

September 2011

Open House at the D&RGW Summit Branch

From Bill and Jean Dippert: Thank you for coming, we missed those that were not able to come. Everyone seemed to enjoy themselves and trains were run all day. Mostly battery powered, one track powered. The operators were from pre-teenage to us older guys and (young) gals. Both genders and all ages present operated trains without any serious mishaps. Jean and I would like to thank those that brought food, it was all welcome and all very good. The weather was ideal, no rain and 68 degrees. The temperature was far better than earlier in the week with the 80 degree weather we were having.

We did have one interesting phenomena: The first 4 vehicles that came were red, the remaining 10-12

were all silver. Do we (i.e. garden railroaders) think alike? Of course, Jean and I have our black and blues, but they were in the garage and I did not count them. —Bill Dippert



Jean and Bill Dippert



The Summit Village of the D&RGW

The Denver & Rio Grande Western Railroad is a fictional Summit Branch of a narrow gauge line in the late 1950's and early 1960's. Most of the motive power is a fleet of 2-6-0 steam locomotives. Seven small towns are arranged along the 100 by 150 foot layout.

There is some whimsy added, such as "Auntie Em's" where you can see Dorothy oiling the tin man's joints. A herd of dinosaurs is not without imagination in one scene.



The most enthusiastic "engineer" all day was Henry Stewart. He probably "timed out" on the road.



A section of land where time was forgotten? The track workers on the right seem unperturbed by a herd of brontosaurus running away from the tracks.

Usage Note

From Ed Foley & Bill Dippert

For those of us who are now using battery powered locomotives and use the CVP Product's control-

lers: to remove the batteries when the controller is not in use or if they have died, use a modified popsicle stick. Just taken one end (or both if you want) and using a wood file, file the end to a taper. I.e. taper the thin cross section, not the wide cross section. This allows for easier insertion between the circuit board and the AAA batteries for the removal of the batteries, without any damage to the circuit board.

An Annual Income Four Times as Great as That of the Government of the United States.

The United States Government in 1904 was content with an income of five hundred and forty million six hundred and thirty-one thousand seven hundred and forty-nine dollars (\$540,631,749.00), but it spent five hundred and eighty-two million four hundred and two thousand three hundred and twenty-one dollars (\$582,432,321.00).

That year the railroads took in two billion one hundred and eighty-eight million one hundred and eight thousand and eighty-one dollars (2,138,108,081.00), or four times as much as the Federal government, and paid out for operating expenses and fixed charges one billion nine hundred and nine million three hundred and twenty-two thousand one hundred and fifty-five dollars (\$1,909,322,135.00).

In the army and navy of the United States were ninety-seven thousand and three (97,003) men, whose support and equipment cost the nation two hundred and seventeen million nine hundred and ninety-one thousand five hundred and thirteen dollars (\$217,991,513.00). The railroads employed one million two hundred and ninety-six thousand one hundred and twenty-one (1,296,121) men, and paid them eight hundred and seventeen million five hundred and ninety-eight thousand eight hundred and ten dollars (\$817,598,810.00) for their services.

The railroads have not yet acquired as big a pension bill as the Civil War left the government — one hundred and forty-one million seven hundred and

seventy thousand nine hundred and fifty-five dollars (\$141,770,955.00) in 1904 — but they are making considerable progress in that direction.

In the six years of its existence the pension department of the Pennsylvania Railroad has retired as pensioners two thousand seven hundred (2,700) employees and has paid to them two million four thousand and eighty-seven dollars (\$2,004,087.00). The “Big Four,” it is announced, will hereafter lay aside three hundred thousand dollars a year to be used for the same purpose.

Nearly one-sixth of the wealth of the country is owned by the railroads, for the total value of the property represented by the two hundred and twenty thousand miles (220,000) of main track in the United States is sixteen million dollars, more than the wealth of the entire country at the outbreak of the war.

The army of railroad men was one million two hundred and ninety-six thousand one hundred and twenty-one (1,296,121) and is greater than the total number of men who voted in eighteen states at the last presidential election (William McKinley/Theodore Roosevelt) and was about one-sixteenth of the voting population of the United States. One in every sixty-two persons in the country is employed by the railroads in some capacity.

