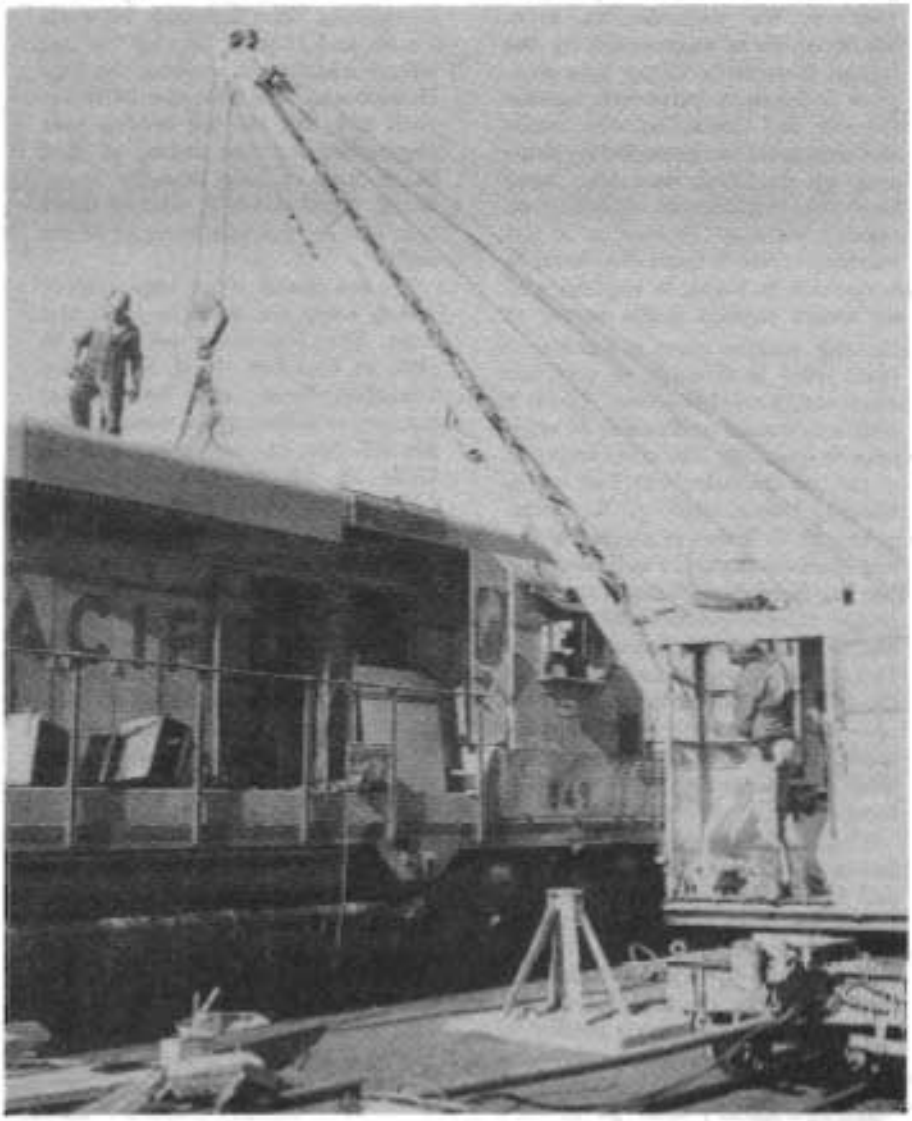
2001 to run the Burro Crane. Our very first turbo removal had to be preserved in entirety on film. Pam Hodson and Mary Ski were stationed on the roof of the Alco #2 for a great spot.

The turbo was rigged with cables and lifting was begun. I was on one side and Ski was on the other, both using bars to wedge it from the block. Jim began to lift. After carefully guiding it up through the roof with barely enough boom length the turbo hung above the 849--a feat that we thought couldn't be done in one day.

The turbo was lowered to the ground and inspected. There was no solid connection between the inner gear and the turbine shaft; something could be broken in the planetary gear chain. Part numbers were checked on the turbos of #849 and #6946; they were the same. Also the #849's engine block is stamped DDA40X EMD 645 Power Pack. Apparently the #849's engine is out of a Centennial unit and not a 567. This engine does have a derated governor rated full power at 835 RPM, so we have a 645 powered GP-30, another one of a kind first for the FRRS.

Our options are exchanging the turbo with the UP, repairing it with new parts, or removing the turbo from the 6946. In any case it looks like we'll have an operating GP-30 in the near future.



WESTERN PACIFIC

Mileposts

NOVEMBER 1949

On a trip from the 25th Street yard in San Francisco to Oakland, November 8, Captain H. B. Lampman, mate F. Loch, deckhand John Kirk, bargemen A. R. Gustafson and S. Miraglia, engineer G. Fevrier, fireman J. O'Brien and oiler J. Hayes, crew of the tug Humaconna, found launch 28U407 on fire. Stopping the tug, they quickly put out the fire and turned the launch over to the Coast Guard. The launch was owned by Tex McGee and was abandoned at the time the Hummaconna came along, and it was later discovered that the occupants of the launch had been rescued by another launch, "The Texas Rocket."

There is no finer department on the WP system than the marine organization and, in fair weather or foul, it is one of the superior marine organizations on San Francisco Bay.

