



THE MANIFEST

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – FEBRUARY 2008

MEMO FROM THE PRESIDENT

Archives Building By the time you receive this newsletter we will be well into the permit process and close to breaking ground on our new Archives/Library building. I would like to thank everyone that has responded with donations and other offers of support. Even though our donations are running slightly behind our projected costs we are moving ahead in the belief that we will be successful.

We have located a contractor that has agreed to complete all of our excavation and foundation preparation at no cost, and we have also located a cement contractor that will help us set the forms and finish the slab. One of our members has agreed to help supervise the framing and donate some doors and windows. Our time frame is to have it at least framed up and closed in by the opening of the park this spring.

I cannot express how excited I am to see this project come together. I know not all of you knew my son, but to be able to take the sad tragedy of his passing and turn it into something positive means a great deal to me. I cannot even begin to explain the feeling of losing your only son at such an early age, but this project helps my healing process and I am grateful for everyone's support.

Elections We have completed our elections for "08" and our new "old" board, and appointed board members are in place. This year we have added some appointed board member assistant positions to help support the duties of the appointed board members... and all of these positions are nearly full. I appreciate the fact that so many new people are stepping forward to help our club be successful and I know this will make a significant positive impact this year. In this issue you will find the list of the "08" elected and appointed board positions.

Docents We will be contacting all of the club members this year to offer everyone an opportunity to work as docent this coming season. We would like everyone to consider signing up for some time slots this season, with our handcar and motorcar ride coming on line this season and our concession stand up and running, we will need all the support we can muster. If everyone would sign up for 2 or 3 time slots this season it would definitely go a long way towards helping the club be successful.

NEW 2008 BOARD MEMBERS TAKE OFFICE As required in our bylaws the newly elected officers assumed their duties at the January general membership meeting. They are:

Elected Board Members

- Ric Walch – *President*
- E. Don Pettit – *Vice President*
- Rick Aubin – *Secretary*
- Jerry Hellinga – *Treasurer*
- Bruce McGarvey – *National Director*

As also required in our chapter bylaws, the new officers appointed the following chapter members to these positions:

Appointed Board Members

- Art Turner – *Chief Mechanical Officer*
- Tony Johnson – *Editor/Historian*
- Steve Bruff – *Public Relations*
- Nancy Aubin – *Membership Director – Park Committee*
- John Powell – *Activities Director*

For some time now President Ric Walch and the Board Members have had discussions about adding new positions that will assist the elected and appointed positions, and also benefit the Railroad Park and chapter at large. There already are two appointed positions (Non-voting) and they are:

Park Committee: Two positions which represent SOC-NRHS at the Railroad Park Committee meetings.

Jackson County Heritage Association Representatives: Represents SOC-NRH at the regular JHA meetings.

In addition to the two positions above, there are eight more Non-voting positions under consideration. Here is a brief description of the proposed new non-voting positions;

Assistant Chief Mechanical Officer: Assist Chief Mechanical Officer and designs a database to track ongoing and proposed projects.

Assistant Historian/Newsletter Editor: Assist the Historian/Newsletter Editor with photos, inventory, newsletter and photo boards at the Railroad Park.

Assistant Activities Director: Assist the Activities Director on scheduling and coordinating activities and outings.

Docent Director: Schedules all docent work and times for Run Days.

Webmaster: Maintains our website.

Operations Supervisor: (Trainmaster) Supervises all train movements on Run Days, schedules and trains docents, conductors, motor car and hand car operators for Run Day operations.

Concession Stand Manager: Manages and operates concession stand and trains all concession stand docents.

Assistant Concession Stand Manager: Assists Manager in the above duties.

As this issue goes to press the only vacant position remaining is that of Assistant Activities Director. If you believe you'd like to try your talents at this position, please contact any of the Board officers of your decision.

- Dan Wilkinson – *Park Committee*
- Nancy Aubin – *Park Committee*
- Jerry Hellinga – *Jackson County Heritage Association Representative*
- Jerry Hellinga – *Assistant Chief Mechanical Officer*
- Larry Mullaly – *Assistant Editor/Historian*
- (currently vacant) – *Assistant Activities Director*

- Nancy Aubin – *Concession Stand Manager*
- Charlie Walch – *Assistant Concession Stand Manager*
- E. Don Pettit – *Docent Director*
- Ken Hill – *Operations Supervisor (Trainmaster)*
- Stretch Manley - *Webmaster*

PARK NEWS During a normal Rogue Valley winter we usually are able to continue with ongoing projects, or begin new ones – but this year is a doozy. The Railroad Park normally gets a day or two of snow each winter, but we’ve had plenty this winter, plus colder than normal temperatures and lots of rain. In spite of this, some work and planning is getting done.

