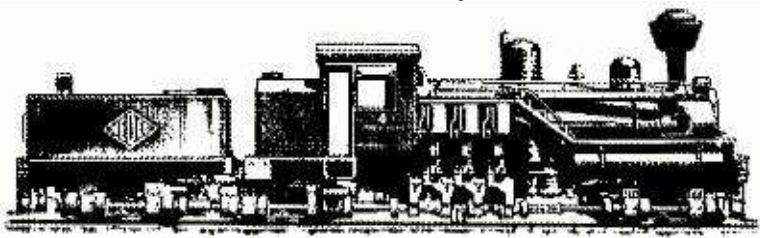


The Manifest



April, 2012

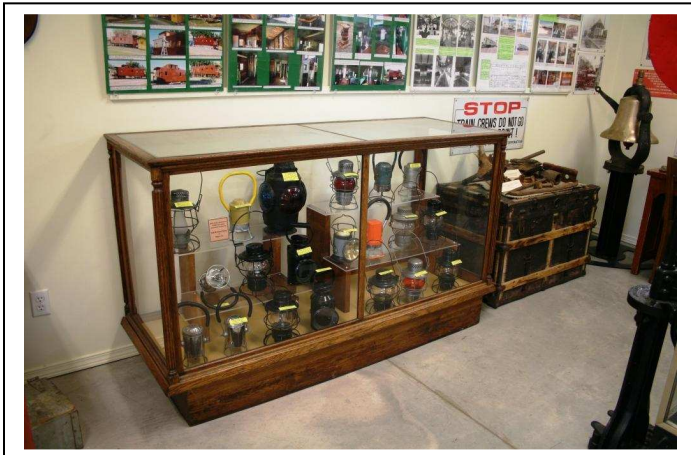
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Bob & Carol Foley Donate 10 Lanterns

By: Tony Johnson

While I was attending Winterail at Stockton on March 10th, I picked up more railroad artifacts from my long time friends Bob & Carol Foley of Napa, CA. Over the years they have donated a tremendous amount of books, railroad paperwork, etc. The large switchstand inside the museum was donated by them a few years ago, which I also picked up from them at Winterail.



Here's the list of their donation of ten (10) lanterns. All of the examples are hand lanterns.

Kerosene lanterns:

Louisville & Nashville Railroad. Manufacturer: Handlan Co, lantern with a clear globe.

Baltimore & Ohio Railroad - Manufacturer: Adams & Westlake lantern with a red globe.

no railroad name - Manufacturer: Adams & Westlake lantern with a yellow globe.

Southern Pacific Railroad - Manufacturer: Adams & Westlake lantern with a clear globe. [There were two of these lanterns]

Southern Pacific Railroad - Manufacturer: Handlan Co. lantern with a clear globe.

no railroad name - Manufacturer: Adams & Westlake lantern with a clear globe

Battery Lanterns:

no railroad name - Manufacturer: Conger Co., metal with two lights. [There were two of these lanterns]

no railroad name - Manufacturer: Adams & Westlake lantern, metal, tan with two lights.



The Medco #4 Boiler is On Its Way, March 23, 2012

By: Allen Dobney

What started out as a one hour loading project turned into a 3 hour turn the semi truck marathon. The semi with the low boy trailer was just too long to turn around in the park without assistance. To get the truck into position for loading it was driven to the middle of the live steam area where Jerry Hellinga lifted and scooted sideways the trailer with our heavy duty fork lift. Upon returning to the corner of the engine house Jerry again assisted in the trailer turning. The boiler was then finally loaded on to the trailer. When exiting the park the crane was used to move the back of the trailer sideways to fit out of the gate. The boiler was now finally on its way to Chelatchie Boiler Works in Ridgefield, Washington. Ron Brown from KDRV-TV was on hand to record the action and reported the event on the local news that same evening.



Left: Jerry is assisting the crane operator to keep the boiler from spinning while it is being lifted.



Above: Jerry is lifting and sliding the trailer so the trailer can be backed under the boiler. Check out that front tire.



The trailer is being moved under a floating boiler.



