

El Paso & Southwestern Flyer

OCTOBER 2014

Along the Sunset Route



- p.1 along the Sunset Route
- p.2 Timetable Trails
- p.3 Photos & Harvey Girls report
- p.4 Chapter and Museum News

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

Marfa: Named for a heroine of a Russian novel. The wife of the Chief Engineer, who was reading the novel, suggested the name. Marfa was founded by James M. Bean, an attorney from El Paso. Population about 7,000, county seat of Presidio County. 633 miles from Houston, elevation 4,693 ft., the second largest station on the division. Home of the Hereford Breeders Association. Fort Davis is about 20 miles north, home of a great and growing summer resort, there being a large park in that area, Davis Mountain Territory. (ed. Note: Fort Davis is said to have been named for Jefferson Davis who was Secretary of War under President Franklin Pierce—pre-civil War.)

An Incident Near Marfa: It occurred during a time when railroad special agents were having trouble due to merchandise cars being pilfered between Marfa and El Paso, principally in the area around Ft. Hancock—and the loot being picked up by waiting trucks and hauled across the border. A merchandise car leaving Marfa in a westbound train, just after nightfall, was

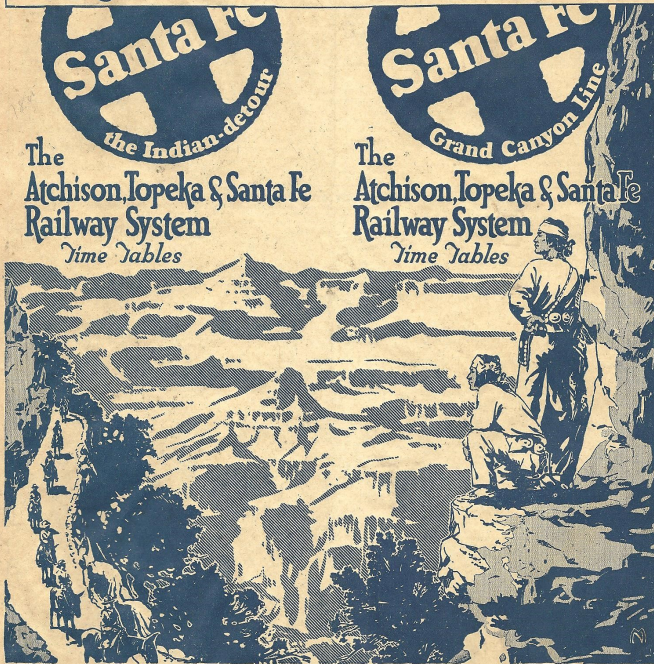
pilfered between that point and Valentine, that is, some 25 packages were thrown out of the car to the ground by men who broke open the car and probably got into it while the train was taking on water at Marfa—probably a truck was following the train on a roadway paralleling the right of way to gather up the loot. There was another freight train following on the block, and in the rays of their headlight, saw the stray packages of freight, stopped and the head brakeman and fireman gathered up the bundles, and with the help of the engineer, loaded the freight on top of the engine's tender. They made several such stops and recovered freight at each one of them, and upon arrival at the next terminal, Valentine, overtook the train running ahead of them, and a check of the car of merchandise was made, and it was discovered that all of the missing packages had been recovered by the train following. The train and crew of this remarkable event were Extra 766 West, Nov. 11, 1921, Conductor W, Crittenden, Brakemen C.H. Malke, and H. Dixon, Engineer Dave Pollard and Fireman F. Miles.

Torbert: Is 718 miles west of Houston, elevation 4,348 feet. Memo: On May 25, 1922 the *Sunset Limited*, train No. 102 eastbound, in charge of Conductor Tim Sullivan, Engineer W. (Bill) Rader, and Fireman Charles H. Broadhead experienced a very unusual accident here. A Pullman car in the center of the train had its rear car truck change from the main track onto the passing track at speed 45 miles per hour—caused by a cotter key (ed: in switch machine mechanism) on bolt working out of place and allowing nut to work off bolt and switch rod slipped the switch point due to vibration; and, the rear truck of the car took the siding—and each car to the rear of the Pullman took the siding—behind the “straddling Pullman” with a pair of wheels derailed. Engineer brought train to stop, and inspection revealed that the steam line hose, airbrake hose, air-signal hose, were all intact—no damage done to equipment; found a few hundred crossties wheel-marked; no passenger was injured, and oddly enough no passenger happened to be in the straddling Pullman, however, the porter was in the car and he said he could not sense what was happening and ran to and from each end of the car trying to decide where to exit.

