



THE MANIFEST

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – MARCH 2009
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RAILROAD PARK NEWS The pace of Railroad Park activity is gaining speed now that the weather is improving, albeit not improving fast enough. During the second week of February the cab of Medco No. 4 was placed on top of our chapter's 5-ton flatbed truck for movement to Medford Fabrication for shot-blasting. Ric Walch delivered the cab to MedFab. The old paint, rust and scale were shot-blasted clean and a coat of gray primer paint added.

We purposely left one old section of paint untouched inside the cab. When the old, worn and rotted wood inside the cab was removed years ago, we uncovered original builder's specs painted back in 1925 by a Willamette Iron & Steel employee. Although we're not sure what these specs relate to, we wanted to preserve them for future historians. To do this Jerry Hellinga bolted a piece of plywood over the specs and wrote "Do Not Remove" on it. When it is time to install fresh new wood inside the cab, the old specs, like before, will be preserved.

As this newsletter goes to press Jerry Hellinga was ready to tow Medco No. 4 out of the engine shed and park it behind No. 4's boiler, where it will be more easily viewed by the public during our "Run Days". Next, using our large chapter forklift, the cab will be positioned inside the engine house for painting.

WORKING FOR DONUTS If you want anything to get done in a hurry, bribe the workers with donuts and coffee... and that's what Steve Bruff did last month. In the February MANIFEST we posted two photos showing a recently dug electrical trench running between the SP Section Tool House and the new archives-library building. With the wiring in place, and after a city inspection, the next step was to cover the conduit with at least two inches of concrete and then fill in with dirt.

On Saturday, February 21st, eight members answered Steve Bruff's call for volunteers, only they volunteered after Steve promised fresh coffee and donuts. Ric Walch showed up with the sacks of concrete mix while Steve Bruff sectioned off several small inspection areas not to be covered with concrete until the city inspector gives his final approval. So here we are, shovels in our hands and ready to mix concrete... but only after donuts and coffee!

Taskmaster Bruff took a hard line with some gibberish about "no work, no donuts". Now normally we are not violent or prone to drastic measures, but not being paid in advance was in effect saying that we might not work after having donuts and coffee first. Well, we harrumphed and threatened to call in OSHA, the City Attorney, the Marines, and the Red Green Show's Possum Lodge membership to back us up, but Steve stood firm. The man just doesn't trust us.

After a short consultation between the volunteers we decided to go ahead and work first. Those helping Steve that day were Ric Walch, Bruce McGarvey, John Powell, Rick Aubin, Jerry Hellinga, Tony



(LEFT) The latest news concerning our restoration of steam locomotive MEDCO No. 4 is the painting of the cab. In mid-February the cab was placed on the bed of the chapter's 5-ton truck for the trip to nearby Medford Fabrication where for shot-blasting to remove old paint, rust and scale. The old No. 4 number and state identification number will be replaced after painting. —*Tony Johnson photo*

(LEFT) After members removed all the interior wood inside the cab we were surprised to find original builder's specs painted underneath. Even though it won't be seen after new wood is installed, Jerry attached a piece of plywood over the specs to save it for future historians. —*Tony Johnson photo*



(LEFT) All cleaned up! The cab returned blasted and primed from Medford Fabrication on Feb. 26. The next step will be to move No. 4 outside the shop and move the cab inside for sanding, touching up and painting. If anyone is interested in doing this, contact Jerry Hellinga or Ric Walch. —*Tony Johnson photo*

(RIGHT) One of the many off-season jobs Steve Bruff undertook is the sanding and painting of our chapter's park benches. This photo shows Steve painting the two benches that last year were in front of the CB&Q caboose. These were designed for use on a trailer for towing behind our motorcar, but this year will be mounted on a new motorcar trailer. —*Rick Aubin photo*





(ABOVE) This is the happy reaction of new member Walt May after learning he was volunteered to help us shovel concrete. **(BELOW, and BELOW, RIGHT)** Bruce McGarvey and Walt are busy shoveling fresh concrete to the required depth of two inches above the conduit. —**Tony Johnson photos**



(ABOVE) The only reason I took this photo of Ric Walch is because he complains I never take pictures of him working. Yes, he did work hard that day. —**Tony Johnson photo**



(ABOVE, left to right) Ric Walch, Bruce McGarvey, Rick Aubin, Art Turner, Walt May, Steve Bruff and John Powell gather for a portrait. Rick Aubin is leaning on his shovel so he must be in charge. Fresh donuts came later. —**Tony Johnson photo**



Johnson, Art Turner and new member Walt May. It took us about an hour to mix and pour the concrete, and fill the trench with dirt after the concrete set. Fearing for his life, Steve did provide a large box of donuts and some coffee... and it's a good thing he did, otherwise he'd be wearing concrete shoes and be buried with the electrical wiring! Thanks to all who helped finish this project in so short a time.

