



THE MANIFEST

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – NOVEMBER 2007

MEMO FROM THE PRESIDENT Another season is in the books and our club had a very successful year at the park. I would like to personally thank everyone that stepped forward to work as a docent, parking aid or in the concession stand. We had some veterans return and many first timers, but overall everyone did an excellent job and I am extremely grateful for all of your efforts.

Everywhere I visited I recognized how many really committed and knowledgeable individuals we have that enjoy working with the public. Everyone that helped make this year a success deserve a big thanks.

To help improve our program next year I am requesting that anyone that worked as a docent, parking aid or in the concession stand send me your recommendations for improvements to implement for next year, no idea is too grand or small and all ideas will be considered.

I have already appointed a committee to consider all of your ideas and assist in the application of them for next year's program. You can hard mail your ideas to me at —

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or E-mail me at engmgr@medfab.com

LOSS IN OUR RANKS It is with great sadness we have to report the passing of chapter member Gary Nelson of Medford. This “gentle giant” had a smile and a sense of humor that was contagious to all who were around him. We especially enjoyed his humor when he could attend our local slide-video sessions at the clubhouse. Gary told good jokes so he wouldn't have to hear our bad jokes.

In addition to being a chapter member Gary was a union leader for RVTB drivers, photographer, fire-fighter, church board member and ombudsman.

Gary is survived by his wife of 40 years, Sue; daughters, Karen, Lynn and Michele; sons, Brian and Keith; and many grandkids and great-grandkids.

Sue Nelson summed up her husband best.

“Sunday morning [Oct. 14] at 11:29 Gary went home to be with his Lord and Savior. I was with him and it was a very quick and peaceful death. I prefer to think of it as he has graduated from this life to receive his eternal rewards and to be in the presence of God.

“He fought a valiant fight for a month and 2 days in the hospital - not to mention his past years of heart surgery and dialysis. Not any more - he is whole and will never know pain, sorrow or suffering again. His faith in God and love for Him are being realized in a new and exciting way. I cannot mourn for him, but only we left behind.

“We had the hope and faith he would come home, yet in the back of our minds we knew God doesn't always heal this side of heaven and there isn't any way I could ever ask Gary to stay in the condition he was in. He dropped to 163 lbs. the past 5 weeks and just didn't have any strength left. Fortunately his doctor talked with me just a bit before God called him and I was able to surrender him to God and let

Gary know if he was tired of fighting we'd be okay and he could go be with his Lord. He tried to hug me although he didn't quite make it around my neck, but I knew he heard. Within the hour or less, he was released from his suffering and is now has eternal peace and health.

“Thanks for your friendship to him and your kind words.”

A MESSAGE FROM THE EDITOR As you read this month's newsletter I pray it is enjoyable, filled with news and information, and not filled with a lot of mistakes. Early in the morning of Oct 17th my 87-year-old father suffered a paralyzing stroke. I received a call at 5:15am from Rogue Valley Medical Center's emergency room telling me of his stroke and of Dad's concern that I make it to my oral surgery operation a few hours later because he was to drive me to and from the oral surgeon that day! As usual, he was thinking more of others than himself.

Since that time I've been busy with my dad, my volunteer work as public relations chairman for the committee responsible for preparing for the upcoming Rogue Valley Railroad Show, as well as trying to do more work as vice-president for the Southern Oregon Live Steamers. I wrote this month's newsletter together in a few days so I'm sure there are errors. They are not intentional. Get well quickly, Dad.

NOMINATION OF OFFICERS Each November we are required in our by-laws to accept nominations for election of the positions of Chapter President, Vice-President, Secretary, Treasurer and National Director. Nominations for each position will be accepted and approved on the floor. Nominations can be accepted at the December meeting right up to just prior to the election. However, those persons nominated just prior to the December election **must be present** at the December meeting to qualify. All chapter members can run for any position. There is no rule saying you have to have previous experience, so don't be bashful.

It is extremely important for each member to have a say in how our chapter is run because as your chapter board of officers, we understand we don't have all the best ideas and answers on how to keep your chapter healthy, growing and fun to be a part of. Please try to attend the November and December meetings.

For entertainment afterwards I will show a wonderful old film of the Yosemite Valley Railroad. Most of it was shot in 1939-1940.

MEMBERSHIP RENEWAL INFORMATION By now, everyone should have received their membership renewal information/bill from the National Railway Historical Society. All of the bills were sent directly from the National office and there have been a 'few' glitches along the way, to say the least. If you have not received your bill by now, please contact me, Nancy Aubin, at 779-4259 or e-mail me at NancyJ1209@charter.net. Thanks for your patience.

ARE YOU GOING TO HELP US AT THE RAILROAD SHOW? Although the chapter sign-up sheet has been turned in to Railroad Show Committee member Jim Dougall, there are still some vacant chapter job slots to be filled. There are also some vacant Southern Oregon Live Steamers club job slots available. All the show jobs are only two hours, they're easy and fun. Each hour you work a show job equals a share of the total proceeds of the show. Contact Ric Walch (772-6255) or E. Don Pettit (601-4772) if you can help. If you choose to work one of the available Live Steamers job slots, you decide which club — ours or the Live Steamers — gets the credit. The more job slots a club works, the more money they will get.