The most exciting project is that of the future Mack Walch Museum & Archives Library. The selected location for the building will be in the large grassy area behind/next to our hundred+ year old SP Section Tool Shed. Until recently this was the proposed location for the Southwest Oregon Large Scale Trains club’s new garden railway. They now have chosen a much larger area inside the Live Steamers loops for their new garden railway. (By the way, the Southwest Oregon Large Scale Trains club has officially changed their name to Southern Oregon Large Scale Trains.)

At the January Board meeting the Board made a motion to approve the archived building design and construct the building. Both the Southern Oregon Large Scale Trains club and the Southern Oregon Live Steamers are interested in using the Archive Library. They are both willing to donate money and/or labor.

President Walch is gearing up to begin work quickly. In fact, when this editor asked him on Dec30 how the project is coming along, he shocked me by saying he’s hoping to have the building up and open when the park opens in April. Whether or not it will happen, I know Ric is going to try his best to see it through.

Another building project (and certainly a smaller one) is the addition of a small storage building next to our chapter’s concession stand. With the success of our stand there is now a storage problem. About half of the T-shirt inventory and other souvenirs have been kept at Tony Johnson’s home until needed. By having a separate storage shed next to the concessions stand it will free up an already crowded concession stand, and allow docents to refill items on the spot. It will also house a small freezer for those frozen goodies.

As this newsletter goes to press Rick Aubin, Ric Walch and others plan to build the storage shed inside a heated building at Medford Fabrication on February 9th, although that date may change. They figure they can knock it out in one day; then transported it to the Railroad Park and unload it to its new location with the chapter forklift. It sure beats working outdoors in the snow and cold.

In other Railroad Park news, Bryan Frazer is getting ready to start his Eagle Scout project (handcar loading platform) and he is rapidly approaching his benchmarks to get started. Ric Walch says, “We may or may not need to assist his group to complete this project, but he and I will be working together to make sure we stay on schedule.”

CHAPTER BOARD MEETING REPORT Jerry Hellinga reports that the Sumpter Valley Railroad has started restoration/repair work on our Medco 4 parts. Chief Mechanical Officer Art Turner suggested that Ken Hill change the oil in the motor car. Ric Walch wants the chapter to be in Medford’s annual Pear Blossom Parade. After our success (and fun) at the 2007 Fourth of July parade in Central Point, participating in the large Pear Blossom Parade will be a great way to promote our chapter and the Medford Railroad Park.

Back at the Railroad Park, Steve Bruff reports he has begun removing brackets from the 1899 Pacific & Eastern hopper car so that he could take examples to Medford Fabrication and have them make brackets for us. Steve has volunteered to handle the PR (news releases) for the run days. It will go in the *Tempo*, *Grants Pass Courier* and a free paper they have call the *Country Weekly*.

Concerning the G-gauge club's proposed new garden railway location, Steve says, "Mike Benke talking about G scale plans for their new layout area sparked some discussion about the limits of their proposed layout (which are staked on the ground by tall 1x2 wood stakes) and then the 'loop' I laid out, etc. No-one has a problem with the scenario or the location of the loop.

Roger Phillips, President of the Southern Oregon Live Steamers, emphasized that staking out the loop was good to "establish the location of the future right-of-way", but that there were no plans to construct the loop for some time to come... and that there are many projects ahead of this. Steve said he would leave the flags up until all interested members could see the location and then make sure the flags are removed in time for the first mowing.

MEMBERSHIP NEWS Membership Director Nancy Aubin reports our membership renewals are still down. She says, "I'm out about 20% (19-20 members/families haven't yet paid). We ask those of you who have not yet renewed to do so now, for it's very important for the future of this club, and we can send all our membership records in to the Nation Headquarters on a timely basis. Unless you renew your membership soon this will likely be your last newsletter.

