



THE MANIFEST

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – AUGUST 2007

MEMO FROM THE PRESIDENT I am excited to share with everyone how pleased I am to have a park committee in place and functioning. Our representatives (Nancy Aubin and Dan Wilkinson) are doing a great job and I believe that we will all be able to address and resolve park issues more expeditiously in the future.

With the growing popularity of the park comes new problems that confront all of the clubs and to be able to address and resolve them in an interactive forum is going to help create a new level of cooperation and understanding. Our participation in the park committee along with the other clubs is imperative to keep the various lines of communications open and prevent any rumors or misunderstandings from blocking future progress.

As we work through some of the smaller issues and begin to address some of the more important long range issues I am sure that the groundwork that we are laying today will help bring resolution and positive results to the table in the future.

Our intent is not to dominate the other clubs or dictate policy but to work together to improve everyone's experience at the Railroad Park. We have made several changes on our side to demonstrate our willingness to work with the other clubs and we will continue to do so in the future.

I hope that in our efforts to blur the lines between organizations we can generate a new level of cooperation that will help resolve persistent issues and by combining ideas, effort and resources turn major problems into inconsequential annoyances. The Railroad Park is becoming a valued part of our community and it is up to us to manage it wisely. We need to all support our park committee as they are the conduit of information that will help the park be successful.

IMPORTANT CHAPTER CHANGES On account of changing the dates for our planned visit to Eureka from August to September (full details below), there will be a regular chapter membership meeting on **Tuesday, August 14th at our new time of 7:00 PM.** In the fliers printed by Ric Walch announcing the details of the September trip to Eureka, he somehow sent out some (but not all) fliers with the wrong date for the general membership meeting. (He said I could call him a knucklehead – T.J.) The correct date is August 14th at 7:00PM at the Rogue Valley Model Railroad clubhouse in the Medford Railroad Park.

In addition to learning the details of the Eureka trip the entertainment for the evening will be a video presentation by this editor showing the moving of our chapter's 1912 Pullman dining car and ex-military box car from Riddle to White City, Oregon over the Central Oregon & Pacific Railroad and the WCTU Railway. I will also show some videos from the chapter's June 16th outing aboard Yreka Western's *BLUE GOOSE* steam train.

CHANGES TO UPCOMING CHAPTER TRIP Our planned August 18 visit to the Timber Heritage Association (THA) in Eureka, California has been set back to September 14-15. The reason for the change is the lack of affordable motel rooms that weekend, as it is also the same weekend at the county fair in Eureka. Motel space is nearly filled as this newsletter goes to press. By changing to

September 14-15, the rates should be lower (It'll be after Labor Day and kids are in school) and it will be the last steam-up day for the Timber Heritage Association.

Some of you may want to arrive early or stay late but the festivities begin at the Samoa Cookhouse on Friday 14 Sep. at 5:00 P.M. Ric Walch needs to know how many of you are planning on attending so we can make reservations at the cookhouse. Please R.S.V.P. as soon as possible so Ric can have an accurate count. If you would like to invite your friends, family or members from the other RR clubs, please do and include them in your R.S.V.P.

Ric says, "This is going to be a great trip and I hope to see you there. **Be sure to make your motel (or campground) reservations early.** We are going to have our normal membership meeting at our new starting time on 14 August 7:00 at the Railroad Park clubhouse. We will be discussing trip details and highlights at the meeting."

Printed on the flyers Ric sent out were detailed instructions from Medford to the Samoa Cookhouse. On the Internet if you go to MapQuest and type in the origin and the destination it will give you detailed directions. We'll hand out the rest of the itinerary Friday night at the cookhouse.

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

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

The schedule of events at Eureka looks like this at press time.

Friday 14 Sep- Meet at the Samoa Cookhouse for dinner@ **5:00** P.M. sharp. Some of the Timber Heritage Association folks will be there. After dinner we will tour the Samoa roundhouse and shops.

Saturday 15 Sep

9:00 AM - Travel to Fields Landing (about 15 minutes south of Eureka on Hwy. 101) to view the T.H.A. collection.

11:00AM - Return to the Bayshore Mall for lunch. After lunch we will visit Fort Humboldt State Park for the THA steam up (directly across 101 from the mall) The Steam up ends at 4:00 P.M.

Note - Also on display during the month of Sept. is the Northwestern Pacific Centennial Exhibit at the Clarke Memorial Museum, 240 "E" Street, Eureka

WELCOME ABOARD We are honored to included two new members to our growing chapter family. They are Wayne Luckinbill of Medford and Art Turner of Central Point. Art has been very helpful with the Southern Oregon Live Steamers and has already begun helping our chapter with the rebuilding of the chapter motor car. We sincerely hope both of you gentlemen will enjoy future chapter events and meetings.