KUDOS TO OUR FRIENDS Over the past three years Miller Paint Company of Medford has formulated great paint color matches and supplied quality paint to Steve Bruff for his restoration work on the flanger and our program last year to paint the Great Northern caboos. Manager Kurt Cubbison and Sales Associates Lora McNew, Will Doty and Brett Scarbrough have consistently delivered friendly service, discounted prices and quality products to our efforts. Many thanks to Miller Paint!!

The Ric Walch/NRHS flatbed truck developed crippling carburetor problems some weeks ago. Steve Bruff removed the carburetor and owner Bob Thomas of Bob Thomas Automotive, Inc. authorized free repair of the unit. Coordination by Manager Tom Whelan and Service Advisor Roger Litchfield helped set this up, and “super-mechanic” Paul Vigolo completed the overhaul of the carb. Steve Bruff installed

the carb and then Ric Walch and Art Turner tuned the carb and had the engine purring again. Many thanks to Bob Thomas Automotive!

A nice surprise came to this chapter in the form of a \$350.00 donation from the Morse Telegraph Club. They said we had done a lot to help them since they first became the fifth railroad club to join our park so they wanted to thank us with a cash donation. Thank you to all the members of the Morse Telegraph Club.

We want to thank others for their recent donations to the chapter. In early October I gave a tour of the park to Phillip & Katherine Yokers of Vancouver, WA. A short time later we received a check from the Yokers for \$50.00. They requested half go to our chapter and the other half to the Live Steamers, which we did. Thank you, Phil & Katherine. I enjoyed our visit together.

Tom Moungovan of Sebastopol, CA has been a big benefactor to our chapter for the last several years. On November 1st I received three beautiful 8 x 12 color photos of three of Medford Corporation's steam locomotives, shot by photographer Harold F. Stewart. The first one was taken on 9/22/1956 and it's a dandy. It is of 2-8-2 Medco No. 3 at the Medford Yard. The second photo shows our Medco Willamette No. 4 in the woods on 6/18/1957. The third photo is of Medco Willamette No. 7 resting outside the Medco engine house on 9/25/1959. Thank you, Tom, for providing us with these gems.

From Brett & Carol Casey we received a collection of seventeen black & white, and two color photos, of various railroad steam and diesel locomotives. This will help in our effort to have a first class photo archive. Thank you, Brett & Carol.

MORE NEW MEMBERS This month we welcome three new members who also are wives of current chapter members. They are Karen Bruff, Kim Bruff, and Judy McGarvey. Welcome ladies. I'm sure you'll make certain your husbands behave themselves. Well, try anyway.

ONGOING PARK PROJECTS During the month work on the flanger included Steve Bruff setting up lettering stencils in the correct font on the computer, carving the letters into Mylar stencils and the prepping of the exterior walls and painting the lettering. The process had many steps including dealing with a surface of tongue and groove boards; where the letters and numbers were placed on the walls the grooves had to be filled in to provide a smooth surface for the lettering.

Another flanger activity was final painting of the exterior end walls. Remaining to be completed on the flanger is painting the underframe and plows, installation of some additional electrical equipment inside and installation of a steel heat shield on the wall behind the stove. Steve also completed the stencils and lettering on the west wall of the CB&Q caboose... both the under-window lettering and numbers, and the lettering inside the herald. Ah, yes, the CB&Q looks finished again!

Poor weather and a smaller than expected turnout canceled our plan to remove, sort and restack our wooden Woodville depot. This is a project that needs at least eight people if we want to do it in about four hours. As a temporary measure Ric Walch, Wayne Luckinbill and Landon Humphrey replaced the old protective plastic coverings with new. We probably won't try again until the spring.

But there was some good news about other wood siding. Chapter member Rick Korner has a friend who is in the process of converting an old WWII Camp White building into a residence. Rick's friend wanted to get rid of the old siding and suggested that it may be useful to us when we restore the old Woodville depot.

A quick inspection found the siding the right size and in good shape. Rick already had removed the siding from one end of the building. The only problem is that we had to remove the siding by Sunday, October 29th. With only four days to organize we assembled a crew consisting of Ric Walch, E. Don Pettit, Rick Aubin, John Powell, Tony Johnson, Landon Humphrey and Wayne Luckinbill. In less than two hours we removed the siding and loaded it on our chapter's 5-ton flatbed truck. A short time later the siding was stacked for storage at the Railroad Park.

Several members also took it upon themselves to place protective tarps over our Medco No. 8 diesel locomotive and our 1911-built Southern Pacific Pullman dining car. The dining car has several holes in the roof that allow rain water to enter. We just couldn't find the manpower and/or time this summer to repair and seal the entire roof, so attaching three protective tarps was the next best thing to do until that time comes. We placed a single tarp over Medco No. 8s engine hood to prevent rain water from entering and mixing with any oil inside.



On Oct13, the day before the first operation of our chapter's Fairmont model A-3 motorcar, we find Rick and Nancy Aubin setting up the temporary viewing/boarding area at the end of track. A new wood boarding area and surrounding fence will be installed before next year's opening.

