



THE MANIFEST

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – DECEMBER 2007

MEMO FROM THE PRESIDENT: GOODBYE MACK On 11 Nov 07 the club lost one of its members and I lost my best friend, my inspiration and my only son. Richard “Mack” Lloyd Walch passed away after his lifelong battle with juvenile diabetes. Mack lived with the specter of the possibility of a short life and lived everyday as if it may be his last, and after 30 years 11 Nov was. Everyone that had ever spent time with Mack never forgot his spirit, his zest for life and “can do” attitude.

This last summer at the park he worked helping to bring our concession stand on line even though he was always in constant pain. He always told me how much he loved to bring his girls to the park to spend the day. We even had his fundraiser at the park to help with his transplant expenses. Mack loved everyone and never had a bad word for anyone; he was especially loved by the smaller children within and outside the family. It was never hard to find him. You could just look for the closest group of children laughing and having a hysterical time and you would find Mack in the middle telling some goofy story or playing some ridiculous game. He was definitely the pied piper for fun.

As his time grew short and his suffering grew worse he never complained or lamented about his fortunes in life, but often expressed concern for his family and would make me swear to take care of Sarah and the girls. In his final hours while enduring terrible pain I heard him several times trying to cheer up the doctors and medical staff that were continually suffering through his ordeal.

Every father thinks that they can teach their children life lessons and pass on useful wisdom but I think Mack taught me as much about life as I may have taught him.

In Mack’s memory Mack’s family, friends and fellow club members will be constructing a Historical Archives, children’s museum and library building at the Railroad Park. Anyone that would like to make a small contribution or work on this building project should let us know by responding to the;

National Railway Historical Society
Southern Oregon Chapter
P.O. Box 622
Medford, Oregon 97501

Make sure your check is written to the Southern Oregon Chapter of the NRHS... **and noted for the “Mack Walch Memorial Fund”**. Your donation is tax deductible and you will receive confirmation for your tax records.

If you would like to assist in the construction of this project please note that in your reply. Let’s all honor Mack for the love he shared and the time he spent with us helping us love each other.

Best Regards
Richard “Ric” Walch
President, Southern Oregon Chapter
National Railway Historical Society

NOMINATION OF OFFICERS At the November meeting, as required in our by-laws, we accepted nominations for election of the positions of Chapter President, Vice-President, Secretary, Treasurer and National Director. Those names nominated are:

- **President – Rick Walch**
 - **Vice-President – E. Don Pettit, Steve Bruff**
 - **Secretary – Rick Aubin**
 - **Treasurer – Jerry Hellinga**
 - **National Director – Bruce McGarvey**

Additional 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. It seems every year the same group of people is nominated for these positions. Some of this has to do with many of you having to work for a living and not having much time. Or it could be living outside our area or health concerns, but I suspect more than a few of you believe these positions required great skill and plenty of previous experience. There is no rule saying you have to have previous experience, so don't be bashful. Your current chapter officers began as rookies, and so can you.

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 December 11th meeting.

For entertainment after the election I will show an amazing DVD video entitled *SOUTHERN PACIFIC CAB FORWARD COLLECTION*. It contains rare film shot between 1927 and 1956. Hope to see you.

MEMBERSHIP RENEWAL INFORMATION Just a quick reminder to all members that membership renewals are due soon. If you have not received your renewal form from the National Railway Historical Society by now, please contact me at 779-4259 or 890-2546, or you can e-mail me at NancyJ1209@charter.net and I can check into it. – Nancy Aubin

RAILROAD SHOW A SUCCESS Our 30th Annual Rogue Valley Railroad Show, held on Thanksgiving weekend, was a resounding success. The weather cooperated and the public came to enjoy the many attractions at the Medford Armory. As a member of the Railroad Show Committee I was on hand to sum up our thoughts at our November 28 meeting. Although we do not yet know the exact total of revenue and ticket sales, it will either beat our record show of 2005, or be very close to it.