We're happy to honor the following individuals who have donated extra money above their chapter dues: Jim Dougall, Art McKee, David Mihevc, and Lee Squibb. Richard Francis also gave a donation to the Railcamp Scholarship Fund.

OUR CONDOLENCES We're sad to hear that chapter member Dave Sell, from Gresham, had both of his parents pass away last month. We pray Dave and his family will remain strong going through this tragic time.

TALES OF GERTI GROWLER by Ric Walch All of you are probably familiar with the club's 5 ton truck (affectionately referred to as Gerti Growler) as you have probably seen her resting at the park, looking all sleek and animal-like, waiting to be prompted into a frenzy of activity. Unfortunately, most of you did not witness her deliver 4 loads of the Howard House building materials out to White City for storage the rainy night we completed that project. I am here to say she did an admirable job and earned her keep that fine day.

The first two trips she was loaded fairly light, the third load was about maximum capacity, however, the fourth load was a sight to behold. With lumber piled higher than the cab she struggled mightily to gain forward momentum. We forged ahead in the cold rain with the wipers flip-flapping madly, shedding little bits of rubber, and the defroster struggling to maintain a pie size area of defrosted windshield. We reached the freeway overpass and some quick downshifting was required to maintain forward momentum. By the time we reached the top of the overpass I cut her loose as we had traffic backed up about 10 cars deep by then. As gravity took over we almost had a runaway and approached forty miles per hour.

By now the top straps had loosened on the load and she began to sway just a bit, but since the sway of the truck matched the staccato beat of that big Chevy's industrial V-8, I judged this a good omen and went for fifth gear. By now we were committed and reached highball speed at 45. I pulled up behind a freightliner loaded with logs and hi beamed him over as Gerti and I had made the green light at Vilas Road and we were darn near at warp speed.

We blasted down Table Rock Road and made the green light at Antelope. (By now it was raining sideways and we were taking on water in the cab.) By this time a lesser vehicle would have given up, but not old Gerti. I gave her a double clutch down shift and she growled her determination to finish the run. We finally made the mill site, rolled into the yard and I shut her down, she dieweled in protest for a while and then agreed to have a rest.

We shed her load and headed home. By now she was plumb tuckered, but we made it back to the railroad park. When I told her we were done and shut her down she wheezed and coughed in protest, but finally agreed. That Gerti! She's a runner, I tell ya' what.

February General Meeting! Our next General Membership meeting at the model railroad clubhouse will be at 7:00PM on Tuesday, February 12. We hope you will be there for an evening of entertainment, fellowship and fun.

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
Jerry Hellinga, Treasurer 541-772-6432	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

GOOD OLD DAYS OF RAILROADING This month we present a host of memories from the late Tommy Beall of Eugene. Thomas Wayne Beall was born April 30, 1920 in Vancouver, WA. He first worked on the Weyerhaeuser Timber Railroad as a Fireman. His older brother, Emery Lyle Beall, also worked for the Spokane, Portland & Seattle Railway as an Engine Watchman at Lyle, WA, then went on the way to Weyerhaeuser Timber Railroad. In 1941, Emery came down to Portland and hired out as a Fireman on the SP. Tommy did the same, hiring out on the SP on May 9, 1941. He was promoted on 9/26/1946. He retired on 5/6/1980 with 39 years of service. Tommy passed away at Eugene, OR on 8/29/2004 at 84 years of age.

FUN and GAMES as a LOCOMOTIVE ENGINEER(Part 1) – by T.W. (Tommy) Beall [as told to Steve Coons]. I come from a railroad family. My father was a railroad blacksmith, my oldest brother was a welder and steamfitter, and my next brother, who now lives in John Day [OR], was also a Fireman and Engineer on Southern Pacific's Portland Division ahead of me. In 1939, he (Emery L. Beall) was working on the Weyerhaeuser Timber Railroad out of Longview, so I went up there to see if I could fit in.

Well, they put me on the section gang, and told me I could make my own way from there. So I'd put 8 hours a day on the section, then at 4:00AM, go out and help the Hostler in the roundhouse get the engines ready. I did this on my own time. Then I'd work from 6:00PM to 10:00PM at night, helping the Hostler, and I did this for three months.

Someone turned the Hostler in, because he was kinda lazy, and they said, "*This Beall kid's doing all the work up there!*" The manager of the Railroad Division said, "*That's what I like to hear, so I'll put him to work!*" So I got a Hostling job, and I would work at night, then during the daytime. I would go out with an engine crew, and learn to fire the engine.