The next day we were showing off our motorcar to the public. Most of the people saw our car while riding the many trains operated by the Live Steamers. Here Ken Hill takes the controls. All day long people came ask questions and see the car close up.



With motorcar operator Tony Johnson's hand on the "Johnson Bar", Ric Walch, Art Turner and Landon Humphrey enjoy the scenery, fresh air and the many bumpy rail joints. They questioned my operating skills but at least I remembered the route.

It's Oct 28th, the last run day of the season, and the public gets it's first opportunity to ride the motorcar. It's likely this was the first trip on a motorcar for everyone. They'll be back next year to ride this and our hand-car.





Posed here are the three men most responsible for the restoration of the A-3 motorcar. From left: Jerry Hellinga, Art Turner and Ken Hill. The three spent many, many hours putting together WCTU Railway's disassembled motorcar that had been out of service for about seven years.

Over seven years ago our motorcar was sitting neglected at a WCTU Railway storage facility in White City. A few years later the wheels were removed and installed under a pickup truck in an unsuccessful effort to create a high rail truck. Rick Aubin photo taken 5/7/2000.



A touch of authenticity is the installation of a Southern Pacific Railroad cross buck at the one grade crossing on our line. This cross buck was located originally at Redding, California.

Seven people take a motorcar ride along our 608-foot long railway with motorcar operator Ken Hill at the controls. I don't think we received one negative comment about our newest operation.



FAIRMONT MOTORCAR A BIG HIT By the beginning of October Jerry Hellinga, Ken Hill and Art Turner had finished restoration work on our chapter's Fairmont Model A-3 motorcar. The old metal canopy was in very rough shape so Art Turner did some bodywork with a hammer, a new metal patch and pop rivets to make the canopy presentable. Art also painted the canopy the same safety yellow color as the rest of the car. The guys also installed a flashing yellow beacon on top for safety. Ric Walch wanted a working horn so we got that done. Given time and money and Ric would probably install a foghorn because he likes to make lots of noise.

As the October 14th "Run Day" at the Railroad Park approached president Ric Walch suggested ["suggested" is putting it mildly!] running our newly restored motorcar on our chapter's 608-foot long motorcar/handcar track. Rick's suggestion sounded good to us.

Before we could run the car I needed to spread the remaining piles of ballast between the ties. Earlier this year I spread ballast on the first 200 feet or so of track. It took about six hours with a shovel and rake to spread and level the ballast on the remaining 400 feet.

The next obstacle was how best to move the handcar from behind our locomotive shelter to the handcar track a few hundred yards away. Jerry Hellinga fabricated a special spreader bar for loading and lifting the handcar with the chapter forklift. It works great.

The day before the event Ric and Nancy Aubin drove fence posts in the ground and strung orange safety fence around our future loading area to keep the public safe from the passing trains of the Live Steamers club. A week before all this, Ric Walch repainted a post that held a railroad crossbuck on the Southern Pacific. Ric and Tony Johnson dug a hole and planted the crossbuck firmly in place at the only grade crossing on the line. Judging by the metal SP identification plate on the post this crossbuck was once located at Redding, CA. It likely came after the abandonment of SP's old Matheson Branch, which was once the original mainline before Lake Shasta was formed.

To avoid possible embarrassment in case the motorcar didn't run smoothly we chose not to carry any passengers on Oct. 14; however, with signs made by Steve Bruff, the public was invited to come over to our track to inspect the motorcar and ask questions. For something that wasn't previously announced we had quite a few visitors. Most of them became curious when they saw the motorcar running as they rode one of the many Live Steamers club trains next to our track.

Many of the chapter docents working that day took their turn at operating the car back and forth. As each of us putt-putted down the track we quickly discovered these cars were not built for the comfort of railroad employees. As there are no springs or shock absorbers in our car, you really feel the bumps as the car rolls over rail joints and slight kinks in the rails. Since speed is not a factor on such a short stretch of track, we never took it out of first gear. Needless to say, we installed a number of seat cushions Ric Aubin donated to the chapter about eight years ago. The car was put away at the end of the day.

With the next (and last) "Run Day" for 2007 set for October 28th we made the decision to let the public ride the Model A-3. We installed a temporary loading platform and used two sets of metal steps once used by the public to climb aboard our SP caboose #1107. For safety reasons we decided to have two docents assisting the public as they boarded and detrained both sides of the car. We thought the car would hold 3 to 4 people, but we discovered adults and small children sometimes increased the load to eight. With speeds never going much more than 3 mph, the public enjoyed the ride anyway - even the occasional bumps. All day long there were people waiting in line for the chance to do something new. We never had to hold a car because we didn't have enough riders. The nearby donation jar had quite a bit in it, and it will only get better as the public discovers this great attraction.

