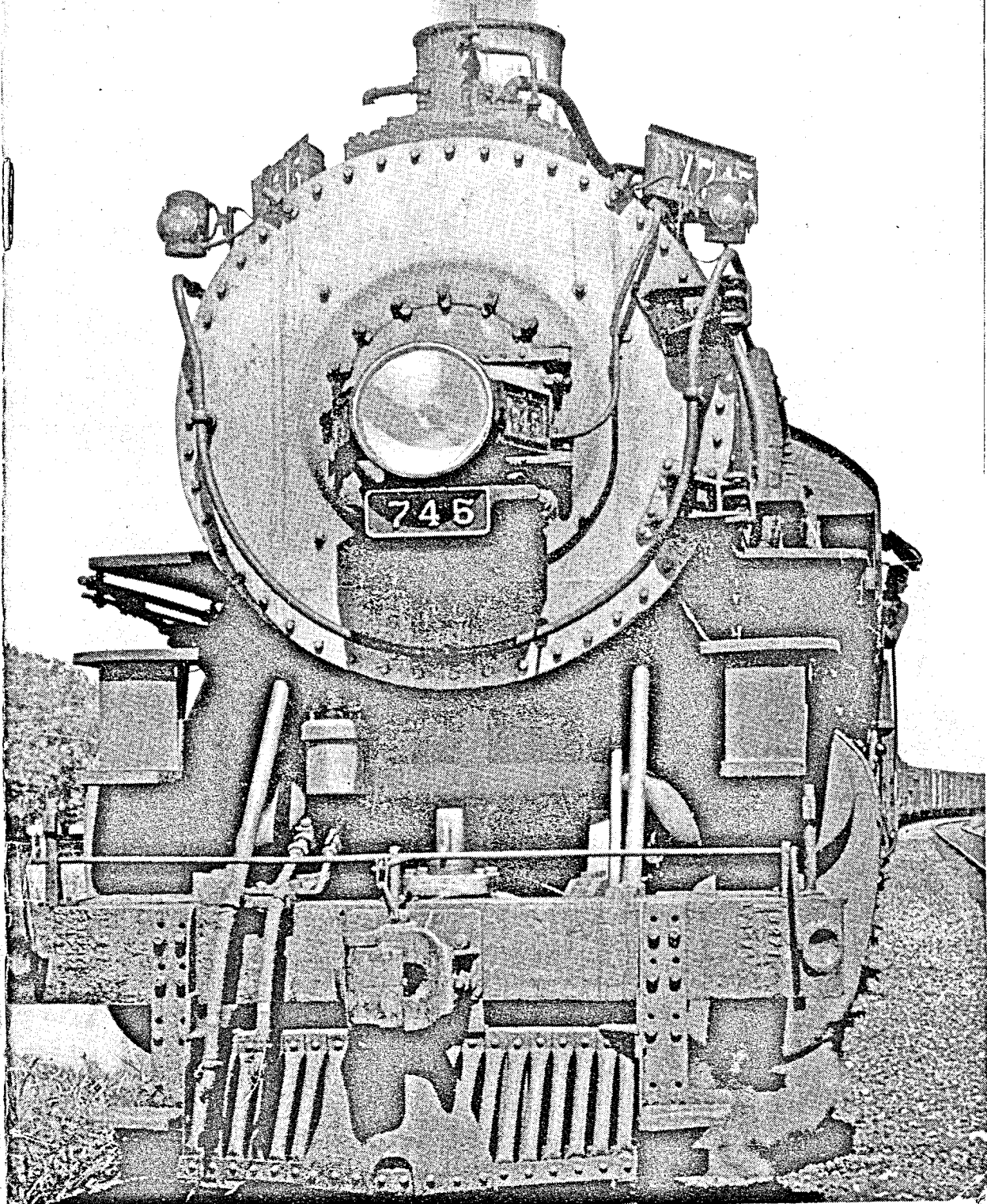


SP *Texas and Louisiana Lines*
BULLETIN

OCTOBER, 1951



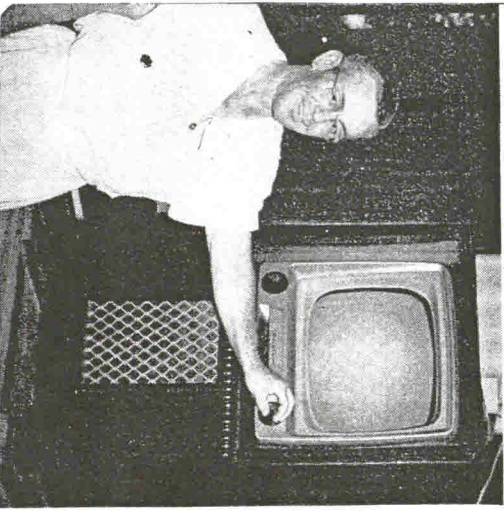
SP People Join In Community Service

WHEN the New Orleans Terminal (SP) Service Club presented a handsome console model television set to the Southern Pacific General Hospital in Houston last February, they did so with the hope that the set would serve the good purpose of affording amusement and entertainment to ambulatory patients during the afternoon and evening hours.

The TV set has served this purpose from all over the lines in Texas and Louisiana praise and enjoy the recreation afforded them by the set. From six to nine o'clock every night and from two to nine o'clock on Sundays, the first floor recreation room is crowded with viewers. It is particularly enjoyable to the patients since the second-floor game room was taken out to make more bed space available at the hospital.

Hospital Administrator T. B. Sellers says that the set has helped morale of the patients, and that some of them hate to leave the hospital and miss the next installment of their favorite programs.

