



THE MANIFEST

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

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

JACKSONVILLE PARADE TWIST For two months our chapter planned to help the City of Jacksonville celebrate their 150th anniversary by entering the parade with our parade truck loaded with the cab and bell of our Medco No. 4, and our operating handcar. As the date of the parade got closer Ric Walch attempted to find out the necessary details of where we were to assemble, the parade route, start time, etc. Each time he didn't receive a direct answer. Finally, three days before the parade – after asking again – we still didn't know where the staging area was and other details. With this lack of response we informed the parade organizers we were dropping out of the parade and also would not set up an information booth in town.

The organizers did a lot of finger pointing and excuse making, but it was too late for our group to finalize plans for decorating our truck and confirm when and where our people were to meet. Several members of our chapter went to the Saturday, June 12th celebration in Jacksonville and watched the parade. They said it was less than inspiring as sometimes there was ten to fifteen minutes between parade entries.

This was a shame as one of the notable highlights was the return to southern Oregon of Rogue Valley Railroad steam locomotive No. 1 for the first time in over 100 years. It is believed that RRV RR No. 1, purchased new from Porter in 1890, was found to be too light and was sold in 1895. I first thought it was the City of Jacksonville that sponsored bringing No. 1 from its home on the Fillmore & Western Railroad at Fillmore, CA to Jacksonville, but Jerry Hellings learned it was Mr. Mel Ashland who paid to bring the No. 1 up for the Jacksonville parade.

When we learned the celebration wasn't going as envisioned, our chapter made contact with RRV RR No. 1 owner Dave Wilkinson about the possibility of having the little steamer visit our Railroad Park the next day. Dave was in favor of the idea if the Jacksonville celebration was slow and if he received permission to bring it to our park. Permission was granted early the next morning and by the time the park opened at 11:00am on Sunday the 14th, the lowboy truck and locomotive were ready for visitors in front of our chapter's CB&Q Visitor Center caboose.

Members brought over a portable set of steps which allowed visitors to climb up to the steps of the locomotive and into the cab where they were allowed to ring the bell and blow the whistle. Visitors lined up all day for the chance to climb into the cab of an operating steam locomotive.

We wish to thank Dave and his crew for bringing their locomotive to our park for everyone to enjoy.

RRV RR No. 1 HISTORY (REVISED) For a long time we have relied on previously published information about the history of Rogue River Valley 2-4-2T No. 1 while on the railroad, and its subsequent sales to other owners. Briefly, the previous published history was as follows.

Built by Porter in December 1890 for Rogue River Valley Ry. to operate trains between Medford and Jacksonville. The owners found the engine to be too light, so they sold it in 1895 to the Albany Street Railway where it became a 0-4-2T. Sold again in 1905 to Skelly Lumber Company and became a 0-4-0T where it was badly ruined in 1911 fire; then abandoned. Salvaged by J.H. Chambers Company and used until 1946. Helen O'Conner bought it as a gift to her husband. It was moved to their private track in Alta Loma, CA. and rebuilt from Porter blueprints. Moved to Fillmore & Western for used for commercials and movie picture by Short Line Enterprises. It was rumored that the F&W has either the pony or trailing truck to #1.

After I posted the above history on Trainorders.com, in addition to a Jerry Hellinga photo of No. 1 at our Railroad Park, I received the following reply from Stan Garner, Founder of Short Line Enterprises.

"I had heard that No.1 was going to visit Jacksonville. Really glad it happened.

"Bill Oden (RIP) and I bought No.1 from Chad O'Connor in March of 1967. We worked on it for a year and gave it what we thought was an appropriate paint job. We also created Short Line Enterprises and went on to acquire other partners, locomotives and equipment.

"We found no evidence that it was ever in Albany. That report came from a book on Pacific Slope Railroading as I recall. The engine shown appears to be narrow gauge and looks more like one of the Porter 0-4-2T's

"No. 1 lost her leading and trailing truck to a 1930's scrap drive. This suited the logging roads because she needed all the weight she could get on her drivers. Dave [Wilkinson] has a set of wheels that Chad had done by Griffen (Steel) in the 1950's

"Shortline Enterprises created the F&W [Fillmore & Western] in 1990 and sold it to Dave Wilkinson in Jan 1997. No.1 was part of that sale.

"Sure glad to see it out and about."

JULY MEETING AND SUMMER ACTIVITES As a change of pace from our normal monthly meetings held inside the model railroad clubhouse, we have planned a little outing for our July 14th Monthly Membership Meeting.

We will be taking a hike on the evening of July 14th up to the newly developed Jacksonville Woodland Association Trail on the old Bullis logging railroad right-of-way along Jackson Creek. This is not the same hike as we did two years ago up to the brickyard. This trail is located on the newly rediscovered old logging right-of-way that operated in 1917 as an extension to the Rogue Valley Railroad. There is very little history on this extension and we are currently working to recover any information that we can find.

