



Southern Pacific Historical & Technical Society

**2023 National Convention
Time Table No.**

43

IN EFFECT

**12:01 a.m. Pacific Daylight Time
Wednesday, October 25 through
Sunday, October 29, 2023**

**DIVISION HEADQUARTERS
Doubletree by Hilton • Bakersfield, California**

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Andrew Novak Richard Overton Peter Savoy

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Chris Keller

PHOTOGRAPHER

Richard Shulby

**TRANSPORTATION
CAPTAIN**

Lee Griffith

Steam 4459 and tender pass by the Bakersfield depot and two enthusiastic onlookers.

—Gary Boswell



Southern Pacific arrived in the area in November 1874, and continued south towards its ultimate goal of reaching Los Angeles. For Southern Pacific historians, the city was the location of a large depot and yard served by locomotives of all types. Smaller locomotives worked the local branches while the larger locomotives worked railroad east over the Tehachapi Mountains made famous by the Loop at Walong station. Some of the best known locomotives included El Gobernador, the cab-forwards, and the SD40T-2 and SD45T-2 tunnel motors. In the music world, the “Bakersfield sound” was made famous by Buck Owens and Merle Haggard. If you like good food, try one of the Basque restaurants or a good steakhouse. This is the third time the city has hosted the Society’s annual convention – previous events were held in 2001 and in 2008.

CONVENTION REGISTRATION INFORMATION

Lake Ming Room. Please pick up your registration packet at the registration desk. Your packet contains your badge, timetable, meal ticket, layout tours, and other information.

REGISTRATION BADGES MUST BE WORN AT ALL TIMES IN CONVENTION SPACES.

EXTRA FARE EVENTS:

Saturday, October 29: Visit to Loop Overview and Tehachapi Railroad Depot Museum.

Tehachapi Loop is one of the 7 Wonders of the Railroad World. To view the Loop, an overlook was built on the Woodford-Tehachapi Road. Find a safe parking place and enjoy the view. The Museum will be providing tours of the depot on Sunday morning after 11:00 a.m. Visit their website (tehachapidepot.com) for more information.

MODEL LAYOUT TOURS:

Please refer to the flier in your packet.

Vendor Room Information

Buena Vista/Kern River Rooms. Dozens of vendors will have their ware for sale. Stop by and support our vendors! Sales hours will be Thursday and Friday from 8:30 a.m. to 5:00 p.m. (closed for lunch) and Saturday from 8:30 a.m. to 1:00 p.m.

Vendor Setup Hours:

Wednesday from 4:00 p.m. to 8:00 p.m.

Thursday from 8:00 a.m. to 9:00 a.m.

Model & Photography Contest

Kern River Room. The model and photography contest will be open Friday from 9:00 a.m. to 5:00 p.m. (closed for lunch from 12:00 p.m. to 1:00 p.m.), and Saturday from 9:00 a.m. to 12:00 p.m.

**NO BAGS ARE ALLOWED
IN THIS PORTION OF THE ROOM.
PLEASE CHECK YOUR BAG
WITH THE ROOM HOST.**

Please check in your model(s) or photograph(s) with the Room Host. All entries must be received by 5:00 p.m. on Friday. Voting will begin on Saturday at 9:00 a.m. and will end at 12:00 p.m. Please retrieve your items between 12:00 p.m. and 1:30 p.m. on Saturday.

Model Contest Rules: The entrant detailed and painted the model, any scale.

Photo Contest Rules: The entrant was the photographer of record.

Display Rules: The entrant wishes to display model equipment, of any scale, or a railroad photograph. These items are not eligible to win an award.

Railroad Prototype Meet

Sierra Room. Saturday from 9:00 a.m. to 1:00 p.m.

Area Events & Attractions:

Not interested in the history of the Southern Pacific? Visit the Bakersfield Visitors Center website at visitbakersfield.com for more information.