POT LUCK DINNER AT THE PARK Each year the five Railroad Park clubs get together for a pot luck dinner at the Live Steamers club depot, and we want you to be there too. The pot luck date this year is **Saturday, September 1st**. There is no plan this year as to what type of food we want you to bring because we've always had lots and lots of food. So bring whatever favorite food dish you like – be it a hot dish, salad, snacks or deserts – we'll enjoy ours with you.

We ask you to arrive at the park around 5:30 PM and we will begin eating at 6:00 PM. During the evening the Live Steamers will have trains to ride for you, your family, and any guest you'd like to bring along. Just remember to brings a little extra food to share. For those non-members receiving this newsletter, you are also welcome to have dinner with us.

*** Important change!*** Our Southern Oregon Chapter originally had planned to have our own barbecue dinner at the Railroad Park (complete with train rides) on Friday, September 7th. Due to the annual Railroad Clubs Pot Luck dinner on September 1st, we have decided to cancel ours. So be sure to attend the Saturday, September 1st pot luck dinner with your friends from all five clubs.

RAILROAD PARK WINS RECOGNITION On Thursday, July 19th, nine members representing four of the five railroad clubs at the Medford Railroad Park, assembled at City Hall to receive a plaque given by the Medford Parks & Recreation Department as appreciation for all the volunteer hours the clubs donate throughout the year to run and maintain the Medford Railroad Park.

It all began with letters from Medford Parks & Recreation Director Brian Sjothun to the Presidents of all five Railroad Park clubs. Brian's letter to SOC-NRHS President Ric Walch in part reads:

The Medford Parks & Recreation Department began a new program in 2005 that honors those individuals, groups and businesses that have been so valuable in the success of our department. The Friends of Medford Parks & Recreation award is our way of saying thank you.

It is my pleasure Richard, to inform you that we have selected all five groups that operate activities at Railroad Park as one of our award winners for 2007. Your volunteer efforts and park improvements has set your organizations apart from others that were nominated.

Your group will be presented with a plaque to recognize your contributions at the July 19, 2007 City Council meeting which is scheduled to begin at Noon. Our hope is that you will be able to attend this meeting and be honored by our Mayor, City Council and Parks & Recreation Department.

Again, thank you for your contributions to our department and the community. Your efforts have made our organization stronger and the community of Medford a better place to call home.

*Sincerely, Brian Sjothun, Director
Medford Parks & Recreation*

Inscribed on the handsome plaque is the following:

**Given in Appreciation
Southern Oregon Chapter of the National Railway Historical Society
Southern Oregon Live Steamers
Rogue Valley Model Railroad Club
Southwest Oregon Large Scale Trains
Morse Telegraph Club**

**FRIENDS OF MEDFORD PARKS & RECREATION DEPT.
"Making a Difference"**



Representing the clubs accepting the award at Medford City Hall are [left to right], Ric Walch, Steve Bruff, Bruce McGarvey, Roger Phillips, Tony Johnson, Dean Koeper, Lonnie Rockey, Billie Rockey and John Powell.



[LEFT] This is how our SP Flanger looked on 7/31/07. To the casual observer it looks very good, but not good enough for project coordinator Steve Bruff.

Not happy with how some of the boards looked upon closer inspection, Steve and Ric Aubin began filling in the smallest holes and impressions, and next sanding them smooth to a perfect finish.



[LEFT] Steve wasn't happy with a few of the end boards so he worked on them as well. After these photos were taken, Steve applied the Elastomeric caulking in between the seams on every board on the flanger. This should prevent any moisture from penetrating behind the paint. He'll then give the entire flanger another primer coat and several finish coats of orange.

The bottom photo shows how beautiful the East side of the flanger looks. This side faces away from the public visiting the park, but it does face the nearby bike/walking path along Bear Creek. As an added precaution Steve applied removable protective screens over the safety glass windows, just in case some idiot throws a rock.



MEDFORD RAILROAD PARK NEWS If you haven't personally seen the great work Steve Bruff and Rick Aubin have done to our 1928-built Southern Pacific flanger, you should make time for a visit. Since our last report Steve and Rick have completed the West side. This includes new window guards and lantern holders. Repairs to the roof included installation of metal flashing, four coats of mobile home roof elastomeric coating applied over ½ inch oriented strand board, with the seams reinforced with fiberglass tape. The window glass is reinstalled and caulked. Work is underway on replacing the deteriorated boards on the South wall. All new moldings are being installed around the windows.

Model A-3 motor car – Jerry reports the frame of the Model A-3 motor car is assembled and painted. The other metal parts are also painted in a “John Deere yellow” color. At the end of July Jerry Hellinga and Art Turner mounted the motor and transmission to the frame. When all parts are assembled the motor car will be ready for installation of all new wood components by chapter member Ken Hill.

Handcar update – Ric Walch reports that the new handcar's metal frame, tower and other parts have been cut. Very soon they will be transported from Medford Fabrication to the Railroad Park for welding. When done the car will go back to Medford Fabrication for painting.