Note to Steve: More jelly donuts and maple bars next time!

NEW BAGGAGE CART Last month our chapter acquired a piece of railroad-related equipment that will fit in well with our new library-archives building – a Railway Express Agency (REA) baggage cart. I'm sure you've all seen these baggage carts outside railroad stations. These types of carts are still used today at a few stations along Amtrak's routes. Between the baggage room and the train these high-wheeled carts could be towed singularly or in multiple by a motorized tractor.

Ric Walch, through a friend, learned of an auction to be held on a large piece of property in Shady Cove, OR. This friend told Ric that among the items to be sold were several REA baggage carts. The day prior to the auction, Syd Stoner, Steve Bruff and Ric Aubin drove to Shady Cove and found four intact REA carts and another with just the metal hardware remaining. Two of the carts were in very good shape; one needed new wood, and the fourth was badly deteriorated. By the end of the day it was agreed to authorize Steve Bruff to bid up to three hundred dollars for one of the carts.

The next day Steve went to the auction and decided to bid for the cart that needed new wood. Steve's winning bid was \$250.00. The two other carts in better condition went for \$400 and \$500. Two days later Syd, Rick, Steve and Bruce McGarvey loaded the baggage cart onto Syd's motorcar trailer and transported it to the Railroad Park.

Beginning on Feb28th Bruce, Rick and Steve removed the old wood and began cutting new wood. The metal parts will be striped clean of old paint and any rust and later painted into the traditional REA colors of red and green. When restored the baggage cart will be displayed in front of the new library-archives building, complete with three large steamer trunks and boxes placed on it.

NEW RAILROAD TRAILER IN THE WORKS Seating is limited when operating our chapter's Fairmont motorcar. Usually six adults is the limit. When we constructed our Interpretive Handcar in 2007 we designed it to serve a dual purpose: operate as a handcar or as a passenger carrying trailer behind the motorcar. To be used as a trailer we need to remove the pumping handles, disengage the chain drive, and bolt down two specially made benches. However, most of the time we had passengers wanting to ride both the handcar and motorcar.

To solve this problem we've decided to construct a new trailer to be used all the time with the motorcar. In a message to the chapter board Ric Walch says he's acquired all of the material to build the frame for the dedicated motorcar trailer,

"I scrounged some up and purchased some (that I will donate)," said Ric. "Anyone out there interested in welding this frame together? I have a drawing and if we want we can precut the material at MedFab. Please let me know if anyone is interested in this project."

Work on this trailer project will be done inside the engine shed alongside Medco No. 4's cab, since the locomotive will be outdoors for the summer.

HEAVY DONATION BOX Chapter members Ken and Suzie Shattock of Federal Way, Washington must have cleaned out another closet at home. Last month Ken e-mailed me to say he was sending another box with donations for our chapter, and for me to acknowledge when it arrived at my house. A few days later UPS delivered a 27-lb box of goodies. It took me most of a day to catalogue and enter each item into our chapter's data base. (It would have taken less time if I didn't stop to read so much of



(LEFT) On the day before the auction in Shady Cove, Syd Stoner and Rick Bruff inspect the four Railway Express Agency baggage carts. Two were in very good shape, one needed some wood repairs, and the other was in very bad shape. With Steve Bruff authorized to bid around \$300, he chose the one needing wood repairs and won the bid at \$250. The two in better shape went for \$400 and \$500. —Rick Aubin photo

(RIGHT) Two days later Syd Stoner brought over his motorcar trainer to pick up our baggage cart in Shady Cove. —Rick Aubin photo



(LEFT) Syd, Bruce McGarvey and Steve do a final safety check to be sure the cart will make the trip back safely to the Railroad Park. —Rick Aubin photo

(RIGHT) This is the condition our baggage cart is in today. Since we're going to replace all the old wood, the plan is to disassemble the cart to strip the old paint off metal parts, apply new paint, and reassemble the cart. When done we'll stack several large steam trunks and boxes on the cart for a complete display. —Rick Aubin photo



the publications!) There isn't enough room to list everything so here's a brief list to give you an idea of what Ken sent.

