



THE MANIFEST

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

MEMO FROM THE PRESIDENT On Sept 26th and 27th we have an outing scheduled to Dunsmuir and McCloud California. This trip is shaping up to be a good one and I hope everyone can participate. This is a great opportunity to spend some time with your fellow club members doing what we all do best, enjoying railroading. Included in this newsletter is a flyer that includes a schedule and a signup sheet that **must be returned to me** with your check for lodging no later than **22 Aug 08** if you want to stay at the Railroad Park Resort Friday night. The cabooses have already been reserved for us, however there are limited accommodations for 24 people (8 doubles and 2 families) so please return your signup sheet as soon as possible.

This is an open trip so if anyone in any of the other park clubs is interested in coming you are welcome. If anyone wants to come down Saturday only and meet the group in Dunsmuir please let me know so we can have an accurate head count for Saturday's activities....Ric

RINGING IN THE FOURTH OF JULY The sound of evening fireworks across the Rogue Valley seemed more like "Silent Night" when compared to our chapter's entry in the City of Central Point's Fourth of July parade. When the parade organizers asked if we were going to bring along the steam locomotive bell we used in 2007, we said we would. For some reason they liked the bell ringing loudly along the parade route. Well, we thought that if one bell is loud, then adding a high-pitched steam whistle and the horn from our motorcar should be better.

At 4:00pm on July 3rd our group gathered at the Railroad Park to load our "float" – a 22-foot flatbed truck provided by our friends at Medford Fabrication. We estimated we would have just enough room to mount our Fairmont motorcar, our interpretive handcar, and our steam locomotive bell. After Ric Walch moved the truck in position at the lone grade crossing on our motorcar-handcar line, Jerry Hellinga positioned the two railcars with our chapter's 1949 Gerlinger forklift. For an added touch of fun we jacked up the driving axle of the handcar so Landon Humphrey and I could operate the handles up and down along the parade route. We then moved the truck over to the SP flatcar and loaded the mounted steam locomotive bell on the end of the truck. After securing the three items we went home, only to return at 6:30 the next morning.

Feeling full of Independence Day spirit we gathered at the park for the four-mile ride to the parade assembly area at Crater High School in Central Point. Since Rick Aubin, Art Turner and I would be riding on top with the equipment, Ric Walch said he'd take a safer "back street route" through Medford and Central Point to avoid the busier Highway 99. Well, it was some "back street route!" Three times Rick Aubin and I had to yell at Walch to watch out for oncoming tree limbs that were at our level. One set of previously trimmed tree limbs was quite large, but fortunately glanced off our motorcar windows without damage.



(LEFT) Representing our Southern Oregon Chapter and the Railroad Park at the 4th of July parade in Central Point are (from left) Steve Bruff, Art Turner, John Powell, Ric Walch, Landon Humphrey, Tony Johnson, and Rick Aubin. On the truck behind us you can see our Fairbanks motorcar, our interpretive handcar, and our steam locomotive bell. — Ric Aubin photo

(RIGHT) While waiting for all the parade entries to assemble at Crater High School, we attached our American flags between the truck cab and motorcar. A chapter banner was added to each side, and a large banner for the Railroad Park was attached to the side that would face the parade grandstand. Our float was assembled on a 22-foot flatbed truck provided by Medford Fabrication. — Tony Johnson photo



(LEFT) Part of Ric Walch's ritual in getting ready for the parade was showing us he could tie his shoes. We watched with excitement as he amazed us by tying both his shoes in under five minutes. Apparently John Powell wasn't all that interested. — Tony Johnson photo

(RIGHT) Landon Humphrey and Tony Johnson volunteered to operate the handcar as we followed the parade route. Looking ahead from my position we see Landon pumping the handle with one hand. I was positioned next to the locomotive bell, which John Powell rang continuously. Everyone riding on top the truck wore ear protection as the noise from the bell, motorcar horn, and steam whistle was very loud. — Tony Johnson photo