Our chapter's table displays this year was located in the rear of the armory, with our new "Interpretive Handcar" on display between our tables and the armory dining car. We had the same number of tables as last year (eight 8-foot tables), but it was arranged in a square, different from last year's set-up as a rectangle. Because we were going to display our new handcar next to our tables I took advantage of the situation to display more of our chapter's collection of railroad tools. On top of two sides of our display tables were twenty-two different photo poster boards showing many of our chapter's ongoing and completed restoration projects, such as Medco No. 4, the SP Tool Shed, SP Flanger, SP Caboose #1107, etc. Other photo boards told of our chapter's dining car, Medco No. 8, railroad history around the Rogue Valley, and so on.

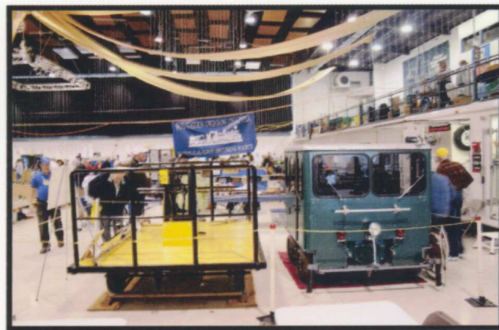
On the South side of our tables we loaded it with chapter souvenirs: No. 4 and No. 8 T-shirts and sweatshirts, No. 4 hats, Edison battery oil bottles, assorted railroad magazines, kids whistles, magnets, and more. The East side of our display next to our handcar was loaded with a wide assortment of railroad hand tools, compete with information signs. We had everything from one- and two-man tie and rail tongs, lanterns, telephones, spittoons, spike pullers to car movers. Around and on our handcar we placed one man tie tongs, a railroad car jack, a spike mail, a rail gauge and a rail level.

At two ends of the North side of our display we presented two different video presentations. One is our old favorite featuring Medford Corporation's logging activities in the woods, the Medford Logging Railroad, and the Medco mill operations in Medford – all filmed by Medford Corporation back in 1953. The other video featured some of this year's chapter activities, such as our excursions to Glendale, Yreka and Eureka. Another segment showed the moving of our 1912 Pullman dining car from Eugene to



This is how our chapter's interpretive handcar appeared just a couple days prior to the annual Railroad Show. The plywood for the floor and around the tower are not yet in place. A day later and Jerry and Art had the wood in place and ready for movement to the armory. — Rick Aubin photo

On the morning of November 23 Jerry backed his trailer to the rear door and now Rick Aubin, Landon Humprey, Tony Johnson, Art Turner, Ric Walch and Jerry Hellinga are easing the handcar down to the floor. — Rick Aubin photo



Our chapter's new handcar sits astride a private individual's motorcar. Our chapter's banners and 8 display tables are behind the two cars. Our of sight to the right is the large Operation Lifesaver trailer. — Rick Aubin photo

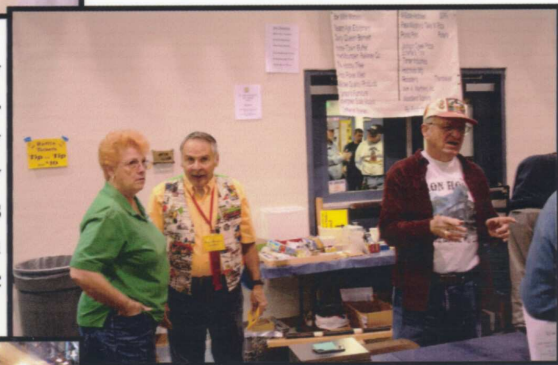
In this scene you can see one of the two SOC-NRHS signs Jerry Hellinga had made especially for the handcar. It leaves no doubt as to which railroad organization it belongs to. On top the deck are three large track tools belonging to the chapter. — Rick Aubin photo





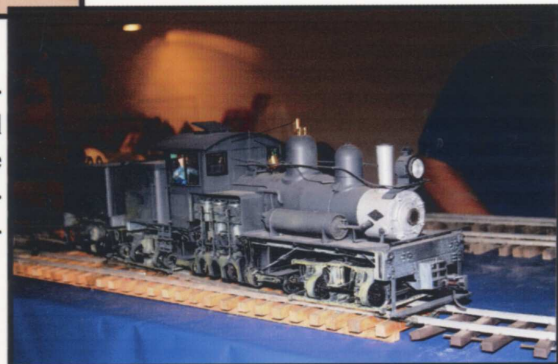
Only a few minutes before the doors open and our chapter's souvenirs, video programs and track tool displays are spread along our 64 feet of tables arranged in a large square. Chapter member Stephanie Hellinga is passing the time reading a book at our business table. — Rick Aubin photo