The boiler is finally loaded on the trailer.



The crane had to be used to “slide” the back of the trailer Sideways to clear the gate.



The loaded boiler is finally on its way to Washington.

The Chambers Bridge, Part 2 – Rehabilitating the Bridge

By: Steve Hauff

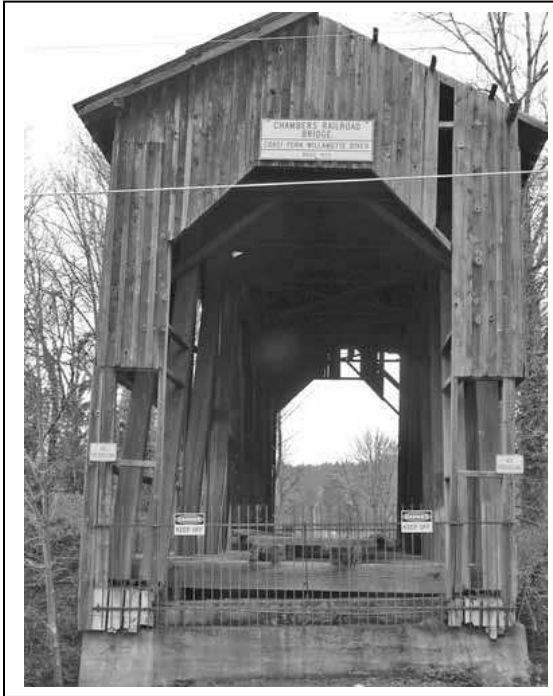
The last train rolled over the Chambers Bridge in 1951, and for the next 55 years, the structure sat unused and deteriorating, somehow escaping the dismantling or destruction which had claimed almost all other railroad, covered Howe truss bridges in the United States. The historical and cultural significance of the bridge had not escaped public notice and, in 2006, the City of Cottage Grove acquired ownership of the bridge and sufficient property on both ends to incorporate it into a trail and park system. In 1979, the bridge had been placed on the National Historic Register (No. 79002081) ensuring that the private owners of the structure needed to be sensitive to its importance. By the time the city acquired the structure, it was the last remaining, fully-covered, railroad Howe truss bridge west of the Mississippi.

Largely due to the reason that the bridge had no economic purpose after 1951, little or no maintenance was performed on the structure and by the time Cottage Grove assumed full ownership of the bridge, significant deterioration had occurred. The board and batten siding which had completely covered the exterior was more than half gone and the roofing was in very poor condition. The city immediately hired OBEC Consulting Engineers to do a detailed evaluation of the bridge and to recommend a course of action to preserve/rehabilitate the structure.

The bridge’s railroad heritage was both a curse and a blessing. The large timbers necessary to support the railway loads allowed significant rot to occur without causing complete failure of the bridge. Additionally, vandals had attempted to start a fire on one of the lower chords. Thankfully, it did not catch and while damage was done to the timbers, the bridge was not lost. The decay of the timber resulted in a significant lean of the entire structure in the upstream direction. After the initial survey, it was evident that immediate action would be necessary to preserve the resource.

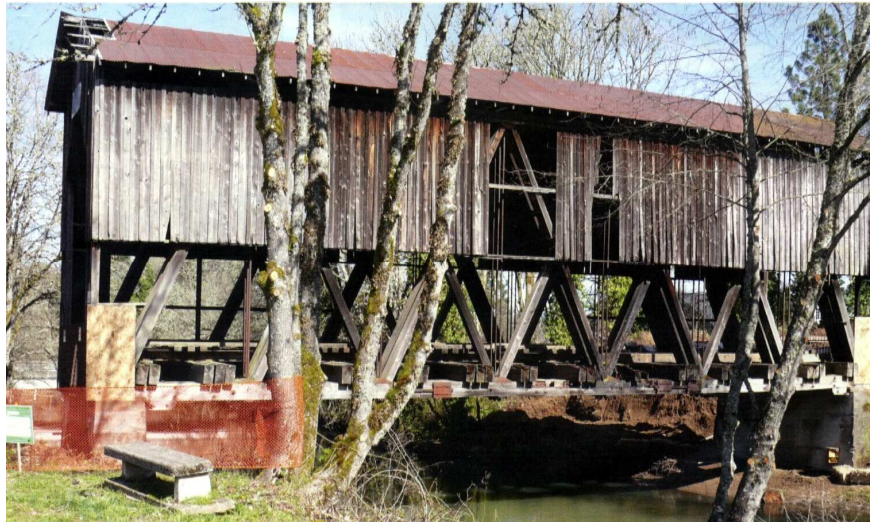
The National Historic Covered Bridge Preservation Program awarded \$1,315,370 to the City of Cottage Grove for rehabilitation and converting the landmark into a bicycle and pedestrian bridge. These monies were made available in fiscal year 2008 with a required Cottage Grove match of \$136,000. The city immediately embarked on a fund-raising campaign to secure the matching funds.

