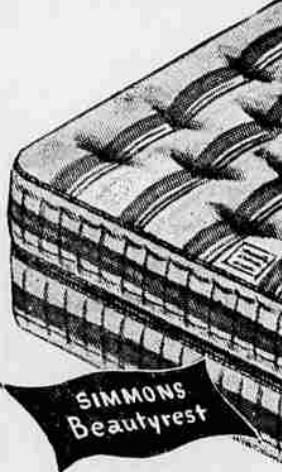


GOOD MORNING!

Did You Sleep Well Last Night?

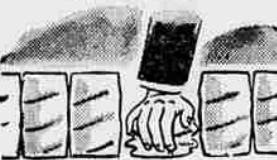
If You Didn't, Get a Simmons Mattress Tomorrow at **STERLING'S**



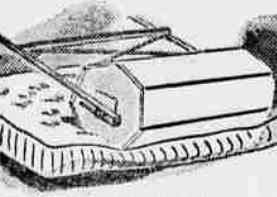
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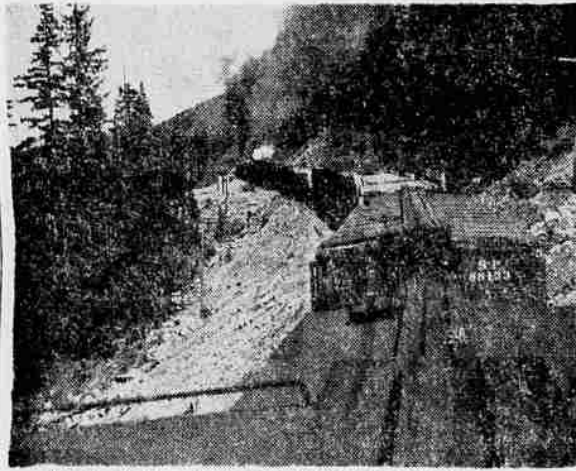
MAURIE JACOBS Sterling FURNITURE CO.
TWO LOCATIONS Springfield Junction



ENGINEER DICK BARNES shoves the throttle forward in the cab of the old burner hauling 74 cars "over the hill." (Staff photos, Wiltshire Engravings.)



FIREMAN GEORGE OLINGHOUSE checks the oil feed, with a weather eye to the pressure gauge as they begin to roll on an early morning run.



FROM ATOP A ROCKING CABOOSE Staff Photographer R. Harlow Schillies caught this shot of a 74-car freight train climbing the long grade from Pryor to Cascade Summit. The engine ten cars ahead of the caboose is a helper picked up at Oakridge, ridge.

Way Up on Diamond Peak, John Henry Marvels at SP

By JIM ALEXANDER

And John Henry woke up and gazed around and said, "Mmm, Eugene. Dat looks good."

This legendary black giant of southern railroading with the stature of Paul Bunyan and the strength of twenty locomotives blinked twice as he gazed from Diamond Peak and saw the railroad yards of Eugene that had not been there when he laid down to rest 60 years ago.

He saw the thin single line of track that ran across the Willamette River and passed a town called Oakridge that had been a fishing spot on the river in his day.

The Turn-Around
He looked long and hard at the Cascade Summit "turn around" where helper engines disappear into a mountain cavern and come out driving in the opposite direction.

He nodded, "Man o' man," and spun his kinky head to watch the lonely track drop through 19 miles of circling to a depth 3000 feet below at Wicopee.

He shook his head and grinned as an engine disappeared into a tunnel near Cascade Summit and searched to see where it came out nearly a mile away.

He smiled as he saw the three engine freight pull in near the blue waters of Crescent Lake safe after 97 miles of run over tracks the like of which his South had never seen.

'Sure Looks Good'

Then stretching in the sun, he said, "Dat sure looks good," and peeled off his shirt and rumbled, "The work's all been done, think I'll take a swim now."

But the work's not all done. The path has been cleared and the route has been laid but a mountain road is a wearing road; its curves need new track every week; its ties need new strength every year; its grades need clearing from day to day; and the sweat of unending work by generations of section gangs will never catch up with the needs of the railroad.

Eight times a day Southern Pacific freight trains carrying lumber, canned goods, and poultry products from Lane County and northern producers are moved in trains more than 90 cars long over the southbound Eugene-Crescent Lake route.

Since the first run over the Cascades in September, 1926, when tracks from Eugene to Pryor and Klamath Falls to Kirk were linked by "rain cussing" section gangs, crews have made the haul—more than 6000 runs in a single year—over the Springfield subdivision tracks of Trainmaster Charlie Riedel.

When the second section of No. 671 was plotted on the Eugene dispatch board Wednesday morning for 5:45, she was scheduled a manifest of 74 cars, mostly lumber.

Call boys on motor cycles spun in the gravel as they moved out

at 4:00 a.m. to wake up the 6-man crew.

