

THE MANIFEST

May-July 2019



*Volunteers are not paid because they are
worthless but because they are PRICELESS*

GREETINGS ALL:

This newsletter is very late for several reasons, which I will not go into right now, but here it is a three-month version. August will come out on time.

It is hard to believe that we have already gone through 2 ½ months of run days! The summer is going too fast. We have our next run day come up this coming Sunday, June 23, 2019. Hope to see a lot of you out there and for anyone that can lend a hand, volunteers are always appreciated.

Ruthanne and Chris Bray were working hard last weekend to finish the lettering on the CB&Q and it is almost finished. A great big thank you to Ruthanne and Chris for their wonderful work and for working in that heat! Chris and Ruthanne have joined SoRail as official members and were voted in at our last meeting. Welcome Chris and Ruthanne!

We also have another new member, Matthew Brady whom we would like to welcome and thank him for becoming a part of our SoRail family. Hope to see you Sunday Matthew.

Our story comes from Tony Johnson, along with some pictures taken on Mother's Day and my grandson's field trip.

I do not edit the stories, as sometimes words and sayings are meant to be the way they are.

Glendale Oregon, 1924

By

A.D. "Tim" McLennan

Courtesy of Tony Johnson

Glendale is located on the Ashland Subdivision of SP's original Shasta Route mainline between Portland and Oakland. It lies 64.7 miles south (SP West) of Roseburg, and 78.8 miles north of Ashland, situated 507.9 miles from San Francisco via Marysville. The Shasta and Portland Divisions met at Ashland. Glendale station's record of train movements for September 1924 survives and provides a picture of engine and train operations during the month. One less complete than could be constructed from dispatchers train sheets. But 30 days continuity affords depths of information.

The 34 miles of track west of Glendale to Grants Pass were the most difficult on the Portland Division mainline. En route, the line crossed three summits with a westward ruling grade of 2.1 percent. At 1.8 percent, the grade eastward (towards Glendale) was not so severe. Helpers were attached to westbound passenger and freight trains at Glendale, and eastward trains at Grants Pass. The helper engines and crews were based at Grants Pass. Eastward beyond Glendale the line descended for 13.8 miles to West Fork. Trains sometimes needed a helper over the 0.8 percent adverse grade from West Fork to Glendale. Employees Timetable (ETT) special instructions prescribe one helper from West Fork to Glendale,

and two for freight trains in both directions between Glendale and Grants Pass. Small engine houses were located at the latter stations, Grants Pass having a 70-foot Armstrong turntable and Glendale – like West Fork – an 80-foot air-operated one. Substantial engine terminals were located at Roseburg and Ashland, limits of the crew district.

Four Shasta Route passenger trains in both directions stopped daily at Glendale, as follows:

	leave West	least East
#11,12 <i>The Shasta</i>	5.12pm	1.29pm
#13 <i>San Francisco Express</i>	7.19am	-
#14 <i>Portland Express</i>	-	9.48am
#15 <i>California Express</i>	7.45pm	-
#16 <i>Oregon Express</i>	-	10.30pm
#53, 54 <i>Oregonian</i>	12.01pm	8.57pm

The *Shasta* was the all-Pullman candy train, its stop not for passengers. All the trains ran between Portland and Oakland. But in November, the route of #15 and #16 was extended to Los Angeles via the San Joaquin Valley, and the trains renamed *Southern California Express* and *Puget Sound Express* (later *West Coast*) Passenger trains usually stopped at least five minutes at Glendale, presumably taking water, and attaching a helper or cutting it off, as well as attending to passenger business. Sometimes they were delayed. For example, #14 left Glendale at 11.15am on September 1 after a 65-minute stop, unexplained by the station record. Second sections weren't too common.

Passenger engines identified in the station record were 2300-series (4-6-0) Ten-wheelers, either T-28 class equipped with 63-inch drivers or T-32s with 69-inch. What helpers were used is unclear. But any passenger train of more than a few cars would have needed a helper over the heavy grades to Grants Pass. Harriman Consolidations (“hogs”), much evident in the station records, were most likely both passenger and freight helpers.

No. 221 “Portland Freight” was the only schedule through freight train. Its eastward counterpart must have run extra at the time. No. 221 passed through Glendale on Mr. Graham’s trick and he recorded the train engine’s number, it usually an F-1 class light 2-10-2 but sometimes a hog. Occasionally, the train ran in two sections. Other scheduled freights were locals. According to the ETT, #261-262 ran three times a week

between Glendale and Grants Pass on alternate days, and #255-256 followed a similar pattern between Glendale and Roseburg. But the station record reflects an irregular picture of local freight operations that suggests the trains sometimes ran extra or not at all. No. 261, for instance, is unmentioned. The few engines identified as being in local freight service were "hogs" (2-8-0 Consolidations).

