



Southern Oregon Chapter National Railway Historical Society  
P.O. Box 622 Medford, Oregon 97501  
Newsletter for Dec 2011



“Serve the republic, thirst for liberty and fight for freedom, only then can we guarantee the future of our nation”

Joseph Plumb Martin  
Continental Soldier

Martin was born in Becket, Massachusetts on November 21, 1760 to the Reverend Ebenezer Martin and Susannah Plumb. At the age of seven, he was sent to live with his grandparents in Milford, Connecticut. Because his family was well-to-do (His father studied at Yale), Martin was able to receive a well rounded education, including reading and writing. When he was 15, in 1775, he was eager to join the war effort following the Battles of Lexington and Concord. His grandparents initially opposed the idea, but agreed after Martin vowed to run away and join a naval ship as a privateer if he was not allowed to join. He joined the Connecticut State Troops in June 1776 and was assigned duty in the New York City area, arriving just before the opening of the British Long Island Campaign. His first tour of duty ended in December 1776, and he returned home just prior to the Battles of Trenton and Princeton. Those two battles are regarded by many historians as preserving Washington's Continental Army. As such, after a restless winter and spring back in Connecticut, the 16-year-old veteran reenlisted in the Continental Army in June 1777, signing on for the duration of the American Revolutionary War. He

served with the 17th Continental Regiment, also known as the 8th Connecticut Regiment under the command of General James Varnum.

Martin participated in such notable engagements as the **Battle of Brooklyn**, the Battle of **White Plains**, the **siege on Fort Mifflin** and the **Battle of Monmouth**. He encamped at **Valley Forge**, witnessed John Andre being escorted to his execution and was also present during the climactic **Siege of Yorktown**. He was assigned to Light Infantry in 1778, attaining the rank of Corporal. In the summer of 1780, under Washington's order to form a Corps of Sappers and Miners, he was recommended by his superior officers to be a non-commissioned officer of this regiment, and in being selected, was promoted to Sergeant. Prior to Yorktown, the corps was responsible for digging the entrenchments for the Continental Army. During the battle, they were also a vanguard for a regiment commanded by Alexander Hamilton, clearing the field of sharpened logs called abatis so that Hamilton's regiment could capture Redoubt# 10.

When Martin was discharged from duty when the Continental Army disbanded in October 1783, he taught in New York state for a year, and eventually settled on Maine's frontier, becoming one of the founders of the town of Prospect, near modern day Stockton Springs. Over the years, he was known locally for being a farmer, selectman, Justice of the Peace and Town Clerk (the last position being held for over 25 years). He married Lucy Clewley (b. 1776) in 1794 and had five children, Joseph (b. 1799), Nathan and Thomas (twins, b. 1803), James Sullivan (b. 1810) and Susan (b. 1812). He also wrote many stories and poems over the years, most famously a narrative of his experiences during the war in 1830.

In 1818, Martin's war pension was approved and he received \$96 a year for the rest of his life. Still, other war veterans were fighting for what they were properly owed, and in an effort to further the cause of the veterans, published his memoirs in 1830. It was not considered a success, and mainly fell to the wayside, apparently lost to history.

In 1836, a platoon of United States Light Infantry was marching though Prospect and discovered that Plumb Martin resided there. The platoon stopped outside of his house and fired a salute in honor of the Revolutionary War Hero.

Joseph Plumb Martin lived to the age of 89, dying on May 2, 1850. He is buried with his wife at the Sandy Point Cemetery, outside of Prospect, Maine.

*Editors Note- Joseph Plumb Martin served in the continental army for 8 years, often times without compensation and occasionally without food or supplies. During the winter at Valley Forge they were reduced to eating "sawdust bread and the leather from their shoes". Upon his discharge in 1783 he was given his musket, the clothes he wore and a "thank you" from congress and he walked the 250 miles to return to his home.*

**Greetings from the Plush NRHS Editorial Offices-** Bringing the chapter news to your home and hearth .... Ric Walch Editor, Home 772-6255 or cell 840- 4380 engmg;@medfab.com. Contributors in this issue Tony Johnson, Rick Aubin, John Powel, Larry Mullaly, Ben Truwe.

