



THE MANIFEST

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – JUNE 2009

PO BOX 622, MEDFORD, OR. 97501

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

GET WELL CARDS We pray for comfort and recovery to two of our members. Longtime member John Sipple had a heart bypass several years ago. Now he is experiencing problems with his body from the effect of diabetes. Hang in there John! We miss seeing you at the park.

The second member is Dennis Sloate of Grass Valley, CA. I've known Dennis for twenty-three years now and he still tells the same bad jokes over and over. Last month Dennis was involved in a rollover accident in Grass Valley; ending up with two broken ribs, broken collarbone, large cuts and many bruises. In spite of all this he called me from ICU the next day to tell me he still plans on coming to the Railroad Park in July. I hope so. Get well Dennis and learn some new jokes.

UPCOMING SPECIAL EVENTS We are scheduled to participate in the Jacksonville parade to help 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 are seeking more volunteers to ride the truck and/or help out at our information booth.

Ric Walch says, "On Friday, June 12th, around 4:30pm, we will have the truck down at the Railroad Park to outfit it for the parade. I invite anyone going to the parade to come and help. I do not know yet what the schedules will be on the 13th but I will call everyone that is currently signed up as soon as I know. If anyone else would like to participate please let me know." Contact Ric Walch for details at 770-1154 or at engmgr@medfab.com

And don't forget our being part of the 4th of July Parade in Central Point. This is our third year in a row we've participated. In 2007 we won Third Place and last year we won First Place in our category. We invite you to have some fun riding our float with us through the streets of downtown Central Point. Ric adds, "I do not have the specifics on the Central Point 4th of July parade, but if anyone would like to participate, please call me and let me know and I will get them a schedule as soon as I know."

This year's 4th of July weekend will be different because the Medford Railroad Park will be open for the public for the first time during the holiday weekend in many years. 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. Again, please contact Ric Walch at 770-1154 or at engmgr@medfab.com.

Ric asked me to include this little blurb in the MANIFEST about attending the membership meeting on the June 9th.

Ric wrote, "I will be advocating for us to co-sponsor an Oregon Chautauqua series musical concert and lecture of railroad history in July. I want to get everyone's ideas and see if we can put this together for a fundraiser and club cookout. The cookout is tentatively planned at Lake Creek at the Walch Park, and the concert would be in the Pioneer Hall at Lake Creek.

"I am also working with the Jacksonville Parks and Recreation Department to open up the new hiking trail on the old Rogue River Valley Railroad right of way up Jackson Creek. This is the old logging right of way and has been lost to history until this recent effort (ref. Mail Tribune article of Nov. 10, 2008, "Lost Railroad Is Found"). I would like to see if there is an interest to drive out some evening and hike this trail. I would also like to discuss this at our next meeting."

PARK NEWS AND PROJECTS After the second run day in April, Jerry Hellinga moved the new motorcar trailer to the locomotive shelter for painting. As we reported last month he found unusual flange wear after only two run days at the park and suggested a combination of applying grease on the flangeways on the outside curve, and grinding smooth any sharp edges of the rail.

By the May 10th run day several members using a grinder had removed rough rail spots up to the road crossing. Then they applied some grease along the flangeway and waited for results. The next day all went smoothly until some of the grease had worked its way to the top of the railhead and the motorcar's wheels would sometimes spin. The motorcar almost needed a push to begin climbing the grade from the loading platform.

Not wanting to help push the motorcar along the route one of the members liberated some sand from the Live Steamer's fire drums near the tunnels. With the liberal sanding of the rails most of the wheel slippage was resolved. Another inspection prior to painting the motorcar trailer shows the wear on flanges was greatly reduced, but not completely. This should be resolved when the rest of the sharp rail edges are grinded smooth.

Before the May 24th run day Jerry moved and painted the new motorcar trailer and repainted the deck of the chapter interpretive handcar. Looks real good, Jerry.