Not much fazed by our actions, Ric steered the truck down the back streets paralleling Highway 99, providing us with the scenic wonders of residential Medford and Central Point. It got so exciting that Ric turned down a dead end street. With a small cul-de-sac available to turn a very large truck around, Ric demonstrated his driving skills by backing up towards a driveway and stopping abruptly enough that the large locomotive bell began ringing. Ah, with the neighborhood dogs now barking, the sleepy residents of Central Point were treated to the sounds of our traveling alarm clock. After a few back and forth movements we were back on our way. We ended up going part of the way down Highway 99 anyway.

After finding where the parade organizers wanted us to park our truck we finished decorating the truck with two large American flags secured behind the truck cab. Rick Aubin mounted his tiny steam "peanut whistle" behind the cab and hooked it to the truck's air compressor. Last year we tried using one of our chapter's smaller steam whistles in the parade, but the supply of air from the truck wasn't enough to make the whistle do more than groan, so Rick purchased a tiny "peanut whistle". The noise emanating from that whistle was so shrill I thought it could shatter glass.

In addition to the equipment we secured two chapter banners – one on each side – and a Medford Railroad Park banner on the side that would be seen from the reviewing stand. For an added touch we placed numerous small American flags on the motorcar and elsewhere.

We were one of the early arrivals at the high school grounds so we had plenty of time to check out many of the other parade entries assembled next to us. Parked to our left was a 1951 Crown pumper truck from the City of Covina Fire Department; owned by a good friend, Chris Arnold of Jacksonville. Behind us was another Crown fire truck; this one a 1967 Crown that was once owned by the City of Los Angeles. Further back was an old Seagraves fire truck once owned by the Klamath Falls Fire Department.

There was a nice selection of vintage automobiles from the 1920s and 1930s, plus the usual assortment of marching bands, volunteer organizations, businesses, and children groups. A nice touch for all of us was a fly-over by a pair of Air Force F-16s not long before the start of the parade. Similar to last year's parade, there were well over 120 parade entries to move along the route.

At exactly 9:30 the parade began. Organizers guided each entry out to the street, making sure they were in numerical order. (We were No. 47 this year.) Once we rolled down the city streets John Powell began ringing the bell... a lot!!! Proving that even old men like us can learn something, knowing how loud the bell and peanut whistle were going to be, this year we all wore ear protection... and it's a good thing we did! Wow, it was loud! All along the parade route people were covering their ears as we passed by. We loved it! In less than an hour our run along the parade route was finished, so we headed back to the Railroad Park, unloaded the truck, and went home to enjoy the rest of the holiday.

Last year we were handed the Third Place Ribbon as we entered the parade route. This year we didn't receive anything. Either the parade judges had somehow failed to notice us, which unless they were deaf and blind, they couldn't have, or they were drunk and failed to appreciate the artistic achievement attained by a group of dedicated railroad park volunteers. You be the judge. We'll do it again next year.

LIBRARY BUILDING GOING UP On Saturday, July 12, several chapter members came to the park to install new siding for the "Mack Lloyd Walch Library" building. On hand to do the work were Jerry Hellinga, Ric Walch, Art Turner, Tom Baldwin, Steve Bruff and Tony Johnson. A few days earlier Jerry installed all the windows, including the five-foot windows donated by Larry Tuttle.

Beginning around 9:00am we began installation on the South side. With Jerry atop a step ladder holding a long level, two men would position the siding panel with Jerry instructing them in which direction the siding needed to be moved for proper alignment and level. By mid-afternoon the last of the siding was in place. A few days later Jerry went around the building and finished nailing the siding in place. It was a hot day but we seem to take it in stride as we understand how important this project is to Ric Walch and family.