LATEST DONATIONS TO THE CHAPTER You never know when and how a donation will come about. Sometimes a friend will ask in advance if we would be interested in a particular donation, while at other times a donation just falls in your lap. The following donation wins the award for being the slowest donation to reach us.

This editor is vice-president of the Southern Oregon Live Steamers and often a donation to our Southern Oregon Chapter reaches me through the Live Steamers. On June 29, Live Steamers Club president Roger Phillips had some extra time to kill at the railroad park before one of our local slide-video night sessions, so he grabbed a ladder to reach the attic area inside the Car Barn. He found a large cardboard box containing items that obviously didn't quite fit in with the Live Steamers, so he handed it to me. Inside were books stamped “**Property of Southern Oregon Chapter - National Railway Historical Society, as well as a handwritten note saying, “Donated to the NRHS Southern Oregon Chapter, June 1984 by Al Mercer.”** Well, we finally got it and this is what it contained.

- A 8-inch tall steam brass steam locomotive whistle. Roger repaired the broken shaft before donating it. He says it blows loudly at 100 psi. Thanks Roger.
- *THE POCKET LIST OF RAILROAD OFFICIALS – 3RD QUARTER 1975* [At 840 pages this editor had never heard of this type of book before.]
- *LOCOMOTIVE APPLIANCES – SUPPLEMENT TO THE SCIENCE OF RAILWAYS* by Marshall Monroe Kirkman (1902)
- *MAXIMS AND INSTRUCTIONS FOR THE BOILER ROOM* by N. Hawkins, M.E. (1903)
- *BUILDERS OF THE NATIONS or FROM THE INDIAN TRAIL TO THE RAILROAD* (1908)
- *RAILROADS OF TODAY* by S. Kip Farrington, Jr. (1949)
- *SOUTHERN PACIFIC COMPANY RULES & REGULATIONS: OPERATING DEPARTMENT* (1903)
- *THE SLIM PRINCESS* by John B. Hungerford.
- A Union Pacific public timetable from Summer 1958.
- Three maps of the Southern Pacific: Western, Portland and Coast divisions
- *THE OFFICIAL GUIDE OF THE RAILWAYS – MARCH 1946.* [At 1442 pages it takes a lot of time to read.]
- *SOUTHERN PACIFIC RE-ISSUE OF SPECIAL NOTICES: OREGON DIVISION 1978* (3 copies)
- *EXPLANATION OF TRAIN RULES AND TRAIN ORDERS* by O.W. Brandt (1921). Inside is typed “Property of Mr. J.F. Corbett, Asst. Supt. OWR&N Co., La Grande, Oregon.”
- Also in the box are thirty-six (36) booklets from the International Correspondence Schools of Scranton, PA. The booklets cover a multitude of subjects such as Principles of the Internal Combustion Engine; No. 8 ET Locomotive Brake Equipment; Locomotive Boilers; Walschaert Valve Gear, and so much more.
- A small brass bell (about 6 inches across) that is part of a kit. The clapper is also with the bell.
- Fifty-one issues of the monthly magazine *THE FOOTPLATE/DIE VOETPLAAT* – a side by side official publication printed in English and Vootrekker Dutch, an official publication of the railroaders of South Africa. Inside an envelope is a June 29, 1978 letter to chapter member Dale

Edwards from Gorge B. Abdill telling about the publications and his need for Dale to find the address of a Mr. Price, to whom the publications were to go to.

- Two Southern Pacific switch locks. A tag on the locks reads, "NRHS So. Oregon Chapter from Bernie Partridge."
- A Southern Pacific Motor Coach and Condense Schedules Train Service public timetable of November 18, 1928. It shows SP's Red Electric trains in Oregon, as well as Trains #12 & 13 to Medford. There is also another of these timetables dated March 9, 1928
- Southern Pacific Coast Division Employee Timetable #173 – April 28, 1957.
- Fourteen issues of *SOUTHERN PACIFIC BULLETIN* magazine.
- In a little box is a metal medallion about the size of a silver dollar that reads on one side "Southern Pacific Lines – Safety System 1980." On the flip side it reads, "Shasta M of W. & E."