On my first few firing trips, I worked what they called the "Main Line" engines, the Weyerhaeuser #200 and #201. They were 2-8-8-2s, the largest engines ever built for a logging railroad. WeyCo bought them right from the builder – they weren't hand-me-downs from some other railroad. They

would take 90 cars of logs down from Headquarters Camp to Longview. The regular fireman was in the hospital, so I got to work his job for a month, (in 1940).

Then they sent me up in the woods, where the 5% and 6% grades were, on the little saddle-tank Mallets. They were short, with big boilers and lo-o-o-ng water glasses, built to go on those 6 and 7% grades. The water tank was on the boiler to give it extra traction. Besides, you didn't have to worry about a tender.

As soon as I turned 21, I got tired of the way the logging camps were running. They worked so spasmodically. You might be shut down for snow or high winds; then in the summer there was fire season. So, Emery had gone to Portland and hired out on the Southern Pacific as a Fireman. I went down there too, and applied. When I was on the office someone spotted my B.ofL.F. [Brotherhood of Locomotive Firemen] button and asked me how I happened to be a member of the Fireman's Lodge. I told them, and I learned they were looking all over for experienced firemen. I was ashamed to tell them I was a logging camp fireman. I was afraid they'd make fun of me.

Instead, they sent me right over and put me out to work, and I worked for the SP for 39 years. However, I earned my way to it, up in the woods. I put in many a 16-hour day, and then worked with the Hostler on my own time, in order to learn the job. I learned the hard way — but it was a good way to learn it. I always enjoyed my logging camp experience; it was fun, in a way, and something interesting to remember.

Then I got out on the SP Main Line, and I couldn't believe that the track was so smooth, and those engines went so fast! In the logging camps, we had very light rail, and the engines rode terribly rough, and we never went over 25 MPH. I was just amazed at how fast they went on the main line! There were some disadvantages in being hired as an experienced fireman. The firemen ahead of me had to work one year before they could work Passenger trains, and I only had to work 90 days. There was a passenger train [#333-334, Coos Bay Passenger] to Marshfield (Coos Bay), and no one wanted to bid on it, as you only made \$7.00 a day. You worked thirty days a month; it was a night job both ways, so I got it "wished" upon me!

So, I finally got off that, and got back on the Extra Board, where the money was, and then they sent me to Grants Pass. There was a passenger train that split off the main line at Dunsmuir, and ran to Grants Pass and back to serve southern Oregon. (Trains #327-328, the "Scoot".) I got stuck with that job, and made less money than a switch engine fireman! It was a fun job, but I was hungry for money.

I had dated May 9, 1941, and I worked 120 straight days before I laid off. That was how fast things were moving then before World War II. I stuck it out for 120 days before I got a day off. I was young then, I felt fortunate to have a job. Logging camp jobs were good, but you couldn't make money because the camps were shut down too much.

Steve Coons asks Tommy, "*How did you get to be an Engineer?*"

I took an International Correspondence School course. In those days, they put out a course for Locomotive Engineers, and before I went in the service, I had just completed 19 lessons on the steam engine, the mechanical part, and was just ready to start the Air Brake section when I was drafted. When I came back from the service, the SP had already promoted the Firemen around me, but retained my position if I could make it.

Three months after I came back from the service, they had an Engineer's Examination, and I was a little bit frightened about taking it. But, I went around to the older engineers, and they would quiz me, and when they all were satisfied that I could make it, I went in and took the Engineer's Examination. Of course, my brother Emery, when he heard that I was scared about taking the exam, just jumped all over me and told me I could make it, so take it and don't back down.

My engineer's date was September 26, 1946. If I had not made it, I would have had to wait six months and take it again, and everyone who was behind me in seniority would be ahead of me. I was a little frightened when I had to go in and take my examination. A steam engine examination was a pretty tough examination. It needed to be.