In 1904, according to a fact sheet, the average life expectancy in the United States was 47 years. There were 8,000 cars in the country, and only 144 miles of paved roads. The maximum speed limit in most cities was 10 miles per hour.

About 14 percent of the homes had the luxury of a bathtub. Only 8 percent had a telephone. Who would you call, if only 8 percent of the entire population had a telephone? The cost of a phone call from Denver to New York City, lasting only three minutes, cost \$11 (more than a week’s wages for many people).

Alabama, Mississippi, Iowa and Tennessee were more populated than California, where wide open

spaces remained beautiful, unspoiled. The population in Las Vegas was 30!

Numbers. There were 82,166,000 people in the United States compared to 308,400,000 people in 2008. Wages remain hard to visualize, because the cost of everything was much lower. The average wage in the United States was 22 cents an hour, with the average worker earning around \$200–\$400 a year. The average work week was 60 hours and sometimes could extend to 100 hours. There was a movement to regulate children’s work week to no more than 55 hours. The average veterinarian earned somewhere between \$1,500–\$4,000 a year. A good accountant might earn up to \$2,000 a year, with dentists averaging around \$2,500 per year. Mechanical engineers could earn close to \$5,000.

Those wages went a bit further toward purchasing the essentials. Sugar cost 4 cents a pound. Eggs cost 14 cents a dozen. Many farm women raised chickens just to have eggs to sell for a little extra spending money. Coffee was 15 cents a pound.

Baths and more. Most women only washed their hair once a month, and used borax or egg yolks for shampoo. More than 95 percent of all births took place in the home. Most women did not reveal that they were expecting a child. It was simply not discussed.

Ninety percent of all U.S. physicians had no college degree. Medical schools provided diplomas, many of which were condemned by the press and by the government. Most doctors were scorned as drunkards and hooligans. Many were paid in goods, such as a sack of potatoes or turnips for a house call.

Flags, towers and death. The American flag had 45 stars. Canada passed a law prohibiting poor people from entering the country for any reason. The Eiffel Tower was the tallest structure in the world.

The five leading causes of death in the United States in 1904 were: pneumonia and influenza, tuberculosis, diarrhea, followed by heart disease,

then stroke. Crossword puzzles, canned beer and iced tea hadn't been invented.

There was no Mother's Day or Father's Day. Two out of 10 adults in the United States could not read nor write. Only 6 percent of all American adults had graduated from high school.

Drugs, murder. Marijuana, heroin and morphine were all available over the counter at neighborhood drugstores. According to one pharmacist, "Heroin clears the complexion, gives buoyancy to the mind, regulates the stomach and bowels, and is, in fact, a perfect guardian of health."

Eighteen percent of all American households had at least one full-time servant or domestic. In 1904, there were only about 230 murders reported in the entire country.

What's next? What a different place and time. 106 years have passed, and it would have been impossible in 1904 to imagine such things as computers in nearly every home, the high-speed Internet, on-line banking, DVD players and so much more.

The big question that arises is just what will 100 years from now be like? Hard to even attempt to imagine, isn't it?

Do You Remember How To Make One Of The World's Largest Omelets?



1. Take one Canadian National train



2. Add 156,000 eggs



3. Look for a very large frying pan.

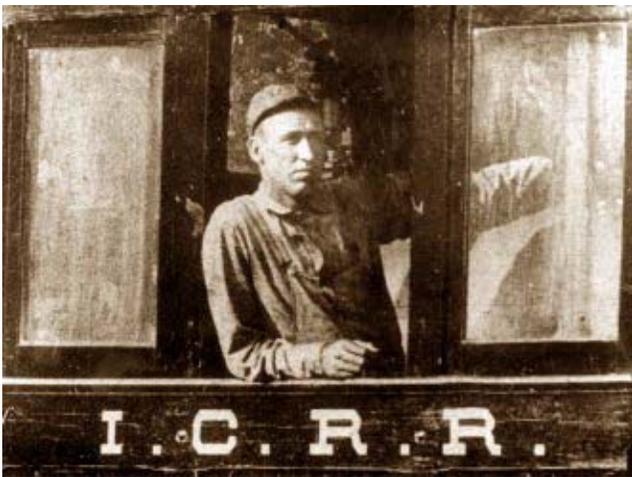
Casey's Last Ride by Bruce Gurner

Casey's initial railroad experience was as cub operator on the M & O Railroad at Columbus, Kentucky. A few months later he transferred into more active railroading as a brakeman on the line between Columbus and Jackson, Tennessee. With his long range goal of becoming an engineer in mind, Casey made another transfer; this time becoming a fireman on the M & O line between Jackson, Tennessee and Mobile, Alabama.



