



## *THE MANIFEST*

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – JULY 2007

**MEMO FROM THE PRESIDENT** Two of the goals that I have maintained since becoming president is to have fun and increase our clubs recognition in the community; this Fourth of July I believe that we accomplished both. Our float was a big success in the Central Point Fourth of July parade and we sure had a great time participating.

Our public recognition as a Railroad Park sponsored Club is growing and we noticed much cheering, waving, and some thumbs up as we passed by. Many of the children recognized us from the Railroad Park and they expressed their recognition waving and cheering.

On the float side of the parade I drove the Medford Fabrication truck, Steve Bruff rode shotgun, John Powell was our bell ringer, Rick Aubin acted as our engineer riding in Medco No. 4's cab and blowing a steam whistle, and Tony Johnson stood on the rear waving to the crowd from our display of switch stands. We all had a great time and I greatly appreciate all the help this group supplied putting our parade experience together.

We whistled, honked and rang our way along the parade route much to the delight of the children (and adults) along the way. And trust me putting a smile on a child's face and giving them an opportunity to expand their hands on knowledge away from the TV'S, computers, and the pre-packaged lessons they learn every day is our most important accomplishment. - Best Regards Ric

**ANOTHER MEMO FROM THE PRESIDENT** The interpretive handcar is coming along and we are finally making some progress. The drawings that we did finally receive from the California State Railway museum are not what you would call manufacturing drawings so we have reengineered the handcar and will be generating a set of drawings that we can add to our archives, and also share with other clubs and organizations that might want to build their own handcar.

We have already started building some of the parts at Medford Fabrication and we will be able to start assembling the frame soon. To help keep the cost down we are considering doing the final assembly at the Park. We will be doing the welding on the frame subassembly and the handcar final assembly. If anyone would like to participate in this phase of the project please contact Steve Bruff.

The track has been ballasted and is almost ready for use but still needs a temporary boarding platform at the north end of the line. If everything falls into place we may be running the handcar this August. - Best Regards Ric

**WELCOME ABOARD** This month we are honored to have nine people accepted as new members in our Southern Oregon Chapter. They are:

- Lee and Gael Squibb of Gold Hill
- Roland Dow of Medford
- Victor B. Seeberger
- David & Beth Phillips
- Gene & Dixie Dussault
- Donald L. Smith

We sincerely hope all of you enjoy being part of our chapter by attending our meetings and special events. We're a very informal and friendly group that enjoys railroad history in all forms and we welcome your input. In the near future each of you will receive in the mail our new Member Manual, which shows much of our chapter's collection of railroad rolling stock, history, and restoration efforts.

**A FUN DAY AT YREKA** Saturday, June 16<sup>th</sup> was a fun and successful day for those chapter members who came to Yreka to ride Yreka Western's steam powered *BLUE GOOSE* passenger train round-trip between Yreka and Montague. This was also the weekend the City of Yreka celebrated their 150<sup>th</sup> Anniversary with special events in the city.

For those who chose to arrive early the day began around 8:00am with the steaming up of Yreka Western 2-8-2 No. 19. By 10:30am about a dozen or more members purchased their tickets and assembled at the station to board the train. Through the efforts of chapter member Jerry Hellinga our group was granted permission for exclusive use of the ex-Great Northern private car at the rear of the four-car train. Thank you, Jerry!

The train was heavy with about 150 passengers plus our group. As the train departed some members took advantage of enjoying the sights and sounds of the steam engine from the open end of the observation car. Other members sat around the dining table or stood looking out open Dutch door windows on this perfect summer day.

Also special for us was having chapter member Larry Tuttle as fireman for this trip. Larry and Jerry Hellinga often work as engineers and firemen for the Yreka Western so it's nice to have chapter members as qualified steam locomotive engineers and firemen for the day we're able to operate Medco No. 4.

Rolling along at 7 to 10mph the train took about 75 minutes to travel the eight miles to Montague. At Montague the passengers detrained to enjoy a 90-minute lunch at several of the restaurants and deli in town. Prior to boarding the train for the return trip the chapter held a special meeting under the shade of a large tree. The purpose of the short meeting was to vote for approval of the nine new names for membership. It was unanimous.