Inside an envelope are several railroad paper items of interest,

- A canceled check dated Oct. 25, 1916 for Five Dollars from the Coal & Coke Railway Company in West Virginia.
- A Chesapeake & Ohio Railway "Interline Parlor Car Ticket".
- A Chesapeake & Ohio Railway "Empty Car Bill/Route Card. (1926 is the year written on it)
- A Baltimore & Ohio Railroad "Ten Ride Ticket" good between Pittsburgh and Braddock, PA.
- A Chesapeake & Ohio Railway Company pay check dated May 25, 1922 for \$42.00 payable to Percey Crosby.
- Two Texas & Pacific Railway Company baggage tags.
- I don't know quite how to describe this next item other than to say it's a Western Union Complimentary Coupon book of 1939. Issued to J.W. Corbett it contains fifty-four 25-cent Western Union Telegraph Company stamps and the same number of five-cent stamps. It allows the bearer to pay Western Union for sending/receiving telegrams with these stamps. I love the statement inside the cover that reads, "*Subject to the provisions printed on the inside back cover hereof, these stamps are good for messages of a PERSONAL SOCIAL CHARACTER but not for intra-state messages where prohibited by the state nor for any business or political message.*"
- Six past issues of Pacific Northwest Chapter's THE TRAINMASTER newsletter.

The last item in the box is the 15' x 9" bound Southern Pacific Railroad album "*In the Interest of Fuel Conservation – An Appreciation of Efficient and Meritorious service.*" The album recognizes employees who helped the railroad save on fuel costs in 1928.

To quote the railroad, "*In the saving of fuel the Southern Pacific, Pacific Lines, made the best record in freight service in 1928 ever attained. Consumption per 1000 gross ton miles (stated in pounds of coal) for that year was 121 pounds, or 39 per cent less than was consumed in 1913 when consumption was 199 pounds. Every year shows an improvement since 1913, with the exception of a slight loss in 1920 when compared to 1919. Tons per locomotive increased from 1054 tons in 1913 to 1734 tons in 1928.*"

"Very satisfactory results have been accomplished in passenger service since 1913 when consumption per passenger train car mile was 15.5 pounds. The amount used in 1928 was 11.4 pounds, or a reduction of 26 per cent. Cars per locomotive increased from 6.13 cars in 1913 to 8.47 cars in 1928."

Inside there are photographs of Permanent Division Trophy winners, as well as group portraits of winners from 1922 to 1929, taken at Chicago, El Paso, Cleveland, Denver and other locations. At the end of the album is a list of 1928 winners of "Engineer and Fireman Gold Cap Badges"; honoring selected locomotive engineers and firemen who made the most economical use of fuel. The awarding of gold cap badges began in December, 1921.

In addition to the above donations we also received a donation of three railroad books from Bruce Braaten of Medford. They are:

- *THE TRAINS WE RODE – VOL. 1 & 2* by Lucius Beebe and Charles Clegg
- *RAILROADS – THE GREAT AMERICAN VENTURE* by Charton Ogburn.

Thank you Bruce for your donation to our growing chapter library.

Not to be overlooked is another donation not made only to our chapter. Jennifer Thomas and Charles Golla, through their employer LTM Inc. Construction Division, donated 12 delinerators (safety cones)

and a stop sign for use as aides in marking parking areas on run days at the Medford Railroad Park. Thank you LTM, Jennifer and Charles for helping us in handling the growing number of cars.

THANK YOU, THANK YOU – We do not want to forget to thank everyone for their overwhelming support this year in volunteering to staff the chapter cabooses, concession stand and other duties during our regular railroad park “run days” this year. In past years we’ve struggled to find enough chapter volunteers to staff just the two cabooses, but with our new concession stand and the need to do our share to help direct cars to the two parking lots, this demanded more assistance. Not only have many of you stepped up to fill the slots on our sign up sheet, we’ve been able to have a few extra people around to give the docents extra breaks and support. Thank you very much for all your help.

I want to extend a personal thank you to Larry and Alice Mullaly of Central Point. Not only have they done an outstanding job as docents inside our two cabooses on run days, but they rescued this editor from a tough situation.

Back in May I asked for someone to help me in giving tours to a group of small children from Kid’s Unlimited as they visited the park. Larry and Alice told me they would be glad to help. Normally when large children’s groups visit the park to ride the trains and tour our chapter equipment the children are divided into smaller groups who rotate around between the Live Steamers, the Rogue Valley Model Railroad Club, and our Southern Oregon Chapter on a planned time schedule. Well... this time it was a mess!

First off, the lady who normally schedules the Kid’s Unlimited event (and who also coordinates the groups at the park) was away on vacation. The adult chaperones that came with the children had only a vague idea of what to do. The first group arrived by school bus on time but they thought they would be touring our chapter’s equipment, ride the trains, and see the model railroad. Well, someone forgot to tell the model railroad club. We were left with a group of about fifty kids and about ten adults to visit two clubs.

Normally this editor can handle the tours alone because the groups have always been separated into rotating groups of 10 to 20 people. However, no sooner did the first group arrive than the second group of kids and adults arrive – one hour early! There were people everywhere. Thanks to Larry and Alice we were able to conduct as many as three separate group tours at the same time, saving this editor from a very difficult situation. Thank you again, Larry and Alice.

DEPT. of CORRECTIONS Last month I told about chapter member John Weygand’s successful repairs on our chapter forklift. John called to remind me that he couldn’t have done it without the help of Jerry Hellinga and Steve Bruff. Jerry tracked down the parts needed to repair the forklift, and both he and Steve helped John move the transmission and other components aside so repairs could begin.