At the left of this photo Charley Walch and Bruce McGarvey discuss business behind the Show Desk and Raffle Tables. For many years Bruce wears his bodacious multi-color vest so we can find him quickly among the crowd. — Ric Aubin photo



Besides our own chapter display tables, several chapter members also bring their own exhibits to the show. Art McKee stands by his popular "Switching Puzzle". This public gets a chance to switch cars to a particular lineup on Art's back & forth model railroad. It's not easy. — Rick Aubin photo

At this year's show "Craft Corner" chapter member John Powell displayed his G-gauge Willamette logging locomotive, cars and hand-built bridgework to a thrilled public. — Ric Aubin photo





A special visitor and friend to the chapter is retired Southern Pacific conductor Don Titus and his lovely wife Juanita. Each year Don wears his passenger conductor's uniform, and at 90 years of age, it still fits. Don never wore his passenger uniform during his 40+ years of SP service, but that's another story. Don loves sharing his railroad stories with everyone that asks. — Rick Aubin photo

A very special moment was the presentation of a special award to Dale Edwards, chapter member and co-founder of Kadee Quality Products. Dale was the driving force to save Medco No. 4, which in turn was the genesis of the Medford Railroad Park back in 1979. Here is Dale receiving the award from Show Chairman Brad Fawcett.—Rick Aubin photo



Back at our display area the doors have just open and the public is filing in. This view shows 16 feet of photo poster boards telling of our many chapter accomplishments and acquisitions. — Rick Aubin photo

Chapter member Dan Wilkinson is at each year's show as a vendor on the North balcony. Dan offers a very wide variety of professional railroad videos for sale. If you're looking for a specific railroad subject, contact Dan and he probably has it in stock. — Rick Aubin photo



White City last July, and the final segment was footage of Medco No. 8 operating on the Siskiyou Line a few years ago. Throughout the day there were small crowds intensely watching one or both video programs. We made sure we also had applications for chapter membership at each television monitor. In fact, I had to print up another batch of applications for the Sunday show. We hope we'll receive new members because of our show.

Our handcar was located next to a private individual's railroad motorcar. We figured if this person couldn't bring his handcar, we would bring our chapter's Fairmont A-3 motorcar, but he did bring his, just like last year. A rope barrier was placed around the handcar and motorcar to keep the public from climbing all over them. A new photo board mounted on a tripod informed the public about both our handcar and our motorcar operation at the Railroad Park. Our handcar received a lot of wonderful comments and we happily informed them they will have the opportunity to operate the handcar themselves at the park next year.

Bringing and removing our handcar went smoothly. Each year our Railroad Show Committee arranged the exhibit floor in such a manner that all portable railroad equipment arriving by trailer are positioned near the large rollup door at the rear of the armory. This year this meant having the large "Operation Lifesaver" trailer, our chapter handcar and the private motorcar. Being larger than the motorcar and handcar, the Operation Lifesaver trailer was backed in first and positioned along the north wall. Next was the motorcar. It was lowered off its trailer and run across the floor over carpet remnants. Because it has a built in turntable we could easily change direction to the final display sight to the north of the rollup door. Our handcar was next. Being larger and heavier than the motorcar we aligned our trailer next to the final display site, lowered it down the ramp and onto homemade tracks made from plywood and 2x4s.

Over the years since I've been directly involved with our chapter's participation at the Railroad Show, our display keeps getting bigger and better. I remember back when we had three tables over in a corner and could barely fill the tables. This year I told the others in the Show Committee that if they had extra space I could expand our chapter's display to 10 or 12 tables. Because our collection of artifacts keeps growing I want to show off some of what we have. In recent years I could fill our display with stuff I could carry in my pickup truck. Thanks to Rick Aubin, Steve Bruff and Art Turner it took three pickup trucks to haul all our stuff this year. Next year I'll use our chapter's five-ton flatbed truck.