Casey's initial railroad experience was as cub operator on the M & O Railroad at Columbus, Kentucky. A few months later he transferred into more active railroading as a brakeman on the line between Columbus and Jackson, Tennessee. With his long range goal of becoming an engineer in mind, Casey made another transfer; this time becoming a fireman on the M & O line between Jackson, Tennessee and Mobile, Alabama.

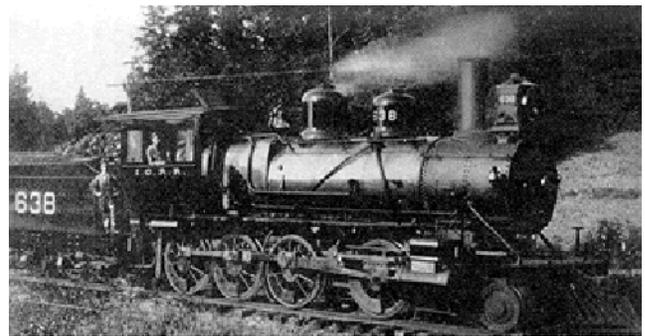
Finally in March, 1888 he made his final move which was to change railroads. He moved this time to the Illinois Central as fireman on the Water Valley and Jackson (Tennessee) Districts with his seniority board at Water Valley, Mississippi. Opportunities for advancement looked good on the ICRR and Casey's seniority rights as fireman and later as engineer were on all road and yard jobs from Jackson, Tennessee to Canton, Mississippi. In addition, there were several blanket passenger runs from Memphis to Canton manned on alternate trips by Water Valley crews. Casey had seniority rights on these runs also.



Old records of the Brotherhood of Locomotive Firemen's lodge, Water Lily 402, show Casey joining the Water Valley lodge on July 21, 1890. He was promoted to engineer on February 23, 1891 and his name first appears on the register book of the Brotherhood of Locomotive Engineers lodge at Water Valley on March 10, 1891. This maintaining membership in both of the enginemen's labor organizations shows that he strongly supported the principles of collective bargaining advanced by the

young rail labor movement. It also shows Casey's concern for his family's security, for one of the benefits of brotherhood membership was life insurance protection. Mrs. Jones collected from both groups when he died.

As was the lot of newly promoted engineers Casey worked in extra road and yard service until he could hold a regular engine. In those early steam days an engineer bid in assignments on engines operating on a specified district rather than on a particular run as in later years. He stayed with his engine wherever it went.



Jones was also famous for his peculiar skill with the train whistle. His whistle was made of six thin tubes bound together, the shortest being half the length of the longest. Its unique sound involved a long-drawn-out note that began softly, rose and then died away to a whisper, a sound which became his trademark. The sound of it was variously described as "a sort of whippoorwill call" or "like the war cry of a Viking." People living along the Illinois Central right-of-way between Jackson, Tennessee, and Water Valley, Mississippi, would turn over in their beds late at night upon hearing it and say "There goes Casey Jones" as he roared by.

In the summer of 1893 the Chicago World's Fair was attracting huge crowds to the grounds along the lake on Chicago's south side. This was ICRR territory and the line was being taxed to provide transportation for the thousands coming to the fair. A call was sent over the system for engineers. Casey responded and spent the summer of 1893 in suburban service in Chicago. It was here that he became acquainted with No. 638. The Illinois Central had this big new freight engine on display at the fair. At

the closing of the fair the 638 was due to be sent to Water Valley for service on the Jackson District. When this knowledge came to him, Casey asked for permission to run the engine back to Water Valley. His request was approved, and the No. 638 ran its first 589 miles with Casey Jones at the throttle all the way to Water Valley.

Casey was soon able to bid in the No. 638 during periods of heavy business as older engineers bid in engines on preferred runs. Casey liked the No. 638 and especially he liked working on the Jackson District because his family was in Jackson. They had once moved to Water Valley but Jackson was really home to the Jones family and when Casey got back to the Jackson District they moved back home.