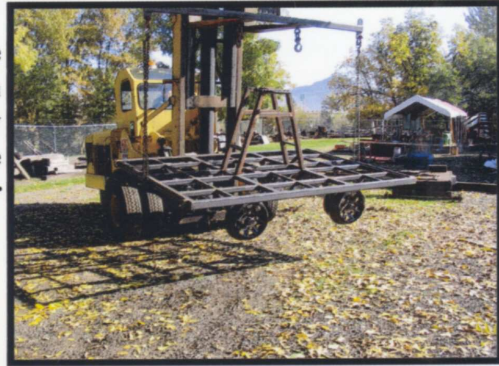
Before we open the park in April 2008 we will build a nice loading/unloading platform that will allow riders to walk directly across to their seats and not have to climb four steps to do so. We'll also decide on the best way to direct the public to and from the platform and also replace the orange safety fence with something more permanent and pleasing to the eye.

INTERPRETIVE HANDCAR Our interpretive railroad handcar project is nearly finished. All the parts have been made and as of this writing the crank assembly is done and the handcar handles fabricated. Jerry made a small modification to the frame, and the axles and wheels are now mounted under the frame. On November 2 the handcar was ready for Ric Walch to haul it to Medford Fabrication for shot blasting and painting. It then will be brought back to the park for reassembly and installation of wood floor. It should be finished in time for display it at our Thanksgiving weekend Rogue Valley



Sitting outside our locomotive shelter is the nearly completed frame and running gear on our homemade handcar. Not long after the photos was taken the handlebars and safety railing were mounted. A wooden floor will cover the deck after the metal is cleaned and painted.

We use our chapter forklift to move this large and heavy handcar. You can see here the special straddle bar Jerry Hellinga made to safely lift and move both the handcar or motor car to our track, engine house or trailer.



On October 27th we spent two hours removing the wood siding from an old Camp White building undergoing a remodeling by its new owner. E. Don Pettit, Ric Walch, John Powell and Rick Aubin are pictured.

While the other guys are working on the East side, Tony Johnson begins removing the siding on the West side. Thirty minutes later all the old siding was gone from this side.



Railroad Show. We look forward to our 2008 season at the park because we know the handcar and motorcar are going to be very popular attractions for our chapter.

FUTURE PLANS This year's response to turning some of our regular summer meetings into special outings was outstanding. Our trip to Eureka in September was probably the best of them all. During this off season we are looking for new ideas and locations to hold chapter activities. Rick Walch discussed an exciting idea with some of the board members. Why not have an overnight chapter outing in nearby Dunsmuir? We would stay overnight at the Caboose Motel. Rick has talked with the owners and they said they will give our club a discount.

If you've never stayed there before, it's a lot of fun. The motel rooms are retired railroad cabooses remodeled with full size beds, bathrooms, and other amenities. The interior walls are mostly of knotty pine and you have a choice of a cupola caboose or bay window caboose.

There is a dining car restaurant at the motel, as well as Medco No. 7 – a Willamette geared logging locomotive like our chapter's Medco No. 4. There are other pieces of railroad rolling stock on the motel grounds, and Union Pacific's former Southern Pacific mainline is less than a mile away. Perhaps we can get a special guest lecturer from Dunsmuir - this editor can think of two – to give us a presentation and tour. If this idea seems like a good idea, drop us a line or phone call and let us know.

November General Meeting! Our next General Membership meeting at the model railroad clubhouse will be at 7:00PM on Tuesday, November 13th. As required in our bylaws, during the November general membership meeting we will accept nominations for the five elected positions of President, Vice-President, Secretary, Treasurer and National Director.
 For the evening's entertainment I will show a video filmed on the Yosemite Valley Railroad during 1939-1940. This was an exciting railroad that people still talk about over 60 years after it quit operations.

