



THE MANIFEST

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – JUNE 2008
PO BOX 622, MEDFORD, OR. 97501 WEB SITE: [HTTP://WWW.SOC-NRHS.ORG/](http://www.soc-nrhs.org/)

ARCHIVES-LIBRARY BUILDING GOING UP After an earlier delay on account of weather, the pace of our chapter's new library-archives building has picked up speed. Last month we showed you a photo of the forms and rebar in place, ready for the pouring of concrete. Early on a nice warm May morning, chapter members successfully poured the concrete foundation for the building.

Project coordinator Jerry Hellinga first had to estimate how much concrete we needed. Estimating how much you need is easy if you have a flat pad to pour, but when the area around the walls needs more concrete, it gets a bit trickier. Jerry estimated we would need 17-½ cubic yards so he placed an order for 18 cubic yards. Figuring there would be a little left over he also had prepared a small area inside our locomotive shelter for a concrete floor. By having this small section ready with an adjustable form, Jerry figured it could take the ½ yard leftover concrete. Well, when all the concrete was poured for the Archives building and Jerry's little pad in the locomotive shelter, there was less than one half of a wheelbarrow left. That's good estimating!

The following week Jerry and Larry Tuttle together constructed all the frames on the pad. When it came time to lift the frames into place they'd give a call out for more bodies and we'd lift it in place. This worked very well, as additional bodies doing the framing would likely have bumped into each other. As this newsletter goes to press all the external wall and internal office frames are in place. (See photos.) We are now getting quotes for the cost of buying the needed trusses for the roof.

RESTORATION REPORTS Just like last month there is not much to report this month. Poor weather and the work on new archives-library building greatly affected progress on the other projects. Dave Mihevc and Steve Bruff managed to get more work completed on our Pacific & Eastern hopper car. Anyone at the park couldn't help but notice the loud banging on metal sounds coming from their area. They do hope to have work on the hopper car completed by the end of summer.

At a special June 3 Board meeting chapter the officers began preparing our Fiscal Year 2008-2009 budget – a meeting filled with proposals, counter-proposals, loud talk, laughter, but no fist fights! Creating a chapter budget would be easier if we had tons of money, but this is the real world.

Steve Bruff prepared a proposed budget to submit at this special Board Meeting. In Steve's proposal he laid out what he believes needs to be done to finish two projects and begin and end a third. All three estimates seemed reasonable by themselves, but by this time next year our chapter may be in position to start a tourist railroad operation, so we had to rethink our budget.

After two and a half hours we reached an agreement whereby we could complete two of Steve's projects, and possibly begin on the third. Our main focus was to allocate funds towards a "if it helps make money; then give it some" policy. In addition to Steve's projects we will allocate money for



It's 7:00 in the morning on May 16. The forms and rebar are in place as we wait for the first Savage Redi-Mix truck to arrive. — *Tony Johnson photo*



The first truck arrives five minutes early. The first pour is where the back wall will sit; then we followed along the forms, filling in the north side of the building first. — *Tony Johnson photo*



Larry Tuttle (far left) carefully watches the concrete mix as it pours into the forms. John Powell (far right) motions to the driver to move ahead slowly. — *Tony Johnson photo*



It's a little after 8:00 am and nearly half the foundation is poured and leveled. We didn't run into any unforeseen problems that day. — *Tony Johnson photo*



At 9:40 am we finished pouring the foundation. Next will come the scraping and smoothing of the slab. — *Tony Johnson photo*



Jerry Hellinga estimated there would be less than one-half cubic yard of mix left so he had prepared forms inside the engine house for the excess. When it was filled there was less than a half wheelbarrow left. That's good figuring. — *Tony Johnson photo*



One week after pouring the foundation it was time to frame the walls. Larry Tuttle and Jerry Hellinga assembled the walls. Later on other members were called to help lift the walls in place. — *Tony Johnson photo*



Looking towards the rear of the structure this photo you can see we've located the library-archives building along the path between the CB&Q caboose and the SP Tool Shed. — *Tony Johnson photo*



It's getting near the end of the day, the boys have secured the walls for the night, and it's time to secure the tools. — *Tony Johnson photo*



This is how far along the building looked by June 1. The four exterior walls, plus the walls for the two offices, are in place. Currently we are checking the price on trusses. — *Tony Johnson photo*



