

September meeting: September 10, 2014 at Avila's on North Mesa, 6-8 p.m. Prestene Dehrkoop will present "Fred Harvey, the Man and his Legacy".



Along the Sunset Route

Part 3

Written in 1922, author(s) unknown, from the archives of the Southwest Chapter, not edited for spelling or grammar.

Paisano: In Spanish means "countryman", the summit of the SP-Sunset route between New Orleans and San Francisco - 5,074.1 feet elevation. At a point a mile-and-quarter east of Paisano, at 5:00 A.M., July 6, 1921 engine 745, pulling a westbound freight train in charge of Engineer W.F. Bohlman and Fireman Charles F. Robinson - rolled to a stop - and the boiler exploded, each of the driving wheels indenting the rail where it stood due to terrific pressure bearing down - no wheel was derailed, the boiler and cab were lifted clear of the engine and tumbled through the atmosphere spewing vapor - coming to rest clear of the roadbed. Engineer Bohlman's body was found 60 feet from point where the engine came to a stop - apparently having been blown from the cab. Fireman Robinson was later found 3 miles east of point of explosion wandering around. The section forces erected a cross on the spot of the explosion. Engine 745 was loaded on flat cars and moved to El Paso Locomotive Repair Shop and restored and returned to service. (ed. note: The Orient's successor, the AT&SF, had trackage rights from Alpine to Paisano Jct., for its run to Presidio.)

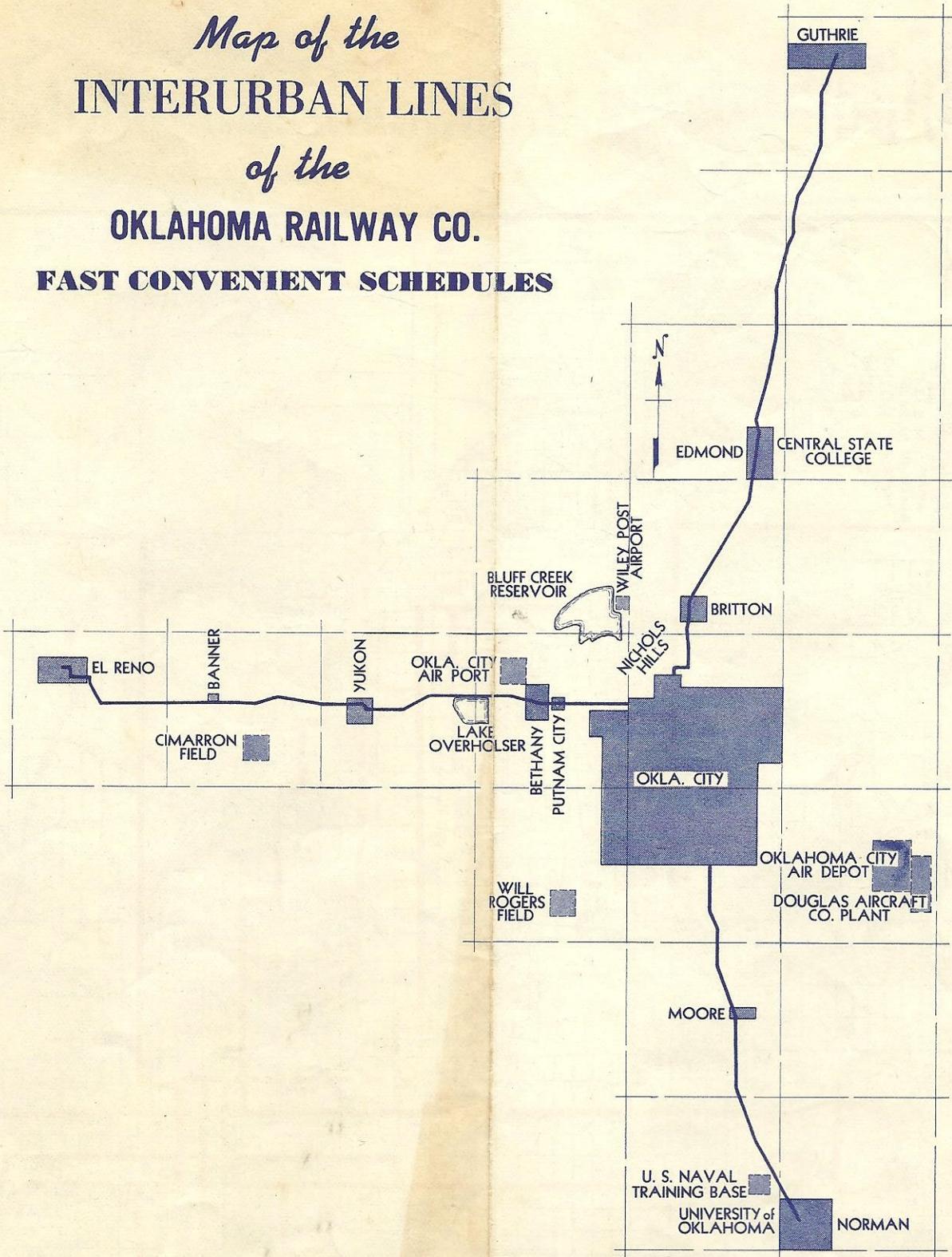
Alpine Following from an El Paso newspaper Aug. 4, 1923 - relating how this place got its name "Walter Garrett, the man who named Alpine, gives the following 'Away back in 1882 along about the time the SP Ry. wended its way through the Big Bend country, and small towns and villages sprang up along the route - there was no Alpine, Texas but instead, the village of Murphysville was laid out - and took the name from Thomas C. Murphy, who, at that time owned the town survey. The picturesque little village remained "Murphysville" until the year 1886 but during the time the residents felt that the "Murphysville" did not adequately describe the beauty and charm of the spot. On one Sunday afternoon, C. E. Way, Ed Garnett and I were sitting in C.E. Way's office on the site of the present Lackey Building discussing the name Murphysville. None of us considered the name suitable nor appropriate for so beautiful a location. I picked up an old postal guide and opened it. By chance, the name "Alpine, Alabama" first met my glance. The name immediately appealed to my fancy as suitable for this high and picturesque town site; and my instant decision was that here was a name which would correctly portray some of the beauty and magnificence of the scenery surrounding the town that was then Murphysville. I then handed the book to my companions with the suggestion that here was a pretty and appropriate name to which they at once agreed. A petition was prepared promptly circulated and signed by the citizens. It was then forwarded to the proper authorities, as a result of which the name of the town was changed to 'Alpine.'