Your Chapter Officers for 2007

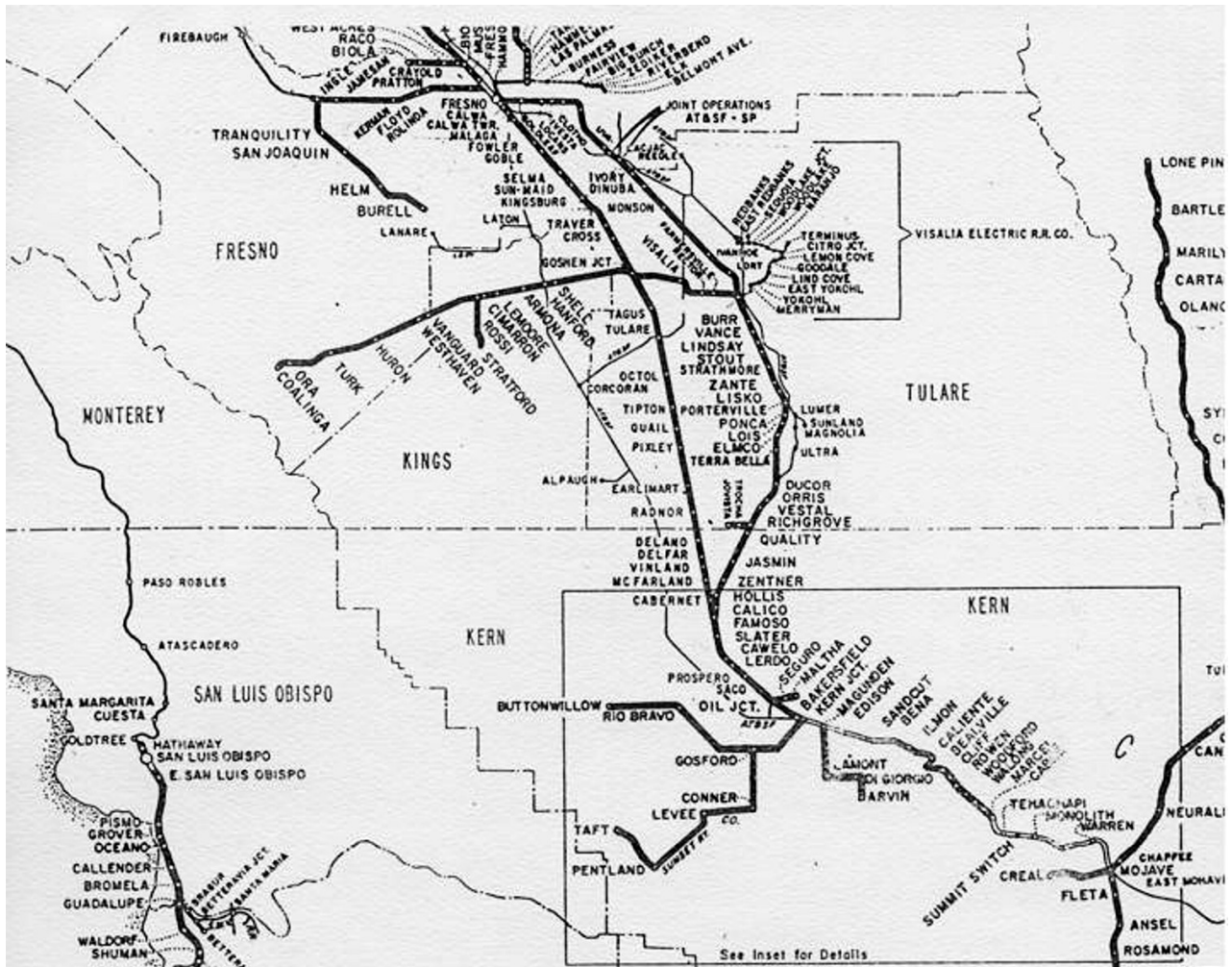
Ric Walch, President 541-772-6255 E. Don Pettit, Vice President 541-601-4772 Jerry Hellinga, Treasurer 541-772-6432 John Powell, Dir. Of Public Relations – 541-826-1992 "Stretch" Manley, Activities Director – 541-582-8175	Bruce McGarvey, National Director – 541-779-8145 Steve Bruff, Chief Mechanical Officer – 541-261-5741 Rickie Aubin, Secretary - 541-779-4259 Tony Johnson, Newsletter Editor/Historian – 541-944-9176 Nancy Aubin, Membership Director – 541-779-4259
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GOOD DAYS OF RAILROADING This month I'll present an interesting look at Southern Pacific's important California line that still runs through the heart of the San Joaquin Valley. Using many employee timetables, dispatcher sheets, as well as San Joaquin Division maintenance records and other documents, Southern Pacific historian A.D. "Tim" McLennan has come up with a fair view of what it was like back in 1939-1941.

FRESNO SUBDIVISION OPERATIONS, 1939-41 by A.D. McLennan

Central Pacific began building into the San Joaquin Valley at Lathrop [CA] on December 31, 1869. Construction reached Fresno in May, 1872 and Sumner (Bakersfield) at the southern foot of the valley by October, 1874. Beyond Goshen Junction, the line was constructed in the name of the Southern Pacific. Over the mountains past Bakersfield, it was opened to Los Angeles in 1876. The last spike driven in January, 1883 completed the Sunset Route to New Orleans, the southern transcontinental line.

In 1941, the San Joaquin Division stretched 245.1 miles south from Fresno to Saugus, where it met the Los Angeles Division 32.2 miles north of LAUPT [Los Angeles Union Passenger Terminal]. The Fresno Subdivision connecting Fresno with Bakersfield, 107.4 miles, was flatland railroading. Automatic block signals protected the mainline, which was single [track] throughout except for 7.2 miles of terminal double track between Fresno Yard and Calwa Tower. Elevation increased from 290 feet at Fresno to 414 feet at Bakersfield with a 0.35 percent ruling grade, which meant that tiny M-4 class 2-6-0 Moguls could haul 4150 Ms either way on the Fresno Subdivision. South (railroad East) of Bakersfield, the ruling grade to Tehachapi increased to 2.50 percent and the heaviest cab-forwards were rated at 2700 Ms. (SP then measured engine ratings in Ms - units of 1000 lbs - rather than tons.)



As at Roseville, flatland power off the Fresno Subdivision changed out for mountain power at Bakersfield.