(LEFT) The date is July 12 and it's the day to applying the siding to the new "Mack Lloyd Walch Library" building. All the siding we need is stacked on a trailer in front of the building. In this photo the very first sheet is in place. — *Tony Johnson photo*

(RIGHT) A nice addition to the new building is the installation of two, five-foot wide windows on the south side. From inside the building visitors will be able to see the Live Steamer's club trains pass nearby. The windows were donated by chapter member Larry Tuttle. — *Tony Johnson photo*



(LEFT) With Jerry Hellinga in charge this day, Ric Walch and Steve Bruff are ready to lift an already cut panel of siding into position. Also helping this day were Tom Baldwin, Rick Aubin and Tony Johnson. — *Tony Johnson photo*

(RIGHT) Ric and Steve hold the siding in position as Jerry uses a level to guide the panel so it will both fit perfectly with the adjacent panel and be absolutely level. — *Tony Johnson photo*





(LEFT) With the South and West sides of the building done, Tom Baldwin and Jerry work on the North side. I would estimate it took us about four hours to hang and nail all the siding in place. — *Tony Johnson photo*

(RIGHT) All done! To save time we didn't fully nail the siding in place; instead choosing to do it after all the siding was properly in position. Jerry finished nailing the siding a few days later. — *Tony Johnson photo*



(LEFT) The big day came on July 26 when the roof trusses were delivered. In this shot a batch of trusses is lifted on top the building. Work on erecting the trusses in place began as soon as they all were unloaded. — *Rick Aubin photo*

(RIGHT) This is how the building looked as of press time. Out of sight in this photo is our chapter truck with a load of roofing and tarpaper. In a few weeks it'll be installed and then we'll turn our attention to the interior. — *Tony Johnson photo*



Early in the morning of July 26 the trusses were delivered to our site. My mid-afternoon the trusses were in place, and a few days later Jerry fastened the trusses down with “hurricane” holders and bracing. Next to do will be the installation of the roof tarpaper, roof and shingles.

The building’s design will allow several needs to be met in one setting. The biggest need is it will provide a central location where we can assemble much of our chapter’s historical collection of railroad artifacts for public display. Because we have a very large collection, there is no way we can display it all at one time, but that’s a good thing. Besides the few permanent displays we will continue to change what is on display so the public will find several interesting and informative changes throughout the year, allowing us to display more of our collection.

Two small offices inside the building will function as both a place to store parts of our collection generally not available to the public (e.g. railroad documents, photos, negatives, films, etc.), and as a working office with the ability to store computer data bases, computer documentation, and produce chapter information.

The outside of the building will also serve a need. Outside the south wall will be an 8-foot wide covered porch running the length of the building. Here we’ll display several of our larger items, such as our 10-foot long passenger Grants Pass depot waiting bench that will double as a place to relax and watch passing Southern Oregon Live Steamers club trains. We look forward to the day we can move in.

P&E HOPPER CAR PROJECT Our often overlooked 1899-built Pacific & Eastern Railroad hopper car is nearing a new life of acknowledgement. Project Coordinator Steve Bruff is making this into a “big sweat” restoration job by pounding out dents and restoring equipment lost many decades ago.

After looking at old photos Steve noticed there once were wooden platforms at each end of the car, as well as another longer platform along one side of the car. After straightening and installing the brake wheel stands he cut and painted two short wood platforms and mounted them onto the platform brackets. It was on these platforms that brakemen stood to tighten or release the hand brakes. The much longer wood platform that ran along one side of the car will be installed later.

Steve next wanted to at least attempt to give the old car a metal version of Botox wrinkle remover. The 109-year old car has more than a few dings and dents. To remove them all would require more time, money and tools than are available to us, so Steve scratched his head and improvised.

After decades of loading tons of ore and rock the “lip” around the top of the hopper ended up with numerous dents. The thickness of the metal lip and the height of car denied Steve the normal heating and pounding with a heavy hammer, so he came up with a solution. Using a cutting torch he made short cuts at selected locations, weakening the metal to a point where Steve could flatten the dents with a heavy hammer. Steve filled the torch cuts with paintable caulking, and after painting the result will be a more pleasing look to the car.