Reconstruction of the bridge has taken about two years, with virtually all the wood components having been replaced and new roofing installed. The finished appearance of the restored structure is essentially identical to the original bridge, without the railroad track, and with careful maintenance should serve the city for many decades to come.

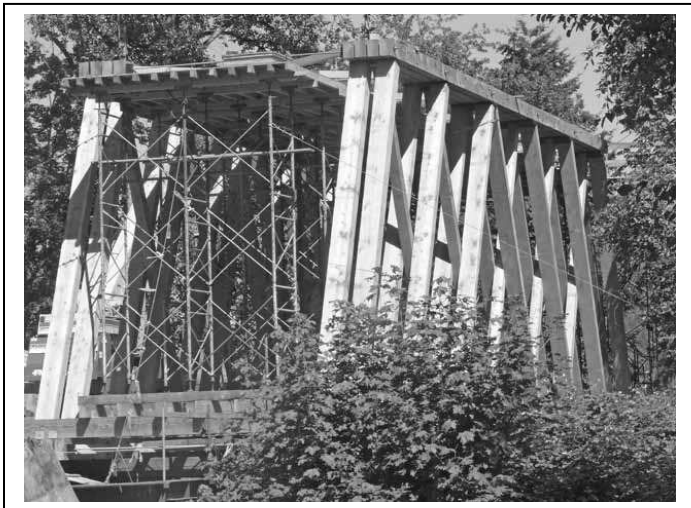


Left: The tilt of the structure is clearly shown in this photo taken in 2009, prior to disassembly of the old bridge. Rot above the piers on the upstream side caused the bridge to take on a decided list.

Below: By the time that the bridge was placed into public ownership and slated for restoration, little remained of the siding. The roofing was also in bad shape and a fire had been started on the upstream lower chord, damaging the timbers.



Below left: Reconstruction of the bridge took place on the old railroad roadbed just east of the river. This eliminated any need to work over the water and allowed access to both the inside and outside of the trusses. In this photo, taken in July 2011, scaffolding has been erected to facilitate the installation of the upper cross-members and diagonals.



Above right: By August 2011, the framing for the bridge ends had been constructed and the roof rafters were being installed. The beams in the foreground are launching rails to permit the bridge to be pulled across the river and seated on its foundations. *All photos, Kent Hutchens*



The refurbished bridge as it looked in early December, 2011. Photo by: Kent Hutchens

Coos Bay Rail Link Gets a New Locomotive

By: Brian Humphreys



The UP brought this unit down from Seattle a week prior and now here it is in Eugene on Wednesday, February 8th, 2011. This is the new shortline that has revived the Coos Bay line that CORP had operated until repairs became too costly and now it has been put back in operation under new ownership. There's even a forum on Yahoo finance for fans of this line.

Letters to the Editor

There are a few items in Larry Mullaly's fascinating article about the Gold Hill depot, (*March, 2012 Manifest*), that I question. First, I'm glad to read that the railroad did, in fact, move the old small depot from the south side of the tracks to the north side and enlarged it. I've thought for years that must've been what happened when I see pictures of the two old depots.