John H. Bowles, conductor on the Houston Division, takes his turn at tuning in the set for the nightly "looking" session. Many patients take regular advantage of the set to pass the time.



Most of the ambulatory patients are steady customers of the TV room. A. A. Lejeune, brakeman at Lafayette, said that he has been watching the set every night since he arrived at the hospital.

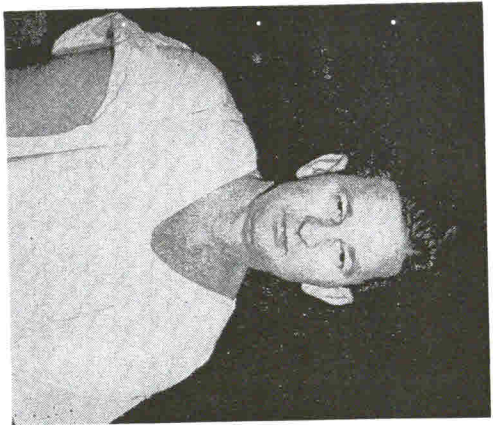
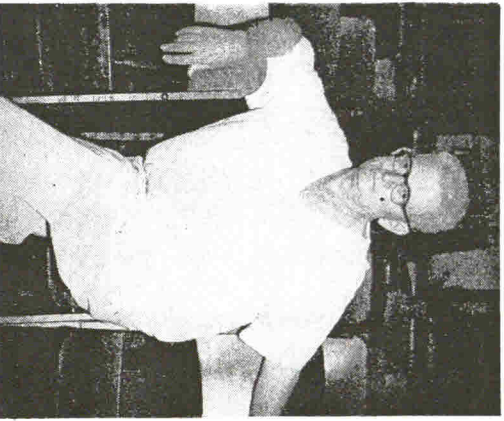
"It was really something good for the New Orleans club to do, and it is very popular here," he said of the set.

"They couldn't have put it in a better place," says J. T. Lima, telegrapher clerk at Lafayette. "It's sure a nice thing—especially with Hopalong Cassidy and the Cisco Kid," he laughingly remarked.

P. A. Chapman, switchman, Houston Terminal, thinks the TV set is "great recreation for the patients." He said he considers it more than ample substitution for the former game room.

