



THE MANIFEST

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS — APRIL 2009
PO BOX 622, MEDFORD, OR. 97501 WEB SITE: [HTTP://WWW.SOC-NRHS.ORG/](http://www.soc-nrhs.org/)

MESSAGE FROM THE PRESIDENT The first thing I want to pass along is to say “Thank You” to all of you for renewing your chapter membership. Our chapter can’t be successful if we don’t have a large membership to support us with their time, talents and treasure. This is our 33rd year as an NRHS chapter, with most of our growth and restoration occurring during the last ten years. I see the next ten years surpassing the last ten.

This year the Medford Railroad Park opens for the 2009 season on Easter Sunday, April 12th. If we are to adequately show visitors our collection of rolling stock, operate our motorcar and handcar rides, staff our concession stand, and help control the overflow parking, we will need your help. We are open only 15 Sundays this year, and from 11:00am to 3:00pm. That’s only sixty hours for the entire year, so you see we’re not asking you for a huge commitment. Please consider volunteering for one or more “Run Day” Sundays. Check with Ric Walch at 772-6255 if you can help us for two or more hours. Your help will be greatly appreciated and the public will be better served. This, in turn, translates into more donations and additional new memberships.

As this nation feels the effects of the economic downturn, we believe this season may be the busiest yet because most visitors know that there is no charge to visit the Medford Railroad Park. Will we also see an increase in donations? Maybe? If visitors enjoy their stay, we hope they will show their appreciation at the donation jar.

We do not receive any funding from the city, the county, or the state, so all donations are critical if we are to maintain and improve our collection. All donations to this chapter are tax deductible, for we are a 501 (c) (3) not-for-profit organization. Please consider sending our chapter a donation. If you wish you can designate where you want your donation to go: general fund, the new Mack Walch Building, Medco No. 4, dining car repairs? It’s your call. Thank you very much for your support. — E. Don Pettit

SPECIAL JULY 4 WEEKEND AT THE PARK Our Medford Railroad Park is normally closed during the Fourth of July weekend, but this year we won’t. All five park clubs have agreed to open the park for two extra days for the public to enjoy. The schedule will be: Saturday, July 4th from 3:00pm to 7:00pm and Sunday, July 5th from 11:00am to 3:00pm, which is not a normal Sunday “Run Day”.

We figure that by 3:00pm all of the Fourth of July parades will be over and therefore people will then visit the park. By 7:00pm the public will be thinking about where to go so see the local fireworks displays. Having the Sunday run day the same as our normal hours will reduce any confusion.

The Fourth of July weekend sees more out of town visitors come into the Rogue Valley, and most of them likely have never been to our Railroad Park. In fact, after several years of surveys, we find that it’s the first Railroad Park visit for one-third of our visitors on any given Sunday we operate. This is a great

opportunity to welcome new visitors and show them around. If we show them how enthusiastic we are about our chapter's growing collection, we'll receive more donations, and perhaps new members. Therefore, we need you to step up and volunteer a couple of hours on one or both of these days. We don't want the public to not see any of our regular attractions because we don't have enough volunteers.

If you can help, contact E. Don Pettit or any of your chapter officers and let them know how you can help. Thank you.

MORE WONDERFUL DONATIONS I'm proud to report our chapter has again been blessed by the donation of more railroad artifacts for our Mach Walch Archives-Library building. The first donation came about as my wife and I were about to travel to attend the annual *Winterail* event held each year in Stockton, CA. I received a phone call from my friend Bob Foley of Napa, CA. Bob asked if I was going to attend Winterail, and if I was, he would bring a 6-foot tall switch stand and more to donate to our chapter. We arranged to meet at a vendor's table so we could put the donations in the back of my truck.

When Bob and his lovely wife Carol showed up, we decided he would bring his truck up to mine. What I expected to find was a switch stand that would need some paint or repair. Instead, the switch stand is beautifully painted "Star" switch stand manufactured by Pettibone Mulliken Co. in Chicago. The stand came with a complete kerosene oil switch stand light and a few spare parts.

Carol Foley said, "I've had this switch stand in my living room for about 35 years and I hate to see it go. But, we wanted to donate it to a place where it will be appreciated."