I think there must be a typo in the first line, however, when it says that "the Oregon & California built south into Jackson County in winter of 1873." I'm certain that it was more like 1883.

On page three he talks about a projected canal "between Gold Hill and Butte Falls". I've never heard of that canal, but work did begin in the late 1890's on a canal between Prospect and Gold Hill, called the "highline canal." I think that must be what he was thinking of. It was thwarted by interests involved in the Gold Ray dam out of concerns about water rights and flows, and competition for funding for the two competing projects.

Finally, on page 6, the comment about passenger train service being suspended on February 27, 1952. I believe that was more like 1955. We moved to Gold Hill in May of 1952, and the passenger trains were still running several times a day for the next few years. I know, because I sometimes had to wait for them to cross the tracks to get to school! And you could catch the train about 8 or 9 in the morning to go to Medford, and catch the return train on its way to Grants Pass about 3 or 4 p.m.

We were disappointed to see it torn down. It was there in the late 50's while I was a boy scout. we met across 4th avenue in the Odd Fellows lodge and sometimes would play around the depot when we played "kick the can!" And walking along the tracks we would often find small chunks of coal that had fallen from passing trains, and took them home as pretend chunks of gold!

Ron Brown

Southern Oregon Chapter – National Railway Historical Society
Board of Directors
Regular Meeting

Minutes of February 28, 2012

1. Call to Order: Meeting was called to order at 7: 01 PM by President E. Don Pettit
2. Roll Call: E. Don Pettit, John Powell, Jerry Hellinga, Ric Walch and 3 other members were present. Larry Tuttle was absent
3. Consent of the Agenda: No Agenda, January minutes were used.
4. Approval of the January 24, 2012 Board Meeting Minutes. Jerry Hellinga moved to accept the minutes as presented. John Powell seconded the motion which passed unanimously.
5. Treasurer's Report: Jerry Hellinga presented the Treasurer's Report. The Treasurer's Report was accepted by consensus.

6. Committee Reports:

- a. Allen Dobney presented that the newsletter articles are coming in OK and will be good through April. Allen also requested article submissions for future newsletters. Allen also reported that he will be needing material for membership meeting entertainment soon.

7. Old Business:

- a. Medco 4: Jerry Hellinga reported we received a revised quote from Chelatchie Boiler Works. The latest quote is \$112K down from \$118K. Combined Transport will be handling the boiler shipment. Ric is working with MedFab to use their crane to load the boiler. John Powell moved to accept the quote. Ric Walsh seconded the motion which passed unanimously. Jerry will also look at getting a second crane service available as a backup.
- b. CTC Relay Panels: no update.
- c. Conversion of CB&Q Caboose to Children's Museum: Ric Walch reported the old cabinet has been removed and touch up painting on the interior was completed.
- d. Signs for Railroad Park: No update.
- e. Interactive H-2 Searchlight Signal Display: No update:
- f. Delete Yahoo Groups for Discussion and Announcements: No update.
- g. Resolution 12-01: Use of the Chapter's 501(c)(3) status: No update
- h. Memorandum of Understanding with RSVP: No update. Allen to follow up with Larry to get completed and approved.

8. New Business:

- a. Dan Wilkinson raised the concern that we do not have enough members that are willing to support open houses for the 2012 season. There was general agreement with this concern. Allen Dobney took the action to add more detail in the March newsletter outlining the types of positions and the number of people needed at each open house.

9. Good of the Order: None reported.

10. Adjournment: John Powell moved to adjourn; Ric Walch seconded. Meeting adjourned at 8:21 PM.

Allen Dobney, Acting Secretary

Next General Meeting: March 13, 2012 at 7:00 PM

Next Regular Board Meeting: March 27, 2012 at 7:00 PM

MEMBERSHIP MEETING ENTERTAINMENT

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.

