakeman had to drop off the REAR of the last car so there was no chance for him to get to the switch stand before the last wheel had passed over. Officers were required to pass over the railroad at regular intervals watching for rule violations and checking for enginemen exceeding the speed restrictions at various locations. One of the rules watched closely was to see which end of the car brakemen dropped off to line switches. A violation was good for disciplinary action.

It is difficult to note the thousands of changes that have taken place during the half century I have been part of the railroad picture, but little things come day by day, unnoticed as they occur, but in the aggregate amount an entire change in methods of railroading. For example, when I started on the SP there were General Locomotive Repair Shops and a Superintendent of Motive Power at Sacramento and Los Angeles, California, at El Paso and Houston, Texas (two at El Paso). Now with the coming of the diesel there is one at Sacramento and one at Houston. I think the Cotton Belt has one at Pine Bluff, Arkansas.

When the Central Pacific and the Union Pacific met at Promontory, Utah where the golden spike was driven to join the two lines, it was north of Great Salt Lake. For various reasons, principally ease of operation, the Central Pacific acquired the piece of track from Ogden, Utah to Promontory making Ogden the terminal.

Because of the number of miles a train had to travel to go around the lake, the cost of operating that stretch of track was reduced by building a wood pile trestle 14 miles long across the Great Salt Lake. A peculiar side light to this operation was that the lake was so salty that where the waves splashed up on the trestle the water evaporated leaving salt adhering to the wood. This became so great that a crew of men in a boat worked the year around removing salt from the piling and stringers of this trestle. During my day as Division Engineer I was invited, as were many other officers to tour the area when time came to renew the trestle. It was not renewed. It was replaced by a rock fill with a culvert in the center to permit the passage of small boats and adjustment of the lake level should it change. This was a major and expensive change during my day.

Another expensive but useful change was the building of the Palmdale Cutoff. This was from Colton, California on the Los Angeles Division to Palmdale on the San Joaquin Division. The gravity classification yard Superintendent Long had me write the famous letter about for Anapra was built at Colton so that all the traffic for points north of Los Angeles could bypass that point and relieve the congestion in the Los Angeles area.

One change that I have seen come about on the line El Paso-Tucumcari, as it was on this line I lived and worked in my early days of railroading, has been the change in the number of on line agencies and telegraph-train order stations. In my early days there was an agency-train order station at Newman, Orogrande, operator at Valmont, agent-telegrapher Alamogordo, same at Tularosa, ditto Three Rivers, agent at Oscura and at Carrizozo there were dispatchers, train order operators around the clock and an agent. There were an agent and operators at Ancho, ditto Telolote, operator at Gallinas, agent and operators around the clock at Corona, ditto at Torrance plus an interchange clerk as the New Mexico Central came in there. There were agents and operators as well as yardmaster at Duran, which was a subdivision point for freight trains and passenger enginemen. There were operators around the clock and an agent at Vaughn, NM (a connection with the AT&SF), agent and operators at Pastura, the same at Santa Rosa, ditto at Cuervo, and Montoya the same. Train dispatchers and operators were at Tucumcari.

On the Dawson branch there was an agent at Roy and also one at Dawson. The operator at French was joint with the ATSF and was on their payroll.

Today there is an agent and one operator at Alamogordo, an operator at Carrizozo and one at Vaughn with operators around the clock at Tucumcari. To an old timer who was brought up on a single track train order railroad, for the life of me I cannot see how they are able to get trains over those 331 miles by train orders only. Three train order stations in that 331 miles! Of course the Dawson Branch is gone so that wipes out the need for any up there. Trains are now equipped with radio telephones but unless the rules have changed drastically since I left the service, any information concerning the movement of

trains that is governing the movement of trains by radio was absolutely forbidden. But they are running.

At all the places mentioned there were Western Union Telegraph stations and the same operator handled that traffic also. Before I left the service Western Union had been completely removed from the railroad stations. Western Union, as well as railroad communications, was by Morse code. By 1918 the use of the telegraph key to transmit train orders had been abandoned in favor of the telephone.

One more major change that took place on the Rio Grande Division in my time was the change in the Douglas Slag Pit from the “coyote” method of mining track slag.

We had an Assistant Engineer Maintenance of Way, George Morrison, who came down here on an inspection trip and in the rounds he examined the Douglas Slag Pit. He saw that we were using a D-9 dozer to push the slag to the reach of the shovel for loading into cars so he suggested we put a ripper tooth on that tractor and see what luck we could have ripping the surface of the slag dump and then shove the loosened material over the edge with the bulldozer.