Railroad transportation plus the irrigation of crops made the San Joaquin Valley a huge generator of business. In the harvest season, SP moved perishable produce mostly via Roseville and the Overland route to eastern markets. The Santa Fe (AT&SF), established in the valley about 30 years after SP arrived, dispatched valley perishables eastward via Tehachapi because of its different route structure. While the two railroads competed for business in the San Joaquin Valley, they sensibly operated some track on a joint basis to keep down costs. SP's perishables moved in refrigerator cars provided by Pacific Fruit Express. PFE's largest icing station in the San Joaquin Valley was at Fresno with another at Bakersfield. There was a small plant at Hanford, too, and one at Exeter that served the Visalia Electric, an SP subsidiary.

Besides perishable produce, the San Joaquin Valley route was SP's main freight conduit between southern and northern California. As well as the Bay Area, traffic reached - or came from - Roseville and points beyond. But the San Joaquin Valley gradually became a secondary route for through passenger business after the Coast Line opened in 1901. A Pullman service connecting with the *Golden State Limited* with the Bay Area continued to operate via the Valley, but introduction of the *Golden Gate* streamliners in 1938 made Santa Fe an active competitor for Valley passenger business. Operating between Oakland and Bakersfield and allowed to make up to 100 mph, they were much faster than SP trains; and connected with Los Angeles by bus; AT&SF's rail route beyond Bakersfield being roundabout. But Southern Pacific's streamlined *San Joaquin Daylight* was more comfortable than the Santa Fe trains. SP trains that competed with Santa Fe for business between Los Angeles and the Bay Area operated via the faster Coast Line.

The branch lines added to the Fresno Subdivision's trackage between 1877 and 1928 gave it a rather complex structure. The Eastside line, 104.3 miles between Fresno and Famoso via Dinuba, Exeter and Porterville, was built to serve the agriculturally rich Orange Belt. Completed in 1893, it was a secondary mainline equipped with block signals over the 52.4 miles between Exeter and Famoso. A branch line west from Goshen Junction reached, 60.4 miles, via Armona and Rossi, and served the Coalinga oil fields. The first section between Goshen Junction and Huron was built in 1877. Effectively, the line continued east of Goshen Junction to make a cross link with the Porterville line at Exeter, 17.9 miles. From Visalia en route to Exeter, 10.1 miles, overhead wiring accommodated Visalia Electric interurban cars that provided passenger service until 1924, after which Visalia Electric continued to operate as an SP freight feeder using its own track beyond Exeter.

A line was constructed over the 36.1 miles between Armona and Kerman on the Western Division to allow trains from the southern San Joaquin Valley to reach Tracy and the Bay Area while avoiding Fresno. The Riverdale branch built later ran from Hardwick on the Kerman-Armona line to Ingle on the Western Division's mainline a few miles closer to Tracy than was Kerman. The Clovis branch to Friant hooked northeast of Fresno. Gravel - and lumber for a while - were important sources of traffic. There were short branch lines between Rossi and Stratford, Porterville-Springville, and Richgrove-Jovista dating from 1928.

Another short branch line extended from Oil Junction near Bakersfield to Ainrof and Porque. At Kern Junction past Bakersfield, the McKittrick branch ran 49.1 miles into the southwest San Joaquin Valley. SP and Santa Fe jointly owned Sunset Railway that proceeded from Gosford on the McKittrick branch nine miles west of Kern Junction to Rexford and Shale. Built to serve the Sunset oil fields, AT&SF and SP operated the line turn about at five-year intervals. During 1939-41 it was SP's turn. These branch lines underlined the importance of traffic generated by the oil boom around Bakersfield early in the last century.

The 1930s saw some of the Fresno Subdivision branches trimmed at the extremities. By 1941, the truncated Oil City branch operated as an extension of Bakersfield yard limits. Abandonment of the track between Hardwick and Carruthers, 12.3 miles, severed the Armona-Kerman branch by 1939. This ended the through line but the Riverdale branch still connected with the Western Division (which became responsible for the Kerman-Carruthers stub). San Joaquin Division crews used Western Division track between Fresno and Ingle to access the Riverdale branch.

Porterville Maintenance Records

Information hasn't come to light on the detail of train operations on the Fresno Subdivision, such as DS [dispatcher's sheets] sheets would provide. But San Joaquin Division maintenance records preserved by Carl Rodolf illuminate the engines used on a month-by-month basis between April, 1939 and October, 1941 from which information quite a lot can be inferred. The records comprise notification by the master mechanic's office at Bakersfield of the dates that engines assigned to the division were due for examination, including inspections on a monthly, quarterly and annual basis. (Bakersfield was the site of San Joaquin Division headquarters and its largest engine terminal, a 21-stall roundhouse and backshop. Fresno's 18-stall roundhouse was the other major terminal.)

The records list engines out of service separately - presumably those under repair or stored. While it is not known how the documents were distributed around the division, they would have gone to all points where examination could be carried out because it was unclear in advance where engines would be on the day they were due for inspection. The records used for this article came from Porterville. Hand-written annotations suggest which engines were examined there in some months, though in others the records were unmarked. Not clear is whether unmarked pages meant that no exams were conducted at Porterville that month or simply that they were not noted. The 38 engines identified as being examined at Porterville between May, 1939 and September, 1941 - some more than once - were all Moguls.

