

The Manifest

October, 2011

Official Publication of the Southern
Oregon Chapter of the National
Railway Historical Society

P.O. Box 622
Medford, Oregon 97501



CONTRIBUTING IN THIS ISSUE:

Tony Johnson
StitchKingdom.com

A CHANGE:

As of this issue of our newsletter I, (Allen Dobney), have taken on the responsibilities of editor. You can reach me at adobney@gmail.com or 541-582-0605. As always, we need articles and pictures that would be of railroad interest to our chapter members. If you would like to contribute an article, please send it to me at my email address or call me.

Starting with the November issue we will start distributing the Manifest via email to those members that have web access. There are several advantages to email vs snail mail:

- Faster delivery to you in a PDF format.
- Published in color, hardcopies will continue in black and white.
- Live internet links to provide quick additional information.
- Cost savings to the chapter.

Please contact me via email, adobney@gmail.com, and indicate your newsletter delivery preference: email PDF format, or hardcopy via snail mail.

Ric has promised that he will continue to contribute excellent articles to the newsletter and support getting the newsletter printed. Please join me in giving Ric a **BIG** thanks for all of the great work he has put into the newsletter over the past 2 years.

NOMINATIONS NOW OPEN FOR 2012 BOARD POSITIONS

Dan Wilkinson will be leading the nominating committee. If you wish to make a nomination for or volunteer to run for office for either President, Vice-President, Treasurer, Secretary or National Director contact Dan at 541-479-1210 or whetstone@budget.net.

Copper Hauling Railroad From Medford!

By: Tony Johnson

For about two years now I have been actively searching for new information on several short line railroads in the Rogue and Illinois valleys. They are the California & Oregon Coast RR, the Pacific & Eastern Ry, the Owen-Oregon Lumber Co, the Gold Hill Lumber & Railroad Co., and a few others.

In early September I was sent the following article from my friend Glen Corbett. It is an article in the November 1, 1927 edition of *The Timberman* magazine, and it tells of a proposed 45-mile long copper railroad that would run out from Medford. This is the first I, and others, have heard of such a proposal. I guess that since the railroad line was never built, it isn't surprising it is unknown to us. The following is the actual article as it was printed.

SOUTHERN OREGON RAILROAD DEVELOPMENT (Special to *The Timberman*)

MEDFORD, Ore., Nov. 7 – Negotiations are now pending between the American Smelting & Refining Co., [aka ASARCO – Tony]the Southern Pacific Company and Medford, Ore., citizens interested in the construction of a railway out from Medford to the Blue Ledge copper mine, a distance of 45 miles. W.H. Gore, president of the Medford National Bank, heads the Medford people in the project.

The Medford-Jacksonville railroad owned by the city of Medford, would be one of the links in this proposed road. A.B. Evensellor, of Tacoma, manager of the Tacoma smelter, and Pacific Coast representatives of the Guggenheims, has conferred with the Medford people on the matter.

The Guggenheims, who own the Blue Ledge copper mine, will operate on a 1500-ton output per day if they can get the ore to market. The Southern Pacific is willing to operate the road if it is constructed. What the Medford people are trying to do is finance the construction with the Jacksonville road, which extends four miles into the timber beyond Jacksonville, as nucleus.

The proposed railway road would have a water grade to the Blue Ledge mine, and holders of timber in the Applegate country are interested and have promised financial support. According to reports of timber cruisers, there is an easy grade pass through the Siskiyou Mountains beyond the Blue Ledge mine to the Klamath, tapping a large tract of sugar pine.

The Blue Ledge is a very rich copper mine and a heavy producer during the war period, shipping to the Tacoma smelter, but has been idle since the close of the war. There are other rich copper mines partly developed in the same district.

I did some additional research after reading the article and I can only wonder what such a railroad line would have looked like. The article stated, "*The proposed railway road would have a water grade to the Blue Ledge mine...*" The Blue Ledge mine is several miles south of Applegate Dam and about 33 miles south of Jacksonville in Northern California. To my mind I don't consider this a "water grade" route.

The mine, which was most active during World War I, has been dormant for decades. Prospectors discovered the copper deposit in 1898 and built several small communities in the area during the mine's heyday. The Blue Ledge name came from the blue sheen of weathered chalcopryite, also called copper pyrite, found throughout the outcropping.

In mid-September 2011, the mine was added to the Environmental Protection Agency's Superfund National Priorities List, making it eligible for federal clean-up funds.

According to the Mail Tribune, “The Blue Ledge Mine is the county’s first Superfund site, which designates it as one of the most complex, uncontrolled or abandoned hazardous waste sites in the country, according to an EPA press release. Toxic pollutants discharged by the mine sully streams in the Rogue River and Siskiyou National Forest.