John H. Bowles, conductor on Houston Division, particularly likes the fact that a large number of people can take advantage of the entertainment since the console has been placed on a table to give a better view of the screen to those in the rear of the room. Originally it sat on the floor, but the audience grew in

P. A. Chapman, a switchman at the Houston Terminal, says the SP Hospital TV set, donated by New Orleans Terminal (SP) Service Club, is "great recreation and morale aid for patients."

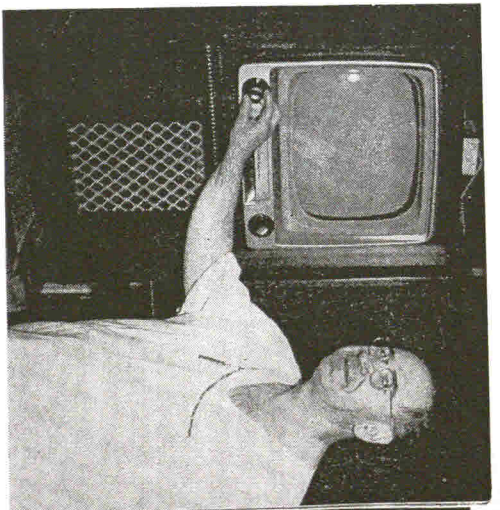


Hopalong Cassidy and the Cisco Kid have helped J. T. Lima, telegrapher clerk at Lafayette, pass his time at SP Hospital. The TV set is "sure a nice thing for patients on the mend," he says.

size to the point that the set had to be elevated so everyone would have an unobstructed view of the screen.

Members of the New Orleans Terminal (SP) Service Club will long be remembered for their generous gift to all Southern Pacific people. Their gesture is typical of the Service Club spirit of "service to others for the good of all."

As the "Bulletin" goes to press, the members of the Sanderson Women's (SP) Service Club were busily engaged in com-

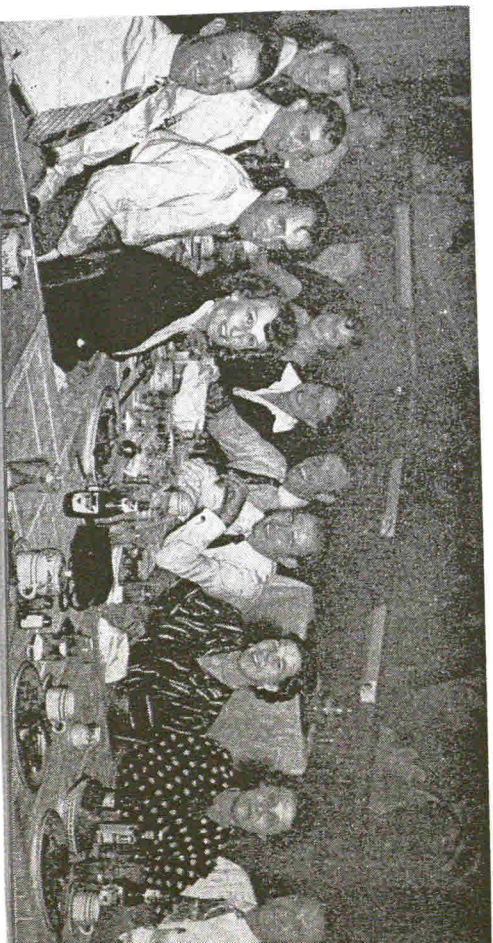


A. A. Lejeune, SP brakeman at Lafayette, says he hasn't missed a night watching the TV set since he has been a patient at Southern Pacific Hospital in Houston. Many patients view the set.

pleting plans for sponsorship of a booth at the Parent Teachers Association Halloween Carnival scheduled to be held on the school grounds there October 31st. All of the money the Women's Club will take in will go to the Sanderson PTA for use in the furtherance of its work.

