



THE MANIFEST

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – MAY 2009
PO BOX 622, MEDFORD, OR. 97501

WEB SITE: [HTTP://WWW.SOC-NRHS.ORG/](http://www.soc-nrhs.org/)

MEMO FROM THE PRESIDENT On the 13th of June, there will a parade in Jacksonville to celebrate the State of Oregon's 150th birthday. We are invited to have our parade truck and a booth after the parade for selling souvenirs and dispensing chapter information. We invite your to join us for the celebration by riding in our truck and/or helping us staff our booth. We will decorate our truck with our handcar, motorcar, bell, whistles, etc., the same as we do for the Central Point 4th of July Parade.

If things work out well there will be a pleasant surprise at this event. Supposedly, Rogue River Valley RR #1 will be here. Rogue River Valley #1 is a 0-4-0T steam locomotive that used to pull passenger and freight trains between Medford and Jacksonville. It was built as a 2-4-2T type for the Rogue River Valley by Porter in December 1890. Weighing only 10 tons it proved to be too light and was soon replaced by a heavier locomotive.

In 1895 it was sold to Albany Street Railway, and then sold again to Skelly Lumber Company, where it was ruined in a roundhouse fire, then abandoned. It was salvaged by J.H. Chambers Company and used until 1946. It was sold again to Helen & Chadwell O'Conner of Alta Loma, CA and rebuilt to a 0-4-0T. Today it operates occasionally on Dave Wilkinson's Fillmore & Western Railroad in Fillmore, CA. If No. 1 makes it for this celebration it'll be back home for the first time since 1895.

Speaking of the 4th of July Parade in Central Point, we need volunteers and suggestions for our float. This year's holiday will be special because we also will have the Railroad Park open for the public on the July 4th weekend. (We normally are closed.) The park will be open between 3:00pm and 7:00pm on Saturday, July 4th, and from 11:00am to 3:00pm on Sunday, July 5th. We will go directly from the parade to the Railroad Park.

Besides giving train rides and opening our displays to the local residents, this is a great opportunity to show off our park to visitors who may be from out of town. The fire department next door says we can use their parking area if needed. We need volunteers to help with the parade and at the Railroad Park. Please contact Ric Walch at 770-1154 or at engmgr@medfab.com.

I need to change the subject now. Because of the downturn in the economy we've projected less income for the next fiscal year, plus we're a little short this year, so if you can we'd appreciate any donation to your chapter, and thank you for those who've already made a donation.

PARK NEWS AND PROJECTS The following report was collected by Ric Walch and it reveals some very exciting progress reports and future projects in the offering.

MEDCO No. 4 - We are going to include a regular piece in the newsletter on the progress of the No. 4 project. As we get closer to completion and the final assembly continues, I hope you all are getting excited as I know I am. We want to share our ongoing progress with our club members and keep them aware of any opportunities to help.

This month Jerry built six oil box covers, complete with the mounting brackets. These covers turned out very well and Jerry and I agreed they look very similar to the original cast covers even though they were fabricated and welded. Jerry also painted and did the final installation on the air reservoir and the cooling coil. He also painted the right side of the frame and it certainly looks good. We are currently doing prep work for final paint on the frame and tender, and if anyone is interested in helping, please contact Jerry or myself.

We are going to have No. 4 outside as much as possible during run days this year as we hope to generate some positive PR as we get closer to completion.

MOTORCAR TRAILER - With Jerry's help we built a trailer for our motorcar and it was ready for the April 26 Run Day. I cut out the pieces and tack welded the frame together and moved it from Medfab to the engine shed where Jerry finished welding it together. After the run day he is going to apply the final paint. This trailer is the same width as the motorcar but is 10 feet long so it will carry several people plus a docent and a wheelchair if necessary. Ken Hill is working on our McCloud River trailer just in case we need a second trailer (for the commuter rush). Last year our motorcar was very popular and as we continue to expand this attraction I believe it will become even more popular. We hope to extend our track just as soon as the "G" scale group can move.

