

6th July 1961

Dear Jerry,

Pleased to learn that the blue print reached you in good order, also that you found the seniority list to be of interest.

I was surprized to learn that the list was so important to your collection. Such being the case I went to my "ferryboat file" and dug out the inclosed. It is a complete list of the engineers and the boats to which they were assigned on May 28th 1929. Of course you know that the watches rotated, the morning watch to the ~~afternoon~~ ^{night} night watch and the afternoon to the ~~evening~~ ^{night} morning. This change occurred every two weeks on Sundays. The Oakland and Sacramento were two crewed boats but had three rotating 1st assistant engineers. I notice that the days off for the Berkeley are not listed. I recall there was some adjustments to be made but do not recall what they were.

This is the only copy I have so, as much as I'd like to, I cannot give you it to you. You may copy it or have a photostat made if you wish. When you finish please return the original tome.

My mind is so full of New Almaden that at the moment I do not recall too much ferryboat "history". However I think that 1929 was the year that the Golden Gate Co. took over the vehicle ferries, I'm sure you have to correct date.

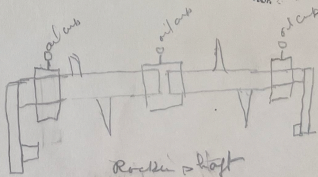
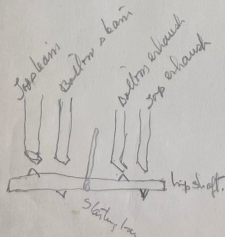
Oh yes, Martha and I have been trying to recall a letter I wrote to you concerning your writing some important history. We just can't remember what it was about, though we both recall that it concerned some article I read in the newspaper. Do you remember it?

One more bit. You asked about the "rocker shaft" on the beam engine. It was in two parts. The right half, as you face the front of the engine, operated the "toes" and lift rods of the exhaust and the shaft on the left the toes (proper name, ~~wipers~~) and lift rods to the steam valves. The lower "trip shaft" operated by the starting bar was in one piece. The toes set opposite so that both the steam and exhaust valves were opened at the same time. The bottom steam valve opened a ~~little~~ little more and longer than the top steam valve. The lower steam forced the piston UP and the crank DOWN so more steam is needed to carry the crank over the bottom center.

This about does it for now.

Sincerely,

Laurie



Steamer Sacramento - Down bar steam / trip = steam = up crank
Up bar down steam = down crank

Obviously I can't draw