In line with their custom of several years standing, the Dallas Division (SP) Service Club and the Ennis Women's (SP) Service Club will join forces to work with the Ennis PTA in sponsorship

At a dinner meeting held in Victoria on October 4, officers of the Victoria Division (SP) Service Club discussed plans for a constructive program of activity to take place over the coming months. Officers were high in their praise of the meeting's accomplishments and plans for the future.





Officers and committee representatives of the Houston General Office (SP) Service Club met at the headquarters of Sp American Legion Post 416 recently to plan a constructive program for the club year. Various projects are currently under discussion, and announcement will be made soon.

of a booth at the Halloween Carnival at that division point.

The cooperative spirit of these clubs in helping the Parent Teachers Associations raise money clearly demonstrates the sincere interest Southern Pacific people have in participating in projects designed to aid and improve their communities.

Through the Service Clubs, all SP employees have a medium to work together in such commendable enterprises.

A report will be carried in the next issue of the "Bulletin" of the family picnic which was being planned by the Corpus Christi District (SP) Service Club for October 19th. The new administration of the Service Club at Corpus Christi is working hard to give the members varied activities that will be of interest to all. The October 19th picnic is the first of the series to be sponsored.

The San Antonio District (SP) Service Club is now working out plans to collect toys for underprivileged children for Christmas. The club's Executive Committee will give detailed publicity to this locally in the near future, and establish collection points and dates.

SP People First to Offer Assistance to Blood Bank

TYPIFYING their generous spirit of community service, members of the Houston General Shops-Stores and the Houston General Office (SP) Service Clubs have pledged their support as volunteer blood donors to the Houston Blood Bank. As the first large industrial group to volunteer their cooperation, a spokesman for the groups said that the need was so great "that we thought there should be some industry-wide organization to get donors."

Announcement of the plan came jointly from F. J. Butler, president of the Houston General Office Service Club, and D. T. Dyer, president of the General Shops-Stores Club. An intensive drive to sign up donors from the two clubs was immediately launched to provide blood to help maintain stocks in local hospital banks, to store for future civil defense requirements, and to furnish whole blood and plasma urgently needed for the armed forces.

Special arrangements with the Hous-

ton Blood Bank will enable Southern Pacific employees to donate their blood at an evening hour or on Saturdays.

Blood bank technicians will contact the volunteer donors to visit the bank at their convenience when they are ready to take the blood. Under the present blood bank plan, blood volunteered for shipment to troops overseas and for civil defense will be kept separate from blood to be kept in the bank for local use.

Donors must be healthy, 18 to 60 years of age, and without a history of certain diseases. Each donor will be screened on the basis of his medical history, partly to protect the donor from damaging his health and partly to protect the patient from infected or ineffective blood. A registered nurse will draw the blood and will give the donor something to drink before the drawing, and something to eat and drink after the drawing.

By volunteering their blood, Service Club members have again demonstrated to the other citizens of the area the sincere interest SP people have in furthering such worthy causes. The action is a

very generous gesture on the part of these two clubs and their members.

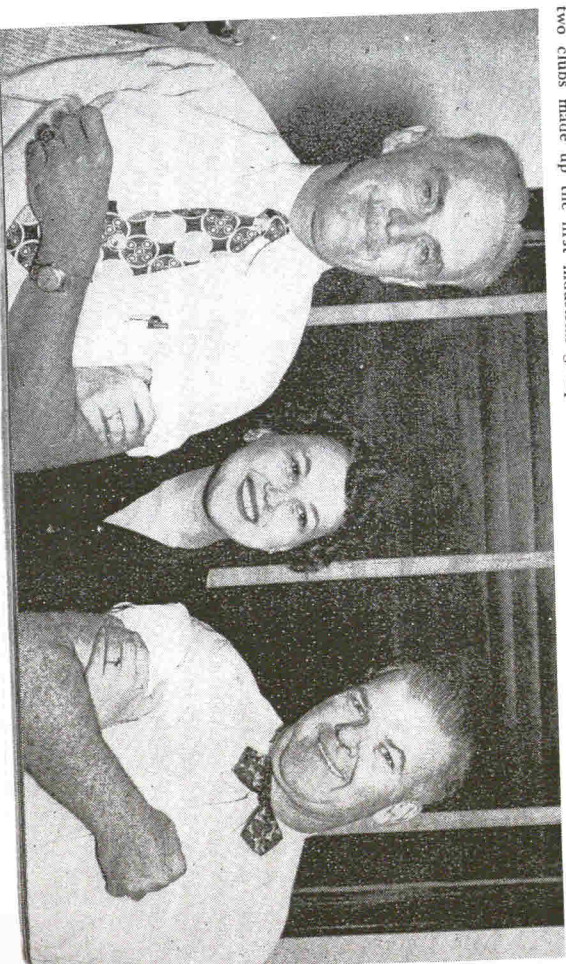
Southern Pacific Director Receives Engineering Honor