I need to insert my (Tony's) own comments concerning our handcar/motorcar operations. Opening Day this year fell on Easter Sunday. The weather was poor as many families attended church and participated in family activities. As a result park attendance that day was about two-thirds of normal. Still, it was a fun day to open the 2009 operating season.

However, the next run day fell on April 26. The weather was perfect and it seems like all of southern Oregon wanted to be at our park. While heading the operations of the Southern Oregon Live Steamers I couldn't help but notice that sometimes there were long lines of people waiting to ride the motorcar or handcar. Sometimes they came back to ride both. The lines began about thirty minutes after the park opened and they remained there until shortly before the park closed. The new trailer increased train capacity and we had the people to carry. Easily this was the busiest single day for carrying passengers since we opened this attraction two years ago.

However, an unexpected problem arose after Jerry Hellinga moved the new trailer to the engine shelter for painting. Jerry wrote, "Wednesday afternoon (April 29) I removed the wheel from the motorcar trailer for cleaning and painting. I was surprised by the excessive amount of flange wear that occurred with just 4 hours of operation. Of particular concern was the gouging in the metal of the flanges. This could only be caused by sharp edges or burrs on the inside edge of the rail heads. This wear is occurring on both sides, but the left side is the most severe. Based on the amount of wear I saw from just one day, we could be facing a one year, or at most a two year life expectancy for a set of wheels on this car."

Jerry added, "We simply cannot afford to replace the wheels on our three cars on frequent basis. I recommend the following immediate remedial actions to extend the life of the wheels on all the cars:

The track should be carefully inspected and all sharp edges, burrs, etc on the inside edges of the rail heads should be ground smooth. Ideally the inside edge of the rail head should have a radius of 1/4 inch or greater.

The flange of the cars or the inside (not the tops) of the rail heads should be greased on a regular basis. If the wheel flanges are greased, it should be done every operating day. If the inside of the rail heads are greased, the frequency could be much less.”

Ric Walch agreed and so we will begin working on the rails ASAP.

WIRING FOR MORSE CODE During April, Dave Phillips, Vic Seeberger, Gene Dussault, Steve Bruff, Rick Aubin and Tony Johnson installed the necessary wiring for two telegraph stations inside the Mack Walch Hall building. One setup is for International Morse Code, and the other is for Railroad Morse Code. Overhead wires were brought to the building from the nearest telegraph poles and interior wiring completed on a separate day. The International setup will be between Mack Walch Hall and the “Eagle” telegraph office. This should draw some new members to the club because the two codes are significantly different and we want to attract folks who work in International only.

EAGLE PROJECT - We have another young scout that is interested in doing an Eagle Scout project for our club. Currently they are looking at helping to install our rail car information signs, flag pole and our blacksmith shop. In the past we have talked about a blacksmith shop to house the Medco steam hammer and all of our old tools that currently live out in the weather. Since this scout’s father is interested in smithing and is a contractor, they picked this project. We also talked about having some live blacksmith demonstrations on run days. When they found out that Mack was an Eagle Scout, they wanted to install the flag pole at the archives/library building as a tribute to him. The troop would like to participate in a dedication ceremony when it is complete.

SPECIAL REQUEST FROM MODEL RAILROAD CLUB E. Don Pettit asked me to pass along this request. The new and expanded HO layout is at the point where new scenery is being added along the tracks. The club asks everyone visiting the layout not to lean, or place anything (especially drinks) on the tracks or bench work. They have had some people unknowingly damage their layout. Thank you!

LATEST DONATIONS From our friends at Medford Moulding Company and Western Veneer Company, they have generously made a \$500.00 donation for the Mack Walch library/archives building.

Many thanks to Dave and Beth Phillips for a large roll of fiberglass insulation they donated to the Mack Walch Hall project.

Also thanks to Ron Butler for his donation of five old steamer trunks, an old mechanical calculating machine and a paint sprayer setup.