The Timetable Trail

(AT&SF, Aug. 7, 1938)

For 1938 - Santa Fe presents America's largest fleet of STREAMLINED TRAINS



Corrected to August 7, 1938

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In this 1938 Santa Fe public timetable, Trans 13 and 14 are overnight between Albuquerque and El Paso. Strangely enough, with its several transcontinental trains, there is not a good connection from the East at Albuquerque. The Chief arrives at 4:20 pm. It would be nearly an 8 hour weight until the midnight departure of No. 13. There are some better bus connections and there is a decent connection at Belen with the west-bound Grand Canyon Limited.

A small mystery: Looking at the timetable, trains 58 northbound, a daily except Sunday mixed, leaves El Paso at 9 am, arrives at Leasburg at 1:20 pm, leaves Leasburg southbound as Train 57 at 1:30 pm, arriving back in El Paso at 5:20 pm. The choice of Leasburg is puzzling. Having grown up in Las Cruces, I can tell you Leasburg is a wide spot in the road, the site of the minor Leasburg Dam on the Rio Grande. The obvious

choice would have been Rincon, the junction for the Deming and Silver City branches (with a wye). There was no wye at Leasburg, the engine could not have been turned. If anyone can enlighten me, email me at upper14@aol.com, please. Otherwise, it may have been a printing mistake.

I was told by an old-timer Pullman employee that the SW Chapter's 14-section Pullman, the *James Watt*, periodically ran on Trains 13 and 14, alternating with the *Isaac Newton*.

Read down

Albuquerque and El Paso

Read up

No. 9 Daily	No. 3 Daily	No. 7 Daily		No. 19 Daily	No. 7 Daily	No. 9 Daily	Miles	Table 13	No. 20 Daily	No. 10 Daily	No. 28 Daily		No. 4 Daily		No. 10 Daily
AM 1.45	PM 10.15	PM 10.35		PM 12.01	PM 10.35	AM 1.45	0.0	Central Standard Time	PM 1.25	6.45			AM 7.50		AM 6.45
1.55	9.30	8.55		10.15	8.55	1.55	451.1	Ar. CHICAGO	3.45	5.00			7.15		5.00
• 2.00	9.00	1.30		Extra Fare	4.20	1.30	• 2.00	Mountain Stand. Time	8.25	2.25			6.10		2.25
BUS	BUS	BUS		No. 27	No. 25	No. 13		Lv. ALBUQUERQUE	No. 14	No. 26	PM		BUS	BUS	BUS
5.30	1.00	7.30		7.20	6.00	12.01	0	Ar. Isleta	6.25	8.45	10.05		5.30	11.59	10.05
5.55	1.25	7.55		1740	1621	12.20	12.6	Ar. Los Lunas	f 6.00	f 8.22	f 9.42		5.00	11.40	9.30
6.20	1.35	8.05		f 752	1632	12.32	20.0	Ar. Chloé	f 5.45	f 8.11	f 9.31		4.50	11.30	9.05
				1800	1640		25.0	Ar. BELEN, 4.7	Motor	1803	1923				
6.40	1.55	8.30		8.10	6.50	12.50	30.2	Lv. BELEN	5.20	7.55	9.15		4.30	11.15	8.50
Via Santa Fe Trailways				No. 1	No. 23	Miles		Central Standard Time	No. 24	AM	PM		No. 2	No. 2	
				PM	AM			Lv. CHICAGO	8.50				* 8.50	8.50	
								Ar. KANSAS CITY	8.00				9.10	9.10	
								Mountain Stand. Time							
								Ar. BELEN	7.10				* 8.40	8.40	
BUS	BUS	BUS		No. 61	No. 13			Ar. BELEN, 4.7	No. 14				No. 62	BUS	BUS
6.40	1.55	8.30		† 2.00	1.00	30.2	Lv.	Ar. Jarales	5.05				† 1.15	4.30	11.15
f 6.50	2.05	8.40			f 1.08	34.2	Ar.	Ar. Bosque	f 4.55					f	f
7.05	2.15	8.49			f 1.13	36.9		Ar. Abeytas	f 4.51					4.20	11.05
7.30	2.44	9.19			f 1.25	43.7		Ar. San Acacia	f 4.40					4.00	10.45
7.40	3.20	9.35			f 1.53	61.1		Ar. Limitar	f 4.12						
7.55	3.29	10.04			f 2.05	68.5		Ar. Socorro	f 4.00						
PM	3.50	10.26			2.20	75.4		Ar. San Antonio	3.50				† 11.45	10.20	10.10
	3.50				2.35	85.8		Ar. San Marcial	3.32					9.45	9.45
					3.05	102.7		Ar. Engel	3.05					9.25	9.25
					4.05	140.8		Ar. Cutter	1.57						
					f 4.17	149.0		Ar. RINCON	f 1.41						
					5.00	177.3	Ar.	Ar. RINCON	12.50						
					5.10	177.3	Ar.	Ar. Radium Springs	11.59						
					f 5.38	193.8	Lv.	Ar. Leasburg	f 11.51						
					f 5.47	198.8	Lv.	Ar. Hill	f 11.45						
					f 5.51	201.2		Ar. Dona Ana	f 11.40						
					f 5.58	204.6		Ar. Las Cruces	f 11.31						
					2.45	6.08	210.2	Ar. Mesilla Park	11.22						
					2.55	6.13	212.7	Ar. Mesquite	f 11.09						
					f 3.25	6.30	221.6	Ar. Vado	f 11.03						
					f 3.40	6.37	225.5	Ar. Berino, N. Mex.	f 10.58						
					f 3.50	6.43	229.1	Ar. La Tuna, Texas	10.50						
					4.15	6.52	234.1	Ar. Vinton	f 10.44						
					f 4.25	6.58	237.5	Ar. Canutillo	10.40						
					f 4.35	7.02	240.1	Ar. EL PASO	10.15						
					5.20	7.30	252.9	Lv. (Union Depot)	10.15						
					PM	AM			PM	AM					