We have a chapter member living in Yoncalla that is a good friend of the editor. Steve Coons’ sole purpose for living on this earth is to nit-pick the MANIFEST for errors. Talk about a boring life. For excitement Steve goes into town to watch haircuts! Well, give Steve credit as he found a mistake in the July *MANIFEST*. When writing about repairing our chapter forklift I inadvertently said the forklift’s engine is a FORD flathead six. It should have read a FORD flathead 8: flat like Steve’s head!

Next General Meeting! Our next general membership will be at the Rogue Valley Model Railroad clubhouse on **Tuesday, August 14 at the new meeting time of 7:00PM.** The entertainment will feature video footage of our chapter’s June 16, 2007 outing on the Yreka Western *BLUE GOOSE* steam train. After that we’ll show the moving of the chapter’s 1912 Pullman dining car and ex-military box car from Eugene to White City, plus a look inside the dining car.

At the meeting we will also discuss in more detail the September 14-15 chapter trip at Eureka. This will be a good time to ask any questions, as well as enjoy a short evening of chapter entertainment. We sincerely hope you can make it on August 14th.

Your Chapter Officers for 2007

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| Ric Walch, President 541-772-6255 | Bruce McGarvey, National Director – 541-779-8145 |
| E. Don Pettit, Vice President 541-601-4772 | Steve Bruff, Chief Mechanical Officer – 541-261-5741 |
| Jerry Hellinga, Treasurer 541-772-6432 | Rickie Aubin, Secretary - 541-779-4259 |
| John Powell, Dir. Of Public Relations – 541-826-1992 | Tony Johnson, Newsletter Editor/Historian – 541-944-9176 |
| “Stretch” Manley, Activities Director – 541-582-8175 | Nancy Aubin, Membership Director – 541-779-4259 |

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

Dave Crammer: Question: So Frank, what did you used to do as a brakeman?

Frank Bradford: As a brakeman? What does anyone do? I mean you have a great many duties. Now, of course, a brakeman on a through freight would need to make a check. Back long before computers... when you got to be a conductor you had a badge, a badge you carried in your back pocket. It was called "The Book." You would think everyone would know about "The Book."

"The Book" was kind of the badge of the conductor. If you had someone who had just been promoted to conductor he would rather work on a lousy job as a conductor than a real good job as a brakeman.

Of course there was a lot of hubris and egotism. They would say he was "Book Happy."

But the "book" was really a legal document that had to be kept for seven years and in it the conductor had to keep a complete list of his train, and I mean every car had to be listed: the car's initials, its number, contents, and its destination. Sometimes the contents could be left out, but absolutely the initial, number and destination of the car.

Quite a bit back, when they used to have more than two men on a crew, they had a conductor, three brakemen... and sometimes four, five, or six brakemen. That was very unusual and it was generally only in California on grades. But the swing brakeman had a job to do on through freights in that before the train left the yard he made a check of the train.

In other words, he wrote down the initial and number of every car starting at the caboose till he got down to the engine, and then he would roll the train out. At one time, flat spots were more prevalent than they are now. He would check off his list every car that had flat spots. When they got back in the caboose they would make out a form that the conductor would throw off at the first telegraph office as he went by. By listing the cars with flat spots on this form, when the train got in, and if a car was found with flat spots and it had been listed on this telegraphic form, they couldn't blame that particular train crew for it.

Once in the caboose - and I'm speaking of the SP up until who knows when, (I'm sure that other railroads did approximately the same) the cabooses had a desk and two chairs that would seat two men. The swing brakeman and the conductor would sit at this desk, the brakeman would read off his car check he had made in the yard. He'd read off the initial and number of the car and the conductor would check his bill and then he would put in his train book the initial, car number, the contents and destination.

Now the destination was not written out. In other words you didn't have to write out San Francisco. San Francisco was just a big goose egg and Los Angeles was 484. At that time I could give you the milepost number of any station on the Southern Pacific's line between San Francisco and El Paso... and even those down to Tucson because that was what the brakeman would do.

Now on flat ground in California you had to have a brakeman for every twenty-five cars, which is where you come into the fourth brakeman, and if there were any grades you had a fifth brakeman who was called extra. The first brakeman was part of the regular crew... in other words he always went with the assigned crew.

When going down grade everyone except the conductor and rear brakeman would have to ride outside. Sometimes this got a little chilly. I think the coldest place for riding outside was up around Palmdale and Lancaster on a real cold morning. The wind was really whistling across there. Nobody knew what wind chill factor was back then. Going from Beaumont into Indio was an abusive thing. Of course, there any train of any length had the sixth brakeman - almost all trains had six brakemen.

