

How to be a Southern Pacific JUNIOR ENGINEER



All boys want to be *real* locomotive engineers someday. All of us want to run big locomotives that pull famous trains, blow whistles, give signals and do all the other things that make the engineer's job so much fun.

Now boys don't have to wait until "someday" to be *real* engineers. They can be SOUTHERN PACIFIC JUNIOR ENGINEERS. It is very easy to be a Junior Engineer and it doesn't cost a cent.

WHO CAN BE A JUNIOR ENGINEER: any boy who likes to ride on trains and wants to be a real engineer. Like regular engineers he should be courteous, honest, prompt and, above all, interested in safety for himself and others.

WHAT IS A JUNIOR ENGINEER: any boy who is a member of the Southern Pacific Junior Engineers Club. He is permitted to wear an official Junior Engineer badge and to carry an official Junior Engineer Rule Book.

HOW TO BE A JUNIOR ENGINEER: any boy wanting to be a Junior Engineer should read and study the *Southern Pacific Train Primer*. Then he should answer all the questions in the Junior Engineer Question and Answer Test found inside this leaflet. (Regular engineers must pass tests, too.) The correct answers to all these questions are easy to find in the *Train Primer*. After answering the questions, the test should be mailed to the Southern Pacific Junior Engineers Club. The address is at the top of the test. All boys answering most of the questions correctly will be sent an official Junior Engineer badge, Rule Book and membership signed by Vice-President in Charge of Operations, J. H. Dyer, the man in charge of all Southern Pacific trains and the men who run them.

JUNIOR ENGINEER QUESTION & ANSWER TEST

Southern Pacific Junior Engineers Club
Room 735, 65 Market Street,
San Francisco, California

I have studied the *Southern Pacific Train Primer* and would like to be a "Southern Pacific Junior Engineer." On the test below I have marked with an "X" the one correct answer to each question.

1. The easiest way to find out a locomotive's *type* is:

<input type="checkbox"/> To count the wheels	<input type="checkbox"/> To find out when it was built
<input type="checkbox"/> To find out how long it is	<input type="checkbox"/> To ask the nearest policeman
2. The most important consideration in railroading is:

<input type="checkbox"/> Train numbers	<input type="checkbox"/> Speed
<input type="checkbox"/> Safety first	<input type="checkbox"/> Freight trains
3. One long blast (—) whistle signal is sounded when the train is:

<input type="checkbox"/> Nearing a station or junction	<input type="checkbox"/> Calling a brakeman from the east
<input type="checkbox"/> Nearing a public crossing	<input type="checkbox"/> Sounding an alarm to persons on track
4. Southern Pacific locomotives numbered from 2103 to 2384 are what type locomotives:

<input type="checkbox"/> Pacific	<input type="checkbox"/> 8 wheel switch engines
<input type="checkbox"/> 2-10-2	<input type="checkbox"/> Ten Wheel
5. Which one of these types of locomotives is equipped with air horns?

<input type="checkbox"/> Golden State type	<input type="checkbox"/> Southern Pacific type
<input type="checkbox"/> Switch engines	<input type="checkbox"/> Mountain type

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6. A "telltale" is:

- ☐ A wigwag crossing signal
- ☐ A low overhead clearance indicator

- ☐ A railroad policeman
- ☐ A station one mile post

7. A "reefer" is:

- ☐ A brakeman
- ☐ A 4-6-2 locomotive

- ☐ A refrigerator car
- ☐ A mile post

8. "A-C" type locomotives are used to pull which of these trains over the Sierra?

- ☐ Golden State Limited
- ☐ Sunset Limited

- ☐ Overland Limited
- ☐ The Cascade

9. One long blast (—) whistle signal is sounded when the train is:

- ☐ Nearing a station or junction
- ☐ Nearing a public crossing

- ☐ Calling a brakeman from the east
- ☐ Sounding an alarm to persons on track

10. Southern Pacific locomotives numbered from 2103 to 2384 are what type locomotives:

- ☐ Pacific
- ☐ 2-10-2

- ☐ 8 wheel switch engines
- ☐ Ten Wheel

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NAME.....AGE.....
(Please print)

ADDRESS.....
(Street) (City) (State)

