



THE MANIFEST

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – JUNE 2007

MEMO FROM THE PRESIDENT I have often heard it said that growth is a positive result of good ideas. WE must be working overtime in the good idea arena based on the tremendous increase in Railroad Park attendance. Last run day we parked well over 200 cars and had additional cars lined up waiting to get in the park. The attendance at the park has been steadily increasing over the last several runs with the last run setting a new record. This also translates into more donations to the chapter.

I am extremely pleased that we now have a park committee in place to represent the respective clubs regarding the myriad of growth issues that we will be experiencing in the future. I expect that many future issues will represent problems generated by the parks increased popularity, how we collectively deal with these issues will become extremely important.

The formation of a park committee was long overdue and a welcome change in the way the RR Park operates. I believe the business as usual day's are done, all of the clubs at the park need to work together to address the short and long term issues of park operation.

As our park committee continues to gain a cohesive approach to addressing problems I am sure all of the clubs will come to recognize the value of this group. Our NRHS park committee members are Dan Wilkinson and Nancy Aubin. I know that they will do an excellent job representing the NRHS on the park committee. - Best Regards, Ric.

A CHANGE IN MAILING THE MANIFEST As you now know the U.S. Postal Service has raised its rates effective May 14th. Past rate changes have been simple and straightforward, but this new change not only affected regular first class letters and so on, but the new rates are also based on the size of the envelope used. For example, if we keep using the large 9 x 12 inch clasp envelopes to mail the *MANIFEST*, the rate for each envelope jumped from 63 cents to 97 cents – this based on a 1.8 oz newsletter. Now, using the same size *MANIFEST*, but folding it in half and mailing it in this 6 x 9 inch clasp envelope, the rate drops from 63 cents to 58 cents.

Since we mail a little over one hundred *MANIFESTS* each month the choice was clear; spend over \$97.00 or \$58.00 each month to mail the newsletter. This new mailing size will be the standard for the time being.

NEW CHAPTER POSITION FILLED At our May chapter board meeting Steve Bruff nominated chapter member Nancy Aubin for the new position of Membership Director. Nancy accepted the position after a unanimous vote by elected chapter officers. Nancy's job will be to promote the chapter to potential new members.

Ric Walch said, "I endorse this nomination 110%. I have known Nancy since [scout] troop #105 day's and have long recognized her capabilities and talents. She will be a welcome addition to the board."

A FUN DAY AT GLENDALE Seventeen chapter members and friends enjoyed the special May 12th membership meeting in the great outdoors of Glendale, OR. Last year's trip to Glendale was great and

this year was even better with lunch inside Glendale's restored Southern Pacific depot and an opportunity to see Superior Lumber Company's two diesel locomotives.

The day began as we assembled in front of the former Oregon & California Railroad combination baggage-coach #3001. At 11:15AM, with host Dennis Stanfill leading, we drove the short distance and parked inside the Superior Lumber Company mill at the north end of town. This particular mill began as Glendale Lumber Co. (1902-1932), then became Ingham Lumber Co. (1932-April 1946); then Robert Dollar Co. (April 1946-1981); Gregory Timber Co. (1981-1985) and finally Superior Lumber Company (now known as the Swanson Group).

Inside the mill's covered two-track loading dock we found the former Robert Dollar 45-ton diesel #8832 (originally built for the U.S. Army in 1942), and Superior Lumber Co. model SW900 switcher #346 (ex-LTV Mining #346). Many of us took photos and videos and looked all around the locomotives. We soon learned that #8832 is for sale... and it's the one we made known to Superior several years ago that we'd love to have in our collection of locomotives which operated in southern Oregon. While Ric Walch discussed how the chapter may be able to acquire the #8832, we checked out what remains of the old track arrangement around the mill outside the loading dock. We just learned that Superior Lumber wants \$25,000.00 for the locomotive, so that ends our quest.

After about thirty minutes we drove across town to the restored SP depot where Betty Stanfill and three other ladies had four tables and a delicious lunch ready for us. The menu was lasagna, salad, garlic bread, beverages, and a large helping of a wonderful homemade blackberry cobbler topped with ice cream. Thank you, ladies.

After lunch we looked at the artifacts and photos inside the depot, and Dennis Stanfill gave a short fifteen minute presentation about Glendale (it was once named "Julia"), the mills, the railroads, the old downtown area, and more. We all learned a great deal. For me I didn't know that Glendale history included burning down three times - not that uncommon where everything is made of wood and the town is surrounded by trees.

Next we headed down the hill to tour O&C baggage-coach #3001. This 124-year old car was built in June 1883 by the Harlan & Hollingsworth Company of Wilmington, Delaware as Oregon & California Railroad (O&C) coach #27. It was renumbered as O&C coach #1024 in 1891. Southern Pacific completed a rebuilding of the car to O&C baggage-coach #3001 at their Brooklyn (Portland), OR shops on October 21, 1914.