In addition to the switch stand Bob & Carol donated two railroad locks and a number of switch lock keys. The Foley's have been very generous to our chapter before, and we are pleased that they honored us with another donation. Thank you very much, Bob & Carol. Here is an itemized list of their latest donation.

Item 1 – One "Star" Switch Stand. Manufactured by Pettibone Mulliken Co, in Chicago, Ill. Patent plate on stand indicates Patented September 9, 1902, and September 23, 1902, and December 13, 1904.

Item 2 – One Switch Stand light. Light manufactured by The Adlake Co., Chicago, Ill. Description – Adlake Non-Sweating Switch Lamp #112 oil burning fork type. No road name on lamp.

Item 3 – One Keline switch Lock with chain. Road Denver & Rio Grande Western.

Item 4 – One Adlake Switch Lock with chain. Road Southern Pacific Transportation Co.

Item 5 – 12 Switch Lock Keys. Roads: CPR, Napa Valley (2 keys), ATSF Railway, SD&AE, California Western, Union Pacific, Illinois Central Gulf, Alaska Railroad, White Pass & Yukon, Nevada Northern, and one unmarked key.

My day of picking up donations at *Winterail* didn't stop here. Mel Perry of South San Francisco has also made donations to our chapter before, and he did it again. Mel called my cell phone and we met after dinner so he could give me three books for our chapter. They are:

- *STEAM, STEEL & STARS – AMERICA'S LAST STEAM RAILROAD* by O. Winston Link.
- *GREAT AMERICAN RAIL JOURNEYS* by John Grant
- *TRAINS – THE EARLY YEARS* by Beverley Cole

While Mel handed me the books he said he will be donating more boxes of books later this year. At this rate we may need a bigger building to hold all our books. Thank you, Mel.

But wait, there's more! From another past chapter benefactor we received some wonderful Medford Corporation locomotive photos. At *Winterail*, Tom Moungovan handed Jerry Hellinga an envelope



[ABOVE] Last month we showed you a photo of the cab of Medco No. 4 after being cleaned by shot blasting and finished with a coat of primer paint. These images were taken after moving the locomotive outside and the cab inside. Before painting Jerry prepared any areas still needing preparation; followed by painting the metal black with Zero Rust paint. —*Tony Johnson photos*



[ABOVE, LEFT] Prior to shot blasting and painting, any original specs painted by the builder back in 1925 were covered over for preservation. They are still there and will be covered when we install new wood lining in the cab. **[ABOVE, RIGHT]** Here is the engineer's side of the cab after painting. The interior is now painted green, just like it was when it left the builder. —*Tony Johnson photos*



[ABOVE, LEFT] This view shows the fireman's side of the cab after painting. The next step for the cab will be to cut and shape new wood to line the cab's interior. **[ABOVE, RIGHT]** Visitors to the Railroad Park this season will be able to see the frame, trucks, oil tank, water tank and other parts from outside the engine house. We realize that many past park visitors never bothered to look to see if there was anything inside the engine house. Now our locomotive will be out in the open. —*Tony Johnson*



[ABOVE] Part of the donation last month from Bob & Carol Foley is represented in these photos. The two railroad switch locks are from the Southern Pacific **[Left]** and the Denver & Rio Grande **[Right]**. The numerous switch lock keys are from railroads such as the Nevada Northern Railway, Canadian Pacific Railway, Napa Valley Railroad, Santa Fe, Union Pacific, Illinois Central Gulf, and others.



[ABOVE] A close-up shot of two keys. The key on the left is from the White Pass & Yukon Railway; the one on the right is from the Nevada Northern Railway.

Not to be overlooked are the repairs and painting Steve Bruff did to the Morse Telegrapher's Medford shack during the winter. All the Telegraphers are also members of our Southern Oregon chapter.



[LEFT] Bob & Carol Foley also donated this wonderful example of a railroad switch stand, complete with the oil burning lantern and spare parts. Carol told me she had this stand in her living room for decades and she wanted it to go to a place where it will be appreciated. We will honor this donation by displaying it inside our new Mack Walch Library-Archives building. Thank you Bob & Carol.

containing two 8x10 photos. One is of Medco 2-8-2 #3 pulling a train somewhere in the woods. Behind the tender is a flatcar of large dimensional planks; probably headed for a bridge on the line. There is no date and the photographer is unknown.