Books and Periodicals:

First in the West: The Sacramento Valley Railroad by Cindy Baker
Portland-Oregon City Interurban of the Portland Traction Co. by John T Labbe
Modesto & Empire Traction Co. - 45 Years of Service (Nov. 1956)
History & Rosters of the Northwestern Pacific Railroad by Stanley Borden (Western Railroader #115)
Pioneer Arizona Railroads by David F. Myrick
Story of the Cable Car, the by David Warren Ryder
80 Years of Transportation Progress: A History of the St. Louis Southwestern Railway
ABC of Great Western Locomotives, the (March 1944)
Window to the Past - a photographic look at Portland Union Station
Fundamentals of the Steam Locomotive (Simmons-Boardman Books)
Record Breaking Run of the Scott Special - Los Angeles to Chicago in 1905
Sierra Railway - Portrait of a Shortline by Larry Jensen (1991)

Employee Timetables:

Sierra Railroad Company #54 - June 2, 1963
Southern Pacific Sacramento Division #19 (10/30/83)
Southern Pacific Sacramento Division #13 (10/26/80 - 2 copies)
Southern Pacific Western Division #27 (10/26/80 - 2 copies)
Southern Pacific Western Division #17 (4/28/85)
Southern Pacific Northern Region #1 (11/01/85 - 2 copies)
Southern Pacific Oregon Division #8 (4/27/80)
Union Pacific System - 4/30/67
Union Pacific System #5 (4/05/87)
Union Pacific System #8 (4/07/91)
Santa Fe California Division #3 (1/15/89)
Milwaukee Road Wisconsin Div & Minnesota-Dakota Div. Joint Timetable #3 (4/24/77)
Milwaukee Road Wisconsin Div & Minnesota-Dakota Div. Joint Timetable #11 (10/26/80 - 2 copies)

Public Timetables

North Shore Line - 4/26/59
Milwaukee Road - 6/01/56
Milwaukee Road - 6/29/47
Amtrak California Timetable - 10/30/94
Union Pacific - 4/12/1964
Western Pacific - 1/1/1966
Northwestern Pacific - 2/01/1940
Northwestern Pacific - 10/01/1940
Southern Pacific Coast Line and San Joaquin Valley Line - April 1938
Union Pacific - 10/30/66
Nickel Plate Road - 9/28/47
Union Pacific System - 10/25/92
Milwaukee Road System (Oct-Nov-Dec 1937)
ATSF Coast Lines - January 1929
Rock Island System Map
Seven Altamont Press Railfan Timetables

Railroad Manuals, Instruction Books, etc.

Code of Federal Regulations: Steam Locomotive Inspection (US Dept. of Transportation)
Helpful Suggestions for Junior Officers of Transportation Dept. (Southern Pacific)
Hours of Service Act - Southern Pacific (1973)
Train Accident Investigation Procedures - Southern Pacific (1976)
Agreement between Southern Pacific Co. and its Train Dispatchers (1947)

Southern Pacific-St. Louis Southwestern Safety Rules (May 1977)
Southern Pacific Company: Instructions to Train Dispatchers (1943)
Southern Pacific Company: Instructions to Train Dispatchers and Operators (1976)
United States Safety Appliances for All Classes of Cars and Locomotives (AAR 1950)
Hazardous Materials Regulations Excerpted for Railroad Employees (AAR 1981)
 Telephone Directory - Southern Pacific Company (June 1940)
 Milwaukee Road Rules Governing Standards & Procedures for Radio Use (1977)
 By-Laws of the Brotherhood of Locomotive Fireman and Enginemen (1937)
 Engineer's Record Book

Passenger Tickets

Key System Monthly Commutation Tickets for several months in 1946
 Southern Pacific Monthly Commutation Tickets - Richmond & Rodeo, CA (Nov. 1934)
 Southern Pacific Monthly Commutation Tickets - Rodeo & Crockett, CA (Nov. 1926)
 Southern Pacific Monthly Commutation Tickets - SF and Rodeo, CA (January 1937)
 Southern Pacific Monthly Commutation Tickets - Interurban Ray (Nov. 1937)
 Southern Pacific Employee's Ferry Commutation Ticket for 1910
 Southern Pacific Monthly Commutation Tickets - SF & Redwood City (Jun, Jul, Nov. 1940)
 Southern Pacific Monthly Commutation Tickets - SF & Millbrae (Jan, Feb, Nov 1939)

Miscellaneous

1952 dining car menu for train "San Francisco Overland"
 1952 dining car menu for train "City of San Francisco"
 Homecoming and Southern Pacific Days (1939 & 1940)
 Directory Army & Navy Posts, Bases & Stations (AAR - 8/15/1941)
 Various postcards, including one from 1910 at Monte Rio, CA.
 Sacramento Gold Spike Centennial Celebration (May 1969)
 Army Transportation Journal - May 1945
 Southern Pacific Lines Division Maps - April 1949
 Army Transportation Journal - May 1945
 Southern Pacific Lines Division Maps - April 1949
 Many issues of *TRAINS* and other railroad magazines
 Forty-Ninth Annual Report of the Southern Pacific Lines (1932)
 Baltimore & Ohio RR souvenir handout for the 1934 World's Fair Exhibit, Chicago

What I am especially grateful to see are the many smaller items, such as the passenger tickets, stubs, public timetables and so on. When it is time to stock and display our new Mack Walch Library-Archives Building, it's easy to fill the place with large railroad tools, photos and maps. We need to balance our displays with the smaller, but equally interesting railroad artifacts. We will be able to accomplish this now.