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CONVENTION SCHEDULE

Wednesday, October 25

- 4:00 p.m. – 7:00 p.m. Vendor Registration.
Lake Ming Room
- 5:00 p.m. – 7:00 p.m. Attendee Registration.
Lake Ming Room

Thursday, October 26

- 8:00 a.m. – 5:00 p.m. Registration. *Lake Ming Room*
- 8:30 a.m. – 5:00 p.m. Vendor Sales.
Buena Vista/Kern River Ballrooms
- 8:45 a.m. – 9:00 a.m. Opening ceremony.
San Joaquin Ballroom
- 9:00 a.m. – 11:30 a.m. Morning presentations.
San Joaquin Ballroom
- 11:30 a.m. – 1:00 p.m. Lunch
- 1:00 p.m. – 5:00 p.m. Afternoon presentations.
San Joaquin Ballroom
- 5:00 p.m. – 7:00 p.m. Dinner
- 7:00 p.m. – 8:15 p.m. Board of Directors Meeting.
Lake Ming Room
- 8:30 p.m. – 10:00 p.m. General Membership Meeting.
San Joaquin Ballroom

Thursday Presentations

SAN JOAQUIN BALLROOM

9:00 a.m. – 10:00 a.m.

“Dieselization of the San Joaquin Daylight”
Mike Jarel

10:30 a.m. – 11:30 a.m.

“Tehachapi”
Charles Lang

1:00 p.m. – 2:00 p.m.

“Working With Some of the SPMW Cars and Equipment”
Mike McGinley

2:30 p.m. – 3:30 p.m.

“Pacific Electric in the Diesel Era”
Andrew Novak

4:00 p.m. – 5:00 p.m.

“Los Angeles Division”
Vic Neves

8:30 p.m. – 10:00 p.m.

General Membership Meeting

Friday, October 27

- 8:00 a.m. – 5:00 p.m. Registration. *Lake Ming Room*
 8:30 a.m. – 5:00 p.m. Vendor Sales.
Buena Vista/Kern River Ballrooms
 9:00 a.m. – 11:30 a.m. Morning presentations.
San Joaquin Ballroom
 11:30 a.m. – 1:00 p.m. Lunch
 1:00 p.m. – 5:00 p.m. Afternoon presentations.
San Joaquin Ballroom
 5:00 p.m. – 7:00 p.m. Dinner
 7:00 p.m. – 10:00 p.m. Evening presentation.
San Joaquin Ballroom

Friday Presentations

SAN JOAQUIN BALLROOM

9:00 a.m. – 10:00 a.m.

“Southern Pacific and Santa Fe Joint Facilities
 Rail Lines Radiating out of Bakersfield”
 John Signor

10:30 a.m. – 11:30 a.m.

“Rock Island – Southern Pacific Golden State
 1950s & 1960s Pictorial”
 Jeff Cauthen and Don Munger

1:00 p.m. – 2:00 p.m.

“Oil Cans over Tehachapi”
 Larry Wines

2:30 p.m. – 3:30 p.m.

“Tehachapi Depot”
 Steve Smith

4:00 p.m. – 5:00 p.m.

“The Architecture of Southern Pacific Railroad’s
 Employee Hospital Care and
 Southern Pacific Railroad’s Emergency Hospitals”
 Jean-Guy Dubé

7:00 p.m. – 8:00 p.m.

“Bakersfield Passenger Depot”
 Jean-Guy Dubé

8:30 p.m. – 10:00 p.m.

“Old Timer’s Talk”
 Mike McGinley and Ted Kimball

Saturday, October 28

- 8:00 a.m. – 12:00 p.m. Registration. *Lake Ming Room*
 8:30 a.m. – 1:00 p.m. Vendor Sales.
Buena Vista/Kern River Ballrooms
 9:00 a.m. – 11:30 a.m. Morning presentations.
San Joaquin Ballroom
 11:30 a.m. – 1:00 p.m. Lunch
 1:00 p.m. – 3:15 p.m. Afternoon presentations.
San Joaquin Ballroom
 6:00 p.m. – 7:00 p.m. Cocktails in the foyer.
 7:00 p.m. – 10:00 p.m. Banquet.
Buena Vista/Kern River Ballrooms
 8:00 p.m. – 9:00 p.m. Guest Speaker: Mr. Gary Laaso

Saturday Presentations

SAN JOAQUIN BALLROOM

9:00 a.m. – 10:00 a.m.