So it was that Casey and the 638 spent more and more time together until in the late 1890's he had seniority to hold this fine little engine altogether. His regular fireman on the No. 638 was a young friend, John Wesley McKinnie, and from about 1897 until Casey went to the passenger run out of Memphis these three were inseparable.

Over the years Casey had his share of extra passenger runs and he liked the work and the pay. Generally, passenger runs offered a much shorter working day, better pay and considerable prestige; all of which appealed to the young engineer. His first opportunity at a regular passenger job now came open to him.

In February 1900 W. W. "Bill" Hatfield transferred from Memphis back to a run out of Water Valley thus opening up trains No. 1 and No. 4 (some accounts say that Hatfield's run was No. 2 and No. 3. Sim Webb always said that they went to Memphis to take No. 1 and No. 4) to a younger engineer. It would mean moving his family to Memphis and it would also mean separation from McKinnie and No. 638 but Casey saw the move as a good one and bid the job

Now, after ten years as engineer, Casey had a regular "high wheel" job. Instead of dodging passenger trains by running in and out of sidings, as he had done in freight service, he was first class. The four

big ones, passengers No. 1, No. 2, No. 3 and No. 4, bowed to each other (took siding) on the superiority of direction but for no other trains did they "go in the hole."

The new job went well. Casey was pleased with the 300 class passenger engines that were assigned to the run. He missed McKinnie but had a good young fireman, Sim Webb, who had been firing the job with Hatfield. Most pleasing was the fact that the job was a challenge to his ability as an engineer. The Illinois Central had been regularly shortening the running time of its passenger trains between Chicago and New Orleans so that an on time run was at a pretty good pace; a late run a real test of the engineer.

The time card schedule on trains No. 1 and No. 4 allowed about five hours time from Memphis' Poplar Street Station to Canton and about the same time back north. With his 300 and seven or eight cars this was a mighty light day's work. As the consist got heavier and the train later, the task became more demanding, but all the officials really demanded of an engineer was that he make running time. In other words, that he deliver the train to the next division no later on the schedule than he got it. Passenger comfort was not too important and damage suits, for being thrown about at high rates of speed, almost unheard of, so dispatchers and other officials looked the other way when too much time was made up. Casey did his best to give them their money's worth— most often more!

On the night of April 29, 1900, Casey was listed out of Memphis for the No. 382; fireman Sim Webb on train No. 1 with conductor J. C. Turner and six cars. (later information has shown that Casey was taking the run normally held by engineer Sam Tate on the 382. Casey had returned earlier on the No. 2 with engine 384, his regular engine.) A good engine, a good fireman, a light train and away late; the perfect setting for a record run. He made that record run too, if the oft quoted departure time of 12:50 is correct, for Casey went to Goodman on time for a meet with No. 2 and Goodman is twenty miles north of Canton.



Let's imagine we are with him on that last run. As we move out of Memphis and through the yard Casey could gain a few minutes time for there was a little padding to take care of normal yard delays. Once he passed the switch at East Junction, Sim had better be ready because it was uphill and fast for several miles. There were slow curves at intervals until he topped Hernando hill twenty one miles out and then hold on to your hat for it was down the hill through Love Station and across Coldwater River bottom as the telegraph poles began to look like a picket fence. One more slow curve south of Coldwater and then the Grenada District racetrack for sixteen miles with only a gentle curve at Senatobia and another at Como.

