



THE MANIFEST

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – NOVEMBER 2008
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IMPORTANT NOVEMBER MEETING As required in our chapter By-laws, nominations for the positions of President, Vice-president, Secretary, Treasurer and National Director will be accepted during the November 11th General Membership Meeting. The meeting will begin at its normal time of 7:00pm.

Two months ago a three-man nomination committee was formed to prepare a list of possible candidates for these five elected positions. They have come up with a list and will present it at the meeting. At the same time other nominations for any of these positions will be accepted from the floor by the membership. Any member 21 years old or older and in good standing can run for a position.

Nominations will also be held during the December General Membership Meeting. However, any person nominated at that meeting must also be present. The election will be held immediately after the nominations are closed. The evening's video entertainment will follow the election.

PAINTING MEDCO No. 8 Back in 1968 the Medford Corporation sold its sole diesel-electric locomotive – Medco Mo. 8 – to the copper-hauling Magma Arizona Railroad of Superior, Arizona. After delivery the Magma Arizona people repainted the locomotive from the brilliant red-yellow-black Medco colors to their white color with broad yellow stripe, completed with “Magma Arizona Railroad” lettering. The shop forces also converted the original three-stack configuration to a more efficient six-stack arrangement.

In August 1955 our chapter reacquired No. 8 and transported back from Arizona to Oregon. After mechanically restoring the locomotive to operate again, we looked at when we might be able to paint it back to its original Medco paint scheme. As usually happens, other projects and a lack of funding prevented us from doing more than removing the Magma Arizona Railroad lettering and repainting the yellow stripe. We also applied the famous Medco diamond logo to the sides of the cab.

In the October 2008 *MANIFEST* we showed photos of No. 8 after all the old paint had been carefully removed and properly disposed of. Then beginning the week of October 19 Jerry Hellinga applied two coats of primer paint and two coats of red finish paint over the top of the hood, cab, front headlight area, and along the frame. On Oct. 29 Jerry masked off the red paint from where the yellow color will go.

The next day he applied two coats of primer (one reddish-brown and one white) to the hood and cab. It was Jerry's hope to get the yellow paint on within a few days, but a new weather front was approaching with the promise of rain for at least a week. So, as you read this newsletter, we expect to apply the yellow paint within a few weeks, as well as the black paint to complete job.



(LEFT) During the third week of October Jerry Hellinga started the paint process with the red color on the roof, top of the hood, and the frame on Medco No. 8. In this photo the red color has been applied and Jerry has masked off the new paint in preparation for applying two coats of primer and the finished coat of yellow. — **Tony Johnson photo**

(RIGHT) This scene photographed on the afternoon of 10/30 shows No. 8 after Jerry applied the first coat of primer paint around the locomotive. It was a bit annoying to find small flying insects that were attracted to the paint and are now part of the diesel. — **Tony Johnson photo**



(LEFT) The 1st coat of primer is on and Art and David Turner watch Jerry mix the second coat of primer. It was mostly white in color, that is, there was a trace of the brown primer left over, creating a little marbled effect at one end. It will all be hidden under two coats of the final yellow color. — **Tony Johnson photo**

(RIGHT) It's 5:00 pm and No. 8 has it's second coat of primer. Actually, Jerry ran a little short of paint on the other side and would complete the job later. A strong wind picked up dust and the clouds were getting dark with rain in the forecast, but it all worked out okay. — **Tony Johnson photo**





(LEFT) On Saturday, Oct. 11, a large group consisting mainly of family members of the late Mack Walch gathered together to paint the exterior of the Mack Walch Library. The group's ages ranged from the very young to the very old. — *Rick Aubin photo*

(RIGHT) By the end of the day the group had nearly all of the building painted, leaving only the difficult and/or yet to be constructed areas left to be done. — *Rick Aubin photo*



(LEFT) Also on the agenda that day was to paint our 115+ year old SP Section Tool house. Here we see Ric Walch (left) and Bruce McGarvey (right) wielding their brushes on the old building. This building was the first structure restored by this chapter. — *Rick Aubin photo*

(RIGHT) The SP Section Tool house looks great. Back in 2001 Steve Bruff and Tony Johnson repaired and painted the structure—the first restoration project our chapter completed at the Railroad Park. Because the Mack Walch building was being painted nearby, we decided to give the shed a facelift. — *Rick Aubin photo*