OTHER PARK NEWS There is a new display inside our CB&Q Visitor Center Caboose. For many years we used a small glass display case to show the many chapter souvenirs available for purchase. With our new concession stand selling the souvenirs the display case was emptied, replaced by a few paintings. Last month Rick Aubin substituted the paintings with a display about how our chapter tore down and removed much of the old wood from the 1890-era Howard House in Medford last December. The display contains samples of the wide variety of wood, square nails and newspaper articles telling the story. Thank you, Rick for the great display.

Rick and Nancy Aubin made a lot of improvements to the Railroad Park last month that I want to mention here. The biggest change is one that the public may not notice, but it’s important. Since we opened the Railroad Park in 1981 there’s hasn’t been much of a plan for the trees and grass by the City of Medford and



(LEFT) Not to be overlooked with all that goes on at the Railroad Park, is all the restoration work Steve Bruff is doing to our Pacific & Eastern Railroad hopper car. In this photo the repaired brake wheel and stand is back in position, plus a new brakeman platform has been installed; replacing the old wooden platform that rotted away decades ago. — *Tony Johnson photo*

(RIGHT) In this photo the hopper car doesn't look much different, but it is! Last month Rick Aubin power sprayed off the accumulated dirt and grime. — *Tony Johnson photo*



(LEFT) A few weeks after the above photo was taken, Steve Bruff began to remove the large dents around the hopper's rim. Compare a much straightened roof line against the photo above. Steve will fix the entire rim prior to painting. — *Tony Johnson photo*

(RIGHT) Steve plans on adding another missing part. When built these cars were fitted with a wooden walkway around this side of the hopper so a worker could pound free frozen ore loose for unloading. This may be added on at a later date. — *Tony Johnson photo*



us. But as the park grows in popularity and expands in design we have concentrated on creating a true park-like setting among the trains.

Beginning last year The City has hired expert tree trimmers and also used their own crews to trim branches and cut down dead trees. Last month the branches on three giant Black Walnut trees were trimmed and three dead trees by our handcar track were removed. At the same time Rick removed branches from many other trees both inside and outside the park fence. With wife Nancy helping they moved all the branches to a central location for chipping. The City Arborist promises more help from now on.

At the same time Steve Bruff implemented a plan for a more efficient method of watering the park. With funding from the Southern Oregon Live Steamers Steve purchased hundreds of dollars of new hoses, sprinklers and connections so that we no longer have to spend hours and hours disconnecting and moving hoses to water our club's areas. Many areas not previously known for being green now are.

Then there is our hot summer heat. With the hot days upon us the public seeks relief wherever they can find it. To this end Rick Aubin installed two lines of water misters between the Garden Railway's concession stand and ours. Now the public can find a little relief under misters at three separate locations around the park.

One last item is a big thank you from everyone. Throughout this season (and last season) several of our chapter members, with those from the other railroad clubs, have volunteered an hour or more of their time as parking monitors. With the blessing of the fire station next door we've been able to utilize a large area around their compound to park additional cars. This year we've managed to provide an additional 100 or more parking spaces, and that translates to more visitors, more sales and more donations. Thank you to all our members who are helping so many people enjoy our park experience.

CHAPTER PERSONNEL CHANGES Ric Walch and the Board have discussed new ways to streamline our work. By mutual agreement beginning on August 1st, Jerry Hellinga will step down as Treasurer and Nancy Aubin will take over for the rest of the year. This will give Jerry the time he wants to continuing working on Medco No. 4. As Nancy assumes the duties of Treasurer she will not be able to continue managing our concession stand. Jean Stoner (with the help of her husband Syd), will be managing the concession stand the rest of the season. Nancy says she will still be helping at the concession stand when possible.