On July 21, 1917 a Heisler logging locomotive ran away with the crew on board. The engine overturned at a trestle and resulted in one fatality. We have photographs of this accident and we will see the original accident location on our hike. This is a moderate hike of about 1½ miles with a couple of steep sections climbing up to the grade.

We will meet in the Railroad Park parking lot at 4:00 P.M. and carpool from there. If you'd like to join us for an early dinner (or late lunch, if you prefer), we will meet at the Wendy's restaurant around the corner from the railroad park at 3:30.

Summer Schedule: The following is our tentative activity schedule for this summer. More information will follow in the newsletters for the August and September, or you can call me if you have any questions. These activities are open to all club members, friends and family, so bring everyone along. If you have any questions please call Ric Walch 772-6255 or at engmgr@medfab.com

August - We will be visiting our friends down at Timber Heritage Association (THA) in Eureka on 16th and 17th of August. We will have more information on this trip in the August newsletter. The



[LEFT] Probably the most notable attraction visiting Jacksonville to help celebrate the city's 150th anniversary was the return of former Rogue River Valley Railroad steam locomotive No. 1. Owner Dave Wilkinson transported the locomotive all the way from southern California for this event. This view shows No. 1 on the lowboy trailer in Jacksonville. — *Ric Aubin photo*

[RIGHT] RRV #1 wasn't just a static display on top of a lowboy trailer. The engine crew actually operated the boiler under steam pressure so the whistle could operate during and after the town's celebration parade. The Jacksonville Fire Department supplied the water for the locomotive via one of their pumper trucks. — *Ric Aubin photo*



[LEFT] On the morning of Sunday, June 14th, the action in Jacksonville was very slow, so Dave Wilkinson received permission to bring No. 1 to our Railroad Park for the day. With the locomotive spotted on the lawn in front of our CB&Q caboose, we positioned portable steps so visitors could climb into the cab and blow the whistle and ring the bell. — *Jerry Hellinga photo*

[RIGHT] During the four-hour stay at our railroad park, the whistle and bell were rung loud and often. The majority of visitors to the cab did not know this old tea kettle once carried passenger between Medford and Jacksonville over one years ago. Had we known in advance there was a chance we'd have No. 1 visit the park, we would have prepared historical souvenir pamphlets, but as it was, it worked out well. — *Jerry Hellinga photo*





[LEFT] Another step towards returning Medco No. 8 back to her original appearance came when Jerry Hellinga and Joseph Berto took a few days to apply “Medford Corporation” to the long hood, and the famous MEDCO diamond logo and number to the cab. This view of the fireman’s side shows the black paint already has been applied over the stencils and protective paper. — *Tony Johnson photo*

[RIGHT] From the same side you can see the diamond shaped silhouette under the fireman’s window. Above the diamond in the number “8”. — *Tony Johnson photo*



[LEFT] Joe Berto carefully measures exactly where each letter of the vinyl stencil is to be located on the hood. After removing the each letter, butcher-type paper is taped around the area to protect the hood’s yellow paint. — *Tony Johnson photo*

[RIGHT] Here’s the final result! Other than the six buckets covering the six stacks, Medco No. 8 looks exactly like she did when leaving the B-L-H plant at Eddystone, PA in March 1952. Great job, boys. — *Tony Johnson photo*



THA has moved all of their locomotives into the Samoa roundhouse so we can see everything in one location. They apparently have some equipment that we have not seen yet at the roundhouse. Their ten person motorcar is up and operating so we will be able to ride over to Arcata from Samoa. Steam up at Fort Humboldt will be on Sunday so we will be able to view the “Falk” gypsy locomotive in operation. We are also negotiating for a Pacific Lumber Company wooden railroad log car, so we may be able to pick one out down at the landing while we are visiting. Last, but not least, is Saturday’s dinner at the Samoa logging camp cookhouse. Please let me know if you are interested in going so we can get a headcount.

September - On the 18th and 19th of September we will be traveling to Sumpter, Oregon to ride the Sumpter Valley Railroad. This trip is still in the planning stages and we are still planning some side trips, such as the John Day Fossil Beds. Check the August newsletter for more information on this trip, but mark it on your calendar as we are hoping for a grand tour as several of our club members work on the Sumpter Valley Railroad.

PARK NEWS AND PROJECTS We have an opportunity to establish a blacksmith division of our club at the park. This group would include several certified blacksmiths (one in railroading smithing) to man our new smithing facility. This would add about a dozen new club members, supply our railroad iron needs and have public demonstrations on all run days.