(LEFT) Although most of the Mack Walch library building was painted by the Walch family and friends in September, there remained a few small areas left to do. Here Rick Aubin is applying paint to underneath the roof overhang. — *Tony Johnson photo*

(RIGHT) Rick has moved over to the west side to complete the painting. In addition to the library building, Bruce McGarvey finished painting our SP section tool house nearby. Steve Bruff also joined in. Both structures now are painted in the tradition Southern Pacific colors. — *Tony Johnson photo*



(LEFT) What a difference a new paint job makes after eight decades since its last one. Our Pacific & Eastern hopper car was painted in September, leaving only the stenciling to be done. Steve Bruff applied the lettering and numbers to complete the car's restoration. Great job Steve. — *Tony Johnson photo*

(RIGHT) It seems there is always something left to do on any project. Our SP caboose #1107 was missing its stovepipe chimney since it was donated back in 1981. Up until a month ago the roof opening was covered with a five-gallon bucket until Bruce McGarvey found and installed an authentic caboose stovepipe. — *Tony Johnson photo*



There is no timetable for lettering the locomotive back to "Medford Corporation". We are leaning towards using modern vinyl lettering instead of painting the letters. Stay tune. It's getting exciting.

P&E HOPPER Steve Bruff reports that all lettering was completed on the 1899 hopper car on November 1. The white lettering against the fresh black paint is certainly noticeable from some distance away. A few steel items need to be fabricated and this will be completed during the winter. Many thanks to Dave Mihevc, Rick Aubin, Tony Johnson and Bruce McGarvey for their help on this project. We now have one "fine-looking" hopper car, the oldest piece of piece of rolling stock in our museum.

MACK WALCH LIBRARY On Saturday, Oct. 11 a group of eighteen people showed up at the Railroad Park to paint the exterior of the Mack Walch Library building. Most of the volunteers were from the extended Mack Walch family and they wanted to be personally part of the building project. Even Ric's 93-year old father was there to help.

With brushes in hand Mack's wife Sarah and two little daughters began painting the exterior walls. They all enjoyed themselves and expressed their satisfaction in being able to participate at least in a small way with the project. The colors are the same as our other chapter park buildings.

At the same time a few chapter members pitched in to give a fresh coat of paint to our chapter's 115+ year old SP Section Tool House. On the Mack Walch building here remained at the end of the day a few areas under a roof overhang and near the roof that still needed painting. Also left undone was the dark brown trim. The following week Ric Aubin, Bruce McGarvey and Steve Bruff finished painting the two buildings. Thanks to all who helped.

2008 SEASON FINISHED Our 2008 Season ended with the last Run Day on October 26th. In what had to be the closest thing to perfect weather (78 degrees and sunshine), visitors came out for one final fling at the park. Although we cannot accurately say how many people visited our cabooses, motorcar, handcar or other exhibits that day, the Live Steamers had its largest number of one-day riders (1,707) for the 2008 season.

We want to express our gratitude to the many chapter members who volunteered their free time to provide visitors with information, food, rides and souvenirs. As we continue to grow and improve our collection at the park, the public responds in kind with donations and offers of help. We are the only club of the five Railroad Park clubs that is also a museum. As we continue to interpret local railroad history we also find the demand for our knowledge and services increasing. It is no coincidence that most of our plans for expansion outside the park are actually started by outside interests.

In short, thank you to all the chapter members who helped us so much. I want to thank a few members who were at the park nearly every Run Day. In alphabetical order: Rick & Nancy Aubin, Steve Bruff, Landon Humphrey, Art McKee, Syd and Jean Stoner, Ric & Charlie Walch and Dan Wilkinson. We had other chapter members that also worked nearly every Run Day, but for other RR Park clubs they also belong to. They are: Mike Benke, Jim Dougall, Jerry & Stephanie Hellinga, Tony Johnson, Bruce McGarvey, E. Don Pettit, Dave & Beth Phillips, Vic Seeberger, Paul Sheedy, Claude Sorensen, and Art & David Turner. The population of southern Oregon benefits so much because of your sacrifice. Next year will be even better.