WP'S MARINE ORGANIZATION

By Hazel Petersen and Henry Stapp

Possibly many WP employees do not understand how freight cars are transported to Oakland from San Francisco and vice versa. At the present time, approximately 300 cars are handled daily on barges, operated under the jurisdiction of the yardmaster at Oakland, who dispatches them between Western Pacific Mole, Alameda, and various points in San Francisco.

On advice from the superintendent of transportation, yardmasters dispatch stock, perishables, Rule 10 merchandise and other preferred loads, must be handled as soon as possible after arrival of trains, and our marine service must be coordinated with Encinal Terminal, State Belt Railroad, Alameda Belt Line, and WP's Oakland and San Francisco yards, to insure that barges are pulled and loaded promptly. It usually requires from thirty to fifty minutes to make a trip between any of the two above mentioned points, depending on existing conditions.

Marine equipment must be kept in A-1 condition, and tugs and barges are dry-docked annually for inspection and any necessary repairs. Arrangements for dry-docking tugs are handled by the superintendent of motive power at Sacramento, in conjunction with the terminal trainmaster at Oakland, and the firm of Pillsbury and Martignoni, ship brokers, San Francisco. The tugs are fueled at Oakland and take water at 25th Street. We have two slips in Oakland and one at 25th Street.

Marine forces report to the terminal trainmaster at Oakland, and

their jobs are assigned on the same basis as switchmen to eight hour watches. We maintain an extra board which is augmented by the Inland Boatmen's Union who supplies deckhands, bargemen, marine firemen, and oilers. Captains, mates and engineers are provided by stepping up qualified men who have been working in lesser capacities on regular watches. Promotion in the marine service is from deckhand to bargeman, to mate, to captain, and the senior captain is the master of the tug. Engine room promotion is from oiler to fireman to assistant engineer to chief engineer. There is only one master and one chief engineer to each tug. The chief engineer of the tug Hercules is R. Taft and of the tug Humaconna, A. R. Curtzwiler. M. C. Silva is master of the tug Humaconna and Pat Kearney of the tug Hercules. Masters, captains, mates, chief engineers and assistant engineers must be licensed by the U. S. Government and are subject to Coast Guard Regulations. The regular crew on a tug consists of a captain, mate, engineer, fireman, oiler, two bargemen and one deckhand.

The tug Humaconna operates 24 hours daily, except between 8 a. m. and 4 p. m. on Saturday, with steel barge No. 3 in tow. The Hercules operates from 11 p. m. to 7 a. m. daily, except Friday and Saturday, with Barge No. 1 in tow. Our standby barge is No. 2, which is used in emergencies. Each barge carries 13 average cars. In the rush seasons extra crews are occasionally called to operate the Hercules between 7 a. m. and 11 p. m. During the last war, in addition to working the tugs Humaconna and Hercules 24 hours each day, the marine service was augmented by the rental of Red Stack tugs to haul standby barge No. 2, which made a total of three tugs and barges operating 24 hours daily.

We are proud of our tugs, both of which were sea-going tugs at one time. The Hercules was built in 1907 at Camden, New Jersey, by Dialogue Bros., and her official number is 204801, gross tonnage 409, net 120. She has a TE type engine, CYIs 17, 24, 41; stroke 30, IHP 1,000; boiler SES type, diameter 15; length 12; maximum speed 10 knots; fuel capacity 85,400 gallons; cruising range 21 days; bunks 18; provisions, 30 days. She was purchased from Moore Dry Dock Co. in 1924.

The Humaconna's official number is 218071. She was built in Superior, Wisconsin, in 1919; tonnage 418 gross; 190 net; steel hull, length 142 feet, beam 27.5 feet; draft 14.6 feet; engine 1250 h.p.; two Scotch marine boilers, reciprocating engines.

Barges No. 1 and 2 were built by Kruse & Banks at North Bend, Oregon, in 1908. They are of wood construction with an overall length of 266 feet; net tonnage of 934 tons and gross 1,339 tons; beam is 39½ feet and draft is 12¾ feet. No. 3 was

Named after a tribe of Indians from the Great Lakes area, the Humaconna originally looked like this.

built by Moore Dry Dock Co. in 1928, is of steel construction, 258 feet long, with beam of 38 feet, draft 12½ feet and net tonnage of 1,200 tons.

Before the tug Humaconna was purchased, WP had the Virgil G. Bogue in service, a wooden tug of 750 h.p. She was sunk by the Point Lobos about nine years ago near the Coast Guard lighthouse at the entrance to the Oakland estuary. Captain Silva and oiler Melvin Swasey state the Point Lobos was known as a "hoodoo" ship, as one of her captains was found dead aboard ship, apparently from a heart attack, a mate was found dead aboard, and there was suspicion that he had been murdered, while another crew member was killed as the Point Lobos was docked in Alameda during a strike. Then this jinx ship sank the Virgil G. Bogue, forcing the crew to swim ashore to safety. Later on the Point Lobos floundered on the rocks just out of the Golden Gate, where she lays to this day.

Many interesting stories could be told by our marine employees as some of them have worked on ships all over the world.

TRAIN SHEET INDEX ALL BACK ISSUES....