That all said, it would have been interesting if the railroad was built after all. – Tony Johnson

Disneyland Resort Donates California Zephyr to Western Pacific Railroad Museum, From StitchKingdom.com 8-5-2011:



The Disneyland Resort donated the California Zephyr train previously located in Disney California Adventure park to Western Pacific Railroad Museum in Portola, Calif. Plans for a gallery dedicated to sharing the legacy of the California Zephyr are underway.

The train and related artifacts, which were part of the entrance to the theme park, arrived at their new home August 6 and will become part of the museum’s Zephyr Project collection.

“Walt Disney’s love of trains made this donation perfectly fitting,” said Disneyland Resort President George A. Kalogridis. “The expansion of Disney California Adventure park provided the opportunity for us to make this meaningful donation and we are thrilled the train will offer museum visitors and train enthusiasts an immersive experience, much like it did here.”

Visitors to the museum will learn about the history of the famous 1950s passenger train through the donated artifacts, while the recreated locomotive will offer the chance to experience what it was like for engineers to guide the stainless steel Zephyr trains through California’s Feather River Canyon.

The cab once operated as a real locomotive. It is an authentic rendition of the Western Pacific Railroad – one of the three railroads that operated the California Zephyr between Chicago and San Francisco from 1949 to 1970. It wears the same number as the last locomotive to lead a westbound California Zephyr into Oakland, Calif. on March 20, 1970. The California Zephyr is one of the most celebrated “name trains” of the 1950s and 60s.

The California Zephyr was introduced in 1949. It wasn't the fastest train between Chicago and California, but it offered the best of western scenery. The train departed Denver early in the morning, then climbed up the Front Range of the Rockies and traveled the canyons of Colorado rivers. In California, the train crossed the Sierra Nevada, traveling along the amazing canyons of the Feather River on the line of the Western Pacific Railroad. A 1950s advertising slogan for the train promised "Beauty by Day, All the Way!"

Today, Amtrak operates its own California Zephyr over part of the original route. As one of the most popular long distance trains, it still offers the best scenery. The modern version crosses the Sierra Nevada using Donner Pass (formerly owned by a rival railroad to the Western Pacific) along Interstate 80 instead of following the Feather River route.

Most of the passenger cars built for "The Silver Lady," as the California Zephyr was sometimes known, survived the end of the operation of the train. A surprising number still exist today in museums, as well as in charter service.

LONELY DISPLAY CASE NEEDS RAILROAD ARTIFACTS:

There is a nice oak display case in the Archive Building at RR Park that is empty. If you have interesting railroad artifacts that you would like to display please contact Ric Walsh at engmgr@medfab.com or 541-772-6255 for details.

ON THE LIGHTER SIDE:



It is not good to thro a switch in the middle of a locomotive.
That front truck sure has a great turning radius!!!

MEMBERSHIP MEETING ENTERTAINMENT:

I am also now responsible for scheduling entertainment for our monthly membership meetings. If you have railroad slides or videos that you would like to present, please email me at (adobney@gmail.com) or call me at 541-582-0605 with the details and I will put you on the schedule.

FUTURE ARTICLES:

If you are working on an article for the newsletter and need information from other members, send me a short summary of your needs. I will publish those needs in the newsletter. Also I am in need of railroad photos taken in the Rogue Valley. Main line, short lines, locomotives, trains, cars, & facilities from any era are welcome. I would like to start publishing such photos in the newsletter with a short description or story. Contact me at adobney@gmail.com or 541-582-0605.
Thanks.....Allen

BOARD MEETING MINUTES:

Southern Oregon Chapter – National Railway Historical Society
Board of Directors
Regular Meeting
Minutes of August 23, 2011

1. Call to Order: Meeting was called to order at 7:01 PM by President E. Don Pettit
2. Roll Call: E. Don Pettit, Ric Walch, Larry Tuttle, Jerry Hellinga, John Powell and four other members were present.
3. Consent of the Agenda: The agenda was approved by consensus.
4. Approval of the July 26, 2011 Minutes. Larry Tuttle distributed the minutes of the May 24, 2011 Board Meeting. Jerry Hellinga moved to accept the minutes as amended. John Powell seconded the motion which passed unanimously.
5. Treasurer's Report: Jerry Hellinga presented the Treasurer's Report. Larry Tuttle moved to accept the Treasurer's Report. John Powell seconded the motion which passed unanimously.
6. Committee Reports: None
7. Old Business:
 - a. Museum: The Museum has opened to the public on public run days with a docent and numerous displays.
 - b. Coos Bay: Ric Walch reported that the OCHR's Alco switcher is not likely to run soon as the group is looking for parts.