The ride back to Yreka was equally pleasant and had the added bonus of a train holdup. Many of us have seen the fake train holdup at Montague, but this one was different because it was held as the train was pulling into the Yreka depot. Also, there was a twist when two ladies surprised the sheriff and there came several gun battles at the station.

After a stop at the restrooms Jerry gathered us together for a tour of the engine house. Outside the engine house was an ex-Army MRS-1 model diesel, two ex-Southern Pacific SW8s (one being used as a "parts horse"), an ex-Southern Pacific/Tacoma Eastern RR model SD9, several maintenance of way vehicles and assorted railroad tools.

Inside the engine house was a couple of maintenance of way motor cars, a home built, open platform/semi-enclosed Yreka Western caboose. In another part of the engine house stood their tool room and machine shop. It looked like a scene from the 1950s.

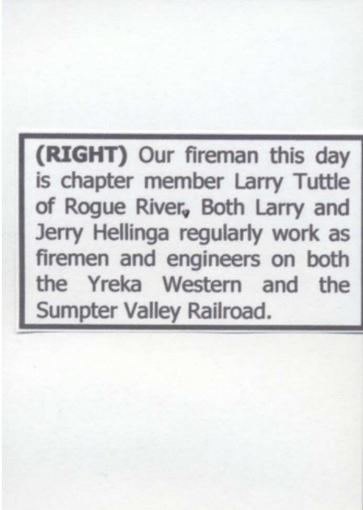
It was about this time a few members headed back home, while the rest of us looked behind the engine house at the row of out-of-service passenger and freight cars. This editor surprised the members when I said that not far away rested the tender of a former Southern Pacific steam locomotive. The tender (minus trucks) came from SP 4-6-0 #2093. The locomotive was sold to the Yreka Western as their No. 3 in September 1906. The engine was scrapped in 1932, but the tender was saved for use as a water tank. A person today can still read "2093" on the side of the tender.

In conclusion, we all agreed we had a wonderful time together. We look forward to our next railroad outing in August with the Timber Heritage Association at Eureka, CA.

**DINING CAR MOVES TO SOUTHERN OREGON** It feels like too many things are happening as this newsletter is assembled and made ready for printing. A few weeks ago we learned that the Central Oregon & Pacific Railroad (CORP) had approved and submitted us a written contract to move our 1912 Pullman dining car and ex-U.S. military box car from Eugene to Medford. Then on June 28<sup>th</sup> Jerry Hellinga received a call from CORP advising they plan on moving the two cars as a special two-car train with one of their locomotives on Sunday, July 1<sup>st</sup> (Eugene to Roseburg) and on Monday, July 2<sup>nd</sup> from Roseburg to Medford.



**(LEFT)** The power for Yreka Western's *BLUE GOOSE* train this day is 2-8-2 #19. Built by Baldwin in 1915 this locomotive was featured in the 1973 Ernest Borgnine and Lee Marvin film *EMPEROR OF THE NORTH*.



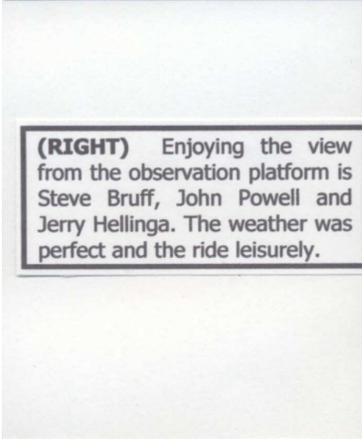
**(RIGHT)** Our fireman this day is chapter member Larry Tuttle of Rogue River. Both Larry and Jerry Hellinga regularly work as firemen and engineers on both the Yreka Western and the Sumpter Valley Railroad.



**(LEFT)** At the end of the day most of us walked around the Yreka Western facility. From left to right: Rickie Aubin, John Powell, Nancy Aubin, Marjorie Johnson, Ric Walch (in rear), Tony Johnson, Steve Bruff, E. Don Pettit, Jerry & Stephanie Hellinga. The diesel in the background is out of service Yreka Western #20. Prior to coming to the YW it was Southern Pacific #1113.



**(LEFT)** Our chapter enjoyed the *BLUE GOOSE* even more when we allowed exclusive use of the private business car at the end of the train. Left to right: Nancy Aubin, Stephanie Hellinga, Marjorie Johnson and Jerry Hellinga. Nice way to ride, eh?