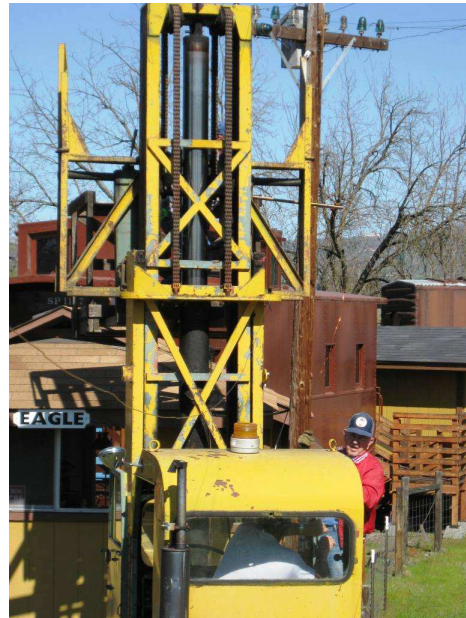
Stan Kistler of Grass Valley has again donated photographs of Medford Corporation (MEDCO) steam locomotives. His latest donation is three 8x 10 color prints of Medco No. 4 working in the woods. All three photos were taken by the late Hal F. Stewart. Two of the photos show No. 4 working near Camp 4 on August 29, 1956. The third photo of No. 4 was also taken around Camp 4 on June 18, 1957.

Last month we received three boxes of goodies from Don Green of Medford. Don had a long career as an engineer and official for the Southern Pacific, and later with the Central Oregon & Pacific Railroad. Inside the boxes was so much stuff that I’ll only list a part of the collection.

- RailTex Summary Plan Description.
- RailTex Instructions for Handling Hazardous Materials.
- Central Oregon & Pacific Timetable #3 (Oct. 22, 1995)
- Kansas City Southern Railway System Timetable No. 4 (May 12, 2000)
- Southern Pacific Los Angeles Division Timetable #1 (April 10, 1994)



[ABOVE] Standing on our forklift platform, Steve follows directions from Dave Phillips on the ground on where each wire must go in order to have a working telegraph office inside the new Mack Walch Library/Archives



[ABOVE] SOC and Morse Telegraph club member Gene Dussault passes along signals from Steve Bruff to Tony Johnson inside the forklift. We were happy to help with the job and (amazingly) it was done correctly on the first try. —*Rick Aubin photo.*



[LEFT] Easter Sunday was opening day for the Railroad Park this year. The weather was poor and attendance was down about one-third, but the visitors who came enjoyed their experience that day. The new motorcar trailer was not quite ready that day so we gave rides with the just the motorcar and handcar. —*Rick Aubin photo.*



[LEFT] On the second “Run Day” at the park, the new motorcar trail was ready for a day of carrying passengers. The two yellow benches were made over a year ago for when we wanted to convert the handcar into a trailer. Now they will serve as permanent seats on the new trailer.

- Southern Pacific Western Region Timetable #1 (April 14, 1996)
- Southern Pacific Eastern Region Timetable #8 (April 7, 1991)
- Union Pacific Railroad Portland Timetable #2 (Oct. 29, 2000)
- Soo Line Railroad System Timetable #10 (Apr. 10, 1994)
- Willamette & Pacific Railroad Timetable #4 (Feb. 22, 1996)
- Portland & Western Railroad Timetable #1 (Oct. 1, 1995)
- Kansas City Southern Railway Track Charts (Pittsburg, Heavener, Shreveport subdivisions)
- Kansas City Southern Railway Track Charts (Artesia/Louisville/Tuscaloosa subdivisions)
- Kansas City Southern Railway Locomotive Mechanical Manual for Train Operations
- SP/SSW Locomotive Data – April 1979
- Air Brake Systems & Train Handling Rules & Instructions
- UDOT Code of Federal Regulations – Passenger Equipment
- General Code of Operating Rules (Oct. 29, 1989)
- Rules of the Operating Department for the Long Island Rail Road
- Metrolink Air Brake Theory
- Motorcar Operators West guide for their Siskiyou Line run of Apr. 13-14, 1996 over CORP
- Soo Line Company Air Brake Mechanical & Train Handling Rules
- And many, many other items such as instructions for passenger car and freight car braking systems.

We extend a sincere thank you to all of you for remembering our Southern Oregon Chapter with your donations. We will display and store our collection in the new Mack Walch Hall later this year.