UPDATE ON MEDCO No. 4 Jerry and Ric Walch have been revisiting some of the venues that were considered in the past to operate Number 4. We will continue this effort anew to eliminate all possibilities before we try some new directions. Keep posted to No. 4 news for future updates on these efforts. The July 13th Parade and booth are scheduled for a fundraiser for the No. 4 project and our float will be public relations for our restoration efforts. We are planning on displaying some No. 4 artifacts including the bell that was recently returned.

MACK WALCH BUILDING Art Turner installed coaxial cable that will connect two separate television monitors with a VCR/DVD player inside the office. One monitor will be located high above in a northeast corner on a museum wall. This monitor will be used mainly to run the chapter's 150-plus professional railroad VHS and DVD videos for the public while the park is open. Another much larger monitor – perhaps a large screen TV – will be located on the wall between the two offices. This monitor will mostly be used for special chapter programs on non-operating run days, although not exclusively. A pull-down projection screen will be mounted on the ceiling to be used when we're showing slides or power point programs. This screen will pull down in front of the large screen television.

The interior and exterior wiring – overseen by chapter member Rick Korner – is in place and ready for inspection by the City of Medford. As soon as that's completed we'll start applying the insulation and sheetrock.



[LEFT] After operating our motorcar and handcar on May 10th, Jerry Hellinga took the two week break to find time to paint the unpainted deck of the new motorcar trailer, as well as repaint the deck of our handcar. In this view Jerry uses our forklift to transport the car to the locomotive shelter for painting. — *Rick Aubin photo*

[RIGHT] You can see the unpainted floor as the trailer sits on the rails outside the locomotive shelter. The handcar next to it will also receive fresh paint. — *Rick Aubin photo*



[LEFT] One of the motorcar operators on Sundays is Syd Stoner. Syd owns his own motorcar and feels at home operating ours. — *Rick Aubin photo*

[RIGHT] Most visitors head over to ride the Live Steamer trains when the park opens. As they ride around the park they see our loading platform and equipment and head there next. One of the first runs finds two passengers talking with Ric Walch on the trailer. — *Rick Aubin photo*





[LEFT] This view shows how popular our motorcar and handcar rides are this year. Long lines of waiting passengers have been the norm and will likely continue throughout this season. — *Rick Aubin photo*

[RIGHT] What do you do when people want to ride the motorcar or handcar and they have sno-cones? You provide holders for sno-cones. Ric Walch came up with this neat idea. We'll make more holders for our other attractions. — *Dan Wilkinson photo*



[LEFT] Two small boys are decked out in engineer hats and kerchiefs at they blow on the small plastic whistles they just purchased at our concession stand. It's moments like this which make our jobs rewarding. — *Rick Aubin photo*

[RIGHT] Between run days Steve Bruff is rebuilding the interior of the Morse Telegraph Club's "Medford Station" so that small children can watch the operator pound out messages on the key. Steve will also modify the "Eagle Station" interior for better viewing. — *Tony Johnson photo*



Ric Walch says, "I contacted the gas company and they have agreed to run a line and install a meter at the Archives Building at no cost. This will allow us to put in the new gas furnace that was donated to the club and will save a significant sum of money that we can use to finish the building."

Art Turner donated a small hot water heater for our concession stand. It's a small 110-volt AC unit that will fit well in the cramped space of the stand. Dan Wilkinson has found a sink for the concession stand. It will be installed after the countertop is ready. Thank you Art and Dan.

Our Southern Pacific boxcar has been sold to the Southwest Oregon Large Scale Trains club. For the last 10 or so years we have leased the boxcar and they have used it as the headquarters for their outdoor garden railway. Now that they are constructing a new layout five times larger than their present layout, they will move the boxcar across the Live Steamers tracks to a location central to their new operation.

For years they have used the boxcar interior to store equipment necessary to their operation. Years ago they insulated the interior and installed air conditioning to make running their indoor layout more enjoyable. Soon it will be relocated and eventually their smaller old layout will be removed, with the space reverting back to our Chapter.