The next place we visited was the former Southern Pacific Glendale Yard about three blocks away. Using a 1948 SP plat of Glendale we found remnants of the old turntable, the location of where the depot was located before the move, and where other railroad buildings, private hotels, and other structures once stood. A few of the guys looked around for old railroad date nails in the ties and found a few.

From the railroad yard most of our group went on a 25-minute drive north to Cow Creek Canyon. With Dennis as our guide we first stopped at the old station location of Brandt. Dennis pointed out where houses once stood, where a railroad water tank was located, and other points of interest.

We next drove to the station location of Middle Fork, where the Southern Pacific Railroad ran along a rock wall, entered a curved tunnel, and crossed the middle fork of Cow Creek. Dennis pointed out a concrete water barrel object with "S.P. Co." cast in the side. He also showed us the spot where SP painters stenciled the date the last time this bridge was painted. How about October 1948! From the lack of paint and abundance of rust all over this 1905-built bridge, we believe it.

Our last stop for the day was about a mile away: the station site of West Fork. At West Fork the railroad once had a turntable and a large building (see photo in last month's MANIFEST) next to the steel bridge (also built in 1905). Dennis explained that the depot, track maintainers housing and other structures once were located along tracks between the bridges at Middle Fork and West Fork. He pointed to the location where a large hotel once stood. Famous people like writer Zane Gray used to get off the train at West Fork and take pack mules carrying provisions to his cabin along the West Fork. There once were private dwellings on the side of one hill, but it's very difficult to visualize today because the trees and undergrowth have taken over much of the surrounding land.

While some of the group walked over the bridge and explored where the depot and buildings once stood, this editor played a joke on them by placing jumper cables across the rails and activating the flashing lights signals at the road crossing. Needless to say those who heard the ringing bells thought a



(RIGHT) Here we are enjoying a nice lunch inside Glendale's restored former Southern Pacific depot. The depot is regularly used for meals and meetings for the town's senior citizens. A fully functional kitchen is beyond the door and service window in the left background. Beyond the door on the right are restrooms, offices, and the station agent's train order signal bay window.

(RIGHT) We are standing next to the bridge spanning Cow Creek at the station site of West Fork. At far right Dennis Stanfill points to where a hotel and other structures once stood.



(LEFT) Here is one of the two switchers that belong to Superior Lumber Company. This 45-ton General Electric locomotive was built in 1942 for the U.S. Army. After the war it came to Glendale, Oregon to work for the Robert Dollar Company, and next the Gregory Timber Company before Superior purchased the mill.

train was coming and got ready to take pictures. Then they saw me standing on the rails and knew I was up to no good, so I put my jumper cables away. When there are only two trains a day (usually at night) passing this location, they weren't fooled for very long.

Using the May *MANIFEST* photo of West Fork it was easy to see where the turntable was located, but since its removal around 1942, the berry vines, dirt and other debris cover all physical traces of the turntable pit.

Dennis pointed to the spot way up on a small ridge across and above us where a mill once stood. This mill used a dry flume arrangement to slide their finished lumber down the steep slope to the railroad loading station below. "Sometimes the lumber moved so fast that the flume caught fire," said Dennis. The mill later redesigned the flume with little ridges so air could circulate and cool the wood as it slid down.

After about an hour at West Fork we thanked Dennis and headed back home. For those that live north of Glendale, they made the trip home following the railroad along scenic Cow Creek Canyon. We are contemplating having a future all-day chapter outing following the 40 miles of railroad along Cow Creek, which most Oregonians have never seen. We'll find a spot half-way to sit and enjoy a lunch, as well as visit locations such as where SP bypassed an old O&C tunnel with a gentler curve outside. It's likely we'll wait until next year to make this trip.

All in all it was a great experience for everyone. If you missed it, perhaps you can attend one or more of the other chapter special functions this year, as shown below.

JUNE MEMBERSHIP MEETING AT YREKA Instead of our regular second-Tuesday night meeting at the Railroad Park clubhouse, we are going take a train ride on Saturday, June 23rd on the Yreka Western Railroad. This will be a special event as the town of Yreka will be celebrating its 150th Anniversary. We will meet at the railroad depot next to I-5 in Yreka at 10:30AM; the train departs at 11:00AM. Everyone – friends, family and other railroad park clubs - are invited to come with us to ride the train:

Jerry Hellinga says that if you're an early riser, chapter members are welcome to observe the fire-up (starting about 8:00 AM) and take part in a shop tour after the run. However, anyone one wanting to participate in those activities or to be anywhere on the railroad property other than the depot must check in at the office in the depot and sign a waiver.