Our concession stand storage shed is finished. On June 2, Rick & Nancy Aubin finished applying the final paint. The buildings look good, don't they? Rick also surprised me by honoring my late father with his name on the shed. — *Tony Johnson photo*



All painted in traditional Southern Pacific colors, just like our SP Tool Shed, Ric Aubin added a metal silhouette cutout of our NRHS logo. — *Tony Johnson photo*

purchasing equipment for our concession stand (e.g. small refrigerator, sink), fixing the leaks in the roof of our dining car, and painting our Medco No. 8 diesel. If the opportunity of running tourist trains becomes a reality, we want to have our equipment ready to run. The dining car and locomotive project have the double benefit of preserving our equipment if we don't operate tourist trains in the near future.

The cost of these projects is not excessive, but we need to watch our funds and prioritize what is best for the chapter and the Medford Railroad Park. If you would like to personally donate to any or all of these projects, we would greatly appreciate it. Contact any of your chapter officers with your offer of funding or help working on the job.

OTHER PARK PROJECTS On June 4 Jerry Hellinga removed the bench seating on our handcar. The benches are installed whenever we want to use it as a trailer behind our Fairmont motorcar. With the Espee in Oregon meet coming to the park on June 7, and a regular Sunday "Run Day" the following day, we want to see how popular it will be when operated as a handcar.

Jerry reattached the handles and drive chain, but this time Jerry installed the braking system. Up until this time we had no brakes, so we never allowed the public to try it as a handcar. I bet this will be a popular attraction during the two days.

Two weeks ago Rick and Nancy Aubin completed the finishing touches to our concession stand's storage shed. The new storage shed has been in use since opening day, but it still needed painting and some decorative railings. Rick surprised and honored me by placing a carved plaque with my late father's name "Yvon" above the door. Thank you.

At press time the Aubin's finished painting the shed and deck, and installing the fence. On the back wall they also mounted another one of Ric Walch's metal silhouette cutouts of the NRHS logo. They wanted to have the concession stand ready for the Espee in Oregon meet that visits the park on June 7th. Nancy will open the stand to sell chapter T-shirts and hats. Great job, Rick & Nancy, you should be proud.

Speaking of the Espee in Oregon meet, before the attendees visit the Railroad Park on the morning of June 7 they will visit our chapter's collection stored in White City. Being fans of the Southern Pacific they certainly will want to see our Southern Pacific Pullman dining car built in 1912. As most of you know, this car spent the last few decades in wrecker train service and as a safety instruction car in Eugene Yard. The interior had the appearance of last being cleaned around 1970. In fact, there was even a fungi growing at the bottom of one of the wood window frames.

Wanting to put our best foot forward, chapter members E. Don Pettit and John Powell spent several days removing trash, cleaning windows and tables, and mopping the floor. This was no ordinary cleaning as I soon discovered on June 4 when I went to take photos for this newsletter. The wood paneling shines, the floors shine, the tables shine, and it smells like a hospital inside. You now can actually walk around or sit in a chair and not leave the car dirtier than when you arrived! Hopefully the visitors will appreciate how special our car is.

Meanwhile Dan Wilkinson cleaned his two Santa Fe cabooses that are stored with our chapter's equipment. Also, E. Don and John cleaned the inside of the cab of our Medco No. 8 diesel locomotive. I think the visitors will like what they see.

If you haven't been to the Railroad Park in the last several months, you'd be amazed at how a big part of the park is changing. For ten years or so the Southwest Oregon Large Scale Trains club has operated a beautiful outdoor garden railroad in front of our chapter's Southern Pacific boxcar. But for quite some time now the SOLST club felt it has outgrown their layout, so they looked at several options. The first was to build a larger garden railroad in the area now being used for our chapter's

RR Park Photo Gallery

(LEFT) SOC member Dave Mihevc drives the many miles from his home in Myrtle Point so he can do restoration work on our 1899-built Pacific & Eastern hopper car. In this photo we see Dave heating metal on the car prior to hammering it straight. — *Tony Johnson photos*



(Above and Left) If you haven't been to the Railroad Park in the last thirty days, you're in for a big surprise. The Southwest Oregon Large Scale Trains club began constructing their massive new outdoor garden railroad layout by carving a walkway around the perimeter of their new site. Part of their present garden railroad is visible in the background through the trees in the above photo.