Going up across the pass at Beaumont over San Gorgonio Pass you'd be out on top of these cars with the wind blowing and sometimes the snow falling and it would really be cold. Later you would get

down to Indio in mid-morning and you'd still be wearing all of these heavy clothes. You'd go into a cafe there for breakfast and maybe the temperature would be up to ninety or more by then.

At that time we didn't have that many people traveling all over the country. If you went from the east coast to the west coast by automobile back then it was very unusual, so you just have a few stragglers from far off coming in the cafe. They, of course, didn't know anything about our extremes of temperature between up on the pass and down on the desert and so forth. So here would come these half a dozen or more people wearing parkas and all this stuff like they were dressed for the arctic and now here's the sun shining brightly - if not hot weather - at least warm. They'd pile all of this stuff up in the corner while they ate.

While we still had swing brakemen, (they disappeared to some extent quite a long time ago, except on a few jobs) the swing brakeman was the tag man. In other words he handled the list during the switching (sometimes the conductor did or supervised). I don't know how they handle switching anymore, but it's probably pretty much the same - but a lot of what I've seen is not anything like it had been.

In ordinary flat switching out in the industry where you have to switch cars, the head man is the pin puller. He pulls the pins on whatever cars are supposed to be let go. The field man (or the rear brakeman, who when we are switching is the field man) goes out and he lines all the inside switches for whatever tracks you want the cars to go on. Therefore, he usually has a list, although not always as sometimes the conductor or swing man will give hand signals for what tracks he wants the cars to go in to.

The field man is the one that mounts the brake. They hand brakes weren't always down low like it is now, but usually it was up high with the brakeman going across the cars to operate the hand brakes.

Back then things were a little different. When they still had the brakeman, anytime that you would stop on a grade, anywhere up to 40 hand brakes would have to be tied down. I think that there were some places that it was probably closer to 50, but 40 was specified in most places along certain grades. In switching, it was the rear brakeman's or the field man's duty.

To run a train now you've got your radio for communication... communication with the yardmaster, the dispatcher and the crew. I never worked on a train where the crew had a radio; only on the caboose and only on the engine. Today if you were setting out cars at a yard, City of Industry for instance, the head brakeman would get off and borrow a radio. Of course, he could work by signals. You could do it. It's surprising what can be done with just hand signals. There were signals for everything... I mean I could run through a repertory that would look like I'm trying to wave my arms off. You could accomplish anything you wanted to.

At that time there were no radios so everything had to be done by hand signals. There were hand signals for every track that you can think of. I mean there was a roundhouse track and the house track, the team track, the bootleg track, and the tracks by numbers and the rip track - all of these tracks had the hand signals.

The tag man was the one who was the boss of the switching. Of course, if there was a lot of down tracks into a bowl or something - sometimes then you'd have to have two field men: one maybe on the brakes and the other one for inside switching.

Sometimes if you were going to pull cuts out, the field man would have to be way back in the middle of the yard and make the cuts. If that was necessary and the field man wasn't there to handle the tag, then that was up to the conductor. The conductor would give the number of cars he wanted cut off to the head man and he'd do that with a separate set of signs for the number of cars to be cut off or for track numbers.

For the number of cars to be cut off it was just taking the fist of one hand and putting it into the palm of the other with one, two, or three. Four was grasping the thumb and holding the hand up. Five would be holding the hand up with the fingers spread. Six would be with the thumb up with a little twist to get the thumb up. Seven would be a sign like shooting craps. In other words, a shake and then kind of a roll. Eight would be both hands on the hips. Nine would be one hand on the hip and ten would be both hands crossed in front of the chest like an "X" or both hands held up with the fingers out spread. When you went on from there the signs you had varied a little bit, but generally they would come in with a pin sign plus the other.

For track numbers above three was just the same but the arm... the elbow bent with the forearm pressing straight out would be one. Two would be both arms the same way and then for three would be a combination with both arms straight out and then kind of a flip... usually the left arm dropped along the side while the right arm would bring the elbow to the shoulder and then back down again which would indicate another one. In other words, two plus one. The signs that they used were pretty much all over the land. Back east they had a few different ones.

One time we were down in Mexico and the conductor was out giving a sign to his brakeman, I forget just how many cars there were, but say that there was a "hang six cars" (hang means to hang on to them). In other words to hang six cars off the train, take those and let two cars go into a certain track, then to take whatever cars were left over and go into the house track and pull the house track. He gave all of these signs just one time to his brakeman. I told my wife what he is going to do is hang six cars there, have two or three go into that track over there, then he is going to go into this track and come out with everything in it. Even down in Mexico I knew exactly what he was going to do.

Of course, you got into signs on the train too. I mean everyone's got radio now and its easy to tell what's going on, but if you've got a mile and a half of train, for instance, you've got to make an air test you do it with signs. If you're not too far off, such as half a mile or so, you use maybe a magazine or newspaper or timetable. Timetables were always handy because you had them with you. You could be back there a mile and a half and use these to give your signals.