Because this day will be special, the train fare includes other activities. The following fare information comes from the railroad's web site.

"Yreka's 150th Anniversary Celebration -"Gold Rush Days", Yreka Western Railroad joins this year long celebration with an old fashioned train robbery aboard # 19. The day's festivities in downtown Yreka include: Cowboy Poetry & Music, Food Booths, SDN Chili Cook Off, Gold Panning, Barbershop Shootout, Antique Car show, and more. Don't miss these events! **\$ 22 Adults, \$17 Seniors, \$12 Children.**

***Note to Board Members** – Although the Yreka Western trip replaces the normal June membership meeting, the June Board Meeting will be held at the 4th Tuesday night regular time – June 26th at 7:30PM.

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

Wednesday, July 4th - Central Point 4th of July Parade.

“Parade and Booth” (We'll use our decorated 5-ton flatbed truck.)

Saturday, August 18 - Visit to the Timber Heritage Association in Eureka, California.

Friday - For those with hearty appetites some of us will arrive the night before and get lodging for the evening and enjoy dinner together at the Samoa Cookhouse.)

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

Friday, September 7 - Tentative plan for club BBQ at the Railroad Park.

MEDFORD RAILROAD PARK NEWS After many months of relative inactivity during the winter, the park is alive with many projects going full speed ahead. One of most exciting is the renewed interest in the handcar/motor car project. During the winter of 2005-2006 we laid down ballast and constructed 608 feet of standard gauge track running along the East side of the park.

For about a year the project stalled for several reasons. (1) We needed to add more ballast between the ties prior to operating any handcar or motorcar; (2) we needed to create a set of safe operating rules; (3) we needed to find an affordable insurance carrier to cover the operation; (4) production of the handcar stopped until we knew we could get coverage, and (5) work on the two motor cars had not progressed until the first four reasons were settled. Now we are moving ahead again for we found an affordable insurance carrier that will not only cover all chapter operations in the park, it will also cover a future three-mile long chapter excursion off-site railroad operation. We now have a set of operating rules to ensure a safe handcar/motor car operation.

During May Ric Walch and this editor spread thirty cubic yards of new ballast between the ties, with about ten more yards to complete the project. Art Turner of the Live Steamers club took apart the engine of the Fairmont Model A-3 motor car for a complete inspection. He reports the engine is in great condition except that whoever rebuilt it last installed the wrong size piston rings. The cylinders will be honed and new rings installed.

Art also disassembled the transmission and found it full of water and crud. He had the clutch disk rebuilt, along with installation of new bearings, but the rest of the clutch is good. Art says the transmission is back together and works smoothly.

The motor car's metal frame was in terrible shape after so many years of hard abuse on the WCTU Railway. About 50% needed to be replaced so all new steel parts were cut, welded and drilled by Jerry Hellinga. On June 2 several members helped Jerry lift the rebuilt frame onto the two axles. The metal roof is kind of rough looking and may be replaced. Meanwhile, new wood for the motor car has been cut by member Ken Hill. After the frame is shot blasted and painted, Ken will bring the wood and fitted in place.

We've resumed the building of our chapter's "Interpretive Handcar". It may be ready for operation sometime late this summer. At the same time we are getting ready to construct a loading/unloading platform at the North end of the track; near the Southwest Oregon Large Scale Trains club's outdoor garden railway.

SP Flanger Update - The next time you visit the park you're bound to notice our chapter's Southern Pacific Flanger. Last month Project Coordinator Steve Bruff, following board approval, added additional safety handrails to the stairs leading to the flanger, and additional boards on the platform end. The additional handrails meet new safety codes for space between boards, but that's not what you'll notice. You will see a brilliant flanger all dressed in new SP safety orange paint.

Knowing it will be a while before Steve can work on each board on the flanger's South side for repairs and/or replacement; we gave the flanger the same treatment we did last October to the green and white Burlington Northern caboose. We gave it a protective paint job. Steve and this editor scraped off the peeling paint and applied a coat of special paint that seals and bonds the remaining old paint to the wood. After that we gave the flanger a coat of the proper SP orange color they used on their maintenance of way equipment. A few days later Steve added another coat of orange paint. Our flanger's appearance is quite remarkable.

Chapter Forklift - Last month we reported the failure of our chapter's 1949-built Gerlinger forklift. Initially we thought it may be just the spring in the starter, but an inspection revealed otherwise. Chapter member John Weygand, with assistance from Steve Bruff, unbolted and slid the transmission out of the way to get to the starter assembly. John found nearly all the teeth badly worn on the ring gear. The clutch was nearly worn out (we knew it was bad) and the pressure plate needs replacing. The power train for the forklift is a Ford V-6 flathead motor so replacement parts were ordered.