There are many chapter members who helped fill our share of the show jobs or helped me at the chapter display. Many did both. Special thanks go to Rick and Nancy Aubin, Jerry & Stephanie Hellinga, Steve Bruff, Art Turner and Ric Walch for their help with our chapter displays. We've already come up with new ideas on how to make our display even better for the 2008 show.

I was thinking of how fortunate we are to have so many chapter members participate each year. Besides all the members who help fill out the many show positions we have others that set up their own exhibits or set up tables as vendors. Exhibitors that come to mind are Frank Anderson, Art McKee, and John Powell. Dan Wilkinson, John Sipple, Stretch Manley and Bob Gavora regularly attend as vendors.

BEHIND THE SCENES OF THE RAILROAD SHOW I've never before explained in this newsletter what takes place to put on our annual railroad show so I will do so now.

The Rogue Valley Railroad Show Committee comprises of Brad Fawcett, Bruce McGarvey, Bill Meyer, Jim Dougall, Irene Zajac, Nancy Aubin and Tony Johnson. All but Brad and Bill are members of our Southern Oregon Chapter. Every year we literally begin planning in February for the show in November, but there are some things we begin doing a few days after the last show. For example, we have already signed a contract with the National Guard Armory for the 2008 show, and some of the vendors have already signed up for 2008. Early on we mail invitations and promotional packets to last year's exhibitors and vendors, and to new ones who have expressed interest in the next show. We also make sure our show schedule is posted on the many Internet "Calendar of Events" where we think our audience may come from.

This year was especially challenging as we had to deal with many, many last minute changes and circumstances beyond our control. Normally around August we try to get confirmation from the many different model railroad clubs from Eugene to northern California. Along with the large model railroad club layouts we also get requests to be part of the show from new individual layouts. Our desire is for the public to enjoy a large and diverse selection of model railroad themes, gauges and ideas.

It is also about this time that Jim Dougall visits all five Medford Railroad Park clubs to explain the Railroad Show jobs for the year and to hand each club their Railroad Show job sign-up sheets. It is also about this time that I begin planning the promotion of the show to the local media, while Irene designs the graphics, and Bruce, Bill and Brad solicit hobby shops, manufactures, restaurants and local businesses for show raffle and door prizes. Nancy coordinates the many loose ends that fall between all the jobs and helps where most needed.

Now back to this year's show. By holding our show thanksgiving weekend now for thirty years, the public anticipates it as a regular holiday event. People look at our show as the end of Thanksgiving and the beginning of the Christmas shopping season. However, this good time shot is a double edge sword. Bad weather conditions can (and have) prevented the public from attending. Also, for those large model railroad clubs wanting to attend, finding volunteers is a challenge. Many would rather spend the four-day Thanksgiving weekend at home or away with family and friends.

About a month before the show our plan looked good until we received word that two of our large exhibitors were not going to attend. One was a large N-scale club in Eugene and the other a large HO-scale club in Klamath Falls. This required a bit of juggling of exhibits to create a workable floor plan that both allowed the flow of foot traffic and easy set-up and tear-down of exhibits before and after the show.

At the same time the Medford Armory was undergoing much overdue repairs and upgrading to their facility. The entire parking lot was torn up and was to be repaved, with new outdoor light fixtures added. The two side entrances used by vendors and exhibitors were ripped up. And if that wasn't enough, the sidewalk in front of the main entrance was ripped up. We were facing the possibility of having to staff two separate ticket tables through the same doors the vendors and exhibitors use. The hands of the local armory officials were tied and we were at the mercy of the contractors.

About two weeks before the show the sidewalk at the front entrance was finished, allowing us to use the main lobby as usual. A few days before the show the parking lot paving was complete, and parking space white lines painted the day before the show. However, the paving was complete on only the south side of the armory so all vendors and exhibitors had to park and use that side only; although the large exhibitors used the large roll-up door entrance at the rear as usual.