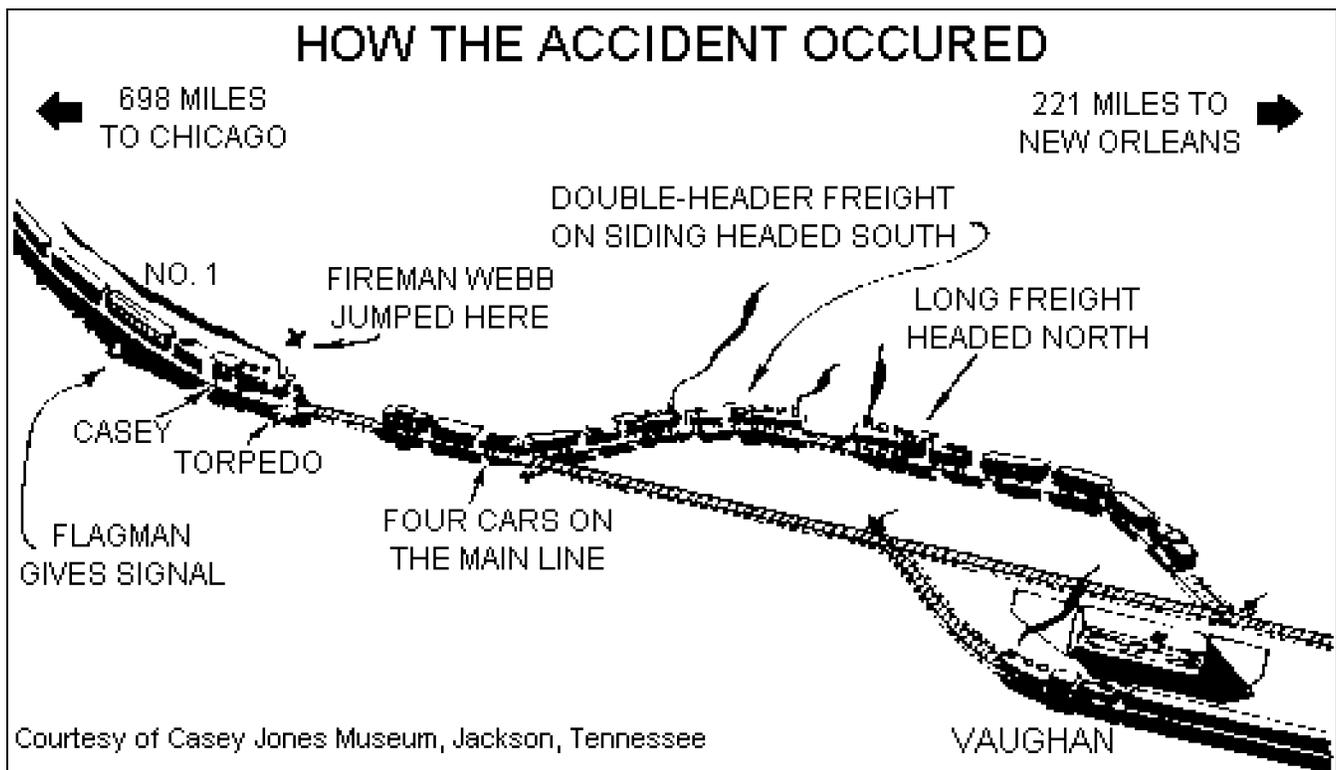
As Casey passed through Senatobia his thoughts were with Dave Dowling and his fireman Jack Barnett. They had roared through the same way last November and turned over at the south crossing, killing both of them. Funny thing, Casey reflected, how the newspaper account headlined the story "Mail Train Delayed by Accident." At some length it was explained that due to a wreck of the down train on Monday morning, the mail was late and several local citizens who were returning from visits to Memphis were quite late getting home. The last sentence briefly stated, "Both the engineer and fireman of the train were killed instantly in the overturning of the giant locomotive." No names were given! A fellow sure deserved to get his name in the paper for that day's work, Casey must have thought. Engineers will never get to be famous with that kind of publicity.

A quick water stop at Sardis. Fifty miles out and Casey noted with satisfaction that he had picked up

more time than he hoped. From here to Grenada would be slower, but he could steal a little on the curves and let her ramble across the creek and river bottoms and make up some more time. It worked just as he planned it and he really let No. 382 go from the top of Hardy Hill to Memphis Junction, one mile from Grenada. Too fast around that curve at Hardy; pity that poor baggage man; he would have to stack it all up again. If he ever became superintendent, mused Casey, as he stopped for Sim to line the switch at Memphis Junction, he was going to see that this switch was lined for the Grenada district instead of the Water Valley district. He had run through it one morning about two weeks before and his ears were still burning from the comments of Trainmaster Bill Murphy.

When he stopped for water at the penstock at Grenada, Casey was only about forty minutes late, and a hundred miles out. That light train sure made a difference. A fellow had to ease off on this No. 382 to keep from going through the curves too fast on top of the hills as well as the bottom. They might call him in about coming to Grenada too fast, so he had better drift some south of Grenada. The track was fast from Grenada to Eckridge, some curves up the hill to Sawyer, then a brief stop at Winona. From Winona to Durant he was looking at thirty miles of speedway and no restricted curves. He would see eighty through the creek bottom just south of Magee siding, if he wasn't badly fooled, and that was fast for the light rail he was on. No strain on the 382 though!