The May General Meeting is Tuesday, May 12th 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

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|---|--|
| 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' This month we have space enough for space this month for more "Old Timer" stories. Once again I've selected some delightful tales from retired Southern Pacific engineer Tom Weston, now living in Tracy, CA.

COW POWER by Tom Weston *This story from Tom Weston is about an incident that happened to the late Herman Friedrich, who was later known as a regular Engineer of Southern Pacific's OWL night train. At the time of the story Herman was a fireman. This story is from a letter Tom wrote to our mutual friend Dave Martin.*

In your last letter you asked if I remembered any of Herman's stories. I do recall one that is funny; although I am sure the Engineer did not think so at the time. Please bear with me because the story doesn't make much sense without a slight explanation.

Steam engines had two ways of getting water into the boiler: water pumps and injectors. The pumps had pistons and valves, much like gas engines. The injectors used the boiler pressure steam blowing through a jet to force water into the boiler. I admit I never really understood how a boiler pressure of say, 210 pounds per square inch could be used to push water in the boiler when it had 210 lbs. psi in it. The pumps did it, of course, by having larger pistons for the steam and smaller pistons for the water end.

I should add that there also were lifting injectors to lift the water when the level of the water in the tender got below the level of the injectors. The larger steam locomotives used non-lifting injectors which were usually

under the fireman's side of the cab and only a couple of feet off the ground. They had an extension on the water valve that came up through the floor of the cab near the fireman. I remember you had to be careful to make sure it was shut off tight when the injector was not operating because being below the level of water in the tender, water would run out on the ground and you wouldn't know it.

Some of the smaller SP steam engines had two injectors: one on the fireman's side and one on the engineer's side. Most engines that I remember had a water pump and an injector. You were supposed to use the water pump if possible because it used some of the exhaust steam from the locomotive to heat the water in the pump and the hotter you could get the water, the less fuel it took to convert to steam.

Anyway, the injectors were usually mounted right outside the fireman's front window and had a long handle to turn the injector on and an extension from the water valve on the injector so the fireman could adjust the amount of water going into the boiler. (I know I'm rambling, but I don't know how else to tell it!)

On top of the injector there was a large handle that you could use to shut the entire thing off if something went wrong. The enginemmen found out that you could take this large handle, and the coupling holding it, completely off while the injector was operating. You could actually see the water being forced into the pipe leading to the boiler!

Now, although the Southern Pacific had rules against this practice, and there were Federal Regulations also against it, when the men had an engine with the boiler leaking so badly that the foreman could not keep the steam pressure up, the engineer would stop the train and go into a field next to the tracks and collect some cow manure. Preferably dried!

He would take the large shut-off valve and coupling off the injector and drop pieces of dried manure into the water being forced into the boiler. These pieces of manure would be carried by the flow of water inside the boiler to the leaks and would plug up the holes, thus solving the problem. The reason SP frowned on the practice was that they had to wash out the boilers more often and they said it increased the chances of an explosion.

Oh yes, one more point and I will get to Herman's story. If you shut this water valve, that regulates the amount of water going into the boiler, down too much, the whole operation would stop and steam would blow out of the injector. It didn't do any damage. You just had to start over.

Herman was going from Tracy to Roseville on a freight train that had a locomotive with a leaky boiler. When they stopped to take water at Akers (just East of Stockton, CA.) the engineer went out in the field next to the tracks and got some manure.

Herman finished taking water and helped the engineer take the handle off the injector and then went back inside the cab of the engine. The engineer was putting some manure into the injector and all would have been fine, but for some reason Herman decided to adjust the water valve a little bit better. The injector stopped working and blew hot manure, water and steam up into the engineer's face and all over his clothes. He was lucky and didn't really get burned, except his temper and his dignity, but he smelled pretty ripe all the way to Roseville.

Needless to say, Herman was never this engineer's favorite fireman from then on.

THE BIG ENGINE by Tom Weston All through World War II, the American Railroads ran many, many troop trains to move the military men and women around the country. I remember being the locomotive fireman on one of these trains from Sacramento to Fresno, CA. Southern Pacific Engineer Grover Ledford and I had worked a freight train from Tracy to Roseville the day before, and were waiting to be called for another freight either back to Tracy or to Fresno. Normally, Pool Freight crews did not work passenger trains except in emergencies. Crews for these non-regular passenger trains would be sent by bus (deadheaded) from Tracy when needed.