About ten days before the show, after having a printed plan in place for the exhibition floor and the two vendor areas on the north and south balconies, Bruce McGarvey walked in the armory and found much of the south balcony filled with very large air conditioning and heat ducts. Each year we need every foot of balcony space as we cannot place vendors on the exhibit floor. Months earlier the local armory officials pleaded with officials in Salem to hold up the work as traditionally November and December are this armory's busiest months of the year. Their pleas fell on deaf ears. The work was several months behind schedule, more supplies were going to be delivered, and that was that.

Bruce made arrangements with the local contractor to stack all the large ducts over to the east side of the south balcony so we can provide as much vendor table space as possible. With a great deal of shuffling Brad and Bruce came out with a workable solution that allowed a few of the vendor's table space in the front lobby with a non-profit railroad museum group from Ashland.

Then we got word that a first time exhibitor was going to cancel out because they experienced a family emergency and could not find help for their exhibit. Then a day or two before the show they said they now could make the show. At the same time we found out we could not bring the 8x8-foot public model railroad layout we bring to the show each year for kids to play with. We learned from the person who stores it for us free of charge that it was currently stored behind quite a lot of other stuff and it would take quite a lot of time to dig it out. We decided not to bring the layout since there would be other layouts at the show the public could operate. It is not exaggerating when I say that Brad and Bruce came up with five different exhibit floor plans during the last eight days, in addition to the changes for the vendor tables. In spite of all these surprises the show plan went smoothly. All these people deserve a lot of credit for coming up with a great show every year.

INTERPRETIVE HANDCAR PROJECT As you've already read, we had the opportunity to show off our handcar at the Rogue Valley Railroad show. Two days before the show the handcar wasn't ready for the show. Jerry Hellinga and Art Turner finished painting and installed the plywood flooring the day before it was to go to the armory.

Although the handcar looks complete, it isn't. Still needing to be done is the installation of the hand brakes. When that's done the wood will be removed, the car's metal parts will receive another coat of paint, and then the car will be reassembled for the last time.

Jerry gave the car a nice touch the day we placed on display at the armory. He had ordered two professionally painted emblems that say "Southern Oregon Chapter – NRHS." He screwed them in place on each side of the car for all to see.

If ever there was a new attraction we could be excited about, the handcar and restored motorcar is it. We just know the public will want to ride the motorcar and operate the handcar each day we're open next year. I'm guessing we'll have more people who'll want to try operating the handcar. By the time we open in April we will have a new loading/unloading platform at the end of track that will be functional and in good taste with the surrounding railroad park structures. Get ready for some fun next year!

OTHER PARK NEWS Restoration work has nearly come to a complete halt as we busily prepared for the Thanksgiving weekend Railroad Show, and the colder weather also has an effect. However, our chapter, the Southwest Oregon Large Scale Trains (SOLST) club and the Southern Oregon Live Steamers are meeting together to discuss park plans that affect us all.

On the morning of Saturday, Dec01 twelve people showed up to discuss three projects. The first concerns future expansion of our handcar/motorcar track behind the existing outdoor layout of the garden railway club. Two years ago we were already thinking of where we could lay additional standard gauge trackage to run both the handcar and motorcar at the same time. The simple solution is to have our loading platform positioned at the middle of the line and run a car from there in opposite directions. In this way no two cars would occupy the same section of track. Clearly, it's a safe way to operate the cars.

To extend the track we'll need to pass through part of the existing garden railway area and/or push the park fence outward so our track can go around. We already have permission from one city agency to push the fence out, but we need the permission of another. Since the garden railway club is planning to construct a much larger outdoor layout inside a loop of the Southern Oregon Live Steamers, their old outdoor railway will be removed – likely beginning in 2009.

The SOLST club leases our chapter's Southern Pacific boxcar for use as a storage facility and a place to have an indoor layout. As it looks so far they will no longer need the boxcar after their new garden railway is in operation. This will allow us to move the boxcar to a new location next to our collection of rolling stock. Until this happens we think the best course of action will be to extend the North side park fence out to the bicycle path (we already have permission); then construct a new handcar track from the vehicle gate entrance to the East side of the park boundary. When, and if, the old garden railway and boxcar are removed, we will build addition track on a curve to connect the two lines. Again, this is still in the discussion and planning stage.