**(RIGHT)** Enjoying the view from the observation platform is Steve Bruff, John Powell and Jerry Hellinga. The weather was perfect and the ride leisurely.



**(LEFT)** After the train ride we toured the inside of Yreka Western's shop. In the background is their homebuilt open platform caboose.

This is also the time I normally devote to finish writing the *MANIFEST*. The upcoming moving of the two cars wouldn't be much of a problem with me finishing the newsletter if it were not also the day before we get our float ready for the Fourth of July parade.

On Saturday, June 30<sup>th</sup>, Dan Wilkinson and Don Pettit drove to Eugene to inspect and, if necessary, lubricate the journals of our two cars. The next day they followed and photographed the train from Eugene to Cornutt, near Riddle, OR, where the train was tied down for the evening. Originally it was planned to tie the train down at Roseburg, but the railroad wanted to be sure the next day's crew from Medford would be able to successfully bring the train all the way to Medford during their shift. (They had to drive from Medford to pick up their train.) Dan and Don reported the two cars moved flawlessly and there are no flat spots on any of the wheels.

Early the next morning this editor, Dan Wilkinson and Jerry Hellinga followed the train to Medford to document the move through videos and photos. Because of 10 mph track speed restrictions our train moved slowly through scenic Cow Creek Canyon. Once out of the canyon the train traveled 20-25 mph from Glendale to Merlin. At Merlin our train took the siding as they met the northbound train to Glendale. From Merlin to White City our train resumed its journey at track speed.

When the train reached Tolo (the junction with the branch to White City in Central Point), the train stopped for further instructions. We were unsure if our cars would go to Medford first and later be transported to White City, or if our cars would go directly to White City. In short order we learned our train would proceed up the White City Branch after CORP's *WHITE CITY LOCAL* finished their work on the branch. About ten minutes later the *WHITE CITY LOCAL* called and reported they stalled and could not move their heavy train up the hill to White City. The CORP dispatcher instructed our special train to go up the branch, couple up to the stalled train, and help shove it up the hill. For those of us who witnessed the move, it was a thrill as both locomotives were giving it all they had.

Once at the interchange yard with CORP and WCTU (White City Terminal & Utility) Railway, our cars were shoved around the local train and placed at the front of the cars to be switched by WCTU. However, the WCTU crews had already gone home for the day, so the cars would have to wait for Tuesday for movement to our storage site.

A phone call to WCTU revealed their plan to move our cars at about 1:00pm. At 1:00 this editor found the WCTU crew having a tough time coupling to our cars, for it seemed someone moved our cars to a different track...and it was on a sharp curve. The engine and dining car's couplers just would not align correctly. It took dragging our cars with chains to more tangent track that finally allowed the cars to couple. A few minutes later the cars were repositioned for a shove to our spur where the cars and locomotive in our chapter's collection was located. A few minutes later the move was complete and our cars were finally home.

I asked Jerry Hellinga if he had keys to the dining car as several members, and local radio talk show host Garth Harrington, could inspect the interior. I had not seen the interior before so it was going to be new to me. Upon entry we quickly realized there is very, very little remaining of the car's original interior. About the only original thing I noticed was one of the car's original 1912 light fixtures above the false ceiling later installed by the railroad. We will remove the light for safe keeping until the time is right for restoration.

For the last few decades the car was used to feed repair crews at locations away from civilization; such as at large train derailment or large track repair projects. The fancy interior was gutted and bench seating installed. The wall separating the kitchen from the dining area is gone, a false ceiling installed, upgraded kitchen appliances put in place, and much more. The car is dirty, paint is peeling from the ceiling, layers of dust are around the window sills, and some of the paneling is coming apart. I think it was Don Pettit who then said, "Well, it's a good thing we're close to the dump!" We all laughed out loud.

Preliminary discussions center around what should we restore. The exterior can be restored back to its original appearance. Any restoration of the dining car's interior will be a long and expensive project, but it can be done. Our first thought is to restore only the dining area back to its original look. The kitchen's original coal fire stove and wooden countertops were long ago replaced with stainless steel. If we are ever to operate the car as a working dining car it's a good idea to keep the kitchen as is (after cleaning and repairs, of course). It's the dining area that people want to experience and for now it seems like the right thing to do.