***Dec. Activities-*** *The following is our Dec. activities schedule, this schedule will appear monthly to help remind everyone of our monthly meetings and any special planned activities .Happy Holidays!!!*

***14 Dec. 7:00 P.M. @ Model Railroad Clubhouse-*** *NRHS members meeting. We will be having a special presentation from Larry Tuttle on the operation of the Sumpter Valley Railroad. Both Larry and ferry work on the engine crews so it should be a great show with a lot of operational insight. We will also have nominations and Voting for our 2011 board members. Our January general meeting program will be a presentation by Larry Mullaly "Ashland Railroadin in the Golden Age of Steam ". Should be a great show see you all there...*

***28 Dec. 7:00 P.M. @ Model Railroad Clubhouse-*** *NRHS board meeting, seeking perfection in an imperfect world.*

*Editors Note- Anyone that would like to contribute articles or pictures to the newsletter to publish please submit them; share your last vacation, train ride, railroad experience with us. I promise to publish them unedited as long as they are not X rated. Please submit them to my e-mail address*

#### News Bits-Around the Block, Around the World

Medco #8- On the 23<sup>rd</sup> of Nov. a *small* group assembled out at the Burrill siding to officially recognize the completion of Medco #8. We had big speeches planned and bottle of Champaign to break over the front of the engine. Well things didn't quite work out that way as it *was* so darned cold that *we* just huddled in a group next to the warmest car, kicked our feet on the ground and tried not to freeze in an unbecoming pose. We decided to drink the Champaign because someone said alcohol is good antifreeze and save the speeches until later. We had earlier decided to attempt a startup for the occasion so after charging the batteries Jerry rolled her over but #8 chuffed and puffed and refused to start. The batteries did not have a full charge so *we* couldn't turn the engine over fast enough to achieve a startup. At this point *we* congratulated each other and retreated to the nearest car heater. We would like to thank everyone that worked on this project and helped make it one of the centerpieces of our chapter. We hope to have #8 operating on live rail in the not to distant future giving rail fans the chance to savor her "second life" flattening pennies and moving the freight.

John checking under the hood



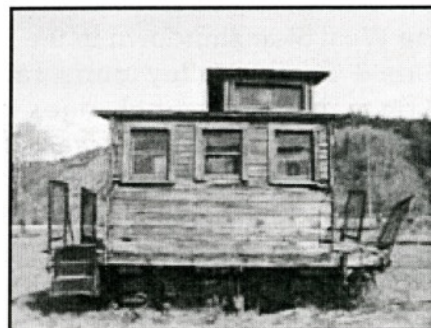
If you remove the late model pickup you would swear it was 1960 again



#8 startup with the official do nothings “doing nothing”. From left to right Big Daddy, JP, Crafty Badger, King Richard and Shuffles (complaining that his hiney is frozen to his car). The sheer combined brain power represented by this group is awe inspiring. ....Photo courtesy of Tony “you can call me boss” Johnson



West Side Lumber Com an Caboose #3- Some of you may remember a few years back we made a bid to acquire Westside Lumber Company Caboose #3. Unfortunately the owners at that time were not interested in parting with #3. We have recently learned that the Western Rail Preservation Society has been successful in acquiring #3 and is in the process of restoring it to its original operational configuration. The bad news is that we were not successful with our efforts to take ownership; the good news is that someone was as it would not have weathered many more years in the Northern California costal climate.





**West Side Lumber Company Short Caboose #3**-The caboose was heavily modified during its West Side and Cherry Valley tourist railroad stint in the 1970's through the early 1980's, with the original interior stripped out and windows and benches added. Over time, the ends of the caboose's long sill beams and the end beams have also rotted, and will require the replacement of the whole wood frame. The original Carter/Hammond 4'-0" wheel base trucks have also been replaced with the more common flat car 3'-7" wheel base trucks.

**- WSLCo Caboose #3 History** - The old West Side Lumber Company, located in Tuolumne CA, had an unusual collection of shop-built cabooses which were used on the company's 3-foot gauge logging line.

Two of the earliest cabooses, built around 1920, were rather short with a 16' length. Caboose #3 was used in the woods for three decades, and was then modified for storing locomotive sand in the early 1950's. Located at West Side's woods Camp 45, caboose #3 provided dry sand to a host of West Side's 3—truck Shays until the end of operations in the early 1960's. Caboose #4 followed a different path, being retired in 1940, and then brought back into regular service in 1946 as caboose #6.

After the West Side shutdown in the 1960's caboose #3 became part of the West Side & Cherry Valley tourist railroad in 1968, running on part of the old West Side mainline. Major changes were made to #3, including large side and end windows, and the interior was stripped and replaced by benches. The WS&CV was bought by Glen Bell of Taco Bell fame in 1976, and became part of a theme-park railroad which lasted into the early 1980's. In 1986, after the sell-off of WS&CV assets, caboose #3 was moved to an RV park located north of Trinidad, CA, where it has sat for almost 25 years.

2010 Railroad Show- The Annual railroad show has come and gone and judging by the large turnout I think we can say we had another successful year. The NRHS booth was located in the center of the auditorium so we had a great deal of traffic past our area. Many interested rail fans stopped to chat and ask questions not only about our display but our organization as well. We would like to thank all of our members that worked in our booth in addition to the ones that volunteered for show positions. We would also like to thank the Show Committee for all of their hard work, it takes a yearlong commitment to make the show happen and these folks rarely receive the credit that they deserve (and they deserve a lot)...