After a great deal of checking around of local businesses, Jerry Hellinga found a new ring gear on the Internet from a dealer in Oklahoma City. It is being shipped as this newsletter goes to press. The clutch and clutch disk went to Sam Jennings Company in Medford for rebuilding. At the same time the throwout bearing and pilot bearings will be replaced.



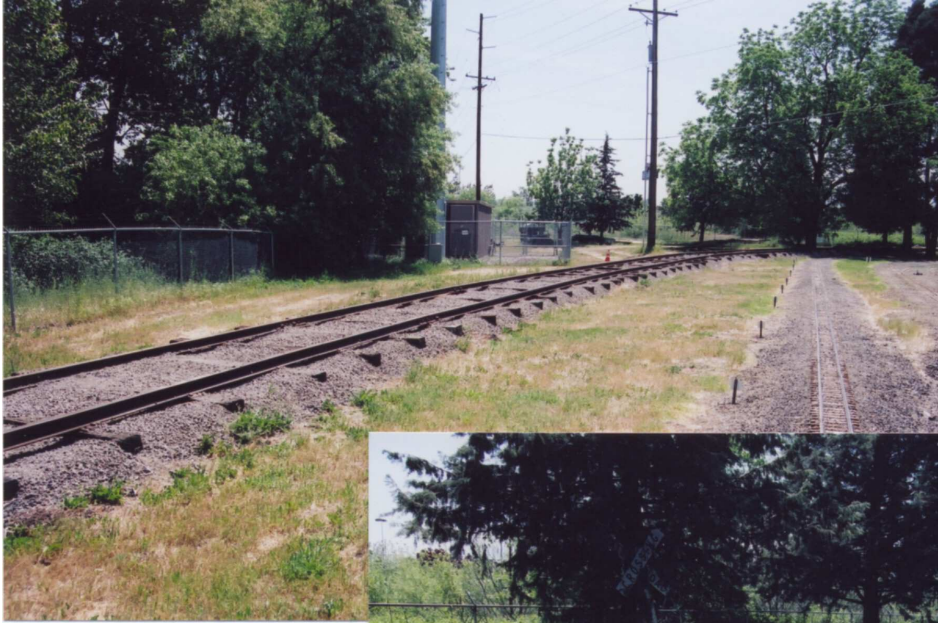
(LEFT) Here's how our SP Flanger looked just prior to repainting. In a few moments Steve will protect the windows from paint with cardboard. At far left is a white test patch of the white paint sealer Steve applied many weeks earlier.



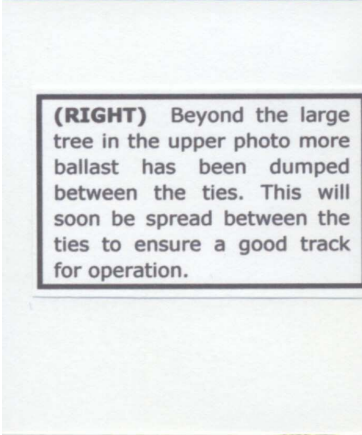
(RIGHT) The scaffold and plastic drop cloths are in place and Steve Bruff is applying the special primer paint that is also seals the old paint. An hour later the whole side was painted white and ready for the finish coats.



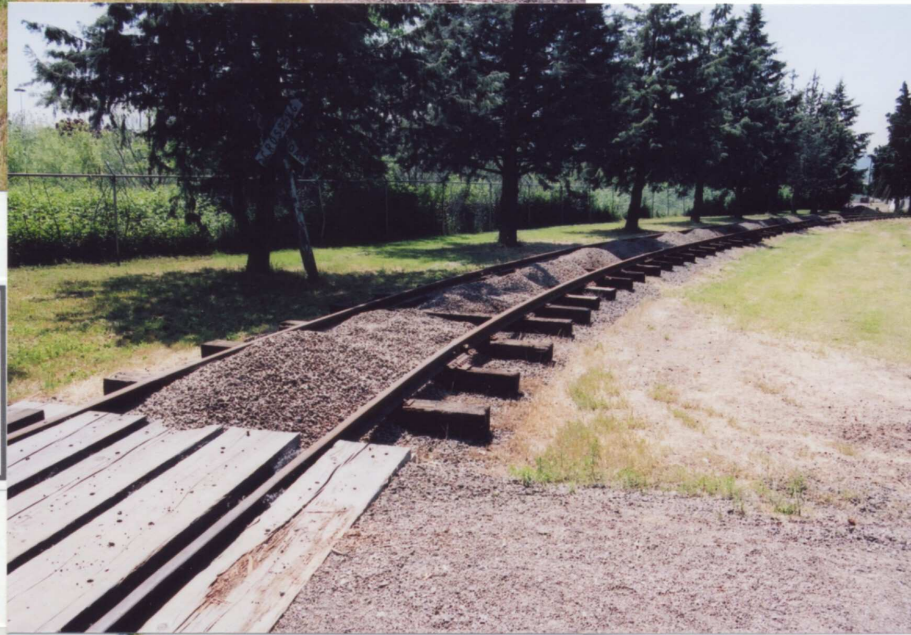
(LEFT) Looking great after two coats of SP's orange color paint, Steve will soon add the finishing touch around the windows and the East end platform. It will be fun watching the reaction of visitors during our June 10th Run Day.