The analysis excludes heavy power assigned to the division - 2-10-2s and articulateds - as they were used in mountain areas at the time and not the Fresno Subdivision. But it includes 4-8-2s assigned to the division lest they may have been used in Valley passenger service - although it is unlikely that they were then. Harriman Consolidations are problematic. Several would have been based at Mojave in branch and helper service with others assigned to Bakersfield as heavy switchers. Given that there were few San Joaquin Division Mikados, it is likely that 2-8-0s were used in freight service on the Fresno Subdivision. But they were elusive power. The number of locomotives assigned to the San Joaquin Division (apart from heavy power) varied over time between 62 and 72 engines; those out of service between one and 23. Seventy-one engines were assigned in April, 1939 and 72 in October, 1941 so there was no clear trend in numbers.

Passenger Trains

Four pairs of through passenger trains operated on the Fresno Subdivision. Nos. 51-52 *San Joaquin* provided daytime service between Los Angeles and Oakland, #25-26 *Owl* overnight. Nos. 59-60 *West Coast* operated between Los Angeles and Portland, Oregon via Sacramento. Head-end trains #55-56 *Tehachapi* were locals. Westward, #55 ran through from Los Angeles to Oakland, while its eastward counterpart started from Fresno. P-10 class Pacifics likely ran all these trains on the Fresno Subdivision. Among them, engines 2484, 2489 and 2491 were attached to the division. The first was one of three P-10 class streamlined in 1941 to operate the *San Joaquin Daylight*. Passenger power ran through without a change between Oakland/Sacramento and Bakersfield, so Western Division heavy Pacifics likely helped operate these trains. Harriman light Pacifics that preceded the P-10 class were regular power on Valley passenger trains at least till 1934 and might still have been used on #55-56 in 1941.

Uncertain was the use of locomotive SP4327, an Mt-1 class 4-8-2 assigned to the division. Engine 4320 joined it from October, 1939. Obvious use was a round trip on #51-52 between Los Angeles and Bakersfield. To which a San Joaquin Division 4-8-4 was committed in 1950 though it was maintained at Alhambra. Also, train 51 was photographed behind a 4-8-2 at Saugus in 1938. (Articulateds hauled the other passenger trains between Bakersfield and Los Angeles.) But it would have been feasible for a Los Angeles Division engine to do the job, with 4320 and 4327 operating west of Bakersfield. Later practice surely saw train engines from Los Angeles running through to Fresno or points beyond. Not clear is whether this occurred in 1939-41.

Another uncertainty arose from the assignment of 4-6-2 SP3125 to the San Joaquin Division briefly in September, 1939 followed by SP3128 from February, 1941. Former EP&SW engines were not often seen on the division and the P-12 class were SP's heaviest Pacifics. Their use was unclear.

Train 51-52 *San Joaquin* were sped up between July, 1939 and February, 1940 by reducing wayside stops, cutting journey time between Oakland and Los Angeles by more than two hours to 11'35" and westward by 93 minutes to 11'42". Time allowed eastward between Fresno and Bakersfield was reduced from 2'35" with five intermediate stops to 2'02" stopping only at Tulare. The counterpart westward reduction was from 2'29" to 2'15". Introduction of the *San Joaquin Daylight* on July 4, 1941 saw further acceleration of the schedule between Oakland and Los Angeles but not of the same magnitude. That between Bakersfield and Fresno was reduced to an even two hours. Streamlined equipment allowed the *Daylight* to make 75 mph. Employees Timetable [ETT] #158 of February 13, 1938 authorized standard weight passenger trains to run 60 mph on the Fresno Subdivision. This was gradually increased so that ETT #162 of June 29, 1941 allowed them to make 65 mph over 73 track miles. (The authorized speed of freight trains remained 40 mph, a system standard at the time.)

No appreciable change was made in the schedules of the *Owl* or *West Coast*. Number 55 *Tehachapi* was accelerated on the Fresno Subdivision by 25 minutes in 1939. While in 1941, #56's leaving time from Fresno was brought forward from 8:00pm to 5:30pm, making for a passenger-friendly arrival at LAUPT at 4:00am.

SP provided passenger service on nearly all Fresno Subdivision branches before the Depression, much of it by mixed train. By April, 1939 gas electric cars provided the two remaining branch passenger services:

— Trains 345-346 connected with #55-56 *Tehachapi* at Bakersfield and moved a tourist Pullman between there and Fresno via Dinuba. The westward connection was loose, #345 leaving Bakersfield 3 hours 30 minutes after #55 arrived there. The trains paralleled #55-56, which operated between Bakersfield and Fresno via Tulare. Numbers 345-346 were annulled after October 20, 1939.

—a motor hauling a mail car extended the operation of #58 *Sequoia* – the overnight train between Oakland and Fresno - to Porterville via Visalia. Number 57's return journey from Porterville in the evening required passengers to stop over at Fresno for almost five hours to connect with #25 *Owl*. The branch service was discontinued on October 2, 1940.