(RIGHT) Using front end loaders, a grader and roller, SOLST is serious about providing a smooth walkway for the public. The new layout is located inside one of the Live Steamers club's loops. It will be about five times larger than their current layout. When the old layout is later removed, our chapter will use the area to expand our motorcar/handcar track around to the vehicle entrance to the park.



new library-archive building, but upon closer measuring they discovered the new garden railroad would only be a little more than twice the size they have now.

Then the SOLST members turned their attention to an unused part of the park: an area inside one of the loops of the Southern Oregon Live Steamers. After preliminary measuring they presented their plan to the Live Steamers club for approval since it is on their side of the park. The only conditions the Live Steamers demanded was (1) no crossing of their tracks unless via a pedestrian bridge and (2) that the new layout would allow for the possible extension of a Live Steamer's club loop of track around the new layout. This was agreed upon by the two clubs.

We feel this is a win-win situation not only for the two clubs, but for our Southern Oregon Chapter as well. This is because after the new layout is built, the old one will be removed and the boxcar moved too. This will give our chapter its land back, which we will utilize to expand our handcar/motorcar track around the back of our locomotive shelter and to the vehicle gate up front.

Last month the SOLST people jumped into action. After staking out their proposed layout they brought in a "Bobcat" front end loader and carved out the pathway. Several truckloads of gravel were dumped and spread along the pathway, with our president Ric Walch using his tractor to level it out. The following weekend three truck and trailer loads of gravel were dumped and spread with another "Bobcat" and a grader, then followed by a roller to pack the rock smooth.

Next on their list is the concrete block retaining wall. I can't quite recall how many blocks they said they needed, but it was over 1,000. These were delivered on June 3. Laying the blocks around the path will be a challenge for those doing it. This is where their project is at as we go to press.

Before I finish this article I want to thank Steve Bruff for coming up with a simple plan to help me mount or remove the informational photo story boards I made years ago. On Run Days I mount seven of these 20" x 28" informational boards using ten screw-type mirror brackets. It takes about twenty minutes to mount these seven boards and three larger metal information boards. One morning Steve said he might come up with a better and faster way to mount and remove these boards... and he did. Using two mirror locks at the bottom for support, Steve attached two large swivel "wing nut" devices to the top. Now it only takes about five minutes to mount all the signs. Thank you, Steve.

BACK TO THE PAST It is often best to see how far we have progressed by looking into our past. In the June 1993 two-page MANIFEST it reports that the May 1993 meeting was held at Providence Hospital with the following in attendance: Ken Turner, Dale Edwards, Jerry and Stephanie Hellinga, Stretch Manley and MANIFEST editor Jan Girardot. (With the exception of Stephanie, the other five were also the chapter officers!) It was announced that the chapter would meet the 2nd Friday of each month in the Francis Ignatius Room at Providence Hospital. Treasurer Stretch Manley reported \$571 in the bank account and \$85 in petty cash.

One year later (June 1994) a letter was mailed to chapter members. In it President Ken Turner reported making an offer to purchase the former Medco #8 from the Magma Arizona Railroad Company. The chapter would pay a deposit of at least \$1,200.00 and the railroad would hold the locomotive while we raise the money necessary to pay the balance owed and to pay for the transportation of the locomotive. Total costs estimated to be \$20,000.00. The purpose of the letter was to ask the membership to contribute to the deposit, and to inform them we are considering initiating a fund raiser.

Since that time we did raise enough money to bring Medco No. 8 back to Oregon in 1995, and no longer do we meet at Providence Hospital. We've accomplished quite a lot since then.

DEPT. OF CORRECTIONS Your dummy editor must have been smoking "Whacky Tobacky" when he was proof-reading last month's newsletter. Our webmaster is "Stretch" Manley and not Larry Tuttle. Have you visited our chapter website yet? <http://www.soc-nrhs.org/>



(LEFT) Our chapter's 1912 Pullman dining car is stored with other chapter equipment in White City. After transporting the car from Eugene a few years ago, we discovered leaks in the roof. As a temporary measure we protected the roof with tarps for the winter. Funding has recently been approved to patch the leaks with metal sheets and pop rivet them in place. Then we'll cover the roof with a protective fabric coating and sealant. — *Tony Johnson photo*