"Through Freights" describes those for which both arrival and departure times were shown. They spent at least an hour at Glendale, sometimes much longer, rarely less. It is likely that the crews went for "beans" and that westbound trains refueled, both the practice in later years. Helpers turning at Glendale took oil too, though they were stationed at Grants Pass. Where the city fathers declining to have a refueling facility located within town limits for safety reasons obliged SP to locate such at Glendale.

Numbers of trains eastbound at Glendale and westbound balanced. About four through freights ran daily in each direction. Westward trains were heavier, and sometimes exceeded the 2455-ton load prescribed for a 2-10-2 plus two helpers. A visible pattern of loads west and empties east suggests lumber traffic. The longest train was 70 cars and engine power mainly light 2-10-2s. Trains hauled by "hogs" were shorter and lighter, their load with helpers being 1675 tons.

The record shows numbers of extra trains terminating at Glendale or starting there. Or it seems to do so. Best judgment of the knowledgeable is that, apart from the local freights that ran three times a week in both directions and a work train, extras that arrived at Glendale or originated there would have been light engines in helper service. (Most days, a work train run by a "hog" left Glendale westward about 7.50am and returned after 5.00pm. It looks like the same job from day to day.) Sloppy record keeping may have inflated the number of trains that seemed to terminate at Glendale, its noting their arrival time but not departure. In a few cases, the record itself suggests simple failure to record time keeping. And in others, it can be assumed. Such errors of omission suggest that the station record was not legally significant in the same way as dispatchers' train sheets. They could have happened easily, given the time that through freights took to work through Glendale and the distractions of the operators' many duties. A

few extras might not fit this presumed pattern. Ten-wheelers ran several. Some took little time at Glendale and a couple might not even have stopped.

The station record shows three engine types. The 2-10-2s on through freights were the heaviest power allowed on the Portland Division. Their use could date back only a few years. The first F-1 Class was delivered to the Pacific Lines in 1917, while the last acquired – engine 3652, a Glendale regular – transferred from the Arizona Eastern on January 1, 1921. Photographs suggest that the 2-10-2s replaced 3200-series (2-8-2) Mikados in freight service between Roseburg and Ashland.

The use of 2300s in passenger service in 1924 reflected SP practice in mountain service that was more common ten years earlier. Photographs from the Teen years show 3200-series “Mikados” working passenger as well as freight trains west of Roseburg. At the time, 3200s were also regular passenger power on other difficult sections of the Pacific Lines. So, why were 2300-series Ten-wheelers apparently used in passenger service at Glendale in 1924 – a step back? With the arrival of the 3600-series 2-10-2s, the Mikados seem to have left the Roseburg Subdivision entirely. SP’s not using the 2-10-2s in passenger service would explain the 2300s reappearance, maybe in expectation that new 4-8-2s would soon become available.

Indeed, 4300s (4-8-2) were used on Shasta Route passenger trains before the Cascade Line opened, probably in 1925. Though their introduction was interrupted when the cab of one engine – run by engineer O.O. Jennings – scrapped the wall of a tunnel in Cow Creek Canyon east of Glendale. So, while tunnel widening was in progress, the new engines were cut out at Roseburg and 2300s worked trains into Ashland, which meant some good helper jobs at Grants Pass.

The Glendale station record conveys some flavor of the times. Glendale’s three operator/telegraphers worked eight-hour shifts. Two of them enjoyed a single day off during September. Phone calls via the public system must have been a luxury. For the record on September 21 is annotated “Called Wolf Creek long distance at the request of Dspr 9.40pm”, the station six miles west of Glendale.

The time book of passenger brakeman Vere Perry, who was based at Roseburg, doubled as a personal diary. Some entries capture the feel of contemporary railroading:

- March 31, 1922. "Was stuck up at Grants Pass by 2 robbers. Lost a \$45 watch and 5 cents."
- January 6, 1923. "High water – trains all late – don't care."
- November 2, 1923. "Was called for No. 14 then went back to sleep. Train was in front of station before I woke up. Made it though."
- May 1, 1924. "Got left at Reuben, came to Roseburg on X2833 East."
- July 3, 1924. "The train hit a deer at Peck. I found it and we had venison for dinner on 4th and 6th."

Acknowledgements: Scott Pirie provided the Glendale station record that made the article possible; his father, Bill Pirie instructive comment as well as contact with Vere Perry Jr. Mr. Perry, another former SP engineer, both drew on his own experience of the Roseburg Subdivision and gave permission to quote his father's time book. Some editing was done by Tony Johnson on account of space limitations.

About the author - A.D. "Tim" McLennan was a historian and a fan of the Southern Pacific Railroad for most of his life. His personal collection of "anything Southern Pacific" was impressive, and he was more than willing to share with other historians. Years ago while I was managing editor of SP REVIEW magazine McLennan provided me countless pages of information and microfilm to use. – Tony Johnson

The amazing fact about McLennan is he lived in Australia and never saw the Southern Pacific Railroad in person. The few times we talked on the phone I sometimes had trouble understanding his words through his Australian accent. A mutual friend of ours living in Texas had a thick, Texas drawl, which I also had a bit of trouble understanding his words. Tim said he and our pal Joe had no trouble understanding each other. Oh well. Tim passed away about six years ago.