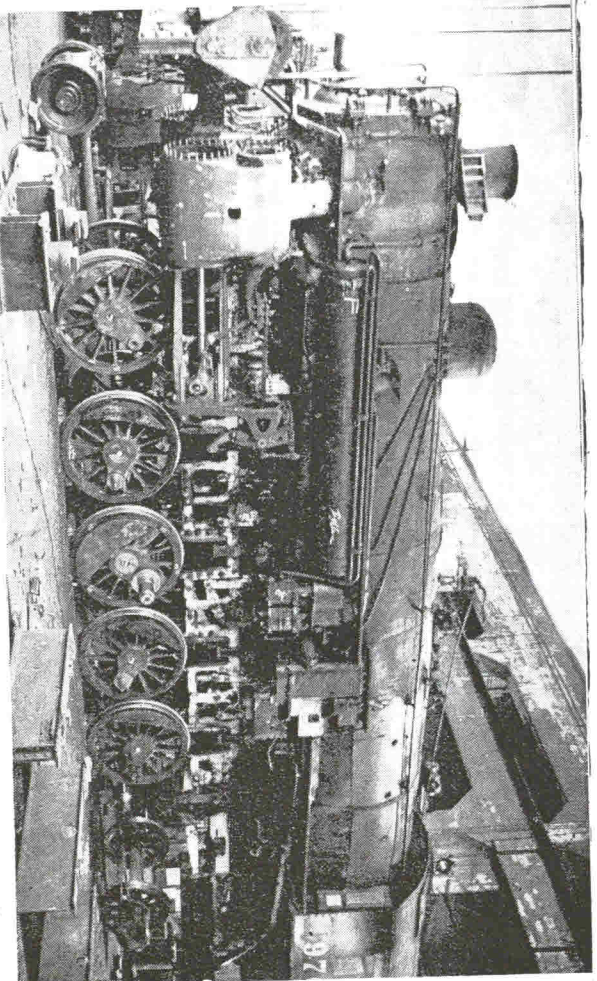
Dr. Everette L. DeGolyer, Southern Pacific director and head of the geological and engineering consulting firm of DeGolyer and MacNaughton in Dallas, has been elected an honorary member of the American Institute of Mining and Metallurgical Engineers.

One of the highest tributes of the engineering profession, Dr. DeGolyer's election was effected in September by the board of directors of the AIME. Only 20 men may hold the office of honorary member at any one time.

Born near Greensburg, Kansas, Dr. DeGolyer first worked under eminent geologists at the University of Oklahoma where he received his BA in geology. Since that time, he has located producing oil wells in most important areas of the hemisphere.

Jimmie Murphy, head comptometer operator in Passenger Accounts, Houston, tests the blood-giving potential of Francis Butler, left, president of the Houston General Office Service Club, and Dewey T. Dyer, president of the General Shops-Stores Service Club. Under the leadership of their officers, the two clubs made up the first industrial group to volunteer cooperation with Houston Blood Bank.





At Houston General Shops, this huge locomotive is hoisted into the air while a new wheel job is in progress. After major repairs, the locomotive is assigned to a division and a new record begun.