This is the thinking out loud proposal for the motorcar track extension, hopefully starting this fall. The new railroading blacksmith shop and carpenter shops, along with the motorcar storage building, would be more or less one grand project. The plan is that these improvements will start this fall and will be funded outside of the club budget. (The blacksmith shop is an Eagle Scout project and the handcar track is being proposed by the motorcar “gear heads”. The carpenter shop is being put up with donated funds and labor. The plan is just a proposal, so if you have an opinion, speak up.

Medco #4 update: Jerry and I have been working on a location to operate #4. We are making good progress and we will keep everyone posted as our efforts yield new opportunities. We are going to include the #4 cab in the 4th of July parade in Central Point as we are hoping to get the public behind this project in the near future.

Archives Building: The wiring is complete and we’re waiting for an inspection. The natural gas line will be going in soon and we already have crews committed for the insulation and sheetrock phase of this project.

Motorcar/handcar platform news: Over at the motorcar/handcar loading platform, Ric Walch and a couple volunteers erected a frame and large tarp to cover the platform from the hot summer sun. I said to Ric that it was nice of them to offer waiting passengers shade from the sun, but he said it was really to keep the nasty, old hot sun off the heads of the sissy chapter motorcar operators. I believe it.

Medco #8 update: Ever since we reacquired Medco No. 8 from the Magma Arizona Railroad and brought it back to Oregon in 1995, we’ve wanted to return No. 8 back to her original red-yellow-black paint scheme, which we’ve nearly finished. Another step is to reapply the “Medford Corporation” lettering along with the number “8” and the MEDCO diamond logo on the cab. It is now done.

Last month chapter members Joseph Berto and Jerry Hellinga spent a few days preparing the locomotive and applying the lettering. Joe very carefully measured exactly where every letter was to go on the hood, while Jerry did the cab. After the area around the vinyl letters was removed they covered all around the area to prevent the black paint from accidentally getting on the bright yellow paint. After the quick application of black paint dried they removed all the stencils and protective paper. What they did is a truly wonderful job. It looks exactly like it did in the builder’s photograph of 1952.

IMPORTANT BOARD POLICY CHANGE During the June 23rd Chapter Board Meeting, a new idea was approved that should promote more dialog between the membership and the board. With the intent of creating a more efficient process in our board meetings we have adopted the following procedure to help improve efficiency.

1. Motions that require a board vote may only be made at a scheduled business meeting, not a membership meeting. After a motion is made and seconded it will automatically be deferred to the following month's regularly scheduled board meeting for a vote.
2. The motion will be printed in detail in the club newsletter so that all club members will be aware of the motion on the floor prior to a final vote. Members that wish to comment on the motion in absence can submit their statement in writing and it will be read into the record by the secretary prior to a final vote. Members that wish to present their statement orally can read their statement into the record at the board meeting and will be required to submit it in writing to the secretary.
3. The board will consider all statements both pro and con for the motion in open board discussion and then call for a vote. The board discussions regarding the motion on the floor **will not** include random discussion from the floor.
4. Based on the input from club members and board discussions, a vote will be called for. If a board member requires additional clarification on a motion from a club member, project coordinator or other third party, they can request this information prior to a final vote. A final vote can be deferred until all board members are satisfied with information involving the motion.
5. The vote will be taken and outcome recorded.

The only exception to this procedure is for an emergency situation that requires immediate action, in this case the board can proceed but **all board members** must agree that it is an emergency requiring immediate action. In this case the motion and the vote will be recorded in the newsletter to inform all club members. (In the last 4 ½ years we have not had any motion that would fit this criteria.)

LATEST DONATIONS Last month Mr. Sellar Nugent donated a variety of items to both our chapter and the Southern Oregon Live Steamers club. For our chapter Sellar donated two reusable railroad fuses used on diesel locomotives, such as our Medco No. 8, although we haven't checked yet if No. 8 uses these fuses. They are about 400 amp fuses with end caps that unscrew so the reusable fuse body can be pulled out. The fuse elements are soldered and can be replaced after the fuse is blown. Even if we can't use them in our locomotive, they'll make up part of an interesting display in our new Mack Walch Building.

Sellar also donated a power supply that was first used to power our chapter's "Magnetic Flagman" wigwag signal at the park. Years ago Sellar donated that wigwag plus the rare Griswold flashing light/stop sign crossing signal at the park. Thank you, Sellar for your donation.

Mr. Matt Petach of San Jose donated \$40.00 towards the restoration of our Medco No. 4 steam locomotive. Thank you, Matt.