### Rail Fan Central



Old Time)' Display of Keen RR stuff.



Uncle Syd's Hot Wheels Vr00000m....



**Pullman Dining Car-** We have been doing some fact gathering on our Pullman dining car in preparation for beginning some of the restoration. John Powell did some research on the gas range and submitted the following-

*I emailed the South Bend Restaurant manufacturing company not long ago, to see if I could dig up a little info. on our gas range that was installed some time back in the last century into our T&N0 , or Southern Pacific dining car (which ever you would prefer.) Here is the email that I sent and their reply.*

We have a 1912 Pullman dining car (modernized of course), and it has a South Bend range is there any way that you folks may be able to Identify this unit? Can you supply any information on the unit. It has been since the mid 1990's that it has been fired up.

The dining car sat out in the open for several years. The roof has leaked in several places, and in one spot I managed to find the grille top, it's pitted in places with some thin surface rust Would you have any Ideas on how best to clean the grille top, like walnut shell blasting ect., I do know that you would have to season it afterwards, what would you recommend for doing so, or do you folks still make a grille top that would replace this one. I shall send you some pictures of the diner and the kitchen, including the stove, and grille. One picture worth a thousand words.. Thanks!

Here's the reply and inter department email

**Mr. Baker, to Mrs. Miller**

What does this look like to you.....

**Mrs. Miller to Mr. Baker**

Looks like a old 322 model

**Mr. Baker to me.**

John as you may be able to see Shelia thinks it is an old 322 model..and blasting of the griddle will be ok ..And use corn oil to season. Gee...Looks like they did a lot of research to be sure on that one... It looks or sounds like ( even South Bend really isn't too E) WE.... may have a South Bend model 322 it is a 60 inch range with a 1/2 inch thick, 36" wide x 27" deep cast Iron variable four burner griddle top rated at 64,000 btu. The burners for the stovetop come in pairs only and are rated at 24,000 btu, and we have 2 pairs Underneath of the griddle and stove are two 40,000 btu space single rack standard ovens 26" wide and 26 1/2 " deep Boy! there's just about nothing that you COULDN'T cook on this setup! If you would like to 'build your own range" you can have fun at the south bend site at [www.BuildMyRange.com](http://www.BuildMyRange.com) enjoy!

By the way the range we have is made out of sheet steel, and went off of the listing (well who knows when, my guess is probably 30 years or more ago). The information provided in this article on our set up came off the build your range site. The measurements are correct .The b.T.U.s however may be a little hotter for the new "sporty" stainless steel models. South Bend only manufactures these jewels now in stainless steel, and the price give or take a thousand or so, for a new one would be around \$ 6,000 dollars ! So.. When you get the chance to wander through our chapters dining car, and take in all the "potential", and not be "intimidated" by what needs to be done. You can then be rest assured that when we get to cookin' food, that it came off of one of the best industrial ranges there is around! ( Humm... kind'a sounds like an advertisement to me).. A quote from a railroader out of Eugene Yard stated that "some of the best steaks I've ever had came out of that diner!" ..... .. enuff said?



Can't wait to have a cook out...(cook in?)



Our 1912 Pullman Diner



©David Lange SPMW 7186 Eugene, OR. 11/98

**New Passenger Cars For Siskiyou Line-** The following story's were discovered by Ben Truwe. Ben then forwarded it to chapter member Larry Mullaly, and he forwarded it to me. This article was published in the **Oregon Mining Journal of March 1, 1907**. It describes the arrival of new passenger cars passing through southern Oregon on the Siskiyou Line.

The first all steel passenger coach ever sent over the Southern Pacific was taken through here on its way north last week. It will be given a trial over this line and if satisfactory in every way it will probably gradually replace the old style coach. The interior of the cars are painted in comparison with the ordinary coach, being elegantly finished.

The ceiling is gracefully arched, exquisitely decorated and studded with electric lights, each car being equipped with a generator capable of sustaining 50 incandescent globes. In addition to this the steel car is provided with numerous other modern conveniences which makes it resemble the private car of some railroad magnate. The outside of the car is suggestive of an armored cruiser, being made up of steel plates riveted together and painted black.



**‘Old No. 4’ Makes Last Journey On Way to Medford City Park Saturday, June 21, 1959-** “Old No. 4” made its last trip Saturday, pulling three cars of passengers in place of the Medford Corporation logs it has hauled for 34 years. Eighty-three passengers and six crewmen made the festive trip from Butte Falls and one unexpected rider climbed through a window of a passenger car at Eagle Point.