When I was in the service, I was in the 770th Railway Battalion, in Korea. I trained seven months on the Union Pacific between Cheyenne and Laramie. And when Bob (R.B. Law) talks about having to stand on those waterspouts, when you took 20,000 gallons of water, when I rode on the engines on the UP, I'd always try to help the fireman by going out and taking water for him. With places like Granite Canyon, when it was 30 below, and you are standing on that waterspout, with all the frigid air blowing out of the manhole and up you pant-legs, now it was COLD! The fireman was always delighted that I'd take water for him. Now those steam engines would be so cold, I couldn't sit on the side, so I'd have to sit down on the steel deck, and by the time we got to Cheyenne or Laramie on either end, my feet would just be numb – just like two blocks of wood hanging on my legs.

I didn't care for railroading in that kind of country. Plus, they had coal-burning steam engines, and they would run a helper to Sherman Summit, and I'd always get on the helper. Well, the stokers would not keep steam up, so the fireman had to hand-shovel coal to keep the steam up. They taught me how to hand-fire to supplement those stokers. I later went on the Clayborn-Polk Military Railroad. It was a 50-mile railroad across the swamps from Camp Clayborn to Camp (now Fort) Polk, and I hand-fired coal-burners across there. The first time I fired a coal-burner there, I wanted to be sure I had enough coal in the firebox, so I put so much coal in I smothered the fire! The engine died right there on the main line! There was a real knack to firing a coal-burner. I learned quickly! I also decided I never wanted to be a coal fireman, either!

I enjoyed my whole 40-year experience with the railroads. Some people are suited for certain jobs, and that was the job I wanted. I was satisfied all the way.

One time Bob and Steve (S.I. Woodson) were talking about the Southern Pacific's line from Oakridge to Cascade Summit. I had my experience with those tunnels! On July 4th, 1942, I was firing on the first helper locomotive on a Westbound [train], we were going through the country so fast, I had all the windows wide open to cool off... and I had not yet hooked up my respirator, which was a sad mistake. You should never try that. When we got right in the middle of Tunnel #14, the man on the head-end was going to head-in at Frazier. When he started to head in there was already a train on the siding, so he had to come to a sudden stop. I was right in the middle of the tunnel, the windows open and no respirator hooked up, and I had an Engineer who was not very smart (“Heinie” Baldwin). I guess you know he did not shut the throttle off. With that east-to-west draft in the tunnel, that live steam from our own engine caught me! With the windows open and no respirator, I had to get down on the ground and get out of there. I found a vent tunnel just big enough for a man to walk in, so I went through that, out on the hill, and around to the head-end and told them what happened. By that time I was all out of breath, and the fireman on the Road engine told me: “*You fire this engine to Cascade Summit, and I'll go back and fire your engine!*” He got about halfway through the tunnel and he found “Heinie” looking for me. Well, I got out of there without getting seriously burned, but I learned to never, never go up there on a steam engine without being prepared. Anybody who went up there with his respirator in his grip was a fool. I leaned the hard way.

That's the only bad experience I had, but many times we would be going so slow that our own steam would catch up with us, and it would be HOT! I never had any more experiences like that, but I had plenty of trouble after I got to be an Engineer.

In June 1948, they sent me to Portland to work the Portland Extra Board. I had never worked a switch engine up there, so I didn't know anything about the track layout, and we would take a transfer [freight] out of SP's Brooklyn Yard, to Albina Yard on the U.P. Operating over the Union Pacific involved a

different rulebook, and different signals. Everything was different over there. So, I got our train through the interlocking plant and up to Albina, and as we approached the crossover to head in to Albina Yard, the crossover wasn't lined for us and we had a double-red signal about ten car lengths from the crossover. I stopped our train.

The Switch Foreman said, *"Pull up to the crossover, and I'll get them to line it for us."* I said, *"No, I can't go by that double Red!"* Then he said, *"You pull up there. I'm not going to walk up!"* So like a fool, I did it.

The Foreman disappeared and didn't come back, and pretty soon I saw a passenger Brakeman coming, walking down the Westbound Main Track with a red flag! When I had passed that red signal, I had thrown a red block in the face of a Passenger Train #457, coming from Seattle to Portland. The Head Brakeman had to flag ahead about two miles to the interlocking plant. As he walked by he gave me some hard looks. When #457 came down the Westbound track behind the Brakeman, he was carrying Green signals for a second section! I thought to myself, *"Boy, I hope that second section is a couple of hours late!"* No such luck! The second section of Train #457 was 10 minutes behind the first!