Here are just a few pictures from Mothers' Day (May 12) and my grandson's field trip (May 17th). I want to thank

Tony and all of the livesteamers for volunteering to come in for all of these field trips and sharing their time with the kids and various groups that come in. Tony and everyone involved is always so welcoming and I know my grandson's class absolutely loved it. Thank you again Livesteamers for so generously giving your time for these events.

Mothers' Day 2019
Look at all those smiles.



Ashland Hellman Elementary Field Trip



Gray sweater is my grandson Gunny, he really is having more fun than he looks LOL



BOARD OF DIRECTORS MEETING MINUTES

Southern Oregon Railway Historical Society Board of Directors Meeting Minutes May 14, 2019

1. **Call to Order:** Membership Meeting was called to order at 7:34 P.M. by Bruce Kelly, President
2. **Roll Call:** Bruce Kelly, Allen Dobney, Jerry Hellinga, Chris Manley and several other members were present, Ric Walsh was absent.
3. **Minutes** were read by Chris Manley and approved with a motion by Jerry Hellinga and seconded by Allen Dobney.
5. **Treasurer's Report:** Was read and approved with a motion from Allen Dobney and second by Chris Manley.
6. **Committee Reports:**
 - a. *Medco 4:* See new business
 - b. *Burger Shack:* N/A

- c. *Newsletter* May June combined
- d. *Website*: Nothing new
- e. *Butte Falls*: No update.
- f. *Surplus*: \$750 so far this year.
- g. *RR Park*: If you run into anyone who is causing trouble or posing a danger do not confront, call the police.

8. **Old Business**: NA

9. **New Business**

New member was voted in, Francis Gauthier, will give him a welcome email and call.

Medco 4, the offer that Martin Hanson brought from the ORHF was discussed and a motion by Allen Dobney and second by Jerry Hellinga was made that we continue with the exploration of the possible use of the Medco 4 by the ORHF, repairs, etc.

10. **Good of the Order**: Allen Dobney is working trying to get in touch with the owners of the engine in Jacksonville, no luck so far.

11. **Adjournment**: Allen Dobney moved we adjourn, Jerry Hellinga seconded it, meeting was adjourned at 8:10 pm.

**Southern Oregon Railway Historical Society
Board of Directors Meeting
Minutes June 11, 2019**

1. **Call to Order:** Membership Meeting was called to order at 7:37 P.M. by Bruce Kelly, President
- 2 **Roll Call:** Bruce Kelly, Allen Dobney, Jerry Hellinga, Chris Manley and several other members were present, Ric Walsh was absent.
- 3 **Minutes** were read by Chris Manley and approved with a motion by Jerry Hellinga and seconded by Allen Dobney.
4. **Treasurer's Report:** Was read and approved with a motion from Chris Manley. and second by Allen Dobney.
5. **Committee Reports:**

- a. *Medco 4:* Still talking to ORHF. Jerry sent them some information, measurements, etc. Jerry requested that the information he shared with them not be shared outside of the project and to have this stipulation written into any agreement.

It is possible that we may be able to reset the clock on the tubes, waiting on word from FRA.

Allen is working on the doors and windows.

- b. *Burger Shack:* N/A
- c. *Newsletter* Late but coming out soon.
- d. *Website:* New show flyers are up.
- e. *Butte Falls:* No update
- f. *N/A*
- g. *RR Park:* Date set for the park agreement by end of the month. Holes that were found in the fence have been

repaired. There is another hole in the back that Bruce will check out and see what repairs are needed.

8. Old Business: NA

9. New Business

New members were voted in, Chris and Rutheanne Bray. Also Mathew Brady was voted in as a new member.

Allen went over the updated project list. At the end of summer, Chris will take over eBay and following this year's show, the sale of the books.

10. Good of the Order: Dan Wilkinson had been looking for ties. He found some in Gold Hill, need permission to take them, also some in Grants Pass, but did not look like many of them were reusable.

Also Dan mentioned that the Jackson County Cultural Coalition is now accepting applications for 2020. We are uncertain if we will apply or what project it would be for, but applications need to be submitted by end of August.

11. Adjournment: Allen Dobney moved we adjourn, Jerry Hellinga seconded it, meeting was adjourned at 8:10 pm.

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UPCOMING CHAPTER EVENTS

If you know of any other events that should be added to our newsletter, please email, me at chrismanleysteam@gmail.com/ call, (541-291-1705), with the details.

Our next meeting is Tuesday July 9, 2019

Meetings are in the Model Railroad Building.

Allen Dobney will be presenting "*Western Pacific Volume 1*" at the July meeting.

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