Red order board at Durant! The Winona operator had OSe'd him out better than dispatcher Taylor had hoped, so northbound passenger No. 2 got orders out of Canton annulling a Durant meet; now they would meet at Goodman. "That Jones boy is showing off again," George Barnett, engineer on No. 2, would say as he went by Goodman. "And they don't pay a dime more for a fast run than they do a good one."



By the time he had headed out of the passing track at Goodman Casey was five minutes late but going to Canton on time would be a simple matter if all went well. Experience told him there was congestion somewhere ahead for there were several freights he normally passed and met that were not accounted for. He had no orders on northbound local passenger No. 26 so they would be clearing him somewhere on the time card schedule. If there was a sawby waiting for him it must be working because No. 2 was about on time. Things were looking good and that bed in Canton would feel good too. He was getting tired. Went in on No. 4, his regular job, last night expecting to get a good night's sleep but they had called him to double out on No. 1; Sam Tate was off and no qualified man available.

Casey was by Pickens now and almost on time. No trains here in the passing track; they all must be at Vaughan six miles ahead.

While Casey was rolling south, the stage was being set for his tragic wreck. Southbound freight No. 83 had arrived at Vaughan and while pulling into the passing track had pulled out two drawbars. Southbound passenger No. 25 was thus delayed some minutes. Northbound freight No. 72 delayed at

Way by No. 25 could go no further than Vaughan for northbound passenger No. 2. With freights No. 72 and No. 83 both in the passing track there were more cars than the track would hold so it was necessary for these trains to move north or south to clear the main line switches in order to allow other trains to pass; this is known as a sawby.

Meanwhile, two sections of northbound local passenger No. 26 arrived from Canton and had to be sawed in on the house track on the west side of the main line. As No. 83 and No. 72 hurried to saw back south to clear the north passing track switch for Casey, an air hose broke on the fourth car behind the engine on No. 72; No. 72 could not move. No. 83 was blocked by No. 72 and he could not move. Several cars of No. 83's train were still out on the main line above the north switch. Fireman Kennedy on No. 72 was closest to the broken hose so he rushed back to change it. Before he could get the hose on, the crash came.

The No. 382 crashed through the caboose and several cars lunged crazily to the left and came to rest on the engineer's side pointing back from whence she came. Casey was mortally wounded by a bolt or piece of splintered lumber having struck him in

the throat (information available later has shown that eyewitnesses reported that a metal bolt struck Casey in the neck). A stretcher was brought from the baggage car on No. 1 and crewmen of the other trains carried him the one-half mile to the depot. Here, lying on a baggage wagon, Casey died.

What went wrong? Sim Webb says he saw the flagman and heard torpedoes. Crews on the other train said they heard torpedoes. Many have said Casey was "short flagged" but John Newberry was an experienced man and he had flagged No. 25 a short time before. The railboard's formal investigation concluded that "Engineer Jones was solely responsible for the accident as consequence of not having properly responded to flag signals." The implication being that Casey got a sawby sign from Newberry and assumed the north switch would have been cleared for him. He made a brake application and was slowing when Sim saw the caboose and shouted. The emergency application was not enough, but it slowed the train enough that no passenger or other crew member was seriously injured.

Why didn't Casey jump? That is really the hard one to answer. Once the engineer puts the brake in emergency, reverses the engine and opens the sanders, the engine had no further need of his services. It is up to air and steel to stop the train. You would just have to understand how Casey loved his job, his engine and the railroad to understand why he did not jump. There might be one chance in a million that he could do something else; he wanted to be there to do it.

They switched out enough cars of the two No. 26's to make up a train, transferred No. 1's passengers and sent them on south. Casey's body was taken to

Canton in the baggage car. Next morning he made the long trip back home to Jackson, Tennessee on passenger No. 26. On the following day the funeral service was held in St. Mary's Church where he and Janie Brady had married fourteen years before. Burial was in Mt. Calvary's Cemetery. The newspaper account lists the names of fifteen enginemen from Water Valley who were there to pay their last respects. This was something of a record too. Fifteen men laying off to honor a friend by riding 118 miles to his funeral.