“SP Diesels on Tehachapi in the 1970s”
 Joe Strapac

10:30 a.m. – 11:30 a.m.

“The Road to Run Eight Weathering”
 Dave Maffei

1:00 p.m. – 2:00 p.m.

“3D Printing for the SP Modeler”
 Andrew (A.J.) Chier

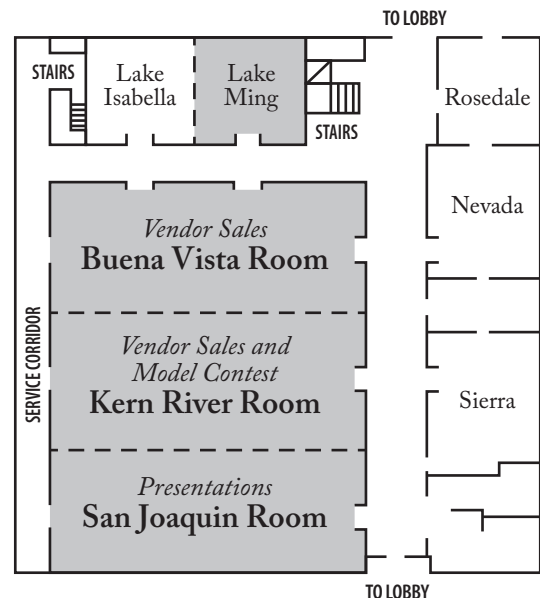
2:15 p.m. – 3:15 p.m.

“Modeling Transition-Era SP Passenger Equipment”
 Tony Thompson

Saturday Banquet Presentation

8:00 p.m.

Mr. Gary Lasso



CLINICS AND PRESENTATIONS

Thursday

Mike Jarel

Dieselization of the San Joaquin Daylight

Compared to the competing Coast Route, power requirements for the *San Joaquin Daylight* was a constant dilemma for both the operating and mechanical departments, each of which shared expense budgeting. Nearly one third of the 481 mile San Joaquin Route, between Bakersfield and Los Angeles, was within the "Mountain District" with three heavy-grade summits crossed. This is a reprise of the 1997 *S•P Trainline* article on the subject with additional information and plenty of new photographs acquired in the intervening years.

Charles Lange

The Tehachapis: Bakersfield to Mojave

See and hear what it was like to be in the Tehachapis in the late 1960s thru the 1990s on Southern Pacific's Tehachapi grade with SP using their roster of first and second generation EMD and GE power with a few ALCos thrown in for extra variety and some other railroads power including the BN remote test units. Most of the photos were taken before SP double tracked the section between Ilmon and Caliente with a few shots of the abandoned lower Right-of-Way due to flooding. There are some Santa Fe photos in the program as well because they had trackage rights on the hill from Kern Junction to Mojave.

Mike McGinley

Working with SPMW Cars

A presentation on the practical uses of some of the cars in Ken Harrison's book, *Southern Pacific Maintenance of Way Equipment 1895-September 11, 1996*, from his experience in the SP Engineering Dept. Why each type is important to operate the railroad, safety precautions during their use, and how some revenue cars were also vital to MofW are the main subjects. Mike has a few more photos of some equipment in use that he will show and he has written a supplement to the book that members can access on line. We invite attendees to ask questions and add their experience during Q&A.