I sat there and began to worry when I saw that we weren't going to get crossed over, so I thought I better back up and clear the signals. So I whistled three shorts, to back up, and nobody was listening. What I didn't know was that the *CITY OF PORTLAND* streamliner had come in from Chicago after I had gone through the East Portland Interlocking. After they'd emptied the train out, the switch engine had pulled the *"CITY"* out onto the UP line to The Dalles, and then let him go. The hostler was bringing the *"CITY"* to Albina to be serviced... and now he was sitting right behind me!

I whistled "Back up" and nothing happened, so I started to back up, and crashed the rear car right into the *"CITY"* and ruined their drawbar cover. That really raised Cain! I'd laid-out two passenger trains, and wrecked the third one... and I never heard a word about it! The Foreman knew he was in trouble, and he talked his way out of it, and covered-up for me. I never heard a word. But on a foreign railroad, to delay two Passenger trains, and wreck the third one, was a poor way to get started. I've often thought about that, and to this day I don't know how I got away with it.

Not long after that, I was working out of Eugene to Coos Bay. I had an Order for a meet at a siding called Richardson, just a little west of Swisshome. I had about 50 carloads of logs, and the switch was all lined for us to head-in when we got there. The man [train] we were meeting didn't want to block the crossings, so he was laying back from the switch, and his rear end was hanging out past the switch on the other end of the siding! So I headed-in there, going along, and looking for the 500 foot board, so I'd know I had 10 cars to go... and there wasn't any 500-foot board! I went around the curve, the switch was right there, and I couldn't stop. We ran into the train on the main line, cut it in two, and knocked the Conductor and the Rear Brakeman flat on their faces. I was sure there would be a 500-foot board. I just had no doubt there would be one there!

I knew I was going to be called in for an investigation, so I went in to see Trainmaster Charley Riedel and told him the whole story. I said, *"I'm guilty as Hell. I got nothing to stand on!"* Charley Riedel said, *"Well, Superintendent Hopkins is out at the roundhouse right now. You go tell him what you told me and let him decide."*

I went out there and found Hopkins had a bunch of officials standing around him. I said, *Mr. Hopkins?"*... and explained the whole thing to him, and how I assumed there would be a 500-foot board, and there wasn't. Hopkins said, *"Well, under these circumstances, I'll let you off with 30 demerits. Maybe it'll make a better engineer of you."*

Then I said, *"It would really help us extra men, who seldom get out to these places, if you would have them put 500-foot boards at every one of those sidings!"* Hopkins whirled around, glared at me and

said, “Beall, I just let you off with 30 demerits, when I should have fired you, and now you’re trying to tell me how to run the railroad!”

I leaned after that to just take what came and say nothing. You couldn’t win!

ROUNDHOUSE BULLETIN Retired SP Engineer G.F. (George) Williams found this old two-page Roundhouse Bulletin in his collection. The bulletin was saved by his father, who also was an Engineer. Thanks you, George for sharing this piece of SP history.

There is no date on the faded pages of this bulletin. George thinks it was originally posted in the Thirties, however, chapter member Steve Coons, who also saw this bulletin, thinks it’s possible the bulletin goes back to the Twenties. Reference is made to the 4000 Class Mallets (SP 2-8-8-2s). Could this be before the AC-4 and AC-5 Class were built? (AC-4 #4100 was built in 1928).

And note the second page it says: “From Oakridge we had two Mallet helpers and 6800 Ms (3400 tons). Of course, I know they kept calling the AC’s “Mallets” after they were simplified.

Below is a check of the Time consumed between stations from Eugene Yard to Crescent Lake on Westward freight trains, Mallet Engines 4000 Class and only on train that showed 5875 to 6200 Ms. The time was checked from East Switch to East Switch at speed. The Engine was working from 14 to 17 Lbs. back pressure.

Do not run water tank at Carter anytime except with a light engine.

When you take water at Carter the Head Brakeman get off and rolls the head 25 or 30 cars and walks to the engine while the Fireman is taking water. The Swingman comes up and rolls the rear half of the train so that it only requires about half a train length roll.

It takes about 11 to 14 min. to cut the Helper out at Summit in good weather and about 20 to 25 min. when there is snow on the ground.

At Cascade Summit to cut out the helpers from the main line, spot the Road engine somewhere around the West switch of the Lake siding (Siding used for eastward trains) 62 to 68 car train to helpers.