DINING CAR NEWS Since we moved our Pullman dining car from Eugene to White City a few years ago, we haven't worked on the car other than to completely clean the interior for the "Espee in Oregon" meet last June. It's not that we don't want to work on the dining car; it's just that our help and funds are stretched rather thin. The only work planned is to seal the roof before the winter rains arrive, but we also want to have the car available for future chapter functions, such as chapter meetings. For this we need electrical power.

The next step took place in June as chapter members Art Turner and Jerry Hellinga made a preliminary inspection of the dining car's two power generators. From this first look it appears there are no major problems with the power units. The next inspection took place in late July when Dan Wilkinson, Don Pettit, Art and Dan's friend Monty went to White City. The following are excerpts from two e-mails from Dan to me and Ric Walch.

"I am sending along a couple of pictures that I took while we were working on the Diner on Tuesday, July 29th. Art, Gene (E. Don), Monty and I worked Tuesday afternoon and got the Main Generator running on the Dining Car. However, because we didn't have any wiring diagrams for the car, we were unable to determine how the power grid works. Jerry Hellinga felt that the main generator powers the whole car and the Auxiliary Generator only works for any other accompanying cars (bunk cars, etc.). My feeling is that the Main may only power the air conditioning and maybe refrigeration and that the Auxiliary Generator powers lights, etc., for the diner and any accompanying cars. All of us are going back over on either Saturday or Sunday afternoon to see if we can determine if the Main Generator is producing power. We are also going to



(LEFT) Is this a photo of a homeless person in search of a place to sleep? Or is it a bum stripping our dining car for parts to sell for drinking money? The answer is no to both. — *Dan Wilkinson photo*

(BELOW) Meet Mr. Harold Parmelee of Grants Pass. He is holding the classic Southern Pacific telephone he donated to our chapter. On the table is the framed SP photo he also donated. — *Tony Johnson photo*



(ABOVE) Meet chapter Chief Mechanical Officer Art Turner as he works on our 1912 Pullman dining car's two generators. Art is a master mechanic and we know he'll diagnose any problems with the generators and soon will have them working like new. — *Dan Wilkinson photo*



(RIGHT) Another added piece of comfort is this double string of water misters strung between the two concession stands by Rick Aubin. — *Tony Johnson photo*



try and get the Auxiliary Generator running. Monty is going to bring his circuit tester to see if we can work out where power is going on each unit.

“Currently we are using a borrowed propane tank that belongs to Jerry Hellinga to fuel the Main Generator. I brought home the propane tank that came with the Diner to see what it would take to get the tank re-certified and a new valve that meets current standards.

“On Saturday, Aug. 2nd, we repeated the procedure for the Auxiliary Generator but were unable to get it to run consistently due to what we think was a faulty fuel pump. The Main Generator can run either on gas or propane. It's currently running on propane. The Auxiliary Generator runs on gas only. We found out on Saturday that the Main Generator has been disconnected from the power grid and we think that may have been done because of a voltage regulator problem. This is something that we are looking into. The Auxiliary Generator would not run consistently but we were able to determine that it is producing power to the car as we heard the kitchen air conditioning system starting to work. Art Turner is looking into the repair of the fuel pump and also replacing the spark plugs (4) and wires for the Auxiliary Generator.

“The Main Generator oil pressure gauge needs to be replaced as the old one's glass face plate is broken. That can be done later though, as the old one is working. No way to put new glass in from what we can see. It's a sealed gauge. No cost estimate yet. The oil pressure looks to be excellent on this unit.”

Dan also provided the following estimate on how much it should cost us to get both generators up and running. Having brought home the propane tank from the dining car he says to get the tank re-certified and a new valve that meets current standards. The valve is \$26.95 and re-certification is \$7.00. However, Dan checked with Universal Cylinder Exchange in Merlin and they'll exchange our old 7 gallon tank for a re-certified one with a new valve for \$27.95. Propane is \$2.74 per gallon for a total of \$19.18. Total for tank and fuel comes to \$47.13. The old coil on the Main Generator was non-functional so Art had to buy a new one, which came to \$17.00. The total additional expense for the Main Generator comes to \$64.13.