When that's done we will push out the park fence a little and extend our motorcar/handcar operation around the back of the locomotive shelter and end up at the park's vehicle entrance. This will allow our motorcar/handcar operation about 1200 feet of track.

LATEST DONATIONS Mr. Stan Kistler of Grass Valley has blessed our chapter again. Last time he donated three 8 x 10 color prints of Medco No. 4 working in the woods. All three photos were taken by the late Hal F. Stewart.

In mid-May I received another large envelope from Stan and I about did a back flip when I saw what was inside. What Stan sent this chapter is one hundred eighty one (181) black & white 4¼ x 2½ inch negatives featuring steam locomotives of logging railroads in northern California and Oregon!

In a letter with the negatives Stan wrote, "I am making an unrestrictive donation of these negatives to the NHRS Southern Oregon Chapter to be used in any way they may choose to benefit the Chapter. Feel free to parcel some out to other chapters if they meet their interest more than yours."

Stan continued, "They have all been listed on eBay from time to time and I feel that they have run their course. Several members of your Chapter have even purchased some. Harold Stewart took an enormous number of duplicate negatives when he found a locomotive under idea circumstances, and these are his residue."

We are greatly pleased that Stan has again helped our chapter with its growing collection of logging railroad photographs and memorabilia. Stan, you've outdone yourself. Thank you very much.

The following is a list of the Hal Stewart negatives donated by Stan. For now we'll make available for sale those negatives we have more than five copies. I've listed each locomotive, which side of the locomotive is facing the camera, and in parenthesis how many copies we have. You can contact me (Tony Johnson) for details.

- Georgia Pacific 2-8-2 #5 at Siletz, OR. 6/19/1957 – engineer's side (2)
- Georgia Pacific 2-8-2 #5 at Siletz, OR. 6/18/1957– fireman's side (4)
- Georgia-Pacific 2-6-2T #9 at Siletz, OR. 6/19/1957 – engineer's side (27)

- Georgia Pacific 2-8-2 #1 at Toledo, OR. 6/19/1957– engineer’s side (3)
- Georgia Pacific 2-8-2 #3 at Siletz, OR. 3/8/1958 – fireman’s side (35)
- Weyerhaeuser Timber 2-6-6-2 #8 at Camp 9 9/20/1956 – fireman’s side (6)
- Weyerhaeuser Timber 2-6-6-2 #6 at Klamath Falls, OR. 8/30/1956 – fireman’s side (5)
- Klamath Northern 2-6-2 #4 at Gilchrist, OR. 8/08/1955 - engineer’s side (1)
- Longview, Portland & Northern 2-8-0 #680 at Grand Ronde, OR. 6/19/1957 – engineer’s side (1)
- Long Bell 2-6-2 #4 at Gene Autry Ranch, Newhall, CA. 4/15/1957- fireman’s side (8)
- Long Bell 2-6-2 #4 at Gene Autry Ranch, Newhall, CA. 4/27/1957 - engineer’s side (8)
- Long Bell 2-8-2 #3296 at Tennant, CA. 8/07/1955 - engineer’s side (1)
- Medco 2-8-2 #3 at Medford, OR. 9/22/1956 - fireman’s side (10)
- Medco Willamette #4 near Medco Pond 6/18/1957 – engineer’s side (7)
- Medco Willamette #7 at Medford 9/25/1959 – engineer’s side (10)
- Medco Willamette #7 at Medco Pond 9/21/1956 – fireman’s side (2)
- Fruit Growers Supply Co. Shay #4 at Hilt, CA 9/21/1956 – fireman’s side (9)
- Spaulding Pulp & Paper 2-6-2 #2 at Newberg, OR. 6/27/1957 fireman’s side (16)
- Robert Dollar Shay #2978 at Glendale, OR. 6/30/1957 – engineer’s side (19)
- Robert Dollar Shay #2978 at Glendale, OR. 6/30/1957 – fireman’s side (4)
- Yreka Western 0-6-0 #7 at Yreka, CA. 10/19/1954 – engineer’s side (1)
- Yreka Western 2-8-2 #18 at Yreka, CA. 8/28/1956 – fireman’s side (1)
- Yreka Western 2-8-2 #19 at Yreka, CA. 10/19/1954 – engineer’s side (1)

SOC-NRHS NAME BADGES If any member is interested in purchasing the Gold SOC-NRHS name tags please contact Nancy Aubin at 779-4259 or NancyJ1209@charter.net. The cost is \$8.50 per name tag.