This particular day there were no crews available in Tracy so the Pool Freight crew first-out in Roseville (Grover and I) was sent by bus to Sacramento to take this train to Fresno. I was a little nervous about this because,

although I had fired on one or two passenger trains and had the required one year's freight experience (which supposedly qualified me for passenger service) I knew firing on slow freight trains and firing on high-speed passenger trains was not the same. When we arrived at the Sacramento roundhouse we went to the crew dispatcher's office to register and find out what engine we were getting.

Our train was coming in from the North, and because the locomotive had last been serviced at Dunsmuir and would be low on fuel oil, it was decided that changing engines would be quicker than taking the inbound engine to the roundhouse and refueling it.

When the crew dispatcher told us we would be getting engine SP4435, my nervousness got worse. The engine was a sister of the now famous SP4449. I knew SP had these locomotives and I had seen pictures of them, but I had never actually seen one because they stayed pretty close to the Coast Division and their assignment on the *COAST DAYLIGHT* passenger trains.

When Grover and I walked over to the ready track to get on the 4435, it looked like it was a block long with all its fancy orange and black and silver paint. It was the largest locomotive I had ever been on and the cab seemed as large as a ballroom. It was filled with valves and gadgets that I knew absolutely nothing about. I just hoped that everything would work the way it was supposed to with no help from me.

When the train arrived, the herder brought the inbound engine to the roundhouse and took us back to the train and coupled us on. After the required air tests were made and the car inspectors had made sure the steam used to heat the passenger cars was through the entire train, we were ready to go. The conductor walked up to the engine and gave Grover our train orders. By the time he had read the orders, the conductor was aboard the train and giving us a highball to leave town.

All steam locomotives have a safety valve on top of the boiler that opens when a certain steam pressure is reached. The purpose, of course, is to keep the steam pressure from getting so high it could cause the boiler to explode. The safety valve pressure is also known as the working pressure, and because the more steam pressure you have, the more power you have. The whole idea of firing a steam locomotive was, and is, to keep the pressure as close to the working pressure as you can without opening the safety valves.

There are two good reasons why you didn't want the safety valve to open. (1) It made a deafening roar and would scare the hell out of you and get you a dirty look from the engineer, and (2) it wasted water and fuel oil which the company frowned on.

The 4435 had a working pressure of 300 pounds per square inch, but I did not have to worry about the safety opening because I was never able to get the pressure above 250 psi on the entire trip from Sacramento to Fresno. I tried everything I could think of. I opened the dampers. I closed the dampers. I tried every setting between opened and closed. I heated the fuel oil hotter. I let it cool. I used more atomizer. I used less atomizer. I turned the blower completely off. I opened the blower wide open. I sanded the flues so many times the sand box (which was huge) was almost empty.

About halfway to Fresno, I guess Grover got tired of my pitiful performance and motioned me over to his side of the cab. He said, "What's wrong?" I said, "I can't get the damn pressure up where it belongs."

He grinned and pointed to the speedometer. It was sitting right on 79 mph, which was the maximum allowable speed for passenger trains. "How fast do you want to go?" he asked. We both laughed and I went back to my side of the cab, sat down, and enjoyed the rest of the trip to Fresno. I was never on one of those engines again, so I never found out if there was something wrong with the 4435 or if I was just a lousy fireman.

Tom Weston began his long railroad career when he started as a callboy, then a clerk, fireman, and finally was promoted to locomotive Engineer. Tom started his career in Tracy in 1936 and retired in 1980 – forty-four years of Southern Pacific service in all.



[ABOVE] On this page we present two of the three color prints recently donated to our chapter by Stan Kistler of Grass Valley, CA. This Harold F. Stewart photo is of our Medco No. 4 near Camp Four on August 29, 1956. **[BELOW]** This other Hal Stewart photo of No. 4 was taken nearly 11 years later on June 18, 1957. It appears to be in the same Camp Four area.