When cutting out the helpers for siding pull down to the water Spot.

18 to 20 inches of water (In the Tender) at Cascade Summit is plenty to go to C. [Crescent] Lake and make the caboose change.

When heading in a C. Lake and picking up the rear man your Engine will be about 8 or 10 cars west of the Club House and he should be on, but to make sure you can watch the lights in the Block Signal and they will go out when the train is in the clear.

Look out for helpers at Cascade Summit pushing you beyond the fouling [Point]. Safety First! Set the Automatic air.

A check of one trip from Eugene Yard to Crescent Lake

Engine 4025 Tonnage 6200 Ms 72 Cars

stations	time in minutes
Eugene Yard to Springfield	30
Springfield to Natron	10
Natron to Hills	9
Hills to Pengra	15
Pengra to Carter	19
Carter to Reserve	15
Reserve to Lawler	14
Lawler to Lookout	20
Lookout to Hemlock	6
Hemlock to Oakridge	24

From Oakridge we had two mallet Engines helpers and 6800 Ms.

Oakridge to Pryor	19
Pryor to McCredie Springs	20
McCredie S. to Heather	21
Heather to Wicopee	18
Wicopee to Fields	27
Fields to Frazier	18
Frazier to Cruzette	25
Cruzette to Abernethy	23
Abernethy to Cascade Summit	21
Cascade Sum. to Odell Lake	16
Odell Lake to Crescent Lake	9

This Train took water at Wicopee and had a Filled Boiler and made the Summit for water as did the helpers.

Don't try to run the Water Tank at Carter with any train but take water and be safe.

Railroad Terms In a letter to the editor a few years ago, chapter member Jim Lekas said he was BS-ing with a co-worker and they talked about railroad terms in our English language. Jim said, "I started to think about the many common terms that are of railroad origin and thought it might be interesting to see what other readers can come up with. I thought of these:"

One-track mind (Jim says his is equipped with CTC!)

Derailed	The Real McCoy
Railroaded	Chinaman's Chance
Highball	Back on Track
Off his (her) trolley	On Track
Sidetracked	Full Steam Ahead
Iron Horse	Express Train
Freight Train	Rails
Train of Thought	Fast Track
Runaway	Runs Like Streetcars
Puffing Like a Steam Engine	Wide Berth
Steamed	Streamlined

FROM THE CHAPTER ARCHIVES

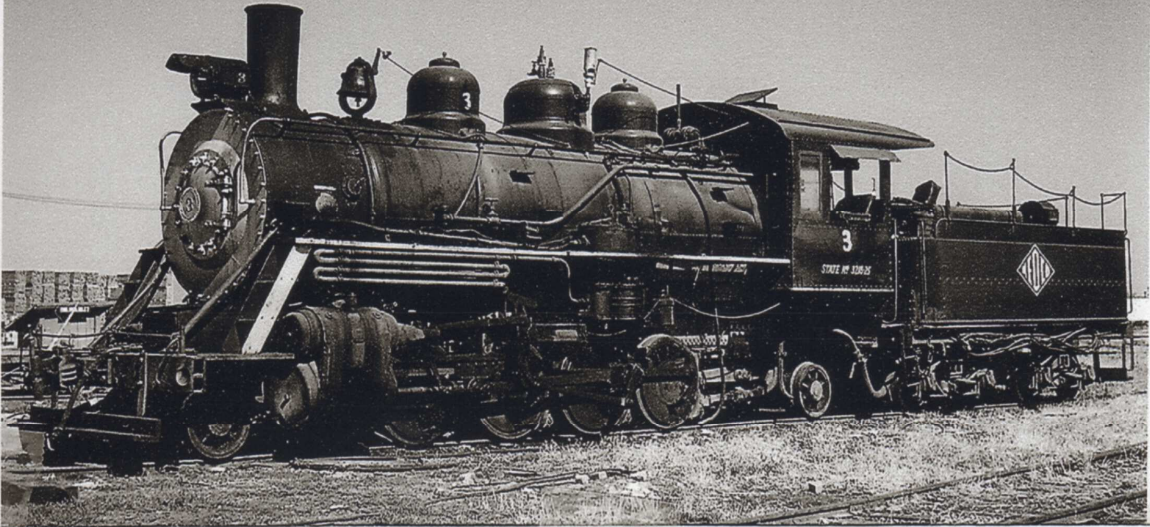


On June 4, 1968, friend of this chapter, Tom Mougovan was visiting Medford and stopped at the Medco Mill. Although Medco railroad operations ended in 1962, the large lumber mill in downtown Medford was still fascinating for photographers. The man moving large logs around the pond is one of Medco's "Pond Monkeys", as they were called. Using the outdoor motor on his small metal boat he herds the logs to the spot he wants. – *Tom Mougovan photo.*