DEPT. OF CORRECTIONS I think last month’s MANIFEST set a record for the largest number of readers who told me about a typographical error I made. [I guess that means some of you actually read this newsletter.] The error in question is the photo caption on the back page concerning two views of our Medco No. 4 working in the woods. The date for the top photo was August 29, 1956. I wrote that the bottom photo of Medco No. 4 was taken nearly 11 years later on June 18, 1957.

Here’s the explanation – or excuse, if you prefer. When I put the photo page together I correctly copied the printed information from the labels on the back of each photo. When proof reading the newsletter a few hours before printing and mailing, I spotted an error for the bottom photo. The label said the photo was taken on 1967, but that couldn’t be since No. 4 was retired in 1959!!!

Well, it was obvious the label contained a typographical error. The photo had to be taken in 1957, and not 1967. So I corrected the obvious error, but did not correct my obvious statement that the photos were taken 11 years apart. A few members thought I probably meant 11 months apart. In reality, I failed to read all of my own writing.

I hope all you nitpickers are feeling good about yourselves.

The June General Meeting is Tuesday, June 9th at 7:00pm at the Rogue Valley Model Railroad clubhouse at the Medford Railroad Park. Come on by for entertainment and good fellowship. Ric will discuss several ideas mentioned at the beginning of this newsletter.

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 begin this month's feature of short stories with two from the late E.O. "Ed" Williams, who passed away in 1994 at age 91. Ed was the last Division Engineer on the old Southern Pacific Rio Grande Division. He began his railroad career way back in 1924 as a water tank Pumper on the old El Paso & Southwestern Railroad. Many thanks to Mr. Williams' surviving relatives for sharing his memories.

NACOZARI SUNSET by E. O. Williams On November 7, 1957, I was part of a commemorative day in Nacozari, Sonora (Mexico). The people of Nacozari were putting on a celebration of the 50th anniversary of the death of one of their heroes, Jesus Garcia.

A half century earlier, there was some kind of mishap causing a carload of explosives to catch fire with the possibility the subsequent explosion would decimate the town. Jesus Garcia mounted a locomotive and took the car around a curve out of town. He died in the explosion.

I was in San Francisco for a staff meeting and arranged to get off in Douglas to meet up with my bunch. The Superintendent put SP office car "Rio Grande" on a freight train and took his wife and daughter and my wife to Douglas. When I arrived there, I saw the "Rio Grande" on the Nacozari track about a half mile from the SP depot and next to the boundary gate.

A seven-car special train was to be made up in Agua Prieta. The "Rio Grande" was to be the seventh car. It made a good-looking train — all the cars the same color. The locomotive was a sister to SP3420 (today preserved in El Paso).

The baggage car had one end full of flowers for the celebration and the other end full of cases of beer. The passengers riding in the "Rio Grande" were the Superintendent, his wife and daughter, the resident "Gerente" (general manager) with his wife and daughter, the daughter of the Road Foreman of Engines, my wife and me. There was also a representative from SP public relations.

Harry Nations, the Road Foreman, escorted the ladies through the train to see what it looked like. My wife said there was some young fellow with a huge sombrero who doffed his hat, bowed, and said, "Make way for the Queen!" When we got to Nacozari, we found politicians making speeches, school children in their uniforms parading about, and generally a good time being enjoyed by all.

A pair of strolling musicians passed our car and the Superintendent invited them aboard. We then had some fun with our own musicians. I even tried singing "Rancho Grande" in Spanish with them! While walking about the grounds I met the same young fellow from the train with the large sombrero. He said to me, "Why you not drunk yet?"

