

Pacific & Eastern Operations – December 10, 2011

The day dawned cold and foggy as the operating crews of the Pacific & Eastern ventured out, some from as far away as Grants Pass, to run the railroad. Greetings were made, assignments pondered and accepted, power consisted. Shortly before 11:00 AM, locomotives rumbled to life and another day of operations on the P&E commenced.



Veteran Yard Master Dave Spakousky studies the paperwork for cars in Pelican Yard as West Hauler Engineer George Booth looks on. George is a new Engineer on the P&E, although well seasoned on his own [Great Western](#). He'll have his hands full today, learning track warrants, operating procedures and the nuances of Yard Limits.



Meanwhile, East Hauler Engineer Brad Fawcett had made a quick departure from Crater Yard in Medford and is heading up the hill towards Butte Falls. Here he is seen running his train over the high bridge at Canyon and past the abandoned house between Derby and Butte Falls.



Logan Harter and his Mom, Lori, have departed Pelican Yard with the Merganser Local. Both are new to this position and will have some questions before completing their assignment.



Bruce Kelly is all grins as he works the BN Interchange Yard in Klamath Falls. His job entails pulling cars for transfer to Pelican Yard as well as receiving cars from the P&E at Pelican. An able operator, Bruce also handles a similar position with the adjacent SP Interchange Yard.



Carlos Furcal (right) has brought the Butte Falls Turn up from Pelican Yard and stashed its power on the wye in the distance so that Brad's West Hauler can pass through town. Once the Hauler is clear, Carlos will go to work pulling loads from the mill in the foreground and setting out empties he brought from Klamath Falls.



George Booth's West Hauler holds the main and Brad's East Hauler passes on the siding at Summit. Above the trains is the grade for the logging branch.



George had brought his hauler into the Yard Limits at Butte Falls unaware of the necessity to contact the Butte Falls Turn which is working the mill. The Dispatcher, Larry Tuttle, had neglected to inform George of this little detail and a small mishap has occurred. No one got hurt, Carlos is amused, George laughs it off and Larry will have to buy cookies for the next op session.



Meanwhile, back at Pelican Yard, Dave is working a cut of cars. Judging from the empty chip gons coupled to his power, he's making up a train of empties for the next op session.



The Butte Falls Turn has completed its switching and is returning to Klamath Falls. In this view, it's just cresting the hill at Summit and starting the long, steep decent to Merganser. *Note to MOW Crew: These tracks seriously need some ballast!*



After completing his Hauler assignment, George has picked up the MEASM – Medford Alton Southern Manifest. This is actually a Southern Pacific train which originated in Medford and is destined for East St. Louis, Ill. (*Prototype Note: In 1989, the SP did run an EUASM – Eugene Alton Southern Manifest from Eugene to Klamath Falls and east on the Modoc.*) George's train is based on the SP's need to get building materials out of the Rogue Valley and headed east with a little delay as possible. By routing it over the P&E to Klamath Falls, over a day and several hundred miles of transit was saved.



The MEASM gets a quick clearance through Merganser and Pelican Yard, since there's no switching to do and the sooner it gets out of the way, the sooner the Pelican Switcher, on the left, can get back to work.



Over in Medford, Crater Yard Master and Road Master Don Pettit takes time out from switching to do a quick repair on a recalcitrant reefer. Soon he'll be back to work switching the yard, receiving and sending out trains.



The roving camera-man finally made it out to White City, but it was too late to catch any action. When he inquired of the White City Switcher Engineer, John Gerritsma, as to what was going on, John replied, "I'm done. I'm just done!"



Back at the engine terminal in Klamath Falls, a new building is going up. It's a two track engine house which Larry Tuttle is building. This is based on the structure which the Great Northern erected at their yard in Klamath Falls and survived until 1990. The P&E building is smaller, with the car shops off to the left.



Based on historic photos of the GN facility, Larry has attempted to capture the look and feel of the original building, complete with interior details. This structure is far from complete, being just held together with tape until the painting and glazing are done. Then it will be permanently assembled with lighting and numerous details.

This concludes our coverage of the Pacific & Eastern's operations of December 10, 2011. Rather than just concentrate on the trains this time, an effort has been made to feature some of the people who have helped build this remarkable layout. Apologies to the ones I missed – Dave Carr and Tom Baldwin, among others.

The Rogue Valley Model Railroad Club is looking forward to hosting two op sessions during the joint [PNR/PCR Siskiyou Summit Convention](#) in May, 2012.

Merry Christmas and Happy New Years to one and all.

*Photos and text by Larry Tuttle
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