



Recently we had the opportunity to examine an SP timetable dated September 1907. It indicated that a person could travel from California to Omaha and Kansas City for \$25, to St. Louis and New Orleans for \$30, to Chicago for \$33 and to New York City for \$50. Pride of the SP at that time was the Overland Limited, which they boasted was "Electric Lighted." The train left San Francisco at 10 am and arrived Chicago 12:30 pm the fourth day. Other trains to the East were the Eastern Express, the China and Japan Fast Mail and the Atlantic Express. The Shasta Route had three trains each way each day, all via Eugene, Roseburg, and Ashland. Nos. 11 and 12 were the Shasta Express which left Portland at 8:15 am the first day and arrived San Francisco 6:28 pm the second day; Nos. 13 and 14 were the Portland Express, which left Portland at 11:30 pm the first day and arrived San Francisco at 9:48 on the fourth day; Nos. 15 and 16 were the Oregon Express which left Portland at 7:45 pm the first day and arrived San Francisco at 8:48 am the third day. One of the most interesting sections of the timetable showed the schedule of branch lines and connecting lines in Oregon, such as the Pacific and Eastern Ry which had two trains a day between Medford and Eagle Point, the Oregon and Southwestern which had two trains a day between Cottage Grove and Wildwood; the Coos Bay, Roseburg, and Eastern which ran one train a day between Marshfield and Myrtle Point; the Salem, Falls City, and Western, which had three trains a day between Dallas and Falls City. Also shown is the schedule, of the Portland-Forest Grove-Corvallis line which had two trains as far as Forest Grove, one train to Whiteson which then went to Sheridan, and one train all the way to Corvallis.

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March 10, 1959 marks the 75th anniversary of the establishment of the first mail train to be operated in the West, when the Burlington undertook the operation of a fast mail train from Chicago to Omaha on one day's notice. The Burlington has arranged a special cachet for stamp collectors and all self-addressed, stamped envelopes will be put aboard Fast Mail No. 29 the evening of March 10th, post-marked enroute and mailed to addressees from Omaha.

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SP has announced a new color scheme for their equipment. Locomotive bodies will be painted dark "Lark" gray, with scarlet noses. Instead of a medallion, the initials "SP" will be carried on the front, in light gray. Passenger cars will display scarlet letter-boards in the same shade as the locomotive fronts. The sides of the cars will be stainless steel or painted simulated stainless steel.

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Your editor spent the holidays in California and managed to get in a little rail-fanning along the way. At Dunsmuir we noticed that the SP has placed on display their 1727, a 2-6-0. This locomotive is in a little park on the west side of the highway as you are going through town. We had a chance to visit the display in Los Angeles county fairgrounds at Pomona, Calif. They have six steam locomotives on display, including UP 9000 4-12-2, SP 5021 4-10-2, SFE 3450 4-6-4, a small locomotive from the Fruit Growers Exchange at Hilt, Calif, an 0-6-9 from the Outer Belt in LA, and another small locomotive from Carlsbad, New Mexico. In addition they have a PE electric motor and an interurban car. It is open to the public all year long and is well worth seeing. On the way home we stopped over in Santa Maria where the Santa Maria Valley RR has their 100 2-8-2 in storage in the open. We didn't get a chance to see the locomotives the SP has stored at Bayshore and Roseville on this trip.

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Northern Pacific oil and gas revenue for 1958 will be about \$7,100,000 as compared with \$6,000,000 for last year. NP has also installed CTC on their line crossing the Cascade Mountains.

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See you at the meeting this Thursday, Jan. 15<sup>th</sup>. Bring a friend.

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