- c. Raising Money for Medco 4: Jerry Hellinga reported that in excess of \$8570 in donations were raised during the just-concluded fund drive and that he and Stephanie have contributed \$9,000 as matching funds. Grants are pending at the Kinsman and the Collins Foundations. We should hear from Kinsman in September and Collins in October. Collins would want to schedule a site visit if we are in the running. Ric Walch has sent an inquiry to the Ben Cheney Foundation. Jerry Hellinga has sent an inquiry to the Fred Myer Memorial Foundation. Fred Myer has declined on the letter of inquiry; there is no need for a full grant application. A total of \$95,400 is now in hand for the estimated \$118,000 boiler repair. Jerry Hellinga reviewed the promise of a drawing for one Medco 4 shirt for a contributor of less than \$500. A drawing was made and John Weygand won the shirt. Jerry offered another challenge to members: if a minimum of 25 Chapter members donate \$20.00 or more by October 1, he will contribute a match of \$5000.
- d. CN Motorcar: Nothing to report
- e. Food Stand Update: Nothing to report

8. New Business

- a. Newsletter: Jerry Hellinga has approached Allen Dobney to take over the Newsletter. Allen stated that he'd be willing to do it. Ric Walch (current Newsletter editor) said he'd be good with it. Discussion followed about emailing the newsletter to members who have email as well as placing the newsletter on the web site. Consensus was to approach the membership about receiving digital newsletters and for the newsletter to be converted to html format and put on the Chapter's web site. Allen will publish his first newsletter as editor in about a month – the October issue. Ric Walch will do the September issue.
- b. Medco 4 Couplers: Jerry Hellinga reported that the Yreka Western is scrapping out the 244 and that it may have couplers which could be used on the Medco 4. Jerry called Court Hammond who stated he wants \$800 for the pair. They're worth \$60 - \$70 as scrap. Jerry proposed to offer \$300 for the pair; they are of the now-rare top lift type.

9. Good of the Order: Allen Dobney inquired about a program for the September meeting and offered to do an SP in Oregon slide show. Jerry Hellinga put locks on the file cabinets in the Chapter's office inside the museum.

9. Adjournment: Jerry Hellinga moved to adjourn the meeting. John Powell seconded the motion which passed unanimously. Meeting adjourned at 7:30 PM.

Larry Tuttle, Secretary

Next General Meeting: September 13 at 7:00 PM

Next Regular Board Meeting: September 27, 2011 at 7:00 PM

UPCOMING CHAPTER EVENTS:

October 11, 7:00PM @ Model Railroad Clubhouse: NRHS membership meeting. Allen Dobney will be presenting a slide show on Southern Pacific in Northern California, 1969 to Present.

October 25, 7:00PM @ Model Railroad Clubhouse: NRHS board meeting.

October 9 & 23, 11:00AM to 3:00PM: Railroad Park is open to the public.

November 8, 2011, 7:00PM @ Model Railroad Clubhouse: NRHS membership meeting. Sid Stoner will be presenting a DVD on the rebuilding of the V&T railroad and some slides from the 2011 Dunsmuir railroad days. Nominations for 2012 Chapter Officers will be accepted at this meeting.

November 22, 2011, 7:00PM @ Model Railroad Clubhouse: NRHS board meeting.

November 26 & 27, 2011: Annual Railroad Show, Saturday 10AM to 5PM, Sunday 11AM to 4PM. Be sure to sign up to help out with this important fundraising event.

NOTABLE NON-CHAPTER EVENTS:

October 1, 2011, Oregon Coast Crawler, Garibaldi, OR.

http://www.railsnw.com/tours/charter/garibaldi_steam/garibaldi_steam.htm

November 13 & 14, 2011, 34th Annual International Railfair, Roseville, CA.

<http://www.internationalrailfair.com>

November & December, 2011 weekends Mt. Hood Railroad Polar Express, Hood River, OR.

http://www.mthoodrr.com/Polar_Express/polar_mt_hood.html

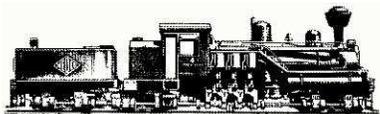
If you know of any other events that should be added to our newsletter, please email, (adobney@gmail.com), or call, (541-582-0605), with the details.

CHAPTER OFFICERS:

President	E. Don Pettit		541-601-4772
Vice President	Ric Walch	engmgr@medfab.com	541-772-6255
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COMMITTEE CHAIRS:

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