Sleepy But Ready
A sleepy engineer heard the phone ring and turned over twice, grunted, groaned, and grinned when his wife answered it; but rolled out when she said, "Time."

A veteran conductor, 15 minutes later, sat up quietly when the bell clanged and nodded, "OK" into a well used mouthpiece.

Finishing up a two-hour maintenance job on 671's oil engine, a roundhouse crew declared her ready. "But not what she used to be."

Switch engines shoved blocks of cars into line and yard men coupled them together to await the 5:45 deadline.

At 5 a.m. Engineer Dick Barnes looked at Fireman George Olinghouse and said, "Let's get to work."

He looked over the 639,000 pound railburner. He glanced at the wheels that pushed the 7000 horsepower baby over dragging grades with a tractive effort of 124,700 pounds.

Climbing into the cab, he checked the steam gauge, scanned the gauge cocks, shifted the overhead throttle lever, and tugged at the air hose connection.

Fuel to heat the engine up and water to cool her down were checked in by Olinghouse before he clambered aboard to make sure the sand box was full and his feeding controls were working.

More than 5500 gallons of oil are used on the run and more than 70,000 gallons of water are picked up at Carter, Oakridge, Wicopee, and Cascade Summit.

The Skipper

The train skipper, Conductor Bob Rankin, went into the train order office for his briefing, and walked out with the siding schedule and way bills up to the minute. He nodded to his brakemen and watched them start their inspection of couplings and carleaves in their sections.

Up the line to Crescent Lake, to Oakridge, to Carter, all along the way flash the word, "Second 671 is due at..."

Train dispatchers, working under Chief Dispatcher Bill Lowell, snap the decisions that will carry the second 671 through their sections without trouble.

For the distance from Eugene to Oakridge, Les Baty plots a siding stop at Pengra to allow an eastbound Diesel through.

26 tunnels and 97 miles of single track with 22 sidings lie ahead when No. 671 hoots twice at 6 a. m.

Nursing the throttle lever forward, Barnes feels the strain of the locomotive as she tightens the reins, he hears the "chu chu wu wu, chu chu wu wu" break unevenly as she gathers for the jump, and he sees the station roll by as she takes a hold and heads onto the main line.

Pressure Okay

Olinghouse feeds a little more oil, scoops some sand into the 25,000 degree furnace to burn out the soot, and glances at his pressure gauge to hold her at 250 pounds.

Head Brakeman George Chapman drops into a box seat in the engine cab and glances soberly at the first switch as it passes by.

Rankin balances on a siding track and peers at the wheels in a last minute check.

Swing Brakeman Vernon Snodgrass checks the riding gear from the other side, then jumps aboard the caboose with the conductor as they clear the yard.

Rear Brakeman D. J. Henderer scans the fading tracks as they pass behind for breaks and signs of wear. Torn ties might mean a derail in the front end or smoking debris might mean a hot box. Hot boxes are caused by overheated journals and sometimes spread flames to the freight and scorch lumber. The Portland-Eugene run has suffered a light epidemic of hot boxes recently.

Rankin moves to his desk. Lights his two lamps, marks time out on his schedule and begins leafing, through the waybills that show the cargo and destination of his 74 cars with a total weight of 8756 m's. (An "m" weighs a thousand pounds.)

Snodgrass climbs a ladder to the cupola with its front and side observation windows and glances down the curving train looking for trouble.

And she's on her way. Over tracks that have been checked by Roadmaster Tom Godley's road crews, through Springfield, and Mohawk Junction, onto a siding at Carter for water, into Oakridge for fuel and lunch and

more water and two helpers for the 1.8 degree grade from Pryor in Crescent Lake.

The crew eats as the two helpers are swung ten cars apart into position.

The train is coupled, air hoses are tightened; a long blast from the helper asks Barnes, "Are you ready?" Two whistles say, "Yeah."

A push from the engine to the rear says, "Are you sure?" and the answering nudge forward by the helpers say, "You bet."

At Wicopee Barnes reaches and clutches a hoop from the train order post as he slipped by. In the caboose Rankin is reading a similar paper.

"Pull on siding at Frazier for No. 20," it says.

Switches Controlled

Remote controls at Wicopee control the switches that roll 671 to the siding at Frazier. A flashing board 3000 feet below, but 19 miles behind, shows the position of the train to the operator there.

So a grinding halt, and a mo-

ment's wait, a strident blast, and a whirling roar, a black streak, a fading rumble, and a passenger train is by.

"Clear," shouts Barnes and "Clear," says Olinghouse, when the tall block signal ahead showed a hanging arm with no trouble in sight.

Road rules provide for this signal call to keep the crew alert. On night runs one man or both might fall asleep. A fireman has been killed by a flying rod and the engineer knew it only there was no response to "clear."

Then the crest, Cascade Summit at 4800 feet is dead ahead then they're there. Helpers drop. They shove into a siding tunnel, long and headed back down the Oakridge; an event that

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(CONTINUED ON PAGE 2)

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