Harry A. "Dad" Norton was the next Engineer to occupy the cab of the 382. Ironically, it was still assigned to the same run, the Memphis to Canton leg of the New Orleans Special.

In January of 1903, train wreckers threw a switch into the Florence Pump Works on Mallory Avenue in south Memphis and wired the lamp in a clear position. Norton and the 382 went into the switch at high speed, tearing up a cut of box cars and nearly demolishing the locomotive. Both Norton's legs were broken and he was so badly scalded the Memphis newspaper, Commercial Appeal, reported him fatally wounded. His fireman, J. W. McDaniels of Water Valley, did die three days later.

In September of 1905, Norton and the 382 turned over in the Memphis South Yards. This time, however, the train was moving slowly and Norton was uninjured.

The 382 was renumbered during its 37 years as 212, 2012, and 5012. Reportedly the 382 was to take five lives before it was retired from service in 1935.

In 1980, the engine was moved to the Casey Jones Village in Jackson, Tennessee.

Schedules & Timetables

It is our Society's policy to attempt to have an event or open house on every second Saturday of the month. Other and additional dates during a month are also available and encouraged. Anyone interested in having an Open House or sponsoring an event, please contact **Tom Gaps 503-659-8893, tgaps@comcast.net**

September 10, Saturday, Noon to 5:00p.m.:

Open House at the Lake View and Boulder Railroad at Jeff and Dianne Lange's home at 5220 N.W. Cherry Street; Vancouver, WA 98663. 360-696-0799

Hosts, (Jeff & Dianne) will provide beverages, lemonade, water, coffee, and tableware, cups, etc. A-E Main or Side Dish

F-M Desert

N-Z Salad

All types of trains are welcome at the Lake View and Boulder. Track powered, battery powered and live steam engines are welcome. I have plenty of rolling stock with kaydee couplers that can be pulled behind any member's engines, so no need to pack a lot of cars to bring along. There are now two independent loops that can handle up to 3 trains in each direction. "Jeff by himself has had as many as 4 trains running at one time with 3 trains running on track power, and one running on battery power." All of the north and south bound trains are able to negotiate the 2% to 5% grades found on the newly re-designed track plan

September 17, Saturday, 10:00 a.m.:

Tom Miller 7-1/2 inch gauge and indoor F-scale railroads. He also has a spectacular American Flyer S-gauge layout.

Tom Miller address:
18055 SW Seiffert Rd,
Sherwood, OR.

As in the past, host requests **No Children** please. Bring your own lunch or snacks to eat on lawn at the site before the tour.

Tom has a 1-1/2 inch scale railroad featuring 12,000 feet of track, a 30 foot tall by 400 foot long trestle with a Howe truss center span, and a long tunnel. The estate is beautiful. This railroad is not normally open to visitors, so this invitation is a real treat.

October 8, Saturday, 3:00 p.m. to after dark

sometime: Ron and Merlene Bacon open house and third quarterly meeting. Bring Halloween cars and trains, etc. Dinner at 5:00 p.m.. Meeting after dark. We have track power with train engineer, Battery, or live steam. We will provide main dish and soft drinks with coffee. Please bring salads and desserts.

Directions: From Beaverton get on Farmington road and go West until the very end where it hits Hillsboro Highway (219). Turn left, cross bridge, and immediately turn right onto Bald Peak Rd. Go 1/2 mile and take Y to the left. (Campbell Rd.) Go past front door of the store and continue to the top of the hill and turn right onto Laurelview Rd. Go 1/2 mile to 31262 SW Laurelview Rd. on the left. Crossbucks will be out. Across the road from a big two story brown house.

November Weekends 5,6 -12,13 - 19,20 - 26,27

10:00 a.m. to 5:00 p.m.: 2011 Columbia Gorge Model RR Club Model Railroad Show.

November 12, Saturday: Annual RCGRS Luncheon. Details and volunteers needed.

December 9th, Friday, 7 p.m.:

Jan and Rae Zweerts open house and viewing of the Christmas ships.

February 25th and 26th, 2012: The Worlds Greatest Hobby is coming to the Oregon Convention Center.