ARTICLE SUBMISSIONS

As always we need articles for the newsletter. If you have something you would like to see included in an upcoming newsletter, please send your submission to; adobney@gmail.com or call 541-582-0605. Thanks.....Allen

CHAPTER OFFICERS

President	E. Don Pettit		541-601-4772
Vice President	Ric Walch	engmgr@medfab.com	541-772-6255
Treasurer	Jerry Hellinga	ghelling@jeffnet.org	541-944-2230
Secretary	Larry Tuttle	larry@alpharail.net	541-660-0989
National Director	John Powell	rebel_780@hotmail.com	541-601-9256

COMMITTEE CHAIRS

Newsletter & Entertainment	Allen Dobney	adobney@gmail.com	541-582-0605
Webmaster	Larry Tuttle	larry@alpharail.net	541-660-0989
Medco #4 Restoration	Jerry Hellinga	ghelling@jeffnet.org	541-944-2230

UPCOMING CHAPTER EVENTS

April 8, 2012, 11:00AM – 3:00PM: Railroad Park open house. We need your help, prior experience not required in the following areas, (you can sign up for all or part of the 11:00AM-3:00PM time):

- 4 people – Concession stand operation
- 3 people – Motor Car Operation
- 1 person – CB&Q Caboose Children's Museum Docent
- 1 person – Hand Car Operation
- 1 person – SP 1107 Caboose Docent
- 1 person – Museum Docent

If you would like to help during the open house in any of these areas, contact Dan Wilkinson at whetstone@budget.net or (541) 479-1210.

April 10, 2012, 7:00PM @ Model Railroad Clubhouse: Membership Meeting. Allen Dobney will be presenting a slide show, Santa Fe Bakersfield to Arizona mostly in the 1970's with a little BNSF on the side.

April 22, 2012, 11:00AM – 3:00PM: Railroad Park open house. If you would like to help during the open house, contact Dan Wilkinson at whetstone@budget.net or (541) 479-1210.

April 24, 2012, 7:00PM @ Model Railroad Clubhouse: NRHS Board Meeting.

May 8, 2012, 7:00PM @ Model Railroad Clubhouse: Membership Meeting.

May 13, 2012, 11:00AM – 3:00PM: Railroad Park open house. If you would like to help during the open house, contact Dan Wilkinson at whetstone@budget.net or (541) 479-1210.

May 22, 2012, 7:00PM @ Model Railroad Clubhouse: NRHS Board Meeting.

May 27, 2012, 11:00AM – 3:00PM: Railroad Park open house. If you would like to help during the open house, contact Dan Wilkinson at whetstone@budget.net or (541) 479-1210.

NOTABLE NON-CHAPTER EVENTS

April 5 – April 7, 2012 – SP in Oregon meet in Clackamas, Oregon. For more information go to: <http://espee-in-oregon.com>

April 21 & April 22, 2012 – 24th Annual Willamette Cascade Model Railroad Club Swap Meet & Train Show at the Lane Events Center, (Lane Co. Fairgrounds), 796 W 13th Ave., Eugene, Oregon. Saturday 10:00AM to 5:00PM, Sunday 10:00AM to 4:00PM. Admission \$6.00 adults, children under 10 free. For more information contact Lee Temple, (541) 954-4917, email – ttandt@ram-mail.com.

May 5, 2012 - PNR-PCR NMRA Convention plans a day at the RR park. For more information go to: <http://www.pcrnmra.org/conv2012/>

May 11, 2012 – 6:30PM: Ashland Railroad Museum, 258 'A' STREET #7 (Upstairs). Tony Johnson will be giving a lecture on the many railroads which connected with Southern Pacific's 300-mile long Siskiyou Line.

May 13, 2012 thru December 16, 2012 – Oregon Coast Scenic Railroad 2012 operations. For more details go to: <http://www.ocsr.net/>

May 25, 2012 thru December – Sumpter Valley Railway 2012 steam operations. For more information go to: <http://www.sumptervalleyrailroad.org/index.html>

June 27 – July 1, 2012 - The N-scale Convention, also in Medford, Red Lion, will be asking for a day at the park during this week. For more information go to: <http://www.nationalscaleconvention.com/>

July 7-11, 2012 - Great Northern Historical Society 2012 Convention will be held in Klamath Falls. For more information, email: ask@gnrhs.org

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.