This worked very well except that the teeth on the ripper lasted only about 45 minutes. Many manufacturers became interested and began trying to make teeth that would stand up longer and they were successful to the extent that the coyote method was abandoned for good. But we still had boulders in the slag.

One time during World War II we were operating work trains daily between El Paso and Columbus, New Mexico. We had no trackmen in that area, only the section foremen. We would leave El Paso every morning with about 100 men in the train and drop off six or eight at each section foreman and use the remainder as a large extra gang surfacing track. One day I was in charge of the work train and had instructions to dump one car of slag at a certain location so the foreman could use it to raise track on in that low spot. When I stopped for this work we were 45 minutes ahead of the *GOLDEN STATE* westward passenger train. I felt that it would take only 15 or 20 minutes to do the job; then we would scoot over to the station at Monument to get in the siding to let the passenger train by. We started forward with the car of slag with the doors partially open as we always did, and a new tie under the trailing wheels to slide along and plow the slag down to top of rail so trains could pass. We had about half the car unloaded when a boulder caught between two ties in the track, stopped the tie we were plowing off with and the one axle hopped over it. There I was with no tools, a tie between the truck wheels with the truck frame resting on it, and a passenger train not far away. I had no jacks to lift the car with so the thought occurred to me that the boulder held the tie so the wheel jumped over, let's reverse the process. So I had the men dig the boulder out, then embedded it between two ties on the opposite side of that tie and had the conductor back the train slowly. Sure enough the wheel jumped back over. We finished with our unloading and got in the clear for the passenger train without any delay.

These constant derailments every time we unloaded slag and the man-hours spent picking out and discarding the pieces that were too large to be used as ballast was expensive. The small boulders discarded along the right of way were unsightly as well. We eventually came up with cost figures of this operation and convinced the management that a crusher with a screen to provide uniform size slag would pay for itself — and we got one! After that unloading ballast was not so risky. Along with the new crusher we were furnished new steel ballast cars to replace the worn out wooden cars formerly used. This also made ballasting easier.

The crusher was installed about 20 years ago and is still turning out slag ballast for all the area from Lordsburg, New Mexico to Yuma, Arizona.

WHAT'S IN A NAME: BELLEVIEW, OREGON About nine years ago when this editor was managing editor of *SP REVIEW* magazine, chapter member Larry Mullaly sent me a series of correspondence from Southern Pacific concerning the naming of a station just south of Ashland. It illustrates that coming up with a name was no easy manner. The correspondences were culled from SP's Shasta Division Archives in Dunsmuir by Larry. I am reprinting the story for your enjoyment.

Medford, August 15, 1936
FROM: Mr. A.S. Rosenbaum
TO: Mr. J.W. Fitzgerald

In line with our conversation with Mr. Weaver this morning regarding a name for the new station to be established just south of Ashland, I am listing some names in order of selection.

1. Moon, Oregon
2. Emigrant Lake, Oregon
3. Lithia, Oregon

San Francisco, September 3

FROM: Mr. W.L. Hack

TO: Mr. J.A. Given

In regard to the establishment of the Class "C" station of M.P. 426.758 between Clawson and Ashland where the new spur track was recently constructed to serve the Lost Lake Lumber Company:

Mr. Mercier [SP General Manager] will not approve the name. Suggest stating that it is not the policy to adopt names for stations for individuals, firms, or commodities and, as the first name submitted is the name of the President of the Lumber Company it is unsatisfactory; the second is too long, and he does not favor the third.

You should, therefore, arrange to discuss the matter with the Traffic Department and submit three other names for this station so that the matter can be handled in line with General Letter No. 22.

Dunsmuir, September 18, 1936

FROM: J.A. Given

TO: Messrs. G.M. Taylor, J.P. Weeks, B. Gelzennes

The names we submitted were not approved by the General Manager and we are now trying to get up three more names and would appreciate any assistance you can give in securing two or three suitable names. Names of individuals, firms, or names in two parts such as Emigrant Lake, are not satisfactory. Names of mountains, rivers, creeks, etc., are acceptable, provided they are short and sound well.

[Penciled notation on the letter: Crater, Oregon... Lost, Oregon... Lumber, Oregon]

Medford, Sept. 20, 1936

TO: Mr. J.W. Fitzgerald

FROM: Mr. S.A. Rosenbaum

Regarding the name for a station at milepost 426.758 between Clawson and Ashland: Here are three additional names for your consideration:

1. Monitor, Oregon.
2. Chester, Oregon
3. Base, Oregon [penciled notation: "Base of Siskiyou Mntns."]

Dunsmuir, September 24, 1936

FROM: Mr. J.W. Fitzgerald

TO: Mr. W.L. Hack

In regards to establishment of Class "C" station at Mile Post 426.758 between Clawson and Ashland: submit the following names for proposed station:

1. Bellview – name of community adjacent to spur
2. Swale – ravine that leads down to spur location
3. Greenspring – name of mountain in vicinity

Sacramento, Oct. 16, 1936

FROM: Mr. W.L. Hack

TO: Mr. J.W. Fitzgerald

Referring to correspondence in regard to name new station between Clawson and Ashland:

Belleview has been selected as the name for this station. Your list of suggested names had this spelled Bellview, but Mr. Mercier's office suggested the changed spelling.