We have no immediate plans to restore the car. It is a project deserving of much research and resources, but we will get it done.

**CELEBRATING THE FOURTH** By the time you read this newsletter we will have participated in the City of Central Point's Fourth of July Parade. At press time our plan had changed a little. Originally we intended to use our chapter's 5-ton flatbed truck, until Ric Walch decided to see if we could get permission to use an even larger (and newer) truck from Medford Fabrication for the parade. With this truck we loaded our mounted Santa Fe steam locomotive bell, an operating steam whistle (the reason for using this truck is because it has an air supply), the cab of Medco No. 4, and our display of three switch stands. Our two chapter banners decorated the sides of the truck and two American flags were mounted on each side behind the truck cab.

On each side of the locomotive cab Ric made large signs telling the crowd this was the cab of our Medco No. 4 steam locomotive, and for them to come visit us at the railroad park.

When parade organizers asked Ric what we planned on doing, he said we would drive around in our big truck, ringing a locomotive bell and blowing a steam whistle. The organizers thought that was great as it would be a welcome break from the usual floats, decorated cars and school bands. Because Ric turned in our parade application early, we were assigned spot No. 11, which was great. There were over 140 entries for this year's parade. And guess what? We won Third Place!

The parade began on time at 10:00AM and almost immediately John Powell began ringing the large bell. Little kids and some adults had their hands over their ears. When the air supply was strong enough, Rick Aubin would blow the whistle and wave through No. 4's engineer's window. Believe me when I say that the large crowd heard us coming many blocks away. We were thrilled seeing so many people applauding us as we drove by.

When we approached the judge's stand we saw morning radio talk show hosts Rose and Garth Harrington announcing each parade entry. When they saw us Garth told the crowd about our chapter's recent move of our 1912 Southern Pacific dining car from Eugene, as well as encouraging everyone to visit our Railroad Park. Thank you Rose and Garth. (Garth also told the crowd we'd have the dining car fully restored in a month! Only with your money, Garth! Ha Ha)

Our #11 position in the parade had the advantage of being able to move before the temperature rose considerably, and while crowd anticipation was at its highest. Immediately in front of us was a group riding battery-powered scooters and bicycles. One idiot kept on zooming around too close to the front of our truck. In back of us was a large group of pre-school children who walked a bit slowly. At one point I think they were about two blocks behind us.

There were so many parade entries that when we finished the parade route and headed back to the assembly point at Crater High School, entry #49 or 50 was just leaving the school. Talk about too many entries or too short a parade route.

At the end of the parade we set up two tables of chapter souvenirs and informational pamphlets in the city park, where lots of vendors and entertainment was the order of the day. At about 3:00pm we closed up our tables and later unloaded the truck at the railroad park.

After our parade success we agreed to do it again next year. We'll try for First Place with a bigger and better entry. You can bet it'll be another noisy entry.

**FUTURE CHAPTER ACTIVITIES** We hope you'll set aside Saturday, August 18 and join us for a great experience on the coast of California. We'll visit the Timber Heritage Association in Eureka, California. Scheduled for the day is touring Fort Humboldt for the steam-up of their engines, plus a tour of the Samoa roundhouse and their storage yard at Fields Landing.

For those with hearty appetites you might consider arriving at Eureka the night before, get lodging for the evening, and enjoy a dinner together at the Samoa Cookhouse.

Then on Friday, September 7, we will hold a chapter barbecue inside the Medford Railroad Park. We'll open up our displays and a few of us will operate train rides on the Live Steamer's club tracks. More information about these events will come forth in upcoming newsletters.

**MEDFORD RAILROAD PARK NEWS** The biggest project currently ongoing is Steve Bruff's work on our Southern Pacific flanger. Since last month's report Steve and Rick Aubin have done a lot of work.

The north half of the flanger roof was sheathed with ½ inch oriented stand board (OSB). Then the joints were taped with fiberglass tape and four coats of mobile home rubberize roof sealant. The roof edge received a soffit constructed from Douglas fir and cedar boards, and then galvanized steel was installed on the roof edges. The south half roof area will receive the same procedure as the north half.

The two signal flags sticking through and above the roof were treated for rust and then painted orange. The stove pipe was cleaned and painted black.