(LEFT) Now that our plans for a handcar/motor car operation are moving ahead, additional ballast was needed to anchor the track. This photo shows freshly spread ballast between the ties. The track on the right is part of the Live Steamers club mainline.



(RIGHT) Beyond the large tree in the upper photo more ballast has been dumped between the ties. This will soon be spread between the ties to ensure a good track for operation.



(LEFT) Located next to our 1899-built Pacific & Eastern hopper car is the new wood and metal bench built by Ric Walch. Late afternoon shade hits this spot for a refreshing break from the hot afternoon sun. The empty sign holder next to the bench only holds an interpretive sign when the park is open - otherwise the sign fades from the long summer sun.

We are anxious to have the forklift operating as we're expecting the rebuilt driveline to Medco No. 4 to arrive this summer from our friends at the Sumpter Valley Railroad. We'll need the forklift to lift and position the driveline for installation on the locomotive.

More Seating - Each year we strive to make our Medford Railroad Park look a little more like a park and less like a collection of "train stuff" strewn all over the place. During the hot summer months many of our visitors look for a spot of shade to sit, rest and enjoy refreshments. Some of our park picnic tables are positioned to be in the afternoon shade, and we also had two painting platforms Steve built about six years ago for working on our CB&Q caboose. They were positioned together in the shade of our Pacific & Eastern hopper car, but some people weren't sure they were allowed to sit on them; or they were afraid of getting dirty.

During the third week of May, Ric Walch delivered a nice looking wood and metal bench he made mostly from spare parts from work. It is such an improvement that Ric says he plans to build a few more for use by visitors in our area of the park.

Concession Stand - The new concession stand now has three lockable front panels that can be lifted up and away when the stand is open for business. Together with the lock in the door we can secure the stand without having to remove all the souvenirs and refreshments to another location. So far sales from our stand have been wonderful and it's likely the total cost of building the stand will be recovered from sales this year.

One last bit of park news is how busy we are during the time the park is closed for normal operations. Each year we help host church picnics, birthday parties, school groups and more. So far we've had several pre-school and elementary school groups tour our collection and there is more to come.

A date to remember is Friday, July 6 when the Southern Oregon Live Steamers and the Rogue Valley Model Railroad Club will host around 100 children (and 10 or more adults) from the Kids Unlimited program. The kids will range from first graders to six graders and will be here from 1:00PM to 3:00PM. We will provide tours inside our chapter cabooses and engine house.

The plan is for the kids ride the trains and visit the model trains from 1:00 to 3:00. After that they will be split into two groups – with one group eating their snacks at the picnic tables, while the other group tours our chapter equipment. After the tour then the two groups swap places.

I am looking for a volunteer or two to help this editor with the tour. Please call Tony Johnson (944-9176) if you can help. Believe me, it will be a lot of fun as these kids ask lots of questions.

Misc. – The FRA waiver for moving our 1912 Pullman dining car was signed last month. We contacted the Central Oregon & Pacific Railroad for a date to move the car. They have not yet set a date, but when they do we'll sign a contract and document the move for the newsletter.

LATEST DONATIONS TO THE CHAPTER On May 17 our chapter received two very old "steamer/railway trunks" from Mike Young and Cecilia Ani. The trunks belonged to Cecelia's grandmother, and later, her mother. We don't know how old they are but one trunk has a metal tag that reads, "Chas. T. Witt – Maker, 40 E. Madison St., Chicago. Patented Aug.29, 1876, Sep 15, 1891, May 4, 1897." We suspect both trunks were made around the turn of the last century.

The trunks will be a great addition to our future plan to rebuild our Woodville depot at the park. With the trunks atop one of our depot baggage carts on the depot platform, it will help visitors get the feel of what it was like at the small railroad depot.

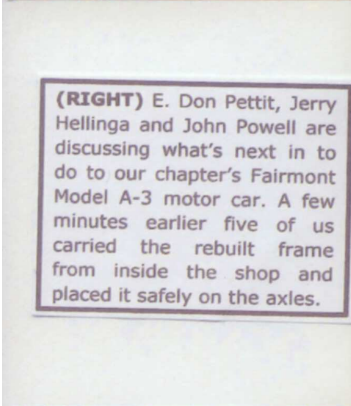
Thank you, Mike and Cecilia for your generous donation.