SP'S HOSPITAL FOR TRAINS

T SOUTHERN Pacific's Houston General Shops you come to the realization, probably more quickly than anywhere else, that everything about a train is big. For there you see locomotives and cars, whole and in parts within the confines of the walls of buildings. And there they loom bigger than ever in relation to their surroundings — even though it takes big buildings, big machines and big men for the work that must be done.

To the Houston shops old steam locomotives, freight cars and passenger coaches go to die—or to be given the magic touch that will permit them to start life over again.

Those that have given their all through many more years of service and along many more miles of track than you might imagine, are junked in one way or another. Obsolete freight cars and passenger coaches are dismantled and

usable parts salvaged. Locomotives not to be repaired are dismantled and worn parts sold to junk dealers.

But until that fatal day comes, the steam locomotives and cars undergo metamorphoses on a regular schedule to keep them in the best condition. It's no trick at all for Southern Pacific's 2000 shopmen to turn an old locomotive into one that's just as good as new.

This, briefly, is what happens at the Houston shops in a typical year.

Close to 100 steam locomotives receive general repairs and that means stripping them of all appurtenances, repairing or renewing all parts that need attention, and putting the locomotives back again so that they will be the same as new. This work is in addition to regular diesel maintenance work done at Houston and points on the line.

It's an intricate job dismantling and reassembling a locomotive. Eighty-five

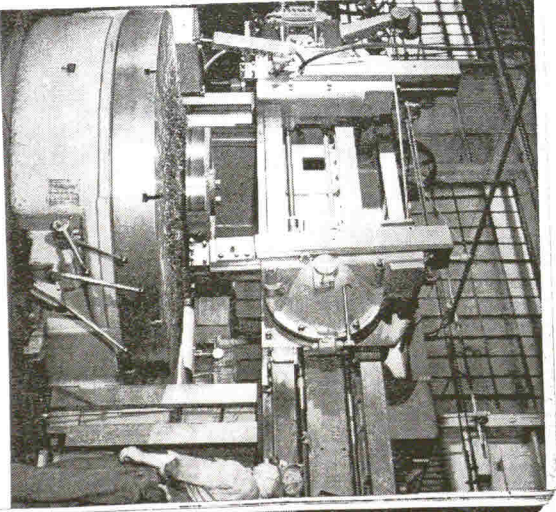
per cent of the locomotive's 7500 parts are removed, repaired or replaced during a Class 2 repair job which includes installation of a new fire box. Principal parts are given rigid tests to detect hidden flaws that could not be found with special instruments. Flues are put through a rattler to loosen scale.

An overhead crane removes the boiler and frame from the wheels which are delivered to the wheel shop for inspection and necessary repairs. Worn surfaces are corrected or, if the tires are below the specified thickness, new ones are installed.

Then, when final repairs have been made, the locomotive is assigned to a division and a new record of its miles of operation and performance started. Once back in service the locomotive is subject to frequent and rigid inspections to make sure it is operating perfectly.