Speeders forward and to the rear carried cameramen recording the unusual event, which brought the old-time engine to Medford for a permanent place to the West Jackson Street city park.

#### **Planned by Committee**

Members of the Medford parks and recreation committee planned the ride with the help of Medco personnel. Honorary Engineer Verl G. Walker of the committee was in charge, assisted by Russ Jamison, local public relations man and president of the committee.

The colorful group of passengers included Butte Falls city councilmen's wives in Centennial dress, the Jackson county court, Medford and Butte Falls officials, forest service and bureau of land management personnel, representatives of the press, radio and television, legislators and others.

Engineer for the final ride of the **Willamette** - geared, shay-type engine was Bill Oden Sr., himself making his last run on the line. Oden served as engineer on No. 4 since 1933 and has worked for Medco for 34 years. Also making their

final run were Clyde Moore, fireman, who has worked for the corporation 26 years and Don Smith, brakeman, a 30-year employee.

Another significance to Moore's trip was the fact that his first ride on the Medford—Butte Falls line was made exactly 48 years ago, the day after his first birthday, when his mother took him on the trip.

#### Switched to Woods Jobs

All three of the crew, who have switched to jobs in the woods, admitted that while they are sorry to see the end of their train careers, the advantages of outdoor life in the woods are many. Oden said he had already lost 14 pounds since the train stopped operations six weeks ago and he began logging.

Other crew members were Al Smith, operator of the front speeder; Art Price, rear speeder, and Bill Gates, Medco yard foreman. A special fireman, Percy O'Neil, is a former Medco employee who now works for Walker. He said it was "quite a thrill" to make the trip which he never dreamed he'd make again.

B.L. Nutting, general manager of the corporation, was introduced to the crowd before the train left the reload yard below Butte Falls.

Among passengers, all of whom laughed and talked throughout the six—hour trip, was Dr. Frank Roberts, who came to Medford in 1900 and made his first trip on the train yesterday. Others had made the run when the Pacific & Eastern operated the road in the early 1900s.

## Willamette Locomotive



Willamette Locomotive no. 7, on static display at the Fort Missoula Museum.

The Willamette locomotive was a geared locomotive of the Shay locomotive type, built by the Willamette Iron and Steel Works of Portland, Oregon. Key patents on the Shay locomotive had expired, and it was now possible for other manufacturers to produce Shay "clones". The Willamette locomotive was very similar to a Shay, but had many differences, as the company that made them intended on making an "improved Shay", even though the "Pacific Coast Shay", later made by Lima, took up many of the features on the Willamette. The differences were: All Willamettes were equipped with superheaters, while Shays usually were not.

- The boiler parts were welded together, instead of being bolted together The Willamette locomotive used Walschaerts valve gear, while the Shay mainly used Stephenson valve gear
- The rear cylinder on the Willamette was facing the same direction as the rest of the cylinders, while the two front cylinders on a Shay faced forward, with the rear cylinder facing backwards.
- The back cylinder on a Willamette was moved forward of the cab, while in a Shay, the back cylinder was almost protruding into the cab
- The valve chests were turned outward
- The truck springs were inclined towards the bolster
- In a test done between a Shay and a Willamette, the Shay pulled 27 empty cars, while the Willamette pulled 29 empty cars, as well as using 40% less fuel

Cylinder Detail- All but one Willamette burned oil, despite their working for logging companies, where wood would be abundant. Oil burners produced few sparks, however, and were less likely to ignite a forest than coal— or wood-fired locomotives. The only coal-fired Willamette worked for Anaconda Copper. Six Willamettes survive; only one is operational at the Mt. Rainier Scenic Railroad in Mineral, Washington

The Last Page

He tried  
To Cross  
As a fast train neared  
Death didn't draft him  
He volunteered  
Burma-Shave 1950

The hobo  
Lets his whiskers sprout  
It s trams — not girls  
That he takes out  
Burma-Shave 1951

### *The Coach*

When Tom retired from the railway after 50 years service, the company presented him with an old coach to keep in his garden as a memento. One wet day, his friends came visiting. They found him in the garden, soaking wet. He sitting on the step of the coach, smoking his pipe with an old sack over his shoulders to keep out the rain.

"Hullo, Lenny," said his pals, "why are ye no' inside on a day like this?"

"Can ye no' see," replied Lenny, with a nod toward the coach. "Daft railroad, they sent me a non-smoker!"

### *CATORAIL ???*

When a cat is dropped, it always lands on its feet, and when toast is dropped, it always lands with the buttered side facing down. I propose to strap buttered toast to the back of a cat; the two will hover, spinning inches above the ground. With a giant buttered cat array, a high- speed monorail could easily link major metropolitan areas.