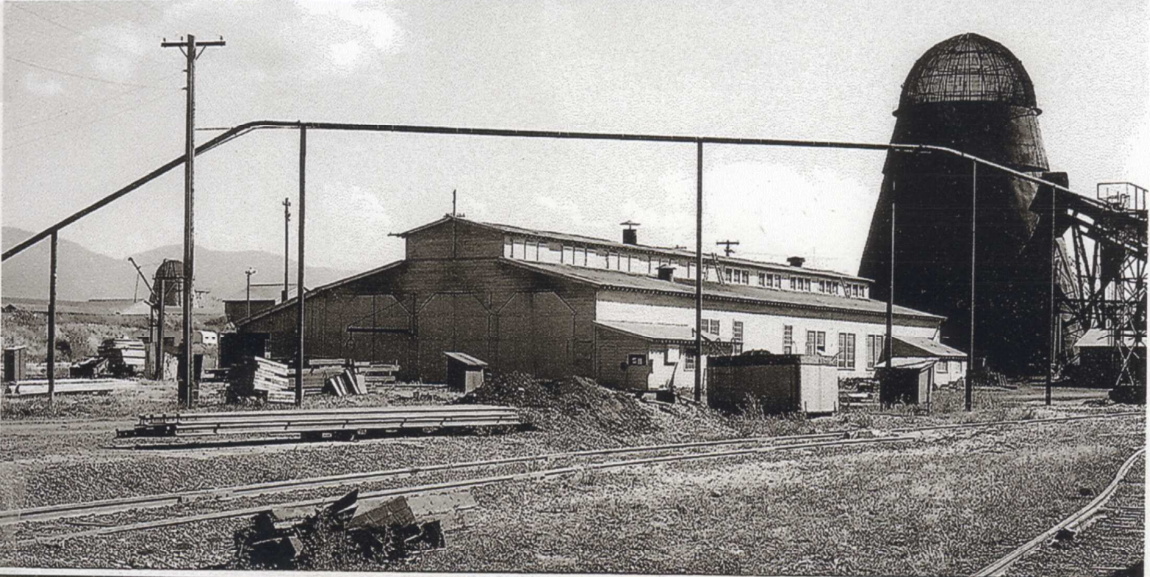


Here's a cute little caboose! Medford Corporation employees created this homemade Medco caboose #2 using the frame of a retired steam locomotive. These little "bobbers" (or "Crummies", if you prefer) were as basic as you'd expect in a logging operation. A small stove provided heat on those cold days in the woods, and the cupola provided a clear view ahead of the log train. Having a short wheelbase, the name "Bobber" was appropriate as they bobbed back and forth down the uneven rails of the logging railroad. – *Ivan English photo, 7/1/1952*

FROM THE CHAPTER ARCHIVES



It's a hot September 22, 1956 day as photographer Harold "Hal" Stewart photographed 2-8-2 Medco No.3 as it waits for another day of hauling logs. The Baldwin Locomotive Works built Medco No. 3 in 1925 for the Owen-Oregon Lumber Company as their No. 3. It is a 75-ton, superheated "Mikado-type steam locomotive. It later became Medco No. 3 after Owen-Oregon bondholders reorganized themselves into the Medford Corporation in 1932. No. 3 had the distinction of pulling the last log train from Butte Falls in 1962. Today No. 3 hauls California Western RR excursion trains out of Fort Bragg, CA.



It is June 1963 and photographer Jim Brooks points his camera at Medford Corporations engine house at the vast mill complex in Medford. The railroad stopped hauling logs the year before; the rails were pulled up, but inside the building rests Medco No. 8 and Medco No. 3. Medco No. 3 would be sold to the California Western in 1965 and No. 8 to Magma Arizona Railroad in 1968. This chapter acquired No. 8 in 1995 and currently it's in operating condition.