NEW SUPPLY OF STAFF POLO SHIRTS AVAILABLE We now have on hand a new supply of our beautiful "Willamette Blue" polo shirts for use by chapter members only. These attractive shirts have the words printed in white above the pocket, "Southern Oregon Chapter – National Railway Historical Society" and "Staff" below a white silhouette of Medco No. 4. In larger white letters on the back of the shirt is "Southern Oregon Chapter – National Railway Historical Society". You'll find that our brilliant blue shirt with white lettering really stands out in a crowd, which is exactly what we want it to do.

Each shirt costs \$15.00. We do this as a service to chapter members so we aren't making a profit on each shirt; therefore, if you order a shirt(s) by mail, please include a little extra to cover postage.



(LEFT) The latest donation to the chapter is two old steamer/railroad trunks that are around 100 years old. For the time being they are on display inside our CB&Q Visitor Center caboose.



(RIGHT) E. Don Pettit, Jerry Hellinga and John Powell are discussing what's next in to do to our chapter's Fairmont Model A-3 motor car. A few minutes earlier five of us carried the rebuilt frame from inside the shop and placed it safely on the axles.



(LEFT) From this angle you see the unpainted sections that represent new frame members fabricated by Jerry. The transmission is in place and soon the engine will be reinstalled. The wood bench seating and covers over the engine will follow after that. We are hoping the A-3 will be running in the park by August.

Send your order to: Tony Johnson, 187 E. Gregory Road, Central Point, OR. 97504-9427 or you can call your order to me at 541-944-9176.

Next General Meeting! The June general membership meeting will be held at Yreka, CA on the Yreka Western Railroad on Saturday, June 23rd. We will meet at the railroad depot at 10:30AM; the train departs at 11:00. Come along and enjoy a delightful train trip.

Your Chapter Officers for 2007

Ric Walch, President 541-772-6255

E. Don Pettit, Vice President 541-601-4772

Jerry Hellinga, Treasurer 541-772-6432

John Powell, Dir. Of Public Relations – 541-826-1992

“Stretch” Manley, Activities Director – 541-582-8175

Bruce McGarvey, National Director – 541-779-8145

Steve Bruff, Chief Mechanical Officer – 541-832-2276

Rickie Aubin, Secretary - 541-779-4259

Tony Johnson, Newsletter Editor/Historian – 541-944-9176

Nancy Aubin, Membership Director – 541-779-4259

GOOD OLD DAYS OF RAILROADIN’ This month we present a series of short stories from retired Southern Pacific Engineer Tommy Beall. Many of these stories were collected with Tommy’s permission years ago by chapter member Steve Coons. We hope you enjoy Tommy’s recollections about people he worked with, as related to Steve.

MY SP MEMORIES by Tommy Beall - Tommy Beall was telling a story about going into a cafe in Coos Bay for supper with Bill Newton. And for some reason Bill started making rude remarks to some of the customers!

Tommy said, “Before I got Bill to shut up, I thought we were going to have to fight our way out of there!”

Tommy next talked about Clarence Wilson. Tommy said, “Clarence was the most nervous guy I ever met in my life! Clarence was going West out of Eugene Yard with the “Can” or the “Roseburg Local”. They were coming up on Springfield Junction. The fireman saw a yellow signal, hollered “Yellow!” and Clarence grabbed the brake-handle and “Big Holed” the train!

Then there was S.R. “Bing” Crosley, an Engineer. He was going up the “Hill” on a West Man, and was hitting a lot of yellow blocks. Every time he came to a yellow block he would pick up the radio and make some unkind comments! It just so happened that L.F. Hopkins was behind him with an [SP] Official train. Finally, “Bing” came to a green block, picked up the radio mike and said, “Finally a Green! I wish I had my camera so I could take a picture of it!”

L.P Hopkins had enough, got on the radio and said, “SP Extra West, Mr. Crosley, we have listened to you enough. After this, please use the radio for the purpose it is intended for,”

It was quiet for a while; then a “West Man” ahead of Crosley started talking about an Elk herd at Heather, near the right of way. And Crosley’s rear Brakeman, who must not have heard the radio traffic previous to this, called “Bing” as they got close to Heather and said, “Bing, do you see those Elk?” And “Bing” replied, “Oh, they’re gone. I gave them a “Whisker” sign and they hit for the brush!”

Tommy said, “I just knew Hopkins was laffin’ his ass off back in the private car. He had a pretty good sense of humor.”