In light figures indicates a.m. Time shown in dark figures indicates p.m.



Ex-SP 3420, EP&SW 271, EPNE 171, a 1904 Baldwin 2-8-0, on the point of the Louisiana Daylight in 1984, double-heading with 4449 at El Paso.

Unfortunately, I misplaced the credit for the photographer for this photo.



This is the original EP&SW roundhouse in Tucson, now a building materials warehouse.

Harvey Girls of El Paso

July 15, 2014 - El Paso Times featured Harvey Girls of El Paso exploring the Depot, the site of the Fred Harvey Restaurant 1906-1948....above the fold! **August and September** - Harvey Girls meetings at the Depot have brought visitors who are direct descendants of Harvey Girls who worked at the Harvey House Restaurant in El Paso! **September 12, 2014** - Harvey Girls *Deen Underwood, Carolyn Buchanan, Pres Dehrkoop and Patricia Kiddney* presented program for the Rio Grande Chapter of Daughters of Republic of Texas. The 20 attendees gave a very generous donation to Harvey Girls of El Paso, Texas. **September 13, 2014** - Harvey Girl *Angie Amparan* and her son Moses represented Harvey Girls of El Paso at **Fort Selden's Frontier Days**, approximately 225 attendees counting the volunteers! *Patricia Kiddney* Chair, Harvey Girls of El Paso, Texas www.harveygirlsel Paso.weebly.com.



October 18, 2014 - Walk Through History at Concordia Cemetery, 11 a.m. - 3 p.m. Storytellers will be sharing the history of El Paso through first person stories and period clothing. Look for the Railroad area with *Prince McKenzie* and *Tom Seward* talking about H. Borchering (Engineer) and Horace Allen (Conductor), plus the Harvey Girls. Teddy Roosevelt's Rough Riders will be represented, along with a number of others. Contact *Patricia Kiddney* if you want to participate or need info. 915 591-2326.



Southwest Chapter
Railway & Locomotive Historical Society

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**EP&SW Flyer
October 2014**



The next meeting of the Southwest Chapter will be Wednesday, October 8, 2014 at Avila's Restaurant at 6032 N. Mesa St., El Paso. There will be a surprise guest, I am told. Visitors welcome, dinner at 6 pm, meeting and program to follow.

MUSEUM PROGRAMS:

FT. DAVIS, TEX.: The National Park Service reported that more than 1200 visitors attended the dedication of the new Museum & Visitor Center at the National Historic Site on August 30. Becky & Prince McKenzie set up a display on the historic T & P RY line north of the Fort and the S P RR line south of the Fort. The Southern Pacific RR built the historic line across West Texas with Redwood cross ties from California.

FT. SELDEN, N. M.: Becky & Prince McKenzie and Angie & Moses Amparan slept in 1890s style Army tents at the State Historic Park on September 13 and 14 and displayed Santa Fe Railroad and Harvey Girl history along the "Horney Toad Line."

FT. BAYARD, N. M.: Don Beem of Silver City served as a locomotive Engineer and described steam engine operation, while Prince McKenzie served as a S P Conductor and described train operations to students from regional schools. Darrell Heitt presented a display and lecture on the legendary exploits of Teddy Roosevelt and the Rough Riders of New Mexico and Texas. The historic reenactment program was extended this year from 19-22 September.

TOUR PROGRAMS: School Tours with Operation Lifesaver classes, two different Downtown Walking Tours, and Driving Tours can be scheduled by calling the Museum at (915) 740-7480 or 240-8384.

NEW MEXICO STEAM LOCOMOTIVE PROJECT: In conjunction with the Railroad Historical Society, an Open House was held to show off progress on the restoration of historic AT&SF Locomotive No. 2926. The Albuquerque event on September 27 was celebrated with free food, music, equipment demonstrations and displays. Programs included Operation Lifesaver Safety, and the BNSF Harvey Girls, and Amtrak. They plan for the restored locomotive to be running in the next year or two.