The second large photo is of Medco No. 5, a three-truck Lima Shay. We have very few photos of No. 5 in our collection. This photo was taken by Guy Dunscomb at Camp 4 on April 22, 1948. It looks like No. 5 is about to depart. The engineer can be seen oiling the gears in the tender truck.

Tom also included five nearly identical black & white 4 ¼ x 2 ½ negatives of our Medco No. 4 near the Medco Pond on June 18, 1957. The photo negatives were all taken by Hal F. Stewart, one right after another. Back in those days if a photographer had good light for a subject he would take ten or more identical shots so he could sell or trade some at a later date. These are not copies from one negative.

Tom says we may keep what we want and sell the extras, with full rights of the negatives to the buyer. Tom acquired these No. 4 negatives from Stan Kistler, another friend of the chapter, so we can keep what we want and make a little money too. Elsewhere in this newsletter I scanned and printed the images of Medco #3 and #5. Thank you, Tom for helping us with our Medco collection.

MOVING OUR DINING CAR We have mentioned before about the need to repair the roof on our 1912 T&NO (SP) Pullman dining car. Sitting out in the open for many decades while on the Southern Pacific, the roof has dozens of holes and lots of rust. Since we acquired and moved the dining car to White City in 2007, we've protected the roof with plastic tarps during the rainy season. If we are going to repair the car we needed a place to protect it from the elements. Well, we have one now.

The private storage site we keep our live rail collection is inside a closed lumber mill. Part of the closed mill was sub-leased to other companies, including one dealing with small dimensional lumber and other products. With the downturn in the nation's economy this company has pulled out, vacating a covered loading dock with a rail spur. After obtaining permission from the property owner and making arrangements with the WCTU Railway, on March 12 WCTU switcher #82 coupled up to our dining car, one of our ex-Defense Logistic Agency boxcars, and Dan Wilkinson's Pacific Fruit Express flatcar. The three cars were moved to the new spur with Roger Phillips, E. Don Pettit, Art Turner, Jerry Hellinga and Dan Wilkinson in attendance. An inspection revealed a few small holes in the tarps, but we did not find any water inside.

With plenty of working space under cover we wanted the boxcar next to the diner so we can store tools and roof repair materials nearby. The PFE flatcar was already coupled to the diner and there was no need to switch it out because we had the room. Now we no longer have to worry about rain or hot sun when we begin repairing the roof, which will begin sometime this year. It's going to take a long time as the roof is in terrible condition, but since this car was Southern Pacific's first all-steel dining car – it's worth it.

MACK WALCH BUILDING We have reached a point where we're now making decisions on what we want to install to light, heat, and cool the building. Rick Aubin and Steve Bruff took down the plastic sheets which formed the walls of the winter workroom, and then stapled up cardstock with appropriate markings at locations of outlets, switches, etc. There are more outlets along the walls than minimally required, and outlets in the ceiling, etc.

For lighting the main room was to have nine 4-foot light fixtures and one light fixture in each office. Additionally planned is six "can" lights down the center of the outside overhang, two each exterior all weather outlets and a large exterior light up on the west wall. After further discussion the number and types of light fixtures may change.



The date is March 12, 2009 and it's moving day at White City. We received our wish to relocate our 1912 Pullman, Southern Pacific dining car under a protective structure for repairing the roof. Several chapter members are on hand to watch as one of WCTU Railway's locomotives approaches our cars. — **Roger Phillips photos**



[ABOVE, LEFT] Jerry Hellinga and Art Turner watch as the WCTU conductor releases hand brakes on all three cars to be moved. **[ABOVE, RIGHT]** All three cars are now clear from their former storage track and are ready to be shoved into the spur with the protective roof. Here you can see the numerous blue tarps we used to protect the leaky roof from further rain damage. The boxcar will be used to store supplies and tools. — **Roger Phillips photos**



[ABOVE, LEFT] The engineer slowly advances the cars forward to the new location. WCTU #82 is a model SW1200 built by EMD in 1965 for the Richmond, Fredericksburg & Potomac in 1965. WCTU Railway acquired the locomotive in 2001. **[ABOVE, RIGHT]** Easy does it. Our three cars are carefully positioned to where we will work on repairing the roof of the dining car. It's a blessing for us to have this location. — **Roger Phillips photos**

There are additional outlets for both the planned "Railroad" Morse desk, and a new "International" Morse desk. Both of these Morse setups will serve the public this year as additional locations where the public can send and receive telegrams.

