

Tidewater Southern Web Site

By Eugene Vicknair

About 2 years ago, I began a website devoted to the Tidewater Southern Railway, WP's one time inter-urban subsidiary in the Central Valley. Often considered as an "overlooked step child" compared to the glamour of and attention paid to the Sacramento Northern, I felt that this fascinating but forgotten corner of the WP deserved a complete history.

Around the beginning of the year, the Tidewater Southern History Pages were moved to the WPLives domain administered by Frank Brehm and officially adopted as a "family" site of the FRRS. Problems persisted with it, however, chiefly in my use of a cheap and quick HTML editor to create the site. Even so, many people have generously volunteered images and information to the site, so much that I am currently recreating the entire site and learning a new HTML editor to handle the expanded information.

But we still need more. While the Tidewater's diesel motive power was fairly well documented, and good info exists on its post 1950 freight cars and cabooses, many holes remain in the record. Among the largest is a lack of the stories and details from the men and women who worked the line.

As part of this update, I am inviting anyone with information and stories on the Tidewater Southern to share them on the website. Besides personal recollections, I am in need of information on:

- * Interurban service and the interurbans themselves. One basic question is whether the TS had 3 interurbans, or 3 passenger interurbans and a freight only interurban. I have evidence both ways. History and data on cabooses before #306. I have data on the 306-308, ex-WP cupola cabs, but very little on anything before except #305, for which a WP number and sale date are unknown.

- * Information, numbers, and data on TS freight and

MOW equipment. While I have numbers and build info on the TS gondolas, 50' boxcars, and 60' boxcars of the 1950's, I have no disposition info and nothing on other TS equipment. Info on WP and SN locomotives and cabooses used on the Tidewater.

- * Information on the original right of ways into Stockton. Histories identify at least 2 and they do not agree as to dates and locations.

- * Details of the history of the Tidewater Southern and events concerning it, especially following the late 1960's until the late 1990's when the UP began downgrading the line.

- * Photos of TS structures, particularly those in Modesto, the never used passenger depots in Hilmar and Turlock, and the Stockton Hotel during the years it was the TS depot.

- * Images and information about trains on the Manteca Branch.

- * Info on TS industries, especially a list of shippers and the years they were active and the types of cars they used.

- * Info on CCT equipment used on the Tidewater.

- * And, of course, more photos are always welcome, as well as scans of TS timetables and other paperwork, and photos of lanterns, locks, and other TS artifacts.

The coming update will take a long time to complete. It involves over 40 new images that have been supplied, as well as finishing the history of the railroad, creating histories on every piece of TS motive power, and scanning new maps and timetables. But when it is done, it is hoped that this FRRS site will provide the most complete look at a historic railroad currently on the Internet.

Questions and information can be directed to me either by e-mail at TSRY@aol.com or via post mail to the museum. Thank you to everyone who has helped out and those who will in the future.

Western Pacific Web Site Updates

By Frank Brehm

Around 1994 I decided to change my modeling interests and model the Western Pacific Railroad. I had most of the books covering the railroad but still wanted to find more information. I turned to the Internet and began searching for sites that could have more information. To my dismay there was nothing to be found. Out of frustration I started compiling the information I had for a web site dedicated to the Western Pacific and its subsidiary holdings. I soon had emails from many WP fans with new information as well as corrections to what was on the site.

Over the years the site has grown. Originally I had planned on keeping the site up to date with new material on a weekly basis. Due to time constraints with my job and additional involvement with the FRRS even

a monthly update became harder and harder to accomplish. Unfortunately the site has not had a major update for close to a year. I am now in the process of writing new material and adding many improvements.

I have received many new photos but more are needed. Not just locomotives, but freight equipment, maintenance of way cars, structures and individual photos of California Zephyr equipment. This update will not happen over night but is well on its way to completion. With your help I hope to expand on all aspects of the company and the impact it had in the region.

I think of the web site as an electronic book. If you have information or photos you would like to share or if you have questions they can be directed to me via e-mail at fbrehm@lanset.com and I will provide you with my address. I do want to thank everyone who has helped.