Of course, with the steam engine you had an awful lot of whistle talk. The first thing when diesels came in - whistle talk went away. The diesel doesn't know how to blow a whistle... they have horns and they just don't work the same. So you practically went away from it.

The first diesel road engines that came out had the horns pointing in both directions. Steam engines you can hear in all directions but a diesel horn can only be heard in the direction to which it's pointing - and no buttons or levers to blow the horn.

With the old steam engine you reached up and took hold of the whistle cord and pulled on it. You didn't pull down on the diesel horns, you pulled out on them. The rope went down from the ceiling down to where the seat was. You had two ropes coming down: one for forward horns and one for backward horns.

Another thing now, you don't have to flag trains anymore... at least out west where there are block signals. There are five long whistle blows to recall the flagman from the east. If you're at a junction and the train is on the branch (not the main line but the secondary line), to call the flagman in you use five longs and then a little short on the end of it. That's so you'll know which flagman you're calling in. I suppose without that if you just used five longs, both the guy on the branch and the guy on the main both would come in, but with the one short on the end they know which one you are talking about.

Yard limits had Rule 93 - whereas inside yard limits you don't have to protect against trains. Some places you have to protect against first class trains where other places you don't have to protect against first class trains in the yard limits. If you were just a little bit outside yard limits the simple thing was that you'd have to go back, at first it was 3/4 of a mile, then it changed to a mile and then two miles.

This question used to come up. Suppose you are on a westbound train coming into Pomona and you stop so that the caboose is halfway inside the yard limits. In other words, half the caboose is sticking outside the yard limits (the yard limit board is midway on the caboose.) The question is, in that case do you have to go flag? Of course, everybody says sure because the rear end of the caboose is outside of yard limits.

But now suppose there is a UP train along beside you there at Pomona - how many whistles do you have to blow now to get the flagman in? Five or five plus one? So the guys would think about it and say, "Well, you would just blow five whistles." The answer to that is that every engine that I've ever seen just has ONE whistle.

This flagging used to be a lot more than it is now. You used to have to flag regardless if you were in block signal territories. You still had to flag no matter what. So, if you came up against a red block signal you had a bit of whistling to do.

First you'd send the man on the rear out to protect the rear of the train and then the man on the front to protect the front of the train. The instant that you would stop in block signal territory you would get that.

You didn't have to call in the flagman from the front end, but you'd have to call him in from the rear end and allow him enough time for him to get on. You'd have to know when he got on the train so you'd have to find some way to get the information up to the head end. This is where a fourth man would come in handy, especially on a curve, because then the fourth man could get up on top of the train. You didn't have to call anyone back from the front because you would just take the engine and pick 'em up.

You used to be able to walk back and forth the entire length of the train. The fact is the ICC required that a running board go out to a certain point on the coupler so that you could always walk across the top of the train. That ended when they started getting long drawbar cars.

Back then if you had helpers and were on a hill, you couldn't call the helper and say you were ready to go - and the helper couldn't say he was ready - so you'd have to do some whistling on that.

I've had few problems with clobbering automobiles. The only one that I was on that had a fatality was at El Monte. Somebody just went across in front of us and we got him on the corner of the engine as we went across one of these girder bridges. There's almost no room or clearance so we dragged the automobile between the train and the bridge. That was with a diesel.

We used to have 2-6-0 [steam locomotive] No. 1648 on the *Saugus Local*. It was an old Mogul and it still had an Armstrong reverser on it... a big Johnson Bar. They had a regular engineer on it and he was a bit of a short guy. He always brought a box along so he could put his feet against something. He used to get the No. 1648 pretty often.

When you were doing any switching with him in No. 1648, you didn't change directions any more than you absolutely had to because when he would stand up, the darn thing [Johnson Bar] was higher than he was.

Of course, it just goes by notches because you're working against the valve gear. Darn thing! You'd have to go from here way back there with it to reverse, so we always had to be careful with him. It was just that he always looked so funny because the darn Johnson Bar was taller than he was.

The *Fillmore Local* used to do the switching at Saugus and out at Fillmore. Back then Fillmore Texaco was out there. We did a lot of switching of tanks out there and it was also where the engine would take on oil. During the war the stuff from Standard Oil in El Segundo and any other tankers, especially those going via SP to Yuma, normally went by the Pacific Electric's San Bernardino Line.

Pacific Electric used to handle a lot of oil. The oil would go on the PE to San Bernardino and then down to Colton. They put in a big interchange track at Colton that cut off there on "D" Street, went under the overpass and then right along into Colton Yard. I have heard the reason that the SP would get their oil in El Segundo from Standard Oil was because the purchase was in Yuma AZ. In other words, they didn't buy the oil in El Segundo; they bought the oil in Yuma, not in the state of California which would charge a sales tax on them.