—Gas electric motors 6, 7 & 9 were assigned to the San Joaquin Division in April, 1939 to operate these runs. Steam locomotives relieved them as necessary, normally engines 1500 and 1501. These E-23 class 4-4-0s dated from the Huntington era and spent much time out of service. Number 1501 was vacated in March, 1940, and 1500 transferred to the non-revenue account for stationary boiler service at Fresno on March 31, 1941. Its resuming the status of road engine from July underlines how short of engines SP had become even before Pearl Harbor.

Employees Timetable #160 of August 1, 1939 rated all engine classes for the Fresno Subdivision mainline as well as between Goshen Junction and Armona, reflecting the line's construction as a secondary main to avoid

Fresno. The same engine classes were rated for lesser loads on the Eastside line between Famoso and Fresno because the 0.55 percent ruling grade was not so favorable. Moguls and 4-8-0s were the heaviest engines allowed on the branch lines.

By 1941, freight operations on the subdivision extended to the new yard, built 3.7 miles west of Fresno. It required freight trains to and from Tracy via the Westside line to use Biola Cutoff. (Completed in 1930, empty freight cars were stored at the yard in the Depression.) ETT #162 of June 29, 1941 provided two freight schedules each way over the Fresno Subdivision - westward #781 and 783; eastward #400 and 782. Exceptionally a second class train, #400 was the Bakersfield Merchandise that arrived at 7.30am having left San Francisco twelve hours earlier, part of SP's effort at the time to compete for long-distance LCL [less than carload] traffic.

In practice, 2-8-2s the kings of Valley freight service were in short supply. Engines 3256 and 3259 joined 3247 and 3253 on assignment to the San Joaquin Division from February, 1940. All four were transferred away in October, 1941 underlining the pressure on SP motive power caused by the rising volume of traffic. Such would have meant using older or smaller power on Fresno Subdivision mainline freight trains. Similar changes occurred elsewhere on the Pacific Lines around this time.

All eleven 2-8-0's assigned to the San Joaquin Division in April, 1939 were still there in October, 1941 and spent little time out of service. Another was added to their number in June, 1941 and two more in August. The additions look as though they were part compensation for the four Mk-5s soon to be removed. All the 2-8-0s were Harriman Common Standard engines except for 2624. Built in December, 1901 it was first of the C-5 class compounds - forerunners of the Common Standard engines - later simpled and superheated. It did not appear among the several Consolidations that the divisional assignment lists show used in switch service.

Fewer Harriman 4-6-0s than 2-8-0 Consolidations were assigned to the division. Turnover in late 1939-early 1940 reduced their number from six attached to the division to four. Thereafter, engines 2322, 2349, 3350 and 2351 were the regulars. In another sign of the times, engine 2385 and 2386 were added in July, 1941. They were light Ten-wheelers, formerly Bullfrog-Goldfield and Las Vegas & Tonopah engines that SP bought second-hand and assigned to the San Diego & Arizona Eastern, from which road it purchased them in 1941. In October, one more T-28 Class 4-6-0 was assigned to the San Joaquin Division, giving it seven 4-6-0s. The T-28s most likely operated on the Fresno Subdivision mainline and maybe the Famoso -Fresno line via Exeter.

That Moguls [2-6-0s] were the most numerous type assigned to the division underlined their usefulness on its flat territory and many branch lines, plus flexibility in working the light and tight track around packing sheds. The number in use fluctuated at different times between 17 and 25 engines. Some turnover occurred but not much. Engines that left the division were more likely to return to it later than were new ones to appear. Number 1713 was the only M-4 assigned. The rest were heavier 2-6-0s built during the Harriman-era.

Engine 2914, a TW-8 class 4-8-0 was a fixture assigned to Bakersfield for use on the McKittrick branch and Sunset Railway. Its light tread and relative power made it ideally suited for service on these two lines. No other TWs appeared during the time reviewed though separate data shows 2918 from the Coast Division at Salinas was the usual replacement when another Twelve-wheeler was assigned to the division.

Switchers

The San Joaquin Division's six-wheel 0-6-0 switchers fluctuated in number between 13 and 15, with two to four usually reported out of service in a given month. This number reached a peak of eight engines removed from service in March, 1940 out of the 15 assigned to the division. That so many engines were stood down around this time suggests a policy of using a low-traffic phase to carry out repairs. In some other months no switchers were out of service. Major switching responsibilities were at Bakersfield and Fresno, the San Joaquin Division providing all of Fresno's switchers.

The same 15 engines were in use between April, 1939 and October, 1941. That is, no new engines entered the picture. Two-thirds were older slide valve and saturated steam engines from classes S-5, 7, 8, 9; the remainder was S-10, 12 class of more modern design built in 1918 and 1921. The few divisional assignment lists available show from two to four road engines also used in switch service. While most were Harriman Consolidations, a couple were Moguls, but not the M-4.

The division's first diesels were assigned in August, 1941 - 1000 HP switchers nos. 1300-1301 and 1310-1311. The first two were Alco S-2s, after their initial trial in road freight service between Los Angeles and Bakersfield. The others were NW-2s from SP's first class of ten EMC switchers. A sign of the times, the addition of these more efficient units saw only one steam switcher removed from the San Joaquin Division.