(RIGHT) From the dining area end of the car we look towards the kitchen area at the other end. The cleanliness of the car is remarkable, thanks to E. Don Pettit and John Powell. They spent several days and quite a few hours removing decades old accumulation of dirt and grime. We now may consider holding a chapter meeting inside the car some day. — *Tony Johnson photo*



(LEFT) The stainless steel kitchen counters and cabinets actually sparkle after all the cleaning. On the left side is the large stove, sinks and food preparation area. The windows no longer have things growing on them, and the floor is squeaky clean. Thank you E. Don Pettit and John Powell for all your hard work. — *Tony Johnson photo*

June General Meeting! Our chapter holds in General Membership meeting at 7:00 pm on the 2nd Tuesday of each month at the Rogue Valley Model Railroad Club's clubhouse, located at the Medford Railroad Park. There will be video entertainment. In addition, also at the same clubhouse, we have a Chapter Board meeting at 7:00 pm on the 4th Friday of each month. Any member can attend the Board meetings, but only board members can vote.

Your Chapter Officers for 2008

Ric Walch, President 541-772-6255

E. Don Pettit, Vice President 541-601-4772

Jerry Hellinga, Treasurer 541-772-6432

Steve Bruff, Dir. Of Public Relations – 541-261-5741

John Powell, Activities Director – 541-826-1992

Bruce McGarvey, National Director – 541-779-8145

Art Turner, Chief Mechanical Officer – 541-826-6291

Rickie Aubin, Secretary - 541-779-4259

Tony Johnson, Newsletter Editor/Historian – 541-944-9176

Nancy Aubin, Membership Director – 541-779-4259

GOOD OLD DAYS OF RAILROADING Here is a short Southern Pacific story from my old pal “Topper”, now an engineer working for Union Pacific in the San Francisco Bay Area. In this tale Topper is assigned three locomotives on loan from an East Coast railroad to see how well two regular diesel locomotives and one non-powered “slug” together can do where speed is not critical. It did prove to SP that “slugs” were a good idea, but the General Electric model U36s were not.

SEABOARD’S U36BS by Topper In December of 1975, I guess, I was still on the Extra Board. I got called out of Oakland one night to deadhead to Lombard... actually, you deadhead to Schellville, but you stopped at Lombard to pick up your orders because there was no operator on duty at Schellville. I was to go to Schellville and take a train to Roseville. The power turned out to be that set of Seaboard Coast Line units, two U36Bs spliced by a G.E. Slug. The SP had borrowed it and I think they had just tested it on the *Coos Bay Hauler* in Oregon.

Anyway, it turned out to be a disastrous trip for me. We had like about 125 cars leaving Schellville and we had to pick up more cars at Lombard. Well, we left Schellville and got over to the Brazos River Bridge and we had to stop and wait while the operator came to get the bridge lowered. After the bridge was lined for the train, I found out I couldn't get the train started.

If you're familiar with the bridge, the westbound trains stop at the signal and the head end is going up towards the bridge, while the rear end is going downhill. I still had to take slack to get this train started. We knew we were in for an interesting trip.

So, leaving Lombard when we got the train together, we decided... and this was sort of a common occurrence, if you didn't want to double the hill, you'd shove back as far as you could so the caboose would stop just before the bridge; then you'd go like Hell through Lombard... which technically was 15 mph around the big balloon track there. What the idea was to make a “run” for the hill. It was a common occurrence to do that, which meant that when you actually went through the yard at Lombard, you were doing like 30 mph on what was 20 mph track.

But with these engines, we were only doing about 20 when we went by the Lombard depot, and we didn't even make it up to the crossing with SP's Vallejo main. So we backed down to the yard and decided to “triple the hill.” We took the first two cuts over to Suisun, then went to beans, then went back for the third cut. By this time, I guess the dispatcher saw the handwriting on the wall and called another crew, and we were relieved right there at Suisun. That crew got on and went to Sacramento, and I understand they didn't even make it to Roseville, so that was kind of a disastrous trip.

Those units went to Roseville and they did something to cut them apart and forgot to disconnect the fuel lines (they had fuel transfer from the slug) and they yanked out the couplings and all sorts of stuff. They were a big mess.

In all fairness, the SP was using them in an application in which they weren't designed to be used anyway. On the other hand they had nice horns. They had nice big 5-chime Leslies.