As an explanation, a “Whisker” sign is the signal that the Trainmen and Enginemen used to alert each other that the Superintendent was around. It was a pulling motion made with the hand to the chin — like a person pulling on a long beard. (The “Old Man’s” Aboard!)

Tommy also told about another helper engineer that wouldn’t work his engine very hard going up the “Hill”. Tommy said, “He’d just ‘Soft-Puff’ along!”

Tommy was on the Road Engine, and just as they came in sight of the East switch at Wicopee they dragged to a halt. Well, Tommy was out of water, the rear helper was out of water, but this engineman on the swing helper had about a half tank! So Tommy had to cut-off and run up to the waterspout, take water, come back to the train and drag up so the rear man could get his fill.

Tommy said his favorite AC cab-forward [4-8-8-2] engine was the 4283. He claimed it rode so smooth because it had roller bearings. I told Tommy that 4-8-4s SP 4458 and SP4459 were the only roller bearing SP engines. Somewhere in a timetable, there’s a list of engines that were cross-

counterbalanced for higher speeds and I think the 4283 was one of them. If it was cross counterbalanced, that would probably be the reason it ran so smoothly.

Tommy related to Steve a story Chuck Spencer had told him. Chuck and Grunig came into Eugene on a run and got tied up. When Chuck went out the Enginemen's Locker Room door to go home, he said, "Well, take it easy Al: That evening about 10:00 Grunig called Chuck and said, 'Whatcha mean by that crack?'"

Now a story about Claude Bridenstine (Engineer 11-28-1920). It seems like every time the Dispatcher headed them in for a meet, Claude would get on the Dispatcher's line and want to know how long they were going to be there, who they were meeting, etc. So this time, Tommy said, "We had orders for a meet at Frazier, and when we got there Claude went to the telephone and said (butting right in on the DS line) – 'This is Bridenstine at Frazier - - and the DS cut in and said, 'Bridenstine, I'm in the middle of an order. Get the hell off this line and stay off!'"

Another story Tommy told was going eastbound onetime on the Coos Bay Branch. "Young" Joe Yoakum was the Swing Man and Tommy said, "All the way from Eugene, Joe 'Old-Headed' me, and when we headed in at Wendson to meet #751, I said, 'Joe, you better get off and roll them by!'"

"No, I don't want to," said Yoakum.

I said, "Yeah, I think you better," and Yoakum went back to the caboose and told the Conductor, "Boy, that Beall's a hard guy to get along with!"

And all that was wrong was that Tommy had a bellyful of Yoakum's B.S.

Another Tommy story:

Tommy was firing for Aaron Losee on the "Logger" on the Tillamook Branch. They were coming into Cook, where they would stop for water. Losee was fiddling with the train-air, trying to make a good 'water tank' stop, and he had the train stretched out. Tommy got up on the tank so he could grab the spout when they stopped. Losee came in a bit fast, and when he saw he was going to miss the 'spot', grabbed the engine-brake handle and set the anchor on the 'pig'.

Tommy said, "I just about went ass-over-teakettle, the slack on those log cars just went BANG-BANG-BANG-KABANG, bark flew, and some of the logs shifted, and I thought 'Hope the guys in the caboose were sitting down!'"

Pretty soon, Tommy saw the Conductor, Percy Crosely(?) come out of the caboose all humped over, and start walking up the train. When he got to the engine, he climbed up and went over to Aaron's side, put his arm around his shoulders, talked to him for about a minute, then got off the engine.

Tommy finished taking water and got back in the cab, and Aaron was muttering to himself and had a funny look on his face.

Some time later, Tommy ran into Percy, and asked him, "What did you say to Losee up at Cook that time?"

Percy said, "Was that a rough stop?"

"Rough stop!" said Tommy, "He just about knocked me ass-over!"

"Well," replied Percy, "When I got up off the caboose floor, I felt myself all over – no broken bones, so I started for the engine. And all the way up there I was thinking of all the meanest nasty things I was going to say to Aaron, but when I got there, all I could said, 'You know, Aaron, without a doubt you are about the poorest damn Engineer I've seen in all my born days!'"

Steve Coons goes often to the monthly "Liar's Club" meetings in Eugene. One time he asked if anyone could tell him about Barney Campbell. Steve said, "*From the hoots, hollers and cuss-words, I think there was a lot to tell about Barney.*" The following is taken from Steve's letter.