The second topic was what type of a loading platform do we need for our handcar/motorcar operation? One member of the Live Steamers (Brian Fraser) is a fine young man who is looking for an Eagle Scout project. Ric Walch talked to him and they came up with a basic concept of what we want. At the Dec01 meeting we came up with a design that will work very well at our present "end of track." This loading platform will later serve as the middle platform for operating both cars in opposite directions.

The last item of discussion is where we feel would be the best location for the proposed Historical Archives, children's museum and library building. This proposed 400 sq. foot building will serve several purposes. It will have two smaller rooms to store and document historical archives; one room each for our chapter and for the SOLST club. The larger room will serve as a meeting room for all clubs, as well as a library and social room for the public during regular run days and special events. This will be a great tribute to the memory of "Mack" Walch and his family.

It has long been a chapter dream to have one single location where everyone will have access to the growing chapter collection of video programs, railroad books, official railroad documents, as well as chapter records through photographs and computer files. A building such as this would serve us and the public well.

LATEST DONATIONS The Southern Oregon Live Steamers donated a set of black, metal stencil numerals that Southern Pacific used to display train numbers in locomotive number boards. The set isn't a complete set, but it does have duplicate numbers. Thank you Live Steamers for this addition.



Three chapter members did a bit of cleaning and investigation last month inside our chapter's 1912 Pullman dining car stored in White City. We've told you before that SP installed a false ceiling when the car was converted to a diner for track repair crews. Here is a look at the peeling paint that was hidden above the ceiling — Dan Wilkinson photo

In this photo Art Turner and John Power are brushing off the loose paint hanging from the ceiling. John, Art and Dan Wilkinson wanted to see what was hidden behind the false ceiling and the cheap wood paneling applied in the 1980s. — Dan Wilkinson photo



You see here one of the two original ceiling light fixtures applied when Pullman constructed the car for SP subsidiary Texas & New Orleans back in 1912. The two fixtures will be removed for safekeeping as we'll want to find others or have them replicated.—Dan Wilkinson photo

The stained glass was removed long ago and the space above the window boarded over. Then SP painted over the original mahogany with green paint. This was later covered over with cheap paneling. — Dan Wilkinson photo



EXPLORING OUR DINING CAR Last month Dan Wilkinson, John Powell and Art Turner just couldn't take it any longer. They wanted to know what was hidden behind the walls and above the false ceiling on our 1912 Pullman dining car – the first all-steel dining car built for the Southern Pacific and the only one of that order surviving today.

All you may recall, sometime in the 1950s SP retired this dining car from regular passenger train duties and converted the car to supply food for employees working away from civilization for long periods of time, such as track replacement projects or clearing up large derailments. The railroad replaced the fine dining tables and chairs, stained glass, light fixtures with bench/table seating, installed a new pair of ceiling mounted water tanks, covered them with a false ceiling, and modernized the kitchen.

After retirement as part of a relief wrecking train SP moved it to a spot near the hump tower in Eugene Yard. There they used it for meetings, such as for safety classes. When we acquired the car three years ago we wondered how much, if any, of the original interior remained. The car needs a thorough cleaning for a start, so chapter members Dan Wilkinson, John Powell and Art Turner agreed to spend a little time removing the false ceiling, brushing off some of the loose paint, and look behind the wall panels. What they found was this. (See photos)

Above the false ceiling are two of the original ceiling light fixtures first installed by the Pullman Car Company back in 1912. It's a miracle they survived. They will be carefully removed for storage as we may want to have copies made when we restore the car. The ceiling paint was peeling so bad that it hung down like fly traps. They removed the cheap paneling SP put over the walls and found that the railroad simply painted over the original mahogany panels. They removed the stained glass above the windows, boarded over the spot, and installed new sliding glass windows as replacement for the original lift windows.

A brief inspection reveals rain water damage to some of the mahogany. We won't know how extensive until we remove the green paint. The roof does have a few leaks, but as we reported last month, as a temporary measure we have covered the roof with three large tarps.

The car interior looks like it was last cleaned ten years ago. At a time to be set later we will invite our members to come out and having a car cleaning party. It will be a great opportunity for members to see the car and have a hand in the long process of restoring the car. We likely will hold a barbecue picnic inside the car, or order take-out food and eat it in the diner. This is all preliminary at this time, but we will try to give enough advance notice in this newsletter for those who want to participate.