ANNUAL RAILROAD SHOW THIS MONTH The 31st Annual Rogue Valley Railroad Show is coming up on Thanksgiving weekend, November 29-30 inside the Medford Armory. This is the single largest fund-raising event for our chapter and the Medford Railroad Park.

With the help from many of you, Rick Aubin was able to fill all the chapter slots assigned to us. To help those who volunteered to remember their jobs and times, here is our list. Additionally, if you have some

free time to help staff and transport our chapter's large table display, please contact Rick Aubin and tell him what day(s) and time you can help.

Friday, November 28	Time	Names	Hours
Mask all corners	8:00—10:00	Jerry Hellinga	2
Mask all corners	8:00—10:00	Rick Aubin	2
Set up Christmas décor and ticket tables	9:00—11:00	Rick Aubin	2
Transport HO layout, setup, tear down & return to storage	9:00—11:00	Jerry Hellinga	2
Women's Bathroom-Clean	4:00—5:00	Charlie Walch	2

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Saturday, November 29	Time		
Raffle-3	11:30-1:30	Charlie Walch	2
Raffle-3	1:30-3:30	Ric Walch	2
Tickets-1	9:30-11:30	Art Turner	2
Tickets-2	3:30-5:30	Charlie Walch	2
Security-1	11:30-1:30	Steve Bruff	2
Security-2	9:30-11:30	Rick Aubin	2
Security-2	1:30-3:30	Jerry Hellinga	2
Public HO Operator	3:30-5:30	John Powell	2
Distribute Best in Show Ballots	11:30-1:30	Ric Walch	2
M Bathroom Monitor	9:30-11:30	Jerry Hellinga	2
W Bathroom Monitor	1:30-3:30	Charlie Walch	2

Total hours 22

Sunday, November 30	Time		
Raffle-1	2:30-4:30	John Powell	2
Raffle-3	10:30-12:30	Jean Stoner	2
Tickets-1	12:30-2:30	Charlie Walch	2
Teardown/Cleanup-Outside cleanup	4:30-6:30	Ric Walch	2
Tickets-3	2:30-4:30	Charlie Walch	2
Security-1	10:30-12:30	Rick Aubin	2
Security-2	12:30-2:30	Syd Stoner	2
Teardown/Cleanup-sweep and mop balconies	4:30-6:30	Jerry Hellinga	2
M Bathroom Monitor	2:30-4:30	Jerry Hellinga	2
W Bathroom Monitor	10:30-12:30	Charlie Walch	2

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SOC MEMBER MANUAL Back in early 2007 we published a new version of our Member Manual – a 54-page booklet filled with the history and photos of our chapter’s collection, plus the Chapter By-laws, Chapter history and more. Since that time when it was published there have been additional restoration projects completed and/or are currently underway.

As of this newsletter I am looking ahead to updating the manual with new photos and addition text. Although I haven’t yet set a date, I think it’s likely these new pages should be ready by March 2009. Some of the pages will be replacements for existing pages; while others will be completely new additions. Instructions will be included that will tell you which existing pages are to be replaced with the new ones. More on this at a later date.

The November General Meeting is Tuesday, November 11 at 7:00pm at the Rogue Valley Model Railroad clubhouse at the Medford Railroad Park. It is at this meeting that nominations for chapter board positions will be accepted.

After the nominations are closed we will have the evening's entertainment. Starting off the show will be highlights from the November 1st "Next to Last Run" behind McCloud Railroad's 2-6-2 locomotive #25. Many chapter members were there for that event.

Your Chapter Officers for 2008

Ric Walch, President 541-772-6255	Bruce McGarvey, National Director – 541-779-8145
E. Don Pettit, Vice President 541-601-4772	Art Turner, Chief Mechanical Officer – 541-826-6291
Nancy Aubin, Treasurer 890-2546	Rickie Aubin, Secretary - 541-779-4259
Steve Bruff, Dir. Of Public Relations – 541-261-5741	Tony Johnson, Newsletter Editor/Historian – 541-944-9176
John Powell, Activities Director – 541-826-1992	Nancy Aubin, Membership Director – 541-779-4259

GOLD OLD DAYS OF RAILROADIN’ This month we offer something a little different than our normal “first person” stories we often showcase in our newsletter.

No More Whistles Over 100 years ago Southern Pacific's Siskiyou Line was a very busy line, with numerous passenger and freight trains traveling the 300 mile route between the Pacific Northwest and California. Operated today by the Central Oregon & Pacific Railroad, the Siskiyou Line is a shadow of its former self, but nonetheless still fascinating to watch.