Tommy Beall said, "*I hated Barney, 'cause when we were taking water and I was up on the tank, Barney would go over and put the injector on and fill the boiler -- he always said he didn't want to run out of water! And when I got back on the engine the water glass would be damn near full and the steam down to about 40 pounds! And I would have a hell of a time getting it back!*"

Tommy also told about going up the "Hill" on a West Man, Barney was the Hoghead on the Road Engine. A.C. (Louie) Spencer was engineer on the first helper, H.H. Robbins was on the second helper. Tommy said, "*They knew Barney would want to take water at Cascade Summit, and it was totally unnecessary -- they had enough to make Crescent Lake. So, as soon as Lonnie came out of Tunnel 3, he looked ahead, and you could see the Train-Order Board at Cascade Summit quite a ways away. Lonnie saw the signal was green, and he 'Widened-out' on the AC he was on, and when*

Robbins felt the jerk, he widened out on his engine. Needless to say, Barney missed the water spout, and ended up 7 cars over the West switch at Cascade Summit!"

Tommy reflected about working on the Siskiyou Line on the 'Seagull'. In the later 50s and early 60s, the *Yoncalla Local* would often have too much tonnage out of Drain eastbound for one engine to get over Divide Hill with, so would set-out at Safley for the "Seagull" to pick-up.

The Head Brakeman was Wesley Jenkins and he didn't like to pick up on the head-end. Tommy was coming up to Safley, and Jenkins said, "*Let Tynan (J.J. Tynan) pick-up on the rear this time.*"

So Tommy went on by the East Switch at Safley. Tynan wasn't expecting to do any work back there, and didn't get Tommy stopped in time to cut off the caboos in the clear. So instead of telling Tommy, "Shoe back about 3 cars – the caboos isn't clear", Tynan decided to 'kick' the caboos in the clear. So he told Tommy, "*C'mon back!*" So Tommy started back, thinking they were shoving into the siding for the pickup.

Tynan came on the radio, saying, "*That's good... That's Good... That's Good!*" real rapidly, and Tommy said, "*All I could think of, was that we were going too fast into that cut on the siding and would crash into them! So I grabbed the engine brake and stopped everything, and we got a knuckle about halfway back!*"

Steve asked Tommy about working the *Lebanon Turn*. Tommy said he sure did. "*Go like hell down the Main Line, get to Albany, jump off the engines and get in a taxi, go out to Lebanon, get on the engines, do a little work, then back to the mainline and go like hell for Eugene. And most of the time it wasn't too long a workday (between 6 and 9 hours average).*"

Tommy told a story about Fred Ohman, who was firing on an SP cab-forward steam locomotive for an Engineer named Roberts. Fred got up to sand out the engine, and there were some torpedoes in the sandbox. And during the time Fred was scooping sand, one of the torpedoes got on the front edge of the sandbox. Fred put back the scoop, let the sandbox lid fall, and KA-BANG! Sand flew everywhere! Roberts, the Hoghead, took the cigar out of his mouth, knocked off the sand, and put it back – just as casual as could be!

Tommy then began talking about a Hoghead named Wormack, who was a total alcoholic, but was one of the most skillful engineers on the Portland Division.

"He was just wonderful." said Tommy. "Well, he finally got caught, and hauled into an investigation at Klamath Falls. Orman Gildow was representing Wormack at the investigation. Well, Halfway through they broke for lunch, and Wormack never came back! He just disappeared, and nobody knows what happened to him to this day!"

Tommy was talking about Bill Mosier, who was one of the worst engineers on the Division. Tommy said, "There was one guy who should have never gone to work for the railroad."

Tommy told about riding the Company Bus to Mapleton {Coos Bay Branch}, to take out the *Mapleton Turn*. Mosier was his Fireman and Joe McCowen was Conductor. As they approached Mapleton, there was an old donkey standing in a field next to the road. Joe McCowen christened that donkey "Bill Mosier" and the name stuck.

Tommy was also telling about coming East on Train No. 14 [*SHASTA DAYLIGHT*] in 1988. Mosier was his Fireman and was running the engine. As they came up on Calimus, there was an East Freight in the siding, and as they came in sight of the caboos, the conductor came out and cracked a red fusee. Tommy hollered "Red Fusee!" and Mosier didn't do anything. Tommy said again "RED! Get hold of her!"

Mosier replied, "We got a green signal."

So Tommy got upset and said, "Slow this Blank-blank-blankety blank down or I WILL!" So Mosier finally made a heavy brake application and stopped, but they ran so far by the East Freight's caboos the Conductor had to walk a long distance to tell them something put them in the "Big-Hole" as they went down the siding, and to look out for anything foul of the mainline. So as they were easing on down the main, Tommy said, "Why the hell didn't you do anything when I hollered?"

Mosier replied, "Well, we had a green signal. Besides, its breakfast time, and I didn't want to mess-up the folks behind in the dining car!"

Tommy said "Good Godamighty! There could have been a load derailed and fouling the mainline, and we would have run right up on it! He may have had a green signal, but maybe nothing was fouling the circuit."