The north exterior wall joints – between 1x4 tongue and groove boards – were filled with caulking. New molding was installed around all the windows. A coat of primer and coat of orange paint was applied next. Steve says that sometime later he will devote the time necessary to repair the damage at the base of the boards.

**Model A-3 motor car** – Jerry reports the hubs were pulled off the wheels to put new seals in. They found water and rust inside so we will need two new bearings and external races. The cost was quoted at \$580.00 plus shipping. This additional amount was approved at the June 19<sup>th</sup> chapter board meeting. Jerry says that when it's all done we'll have a good working A-3 motor car for about \$1,500.00.

The frame of the A-3 is ready for shot blasting and painting, which should be completed within the next two weeks. Work on the associate passenger car has been placed on hold until the handcar is finished.

**Forklift fixed and working great** – The hard work by chapter member John Weygand was rewarded with a forklift that operates better than ever. John installed the new ring gear, repaired clutch and clutch housing and other replacement parts, reconnected the drive line and transmission, and gave her a test start. The starter engages instantly and the motor cranks over in short order. The new clutch works so well that several of us have stalled the engine many times because we are used to the old spongy feeling clutch. Many thanks go to John for getting the forklift done in time for us to use in preparing our float at the Fourth of July parade.

**Handcar update** – Ric Walch reports that the handcar frame and tower are ready to cut at Medford Fabrication. Other handcar parts are already cut and soon the whole works will be transported to our locomotive shelter for welding and assembly by Jerry and others.

While that is going on we've begun thinking about a loading platform for the handcar and motor car. Rick Aubin said he'll work up a design that is both simple and functional. Construction will begin as soon as the design is approved.

**LATEST DONATIONS TO THE CHAPTER** This month we're honored with two financial donations from chapter friends living in the Bay Area. Bob & Carol Foley of Napa, CA sent us a check in the amount of \$500.00 to be used on our ongoing restoration projects. This editor has known Bob for about twenty years, back in my days of being Managing Editor of *SP REVIEW* magazine, and yet we've only met once or twice. Maybe this year Bob & Carol will take time from their many travels and visit our Medford Railroad Park. I hope so. I'd like to show them our park.

Our second donation comes from another friend of the chapter (and long-time friend of this editor) who wishes to remain anonymous. A few months ago he donated over \$300.00 to offset the costs of publishing and mailing our new MEMBER Manuals. This month he sent us another check in the amount of \$34.00. Thank you, my friend.

Our third donation is from Katherine Ross of Ashland. On Monday, June 11 I gave Katherine and her husband a brief tour of the chapter equipment and a train ride. They were impressed and enjoyed what our chapter is doing so much that they sent us a check in the amount of \$100.00. Thank you, Katherine.

We are truly grateful to every donation we receive, both large and small, but equally important are the many, many donations of railroad equipment, historic photos, railroad papers and more we've received – especially during the last decade. It's not an understatement in saying we look forward to the day when we can display and store all of our chapter's smaller items in one location, especially if it's at the Medford Railroad Park. Our dream one day is to reconstruct the Woodville (AKA Rogue River) depot, currently disassembled and stored at the park. Having an office, museum and archives housed in one historic building certainly is a dream worth seeing come true.

**Next General Meeting!** Because of our participation in the Fourth of July parade at Central Point, there will be no general membership meeting in July. Our next general membership will be at Eureka on Saturday, August 18. Hope you can attend.

**Your Chapter Officers for 2007**

Ric Walch, President 541-772-6255  
 E. Don Pettit, Vice President 541-601-4772  
 Jerry Hellinga, Treasurer 541-772-6432  
 John Powell, Dir. Of Public Relations – 541-826-1992  
 "Stretch" Manley, Activities Director – 541-582-8175

Bruce McGarvey, National Director – 541-779-8145  
 Steve Bruff, Chief Mechanical Officer – 541-832-2276  
 Rickie Aubin, Secretary - 541-779-4259  
 Tony Johnson, Newsletter Editor/Historian – 541-944-9176  
 Nancy Aubin, Membership Director – 541-779-4259



**(LEFT)** How's this for an entry in a Fourth of July parade? Ric Walch, Rick Aubin, Steve Bruff and this editor loaded the truck with the big bell, locomotive cab, steam whistle and switch stands the day before the parade. We did a little touch up painting on the switch stands and taped signs on both sides of the locomotive cab.