Dan says, “From my understanding there were no funds provided to get the Auxiliary Generator running. Here's an estimate:

Fuel filter - \$6.00

5 quarts of motor oil - \$11.00

Oil filter - \$7.69

Air filter - \$8.09

2 gallons of gas - \$8.20

Total - \$40.98

“The fuel in the tank on the car is all lacquered and the tank needs to be cleaned before it can be used. I can see about getting some tank cleaner to put in it and expect that will run between \$25 & \$30 for 3 gallons. We will use a two gallon gas can, however, to get it started, and then deal with the tank later. We want to make sure that both generators are working (running and producing power).

“The total additional expenses for getting both generators running currently stands at \$105.11... as long as we don't find any other problems. We should try and run both units at least once a month after they're up and running to keep them operational.”

DEPT. OF CORRECTIONS In my rush to write, print and mail the July MANIFEST newsletters for this chapter and the Southern Oregon Live Steamers before the Fourth of July, I made an error that I need to correct. Last month we acknowledge the donation of seven railroad books and a complete set of *LOCOMOTIVE & RAILWAY PRESERVATION* magazines by Tom Dill. This is wrong. It was chapter member Scott Pirie who graciously donated these items to our chapter. I was going to try and bluff my way out of this error by saying both Scott and Tom are chapter members, and I saw both of them during the

recent “Espee in Oregon” meet in Medford, but I think just admitting “the newsletter editor is an idiot” explains it best. My sincere apology goes to Scott for the error.

ANOTHER DONATION A couple of weeks ago Dan Wilkinson handed me two wonderful Southern Pacific Railroad artifacts donated by Mr. Harold Parmelee of Grants Pass. The first item is a classic hand cranked railroad telephone. Above the speaker is a black button with the words “Push to Talk – Release to Listen.” Etched into the wood is “S.P. Co. 4892.”

I haven’t yet determined what the “4892” number represents. It is probably just a serial number, but then it could also be the phone number, or even a SP station number, although I doubt that as #4892 would be the SP station of Froman, OR (SP’s Mill City Branch), and I doubt there was ever a phone there. According to Harold the phone came from Fresno, but we don’t know if that is where the phone was actually used.

The second item donated by Mr. Parmelee is a long 32” x 8 ½” framed SP Company photo taken in December 1949 of the railroad’s Motive Power and Car Department employees at Bakersfield, CA. The 303 employees (I counted them!) are posed in front and on the Bakersfield roundhouse turntable, and all along the top of one of SP’s famed “Cab Forward “4-8-8-2 steam locomotives – SP4203. This sharp image goes back to the old days when large railroads arranged special photo session like this one.

Dan tells me that this photo didn’t originally belong in the wooden frame. (The photo is short by about one inch.) Dan says these large frames originally held SP passenger car wiring and piping schematics. These large car schematics were kept in the cars for quick referral when the cars needed repair away from their home shops, especially while on another railroad.

Thank you, Harold for donating these outstanding Southern Pacific Railroad artifacts. They will be placed on display when our new “Mack Lloyd Walch Library” building is finished.

August General Meeting with a twist! Our next chapter General Membership meeting will be at 7:00 pm on Tuesday, August 12.

Instead of meeting inside the Rogue Valley Model Railroad clubhouse, we first want you all to join us inside the new Mack Walch Library/Archives building at 7:00 pm. We invite you to look around and share your ideas on how we might want to lay out the interior with floor displays, photos, chairs, store archives and more. Collectively I’m sure we can come up with the beginning of a great plan.

Immediately afterwards we’ll walk over to the Rogue Valley Model Railroad clubhouse for the evening’s video entertainment. So why not attend and share your ideas and have 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