The SP would take them up to Bassett and up to Baldwin Park. SP had a consolidation [2-8-0] there they used themselves, but you always had to have an electric motor on there because the wigwags were trolley operated. That's what they used that consolidation for. The junction up beyond Baldwin Park (there at the rock quarry) had overhead wire, but between there and San Dimas Junction there wasn't any overhead. Of course, they would have some electric power placed on the train, but PE used this consolidation so they would have enough power going up that long hill containing the un-electrified parts between Baldwin Park and San Dimas.

Up on the PE San Bernardino Line there they used to run some really interesting trains. Sometimes it would have a triple header out there... a lot of weight... and they've got some fair grades there too.

Dave: Where exactly was the cutoff between PE and SP in San Bernardino?

Frank: Well, it was booked PE all the way to Colton. The Pacific Electric had their own line down from San Bernardino to Colton. Just before you got into Colton it cut off the PE's line, went on across Valley Blvd. and then made a turn parallel to the SP tracks. They used to handle a lot of business.

Pacific Electric always used steam power on there plus an electric motor with the electric motor being the lead. They had a ten wheeler [4-6-0] there one time.. It was 2200-series or something similar. There was always a lot of ways of going. Earlier I mentioned that time we once went up to the Pomona Fair Grounds with the main train. We were loading the army on it with and an engine on each end pointing in opposite directions.

North of Palm Springs they had a derailment where almost every car went off of the track. It was only a few weeks later that they had another one where everything went off but one car and the caboose. I was on the [wrecking] hook that went down on that one.

The company calculated what may have gone wrong with this train. There was a 40mph restriction coming down the hill and just as they got to the bottom of the hill the speed went up to 60. So, they figured that when the engine got to the 60mph board, the engineer would start picking up his train to 60 mph. While he was doing that the rear end was coming down the hill. If they had any empty or light cars in the train, it just lifted them off the rail. They figured that out after they had two derailments right in a row.

As I said, I was down there on the second derailment, but I didn't have to do a heck of a lot because they had the cranes and other equipment down there. We left our train with the hook at the top end of a siding. We got ready to go back but we still had a car of ore. I don't remember what kind it was, but I had the bill. So they asked me to take it and give it to another job further up... just this one car. I asked the Trainmaster, "You got another car down here that I could take up that's either got air brakes or got a hand brake. This ore car doesn't have either air or a hand brake. If it lets loose somewhere up there and comes down, then you're going to be having real problems as that ore is worth \$1.5 million."

He said to leave it there and get it up some other way. Sometimes they wanted you to do something like that.

One time there was a beet train that was going to pick up the loads destined to the sugar beet factory at Guadalupe [Betteravia]. The crew had taken this bunch of beets loads out with no air and was going to shove them up past the switch and let the head end back up against them. Well, the brakeman gave a "Go Ahead" to the fireman and the fireman passed over "Let's go" so the head end took off with these twenty beets with no air behind them.

Finally, they got the stop sign and stopped the head end... but then you had twenty loaded cars of beets coming down the grade. Well, it scattered things around a little bit. The superintendent lived right over in Thousand Oaks so he arrived there quickly. They wanted me to settle those beets back down into the beet dump while they were doing some other work. The superintendent asked me to move them over so I sent one of the brakeman down to check the angle cock on the other end. The superintendent said, "I don't think they have any air in them," and I told him that I wasn't going to take them down into that hole without some air.

That's the reason that they have so many of these rules that you sometimes think aren't necessary. The railroad tries to take in conditions that don't ordinarily take place.

Years ago you had 5-man crews reading your train orders, unless you've got a guy like this one fellow I had who had worked out at Tweedy all his life. I mean, he had gone for years and years and almost never used a train order.

Train orders aren't so difficult if you understand the principles. It's all based on superiority. In other words, you have "right, class and direction."

"Right" is confirmed by train order. In other words, you've got your timetable that gives the time that any train is to be at. This train could be twelve hours late but that piece of railroad belongs to him unless somebody else has superiority over him, and if you are on the timetable. You can get a "right" by train order which might say, "Extra-#346 west has right over #360." This means #360 has to keep out of the way of Extra #346.

The Extra train may have a train order that gives it right over all trains. One time we were expecting the general manager's special to come by and it said "Extra # _____ has right over all trains." Nobody else can be on that piece of track.

Then you could have one that says, "# _____ has right over eastward trains" plus the words, "Wait at" and then they've list a column of waits. You worked along you section of track as long as you can get to this station before the wait time.

It can also say "#363 wait at Minkapoo until 4:10pm for #42." In other words, he has to wait there for this train, but if that train goes by, he doesn't have to wait anymore. If it just says a straight "wait"... that's all he can do. He has to wait for the train. – *to be continued.*

Next month's we'll conclude this interview with Frank Bradford. We have more of Frank's stories on file for future publication.