Dunsmuir, October 20, 1936

FROM L.W.:hrc

TO: Mr. L. Warren

The name of Belleview (sic!) has been selected as name for the new Class "C" station between Clawson and Ashland at Mile Post 426.758. Will you please arrange for the necessary station signs and ship to Clawson and shall have Roadmaster Johnson install same.

October 27, 1936
Special Notice No. 288
ALL CONCERNED:

Class "C" Non-agency passenger and freight station to be known as BELLEVIEW has been established effective October 20, 1936, located as follows:

Name	MP	Miles Between	Elevation
Bellevue	426,8	3.6	2043

TIMESHEET TALES An entertaining way to discover what it may have been like to work for the Southern Pacific is to search through Employee Timebooks and Timesheets. In there you'll find train and locomotive numbers, locations and other interesting facts.

A Long Night on the Toledo could be the title for this entry from Southern Pacific Engineer T.W. (Tommy) Beall. The report is dated April 19, 1961, Portland Division, Run No. 405, Report No. 17.

Fireman – J.M. Peterson

Conductor – Gilpin

Engines: 5440-5387 [2 SD9s]

Place, Toledo Branch between mp729 and mp723

On Duty, Blodgett, 3:50AM. Departed Blodgett 3:50AM; arrived mp729 at 4:10AM.

Departed mp729 at 8:10AM; Arrived Blodgett at 8:25AM.

Off Duty, 8:25AM. Total Time-on-duty, 4 Hrs.35 mins. 2 hours Terminal Delay.

Remarks: "Claim 1 day for trip from Blodgett to mp729, Toledo Branch and return, account car derailed at mp729 and could not be rerailed until 41 head end cars were taken to Blodgett.

"Cars could not be stored at Summit account we had already stored 36 cars there when we brought first out from Nashville on over-tonnage double, and tracks at Summit were filled.

"Chief Dispatcher _____ instructed us to proceed to any point where 41 cars could be disposed of and return to mp729 to rerail car. Since Blodgett only holds 15 cars and no other siding was available between Summit and Corvallis to store train, we stopped at East switch Blodgett and cut off Engine 5440 and ran it into Blodgett siding. Then I proceeded with Engine 5387 and 41 cars to mp723, at which point rear of train cleared East switch Blodgett and we were able to take Engine 5440 to mp729, rerail car, and bring remainder of train to Blodgett.

"I then used Engine 5387 to back entire train far enough to clear West switch Blodgett and run Engine 5440 to Main Line where I recoupled Engines 5440 and 5387.

"The Derailment did not result in Break-In-Two of train and derailment of car was not cause by accident to train. It was a derailment of unknown cause and apparently a mechanical failure.

"Setting out Engine 5387 at Blodgett was imperative to completion of movement so I am claiming 1 hour for uncoupling all hoses and appurtenances between Engine 5440 & 5387 unassisted at Blodgett at 3:50AM and 1 hour for coupling all hoses and appurtenances unassisted between Engines 5440 & 5387 at Blodgett at 8:25AM. Number of derailed car is unknown to me." /signed/ Thomas W. Beall, Engineer

JIM, THE DUCK by Bill Tupper Bill says Jim enjoyed blasting on the "tooter" and waving at the ladies. He also enjoyed playing the piano. He had lost a finger at the knuckle joint: This resulted in more than a few sour notes. But Jim was never bothered. He would sit there and 'whallop the ivories' and forget it was time to go to work.

Bill was firing for Jim on an East "Valley Line" Manifest. When they went through Salem [OR] they just had enough time to make Gervais for a passenger, but then Bill hollered, "Head-in for Seventeen!" [Passenger Train No. 17]. At the Gervais mile board, Jim wanted to go to Woodburn to clear! Bill remonstrated, "Jim, you can't clear them!"

Jim replied, "No, but it's straight track and they can see us coming!" (No Automatic Block Signaling)

Bill was set to "unload" any time, but No.17 was waiting at Woodburn, switch all lined up. The Trainmaster was on the platform on Bill's side, and asked, "What happened?"

"Nothing," replied Bill, "We just ducked' in!"