From Mr. Tracy Wills we received what we believe to be one of the two framed color photographs of Medco No. 8 from builder Baldwin-Lima-Hamilton. We've always had a copy of the original builder's photo, but having one of the originals that used to hang inside Medford Corporation's office is a real treasure. Tracy also donated the head of a spike maul, and an official Baldwin-Lima-Hamilton manual on troubleshooting engine problems for Medco No. 8. Thank you, Tracy.

INDEPENDENCE DAY PARADE This year our NRHS chapter again participated by entering a float in the City of Central Point 4th of July parade. This was the third year in a row we've entered the



[LEFT] It's Independence Day and we're waiting in the parade staging area at Crater High School in Central Point. Here are five of the seven chapter members that participated in that event. From left; Art Turner, Ric Walch, John Powell, Steve Bruff and Syd Stoner. Not pictured is Landon Humphrey who arrived a little later, and the photographer. — **Tony Johnson photo**

[RIGHT] Our parade float is known for being the loudest of them all. Facing backwards for this photo are from left: John Powell, Syd Stoner and Art Turner. John's job was to pull the bell cord that rang the bell that came from Willamette steam locomotive Medco No. 2. Art's job was to operate the 3-chime horn next to him with compressed air from the truck's compressor. I guess Syd's job was to try to



[LEFT] This year we changed our float a bit. In front we mounted the recently painted cab from of our Medco No. 4. Large signs on the cab said "Medco No. 4. Coming to a Railroad Near You." Behind the cab was the mounted bell from Medco No. 2. At the rear of the truck was our chapter's interpretive handcar, which Landon Humphrey and Tony Johnson rode on. — **Tony Johnson photo**

[RIGHT] The view from the rear shows the handcar and two American flags. The slanted rearward flagpoles was not by design. When we departed the Railroad Park the flagpoles were straight, however, Ric Walch didn't take into account many of the low tree limbs on the way to the park and so that's how the flags ended up looking the way they did. — **Tony Johnson photo**



parade. Central Point wanted us back for they contacted us four different times to be sure we were coming with our float. In 2007 we won a Third Place ribbon and last year we won a First Place ribbon, so we were hoping for a repeat.

Preparation began inside our Railroad Park on the afternoon of July 3 when Ric Walch delivered one of Medford Corporation's large flatbed trucks; the same truck we've used before. This year we decided to change our entry by including the recently repainted locomotive cab from Medco No. 4. Behind the cab we mounted the bell from Medco No. 2, complete with a rope and pulley system so the bell could be rung from the seat on the fireman's side.

On the engineer's side Art Turner mounted a 3-chime air horn with a regulating air valve that allowed him to "feather" the horn for a more pleasing sound level, although we did blast it often during the parade route, causing people to cover their ears, women to seek shelter for their children, store windows to crack, and the earth to shake buildings back and forth. Okay, it wasn't that bad, but it was loud. In fact, each time Art gave the horn full air pressure the crowds would respond with their own "Woo Woos!"

On the rear of the truck we mounted our chapter's successful "Interpretive Handcar". Last year we lifted the driving axle a few inches off the truck bed so we could pump the handles up and down. Well, with the forecast of hot temperatures, and Landon and Tony getting sore backs from pumping the handles up and down at last year's parade (poor babies); we went with a non-operating handcar this time.

Finishing off the float was our Southern Oregon Chapter banners and two large signs on the cab sides saying "Medco No. 4. Coming Soon to a Railroad Near You." We placed small American flags on the front and two large American flags on the rear. Now when we departed the railroad park for Central Point the flag poles were vertical, but when we reached the parade staging area, the flag poles were at a 45 degree angle. It seems that each year Ric picks a route with low hanging tree limbs. If tree limbs don't hit the truck cab, he isn't worried about it. Riding on the back of the truck and yelling out "low branches" apparently means nothing to Ric.

At the parade staging area there were fewer entries than last year. Either this was by design, or the poor economy made its impact. This year we were entry #71 out of my guess of 110. We arrived at 7:30am and the parade was to start at 9:30. This allowed us to make final preparations and have time to see the other entries, of which the classic cars and fire engines are our favorites.

The parade started on time and it took nearly an hour before we began to move on the parade route, which is normal when trying to coordinate so many varied entries. As usual the crowds were enthusiastic, even though it was already in the nineties. As is our custom the crowds could hear us coming way before they could see us. As we passed in front of the reviewing stand we heard the announcer say that we were awarded the Central Point Chamber of Commerce "Best Entry Award." We'll soon find out. We're planning to be back next year with a much larger entry. Thank you all who helped with the entry and thank you Central Point.

The July General Meeting is Tuesday, July 14th and it will be an outdoor hike in Jacksonville. Details of the hike are on page 2. We will meet at the Railroad Park parking lot at 4:00pm and car pool from there. If you want to get something to eat before the hike, meet us at the Wendy's near the Railroad Park at about 3:30pm.

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
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