December General Meeting! Our next General Membership meeting at the model railroad clubhouse will be at 7:00PM on Tuesday, December 11th. As required in our bylaws we will accept nominations on the floor in addition to those already nominated for the five elected positions of President, Vice-President, Secretary, Treasurer and National Director. Any member nominated at this meeting must also be present.

Tentatively scheduled for the evening's entertainment will be the 90-minute DVD *SOUTHERN PACIFIC CAB FORWARD COLLECTION*. This new DVD has an outstanding collection of color and black & white films shot between 1927 and 1956. Nearly all of the footage has never been seen before. Hope you can make it.

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

GOOD DAYS OF RAILROADING We have room for 3 short stories about what it was like working for the Southern Pacific Railroad. The first is by retired SP engineer Tom Weston of Tracy, CA.

FATIGUE by Tom Weston I was reading a *Wall Street Journal* clipping about railroad unions trying to work out some solution to the rest problems that railroaders have. Most people think of passenger train running on regular schedules every day when they think of trains, which, as you know, is not how railroads operate.

It isn't going to be easy for the railroads, or the railroad men, to guarantee men at least 8 hours undisturbed rest before going on duty. And sometimes even when the men have 8 or more hours off duty they are tired when they go to work. I will give you a "for instance" from my own experience.

When I was firing in Pool Freight Service out of Tracy this happened to me more times than I liked. I would have a good night's sleep in Tracy and get called for a freight train going to Roseville which is only 80 miles from Tracy. We would have a good trip with few or no delays and be on duty on 4-1/2 or 5 hours. You would not be sleepy or tired when you got to Roseville so you would either go to a movie or sit around the railroad hotel lobby exchanging stories, bragging, or otherwise telling outlandish lies with the other railroad men. You would probably eat a couple times. Then, just about the time it was good and dark outside and you were starting to feel a little sleepy, here would come the Callboy and call you for a freight train going to Fresno. Invariably, this train would pick up and set out cars at every station between Roseville and Fresno and go into the siding for every opposing train it met. By the time you go to Fresno the 16 Hours of Service law was about to catch you and it was close to noon. You had gone close to 30 hours without sleep and believe me, your rear end was really dragging. You had no trouble sleeping that day!

This is one of the reasons it won't be easy to guarantee that rails are rested when they go to work. Another reason is that there are always times when more of the trains are running in one direction than the other on the railroad. This causes crews, and motive power, to bunch up on one end of the railroad and be in short supply at the other end. And when there is a shortage of crews, you work more, and oftener, than you normally would.

Of course, with all the modern technology, the Chief Train Dispatcher knows where every train is on the whole railroad and not just on his division, like when I was working, so he (or she) has a much better chance of keeping crews and power balanced.

*Our next short story is from my old pal "Topper", a locomotive engineer with the SP, and now with Union Pacific. The majority of Topper's career has been in yard switching service and he has some definite opinions of the now gone diesel switch engines built by the American Locomotive Company (ALCO). Most of them were pretty old and worn out when he operated them, but he had some fun with them.

ALCO SWITCH ENGINES ON THE SP by Topper The [model] S-6s were really kind of the pits because the throttles were so worn down. There's supposed to be eight notches on them, but by the time I started running them the notches were "bridged across". They were pretty well shot.

The S-4s, I thought, were better engines than the S-6s, although not everybody felt that way. I felt they ran better. Besides, I thought they looked better. At night, when you turned on the engine room lights, the light would show through the little openings in the hood. I thought that was kind of neat, too.