The day of the parade we attached a chapter banner on each side, plus an American flag on each side. It was great fun seeing the great reaction from the crowds.

**(RIGHT)** From this angle you can see the three switch stands at the rear. Occasionally I would move the stands to a different position.

While the locomotive bell was certainly what drew attention to us, Ric Walch bowing the loud truck horn and Rick Aubin blowing the steam whistle certainly added something. Probably noise pollution.

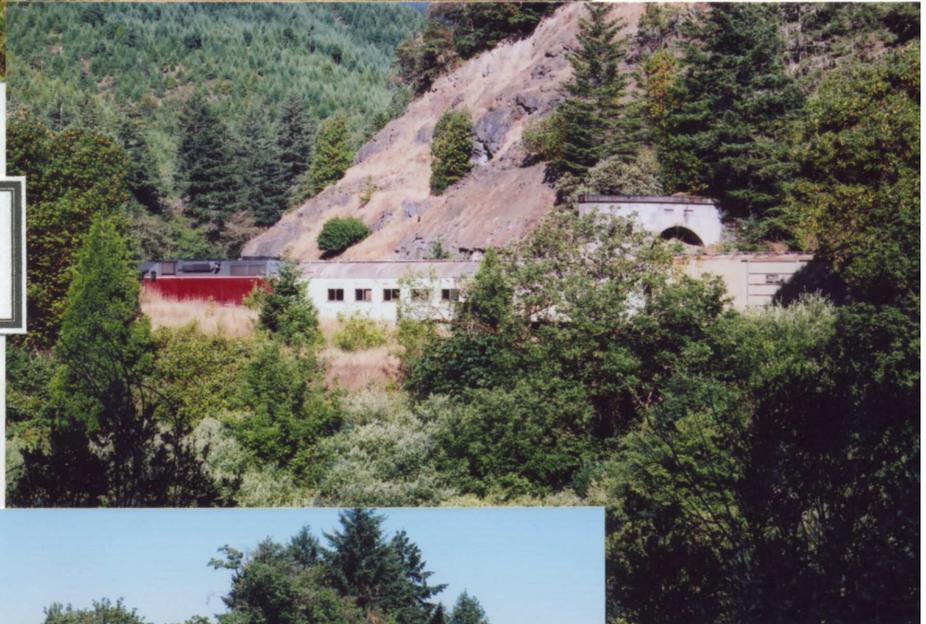




**(LEFT)** Not to be overlooked is the move of our chapter's third Defense Logistics Agency (DLA) box car to White City. Back in 1997 our chapter acquired three of the surplus DLA cars for \$600.00 each. Two were moved by truck to Central Point and the third to Albany, OR, where it was used to store surplus Medco No. 8 locomotive parts.

We later donated the car to the Willamette & Pacific RR and they used it for storage for years until they no longer needed it. They gave it back to us and moved it to Eugene to join our dining car.

**(RIGHT)** One of the interesting locations our cars passed on July 2 is an abandoned Oregon & California Railroad tunnel in scenic Cow Creek Canyon.



**(LEFT)** Here is our special two car train departing Glendale Oregon after inspecting our car and receiving instructions from the CORP Railroad dispatcher in Roseburg.



**(LEFT)** Our train is nearly home. Here our train is passing Gold Ray Dam in the background, a few miles south of Central Point. In a few minutes the train will stop at Tolo and wait for orders to proceed to White city.



**(RIGHT)** The WCTU Railway crew had to use chains to pull our cars to straighter track so they could couple to our cars. It took about 25 minutes before they were successful.



**(LEFT)** All coupled up and ready to go is our two special cars. The cars had about one more mile to go after traveling over 200 miles.



**(LEFT)** This is how the interior of our 95-year old dining car looks today. In the foreground are the bench seats and tables while in the background is the kitchen.

**(RIGHT)** Looking above the false ceiling is one of the original 1912 light fixtures. As you can see the paint is peeling in strips. We will remove and store this light fixture for safe keeping.



**(LEFT)** From the opposite end of the car we see the modern kitchen that replaced the original. For a start the false ceiling and modern sliding glass windows will have to be replaced when restoration work begins.