Several years ago Dave Martin sent this editor a Portland *Oregonian* newspaper clipping dated December 16, 1951. In the clipping the writer describes the end of passenger trains on the Siskiyou Line.

No More Whistles The familiar cry of "board" soon will echo for the last time through the Siskiyou mountains of southern Oregon, as passenger service ends on the historic Oregon-California railroad. Last week the California Public Utilities Commission agreed to let the Southern Pacific Railroad terminate passenger runs over the Siskiyou between Dunsmuir and the state line, which, in effect, will eliminate passenger schedules south from Ashland, Medford and Grants Pass.

The order is effective December 24, with the proper ten-day notice, but J.H. Pruett Jr., Portland general passenger agent, said it would probably be shortly after the first of the year before service ends. Overnight service between the three southern Oregon cities and Portland will be continued.

Busses to Serve Needs - Busses will take over to serve southern Oregon passengers, connecting with the main line at Dunsmuir. When trains 327 and 328 climb the steep grades for the last time, they will be writing the final chapter in the history of the passenger line which first linked the Pacific Northwest and California by steel.

The golden spike linking the West was pounded in the railroad yard at Ashland December 17, 1887. Today, the Siskiyou line has only a few passengers, but is still a healthy route for freight

rolling stock. The twisting line which snakes its way over the Siskiyou has become less and less the favored north-south passenger route since 1927, when the Cascade line over the "hump" to Klamath Falls was opened. The gentler grades of the Cascade line offered faster service to through passengers and are not so expensive to operate.

Cascade Route Prevails - For years Southern Pacific tried to maintain a balance with through train service on both routes, but gradually the Cascade line became the through route and the Siskiyou line a short line with a one-coach local running daily between Grants Pass and Dunsmuir and timed to connect with the hustling streamliners.

The local has been averaging only about 15 passengers daily each way, which is much different from the lengthy, well-filled trains which once rolled over the line, often requiring several locomotives to get them up the steep 3 and 5 per cent grades. This has meant an annual loss of \$392,812, company officials said.

Grades Steep, Grades Many - The Siskiyou line follows the main north-south highway much of the way, but, because of steep grades and curves, trains are unable to match the running time over the highway and most of the way are held to a limit of 20 to 25 miles an hour. Between Ashland and the state line there are 139 curves and most of the ruling grade is over 5 per cent.

A train link with California was long the dream of Northwest railroad tycoons of the second half of the 19th century. A forerunner of the dream came true in 1861 when the California State Company pushed a road through to Jacksonville.

This brought the first mass transportation between the two states over a 700-mile stagecoach road from Portland to Sacramento. The line had daily schedules which took six days in summer and about 12 days (and frequently much longer) in winter.

Dispute Delays Road - Explorations in 1853 by Lt. R.S. Williamson and Henry L. Abbott north from Redding, Cal., by way of the Pitt River pass, broke the way for the coming of the railroad, but efforts to finance the road through the Willamette Valley became embroiled in a battle for land grants by "east-siders" and "west-siders" with little construction being done for more than a decade.

At the climax of a race to lay track out of Portland on both sides of the Willamette River, Ben Holladay, who had made his name in the stagecoach business, won out and was given clearance for his Oregon-California line.

By 1871 he had pushed his railroad south to Eugene. Two years later the line had reached Roseburg, but Holladay was in financial difficulties and progress bogged down.

Henry Villard, a German-American representing German bond holders of Holladay's company, reorganized the firm and stretched the line to Ashland in 1884, while the Central Pacific and later the Southern Pacific pushed the route from the other direction.

Stage Line Gives Up - When the connection was finally made at Ashland in 1887, the stage service was at an end, and for many years the Siskiyou Line reigned unchallenged. To loyal railroaders, such as members of the crews who find it hard to believe that people today are more interested in "getting there fast" than in scenery, the passing of the run will be a little hard to take.

But trainmen won't be the only ones to miss old 327 and 328 when they become history. A lively cocker spaniel living on a goat ranch high in the mountains will also miss the passenger trains, for each day conductors have tossed off a paper to the waiting dog that grabs it and makes a delivery to the ranch.