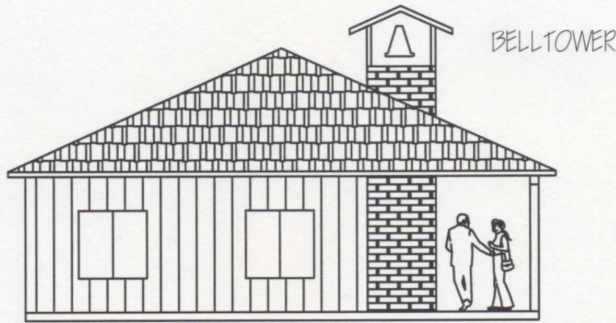
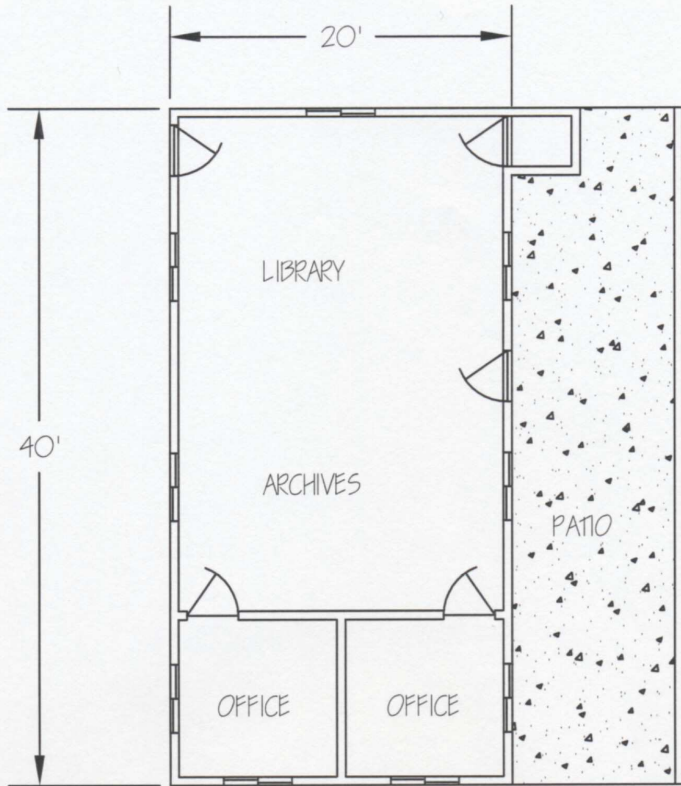
In fact, there was a job I specifically went on at Oakland's Homestead [yard]... that was back in the summer of 1973... and they still had one Alco S-2 switcher here, the 1780. At the time an engine that was working a yard job would stay on the same job for two or three weeks in a row, usually... before they'd move it around. For example, the "50 Lead Job" the engine would always be on the "50 Lead"; the "70 Lead" engine would always be on the "70 Lead" and so on. So I went down to the Homestead and bid on a job at Homestead... midnights... back in those days... and it had the 1780. So I ran that for about three weeks straight. It was a little bit different. The S-2s had manual shutters so you always had to kind of adjust the shutters. The S-4s had the bell on top of the hood, above the front headlight by the sandbox. On the S-2s they were underneath the frame.

This one (the 1780) had a super typhoon "Blatt"... honk-honk-honk type horn. I like those horns so I really used to whistle for the crossings in the middle of the night, down there... even for the crossings that weren't there.

SEAGULL HELPER Don Henderer once told chapter member Steve Coons that when Roseburg had a switch crew/switch engine, and it needed service/inspection, it was usually sent East to Eugene on the "Seagull". (Probably a relief engine was sent down ahead of time.) Anyway, Don mentioned that sometimes the Westbound train had maximum tonnage for Rice Hill, and sometimes weather conditions, mechanical problems, or other problems would cause the Westbound train to drag down or stall.

What they would do is send the Fireman back to the dead-in-train (DIT) or dead-in-consist (DIC) switch engine, get her on-line, and if the speed up Rice Hill began to drop, cut-in and put the yard engine to work to get over Rice Hill. Apparently this was a common practice among "Seagull" crews westbound. Wonder if this "field expedient" was ever done on other SP divisions?

- Born in 1919, Don Henderer began his long career with Southern Pacific as a brakeman at Eugene, Oregon in 1941. He was drafted into the army in August 1944 and was discharged two years later. Don retired a Conductor in 1980 after nearly forty years with Southern Pacific. Don passed away in 2002. Since April 2002 Don's stories have been featured in over a dozen issues of *THE MANIFEST*.



MEDFORD RAILROAD PARK

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