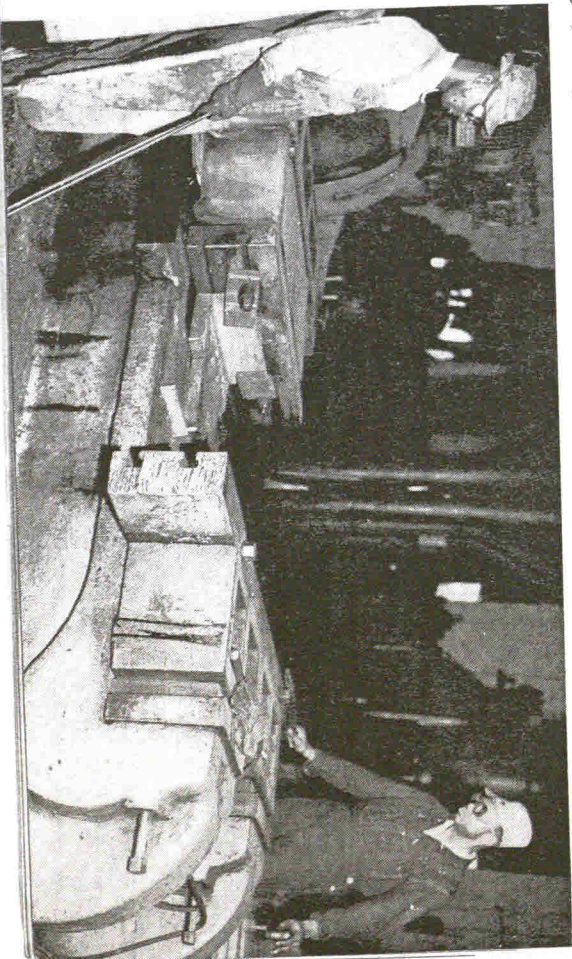
The men chiefly responsible for this huge operation are J. S. Netherwood, superintendent of motive power and equipment; Chief Assistant Superintendent, MP&E, A. I. Sellers; Assistant Superintendent, MP&E, D. D. Alton and

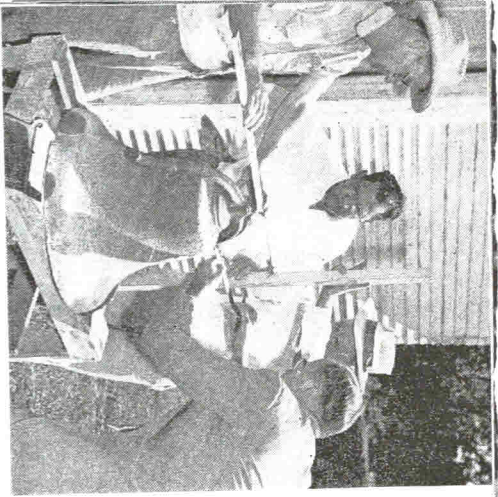
Red hot metal is compressed, forming a car step at Houston General Shops. During a major repair job, worn parts are repaired or replaced. When the job is completed, principal parts get rigid tests.



A special mill at Houston General Shops turns out driving tires and wheels. Extensive shop facilities make it possible to give locomotives a complete overhaul, allowing them whole new life.

General Master Car Repairer D. A. Singleton. Under them are J. J. Daugherty, superintendent of shops; N. W. Beeson, general shop foreman; P. L. Kirkbride, assistant general shop foreman; W. H. McLeod, general car foreman; the various other foremen and hundreds of skilled mechanics.





Carefully measuring an ancient bell, believed to have come from the "General Sherman," the first locomotive to operate in Texas, is J. E. Loeffler (right), authority on the history of the BB&C. Assisting are, left to right, Lee Marcheske, Joe Checkle, Jr., and Louis Matelske, all employees of Mr. and Mrs. George Hamman of Houston, at whose home the bell was located.

Historic Bell from First Texas Locomotive Located

AN ANCIENT bell, believed to have come from the "General Sherman," first locomotive to operate in Texas, was located recently at the home of Mr. and Mrs. George Hamman of 3015 Galveston Road, Houston.

Purchased by the Buffalo Bayou, Brazos & Colorado Railway Company, earliest component of the present Southern Pacific System, early in 1852, the "General Sherman" arrived by boat at Galveston in November of 1852. Shortly thereafter, the pioneer locomotive was delivered to the BB&C by barge at Harrisburg, the eastern terminus of the railroad.

After 18 years of service on the first Texas railroad, the little woodburner was finally taken out of operation in 1870. For a time, it served as a boiler for a cotton gin, and its wheels were used as hitching posts on a ranch.

The bell from the "General Sherman"

came into the possession of the Milby family of Harrisburg and Houston, several of whose members had played an important part in the organization and construction of the BB&C.

In the 1880's Mrs. Maggie H. Milby presented the historic bell to a small mission church located in a schoolhouse in Harrisburg. Later, the bell was transferred to the Milby Memorial Methodist Church in the Harrisburg section of Houston.