The inside electrical of the archive building is designed to serve as basic electrical, plus recognition that most likely there will be display cases down the center of the main room, and there will be a large flat-screen unit plus video, plus a drop-down screen for slides on the east end of the main room.

Always looking for deals, Art Turner stopped at Grover's in Medford and caught the right person at the right time. Art walked out with three, 250-foot, donated rolls of wire, and a more or less promise that the outlet boxes and perhaps other supplies would also be donated. Later Rick Aubin, Art and Steve counted up boxes, receptacles etc., so that Art can take the list over to Grover's and see if Grover's will donate all or part of the supplies we still need. Good job, Art, and thank you Grover's.

Steve contacted several local heating & cooling companies to get estimates on which heating-air conditioning systems would best suit the needs of the chapter. Most of the companies gave rough quotes from \$3500 to \$6000 over the phone. However, one representative accepted an invitation to meet us and recommend a number of options. The salesman listened carefully to how we plan to use the building and then offered some options that would be in the \$2,500 range. A few days later the salesman called and said the options were not available and/or would not work.

It now seems the board has the following option. Purchase an in-the-wall motel type unit that should be powerful enough to cool the building down from 80- or 90 degrees, but may not cool it down from a 100-degree day. In this event, still must purchase thru-the-wall mounted a/c unit plus an in-the-wall heating unit to the archive office. This option will total around \$1,600.

Other estimated needs and costs by Steve for the building's interior..
Sheetrock (the entire archive storage room, 10' x 10' will be 5/8 inch sheetrock all four walls and ceiling), all other sheetrock is 1/2 inch. Sheetrock, with tape, mud, sealer, paint, etc. \$930.00. This does not include cost of texturing ceiling or walls, which would be nice.

Insulation

Case 1, fiberglass walls and ceiling,
R-21 walls, R-38 ceiling \$1,250

Case 2, fiberglass walls, cellulose ceiling
R-21 walls, R-38 (12" deep) ceiling \$1,200 (cost of rental blow-in machine not included)

BAGGAGE CART Rick Aubin talked with a fellow in Ruch he knows that does custom milling. He is going to do all of the wood for the baggage cart for his cost. He is also interested in doing any future milling for the club that requires period dimensional lumber. Rick said he will cover the cost for the baggage cart lumber. On March 27 Rick delivered the special lumber to the park. The cart should look great when done.

The April General Meeting is Tuesday, April 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
Ric Walch, Vice President 541-772-6255
Syd Stoner, Secretary -541-878-8120
John Powell, Activities Director – 541-826-1992
Nancy Aubin, Membership Director – 541-779-4259

Bruce McGarvey, National Director – 541-779-8145
Guy Jenkins, Treasurer — 541-770-5818
Art Turner, Chief Mechanical Officer – 541-826-6291
John Sipple, Dir. Of Public Relations – 541-776-2292
Tony Johnson, Newsletter Editor/Historian – 541-944-9176



Medco 2-8-2 #3 is somewhere in the woods around Butte Falls. Built in 1924 by Baldwin for the Owen-Oregon Lumber Company, No. 3 was active to the end of Medco's logging railroad operations. In fact, No. 3 pulled the very last log train from Butte Falls to Medford in 1962. Today Medco No. 3 pulls passenger excursion trains from Fort Bragg, CA as California Western RR #45. The photo date and photographer are unknown.



This Guy Dunscomb photo shows Medco No. 5 at Camp 4 on April 22, 1948. Medco No. 5 was the only Lima Shay-type locomotive on the Medco roster. Built in 1920 by Lima Locomotive Works in Ohio as the No. 3 for the Silverton Lumber Company of Lyons, Oregon, in 1928 it was sold to Owen-Oregon Lumber and became its No. 5. It later became Medford Corporation No. 5 in 1932 after the company was reorganized. It spent nearly its entire career bringing logs into Butte Falls. We do not know when No. 5 was retired or scrapped.