Andrew Novak

Pacific Electric in the Diesel Era

With more than 1,000 miles of trackage, the Pacific Electric (PE) was America's largest Interurban railway, and it helped shaped southern California. PE hauled both freight and passenger traffic until 1961, when passenger service ended. After the end of passenger service, PE's owner, Southern Pacific (SP), continued freight operations on a portion of the former interurban. This presentation explores select former PE lines after their conversion to SP freight lines. While the focus of the program is the 1970s and 1980s, select historic images are included for context.

Vic Neves

Los Angeles Division

From Fresno south on the former San Joaquin Division and from San Luis Obispo south on the former Coast Division, we will cover the entire Southern Pacific in the LA basin to the eastern border of Yuma, Arizona. Join us as we highlight images from the up and coming book: *Southern Pacific - LA Division* by White River Productions, authored by Brian Jennison and Vic Neves.

CLINICS AND PRESENTATIONS

Friday

John Signor

Jointly Operated Lines out of Bakersfield

The railroad lines radiating from Bakersfield were unique in that with one exception, all were built by Southern Pacific and nearly all were eventually operated, at least partly, jointly by Southern Pacific and Santa Fe. In this presentation we will look at the history and operation of each of these lines in more detail. With the exception of the line over the Tehachapi between Bakersfield and Mojave, we will cover the Oil City, Arvin, McKittrick, Bakersfield-Famoso-Porterville and Jovista Branches, as well as the Sunset Railway, all of which were located in Kern and and Tulare counties.

Jeff Cauthen and Don Munger

Southern Pacific Golden State 1950s & 1960s Pictorial

A pictorial look at the Golden State during the 1950s and 1960s. It will include photos of the cars and trains in operation on the Rock Island and Southern Pacific between Chicago and Los Angeles.

Larry Wines

SP 'Oil Cans': Interconnected Train, Interconnected History.

Tehachapi Depot Railroad Museum exhibit designer Lawrence Wines, historian and journalist with awards for print and broadcasting, traces the history of oil and the railroads, using the SP's iconic "oil cans" interconnected TankTrain as the story's central spine. Surprisingly diverse elements and historic events interconnect the dual theme far and wide, all linking back to the SP's California experience.

Steve Smith

Plans for the Future of the Tehachapi Depot Railroad Museum

The museum has been operating since it opened in 2010, and a program of expansion is underway to include incorporation of a 1941 SP caboose as part of the campus and the construction of an Annex to accommodate our growing collection of artifacts. An aggressive funding campaign will soon be launched to fund these projects. In addition, we are gearing up to celebrate the 150th anniversary of the arrival of Southern Pacific tracks at Tehachapi in 1876 and the completion of the rail line to Los Angeles only two months later, leading to the eventual achievement of the second transcontinental railroad.

Jean-Guy Dubé

The Architecture of Southern Pacific Railroad's Employee Hospital Care & Southern Pacific Railroad's Emergency Hospitals

A comprehensive look at SP's employee medical care starting in 1869 with hospitals over the years in Sacramento, Houston & Columbus, Texas and Tucson, Arizona up and to and including the San Francisco's General Hospital built after the 1906 earthquake. See photos, floor plans and see SP's last surviving emergency hospital at Roseville, California.

Jean-Guy Dubé

A History of Southern Pacific's Bakersfield Depot

Opened in 1889, this two-story Richardsonian Romanesque brick depot served as a combination passenger depot, eating house and hotel. Division offices were added in 1894 and in 1941 remodeled in the Spanish Colonial Revival style. While surviving the 1952 earthquake and abandonment by the Union Pacific in 2019, its future is uncertain. He will share blueprints, photos and the depot's history.

SP Retired Employees "Old Timers Talk"

Former railroad employees of the SP are invited to tell true stories and tall-tales about working on the railroad.

CLINICS AND PRESENTATIONS

Saturday

Joe Strapac

SP Diesels on Tehachapi in the 1970s

A decade-long snapshot of SP diesel locomotives in use during the 1970s on the Bakersfield-Tehachapi Freight Pool. SP ordered many classes of both GE and EMD diesels specifically for this service area. We'll also touch on those builders and models that had been banished from Tehachapi. A handout will be available.