When a larger bell was purchased by the church, Mrs. Milby brought the locomotive bell to her home. It remained there until her death in 1947, when it passed into the possession of Mrs. Hamman, who is Mrs. Milby's daughter.

Of historic interest to all Texans, the bell holds special significance for Southern Pacific, now celebrating the 100th anniversary of the beginning of construction on the BB&C.

The sound of the bell, which once rang over the still marshes along Buffalo Bayou, is still clear, although the locomotive which carried it has passed into history, and the railroad on which it pioneered has become part of a vast transportation system, now known as Southern Pacific.

Houston Chronicle Carriers Impressed With SP Service

Southern Pacific service came in for high praise recently when 80 Houston Chronicle carriers used the Hustler from Houston to Dallas to attend the Texas State Fair.

Accompanied by Ed Anderson, city circulation manager of the Chronicle, the carriers boarded the Hustler at Houston on October 19 and, after spending Saturday afternoon and Sunday attending the state fair, climbed aboard the Hustler at Dallas for the return trip at 8:10 a.m. on October 21.

Dallas Surgeon Retires After 53 Years with SP

DR. ELBERT DUNLAP, Southern Pacific division surgeon at Dallas for 53 years, retired September 30. He had served with the SP Hospital Association since the days when the line from Houston to Dallas was known as the Houston and Texas Central and the hospital was known as "Sunset Central Hospital."



Dr. Elbert Dunlap

Appointed as our local surgeon at Dallas in 1898 as a result of his outstanding internship with another railroad hospital, Dr. Dunlap was an 1896 graduate of Beaumont Hospital Medical College in St. Louis.

He is Professor Emeritus of Gynecology at Southwestern Medical School in Dallas; a member of the medical staffs, Baylor University Hospital and Parkland Hospital, Dallas; a member of Central Association of Obstetricians and Gynecologists; past president of the Texas Surgical Society; a member and fellow of the American Medical Association; and a member of the American College of Surgeons.

Southern Pacific chief surgeons under whom Dr. Dunlap served include Drs. R. W. Knox, C. C. Green, Judson A. Taylor and J. R. Gandy.

Dr. Dunlap was born in Miami, Missouri, in 1872, and was married to Hallie Hudson of Boonville, Missouri. He has three children. John and Hudson, who are twins, are both doctors in Dallas, and his daughter, Mrs. Carl Weichsel, also lives there. He has eight grandchildren. Dr. Dunlap has been the friend and

counselor of Southern Pacific employees, as well as members of their families, in the Dallas area. His work for more than a half century has been highly respected, and he will be greatly missed from active service by all those who have known him.

Friends of SP Win Prizes In Model Railway Contest

Two friends of Southern Pacific, J. E. Loeffler and Lou Tavner, won top prizes at the regional convention of the National Model Railway Association, held recently in Ft. Worth. Several SP men took prominent part.

Mr. Tavner, retired SP clerk, was awarded a \$25 cash prize for first place in the O-gauge class. His exhibit was a complete 12-foot model of the Ringling Bros. circus train complete with animals and "big show." Mr. Loeffler, amateur railroad historian, placed second in the HO-gauge with two circus cars complete in detail and load. His prize was an English-made Pacific-type locomotive. He won first prize in 1947 with a Pacific Fruit Express Car in the Buffalo Model Railroad Club convention at Houston.

Southern Pacific men attending were C. S. Elliot, DF&PA, Ft. Worth; J. T. Kelly, assistant freight agent, Ft. Worth; and J. C. Garter, executive assistant-public relations, Houston. Two SP films, "This Is My Railroad" and "Shining Rails," were shown.

As an indication of SP's interest in and support of model railroading, we are cooperating in an effort to reorganize the Houston HO-gauge Model Railroad Club. For several years, SP has been an important influence in the Houston Model Railroad Club (O-gauge), giving the club space for its activities at Grand Central Station.