It is 608 miles from Houston; 4,642 feet elevation. A State Normal College (Sul Ross) is at this point; County seat of Brewster County - said to be the largest county in Texas; population about 7,000; prominent stock shipping point; home of Judge W. VanSickle, who for several decades has been Local Attorney for the GH&SA RR and, who in former years served several terms as District Attorney for that District of the State. The KCM&O RR also serves this Community, their depot located one mile east of the SP depot.

The Timetable Trail

(Oklahoma Railways, April 1942)

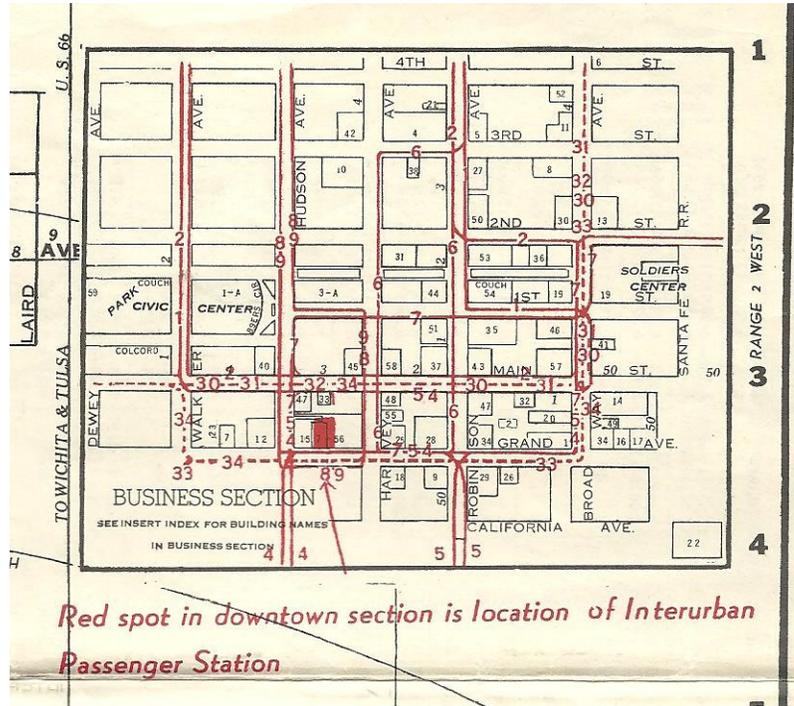
Map of the
INTERURBAN LINES
of the
OKLAHOMA RAILWAY CO.
FAST CONVENIENT SCHEDULES



So. U.S. Naval Base

During the Second World War, interurban traffic picked with Oklahoma Railways, particularly on the Norman Division, which served the large Naval Training Center as well as the University of Oklahoma. Lines went north to Edmond and Guthrie and west to Yukon and El Reno. The War Materiels Board, by this time, had denied transit systems permission to convert rail lines to buses, due to the wartime rubber and gasoline shortage. Besides the Interurban lines, Oklahoma Railways, in addition to buses, continued to operate five local streetcar lines:

- **30 Belle Isle:** Westbound on Main St, north on Olive to Western to Classen Blvd, north part of town, also the interurban line to Guthrie.
- **31 Capitol:** Eastbound on Main St. , north on Broadway to 12th St, the east to the State Capitol grounds, where it looped.
- **32 Exchange:** Westbound on Main St., then south on Western Ave, and then Southwest on Exchange Blvd. to the Stockyards.
- **33 Fair Grounds:** Eastbound on Grand Ave. to north on Broadway, northeast on Harrison and east on 8th St. to the Fair Grounds.
- **34 Linwood:** Westbound on Main St, north on Virginia St, jog over to Pennsylvania Ave, north to 12th St, through a park to end of line at 15th St and Drexel.



Chapter News & Views

From SW Chapter Vice-President Patricia Kidney:

The Annual celebration of Engine 3420 was a great success August 23, 2014 at the home of Harvey Girl & Vice President of the Chapter - Patricia Kidney. Fourteen adventurous souls enjoyed the backyard patio party, surrounded by Patricia's Old West decor, complete with a Texas longhorn standing vigil, and a roping head with lasso for cowboys and cowgirls! Josie Bare's guacamole led the hungry Railroad devotees into a feast of Rudy's BBQ and pot luck side dishes! The evening ended with singing Happy 110th Birthday to Engine #3420 ! Attendees were Harvey Girls Deen Underwood, Carolyn Buchanan, Angie Amparan, Moses Amparan, Ric Brightman, Phil Wiborg, Prince and Becky McKenzie, Woody and Josie Bare, Steve and LaVonne Heetland, their guest, a transplanted German turned Texan, and Patricia. (a side note : Phil Wiborg's Oatmeal & Raisin Cookies should be made the official cookie of the group, made from a 1930 recipe!)



Southwest Chapter
Railway & Locomotive Historical Society

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EP&SW Flyer
September 2014



(Chapter News cont.) Did you know.....Patricia Kidney is President of Concordia Heritage Association, the volunteer organization maintaining, preserving and protecting the Historic Concordia Cemetery. The 52 acres hold over 65,000 burials of individuals who made El Paso into the vibrant city it is today! Of the famous railroad men buried at Concordia, **Henry C. Borcharding** was the Engineer of the first S P train into El Paso in May; and **Horace Frank Allen** was the Conductor of the first A T & S F train that arrived in June of 1881.

Our Research and Grave Location Chairman recently confirmed two additional burials: **W. T. Daniels**, Fireman (one of three men killed in Findlay Wreck in 1904) and **F.M.Welby**, Engineer killed in a runaway train wreck on the Cloudcroft line in 1907. W.T. Daniels father came to El Paso for the funeral, became ill and died. John Wesley Daniels is buried next to his son, both with large monuments! F. M. Welby does not have a headstone marking his grave site. Perhaps one can be purchased by the SW Chapter of the RLHS at a future date. Mr. Welby was apparently pinch-hitting for the regular Engineer that fateful evening.

PARTY EXHIBIT: S P LOCOMOTIVE NO. 3420 Prince McKenzie brought a table centerpiece that featured a display of commemorative buckles, topped by hats from the 1980s centennial period. The pewter buckle that commemorated S P Locomotive No. 3420 and the restoration of the Union Passenger Station was issued by the Southwest Chapter in 1986. The other buckles represented the three Transcontinental Railroads that arrived in El Paso in 1881. They represent the Santa Fe line, the Sunset Ltd. trains of the Southern Pacific, and the Texas Eagle trains of the Texas & Pacific (Mo Pac). Three hats from the Railroad Museum collections topped off the display. The "One Hundred Years of Railroads" hat featured S P Locomotive No. 3420. It was issued by the founders of the Southwest Chapter for the "Four Centuries, 81" Centennial Celebration. The other two period R & L H S hats had been recently located by Woody Bare for the Museum Collections.

MUSEUM PROGRAMS: The National Park Service invited the Museum staff to participate in the grand opening of the new Visitors Center and Museum of Ft. Davis National Historic Site on August 30 th. The Museum staff re-enactors described the construction of the S P and T & P Lines across West Texas. On September 13 and 14, the Museum Team will be at Ft. Selden State Historic Site (near Las Cruces) N. M. for Frontier Days. The following weekend, Sept. 19-21, the Museum Team will be teaching history at Ft. Bayard Days, the National Historic Site (near Silver City). Associate Curator, Darrell Heitt will deliver the keynote lecture at the event. Don Beem, the Silver City railroad historian, will participate. Join the team or visit us for these events.