Dave Maffei

The Road to Run Eight Weathering

Let's get dirty! A look at weathering techniques I've used for making SP models look the way the should... DIRTY. Tired of seeing clean SP models on your layout? Some straightforward, easy techniques I've implemented to give models the rewarding patina they need. A discussion and demonstration of some of the products and process I've used with pan pastels, acrylic and oil paints on locomotives, GS beet gondolas and freight cars.

Andrew "AJ" Chier

3D Printing for the SP Modeler

A presentation on the current state of 3D printing as it relates to model railroading. Topics will include a primer on the basics of 3D design and printer technology, the benefits and limitations of 3D printing, the availability of commercially-printed SP models, and how to prepare prints for use.

Tony Thompson

Modeling Transition-Era SP Passenger Equipment

This clinic is mostly about sleeping cars, both heavyweight and lightweight, concentrating on the cars of Southern Pacific (of course the heavyweights are Pullmans). There are accurate models available for some needed cars, other cars don't have convenient models. I will explain how I have been re-visiting the old AHM cars, both lightweight and heavyweight, and upgrading and kitbashing them into the cars that are needed, along with preparation of model SP cars other than sleepers.



Southern Pacific Historical & Technical Society

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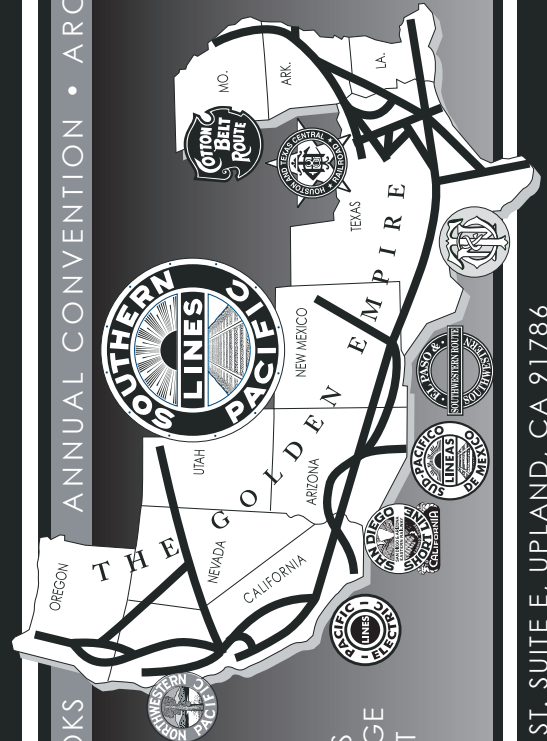
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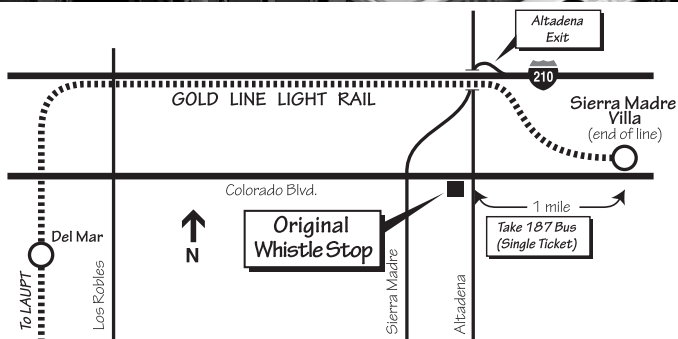


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Historical & Technical Society

Board of Directors

The Board consists of nine Directors, who serve overlapping
three-year terms. Officers of the Society are elected annually by
the Board. The present members of the Board are:

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David Coscia	Ed Hall
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How many have you attended?

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<input type="checkbox"/> Fountain Valley 1982	<input type="checkbox"/> Tempe 2004
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October 2024!*