In the past few years Ken & Suzie have donated wonderful old photos, the best being over 400 old black & white photos of mostly train action in California and Oregon. In addition they've also donated other books, manuals and timetables. Our chapter is blessed to have such a wonderful and growing collection. Thanks Ken & Suzie!

The January General Meeting is Tuesday, March 10th at 7:00pm at the Rogue Valley Model Railroad clubhouse at the Medford Railroad Park. Come on by for entertainment and good fellowship.

Your Chapter Officers for 2009

E. Don Pettit, President 541-601-4772	Bruce McGarvey, National Director – 541-779-8145
Ric Walch, Vice President 541-772-6255	Guy Jenkins, Treasurer — 541-770-5818
Syd Stoner, Secretary -541-878-8120	Art Turner, Chief Mechanical Officer – 541-826-6291
John Powell, Activities Director – 541-826-1992	John Sipple, Dir. Of Public Relations – 541-776-2292
Nancy Aubin, Membership Director – 541-779-4259	Tony Johnson, Newsletter Editor/Historian – 541-944-9176

GOOD OL' DAYS OF RAILROADIN' We have just enough space this month for another "Old Timer" story. Once again I've selected another tale from retired Southern Pacific engineer Tom Weston, now living in Tracy, CA. Back when I was managing editor for the old *SP REVIEW* magazine, over a seven-year period we published over fifty old stories from Tom. This story was first published back in September 2000.

New Diesels by Tom Weston I lent some of the back issues of *SP REVIEW* to another retired hoghead. When he came over to pick them up, we exchanged a few stories (and lies). He told me about an interesting, and funny, experience he had. It must have happened back when SP was just starting to get diesels.

He was the fireman on three diesel units on a train from Roseville to Fresno. As you may know, when you approach Elvas Tower going railroad West, the track curves to the left. In the steam engine days the engineer's view would be cut off by the boiler of the engine and he depended on the fireman to tell him the color (red, yellow or green) of the signals on the curve. Why the engineer could not see the signals from these three diesels I do not know, although the SP did have a few diesels that ran with the engine compartment (long hood) forward.

Anyway, my friend says he called "Yellow Signal" several times but the engineer took no action. Now, you have to remember that when diesels first came they were like a new toy to everyone. Neither the engineers nor the firemen were given any "student trips" or anything like that. You just went to work and there would be some diesel units instead of a steam engine. If the road foreman of engines happened to be around and did not have anything more important to do, he would ride with you and give you a few pointers. But usually he did not know much more than you did because he was just learning too.

Anyway, this engineer waited too long to start applying the brakes and went by the yellow signal so fast that he had to put the train brakes into emergency to keep from running by the red signal. In doing so he locked the wheels on the diesel units and put such large flat spots on all the wheels that he was instructed to leave the train at Elvas and take the diesel units (at not more than 10 mph) to Fresno. My friend, the fireman, says you never heard such a thump, thump racket in all your life and it took the rest of the day to get to Fresno. And to add insult to injury, he says the engineer tried to blame him by saying he did not call the signal indication soon enough!

I guess the SP expected some of these things while the men were getting used to diesels because no discipline was given.

Recently I was looking at a real nice picture of the SP Alco PA's on the cover of an old *WESTERN RAILROADER*. I never ran one of them or fired one of them as far as I can remember. But I remember I was once called to deadhead on the *San Joaquin Daylight* #52, as a fireman, from Tracy to Fresno.

The *Daylight* had two Alco PA A-units on it that day so I decided to ride in the second, or trailing, unit to Fresno. You really weren't supposed to do this without permission but I got away with it. About the only thing I remember about it was the engineer scared the hell out of me at Fresno.

I was sitting in the engineer's seat of this trailing unit with a speedometer right in front of me. We must have been a little late on the schedule and trying to make up time because that engineer, I forget who he was, was still making maximum speed when we were only about three or four blocks, or so it seemed to me, from the Fresno depot.

My rear end was biting holes in the seat cushion and I remember thinking, "I guess I'm going to Bakersfield today." But, the engineer knew what he was doing and made a perfect stop at the depot. And I decided that I would ride back in the coaches, where I belong, from then on.