Our Superintendent was vice-president of the Ferrocarril de Nacozari, Bill Barker (former Chief Engineer of the SP de Mexico) He was the resident Gerente, and I was the Chief Engineer of the Ferrocarril de Nacozari (as well as Division Engineer for the Rio Grande Division).

When we left Nacozari, our train began to climb a 3% grade for about five kilometers through a continuous series of curves. Several of us rode on the outside platform of the car so we could watch what was going on. The little locomotive was barking as we slowly climbed the hill. The Superintendent remarked to me: "Ed, if he blows that whistle, we'll stall!" Yet the engineer made the hill.

That was my last ride behind a steam engine and I shall always remember it. That feather of smoke with the setting sun and the little engine barking was a scene to cherish!

A PRECAUTION by E.O. "Ed" Williams Sometime early in this century the Rio Grande flooded and destroyed most of the adobe houses in South El Paso. This had to be prior to 1916 when the Elephant (Butte) Dam was built. The people who were displaced relocated to the high ground on El

Paso's west side where Kern Place is now. A village of adobe houses grew and was called "Stormville" by El Pasoans.

The city of El Paso constructed a dike or levee along the river bank from the vicinity of El Paso Union Passenger Depot (EPUPD) to the point easterly where the then International Boundary crossed the river. The city granted a right-of-way on that levee to the EP&SW and Santa Fe for trackage. This track served as a way of bringing additional material for the levee if required.

A strange thing about this trackage was that EP&SW owned the right-of-way and Santa Fe the track for half the way, then ownership reversed for the right-of-way and track of the other half.

The track was connected into the Santa Fe yard at the EPUPD end and into the joint EP&SW-Texas & Pacific yard along the river. Access from the latter yard to the downtown EP&SW yard made a complete circuit of South El Paso and a possible way for an emergency circuit of town should the main tracks downtown be obstructed in any manner.

The right-of-way was granted with the proviso that the railroads must maintain the levee. I do recall that several car loads of Bisbee mine waste were brought in about 1926 and used to reinforce the levee.

Since the Southern Pacific had come into El Paso with the main track down Main Street, the rail traffic interfered with cross-town street traffic. When the line was first built, however, it was in the outskirts of the village and offered little trouble. El Paso grew. Street railways crossed the SP line at Oregon and Stanton Streets. Trains became longer and more frequent.

The burden of delays to street traffic became a matter of utmost concern to El Pasoans. Finally in 1950 a plan was worked out whereby the city, railroads, and U.S. government cooperated to put the tracks underground from EPUPD to the SP main yard east of Campbell St. Thus, the Bataan Memorial Trainway came into being.

SP management was always after us to retire any unused tracks. Under I.C.C. accounting rules, tracks were always carried in capital accounts at their original cost — no depreciation, assuming they were maintained to original value. By retiring unused trackage, the value could be charged to profit & loss, no longer in capital accounts.

When I became Division Engineer of the Rio Grande Division, that became a problem. We removed some tracks. That track along the river levee had fallen into disuse, covered with dirt in spots. I kept still about its being there though. With the placing of tracks underground in the Bataan Memorial Trainway, I envisioned a complete stoppage of traffic through El Paso should some calamity befall that "ditch."

My concern was accented when a Texas & Pacific passenger train made a wrong movement through a switch in the Trainway resulting in a passenger car fouling all three tracks. The difficulty of clearing it was that restricted overhead clearance did not permit free use of cranes to remove cars.

As long as I was in charge of maintenance of the Rio Grande Division I kept quiet about that levee track. I felt strongly that should the Trainway be blocked for any extended period, we could jump in there, rehabilitate that levee track and open a path around the problem.

The Rio Grande Division was abolished after removal of the Dawson Railway, Capitan Branch, Cloudcroft Branch, Jarilla Branch, Tombstone Branch and finally most of the EP&SW mainline. Piece by piece the Rio Grande Division became history. Whatever happened to the levee track after the Chamizal question was settled, I do not know. It was a precaution I never had to use.