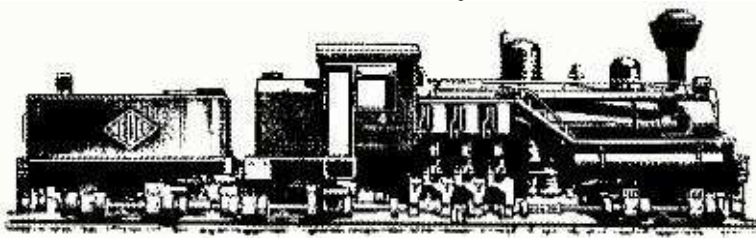


The Manifest



June, 2012

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

P.O. Box 622
Medford, Oregon 97501
<http://www.soc-nrhs.org/>

REMINDER: At the June 12th Membership Meeting we will be voting on important updates to our Bylaws and changes to our dues and dues structure. Please attend to make your vote count. See pages 5-8 of this newsletter for details.

Another Great Donation from Bob & Carol Foley By Tony Johnson

Last Friday, Marjorie and I drove to Napa, CA. to pick up another donation from Bob & Carol Foley. For many years now they have donated all sorts of railroad photos, paperwork and so on. Their most recent donation are most of the hand lanterns I used to make the lantern display inside the Mack Walch Museum, as shown in last month's *MANIFEST*. The tall switch stand with the kerosene lantern on display inside the museum is also from the Foley collection.

As I met Bob & Carol last month to pick up Bob's railroad hand lanterns at Winterail in Stockton, Bob asked if I'd like to have his collection of railroad books. Of course I said yes. He said he'd start preparing the books for mailing, but after Bob & Carol saw the photo in last month's newsletter of their lanterns on display in our museum; I received a thank you card and the offer for more of their collection. They feel our chapter is a great place to save his collection for current and future generations to enjoy. He told me that if there are any duplicates in our collection, or something we can't use, to go ahead and sell them to raise more money for the chapter.

At that point Marjorie said to me, "Why don't we drive to Napa and pick up the collection instead of having them ship the collection to Oregon?" I agreed and made arrangements with the Foley's to meet them at their home on April 20th.

Here is a photo of Bob & Carol.

When we arrived we found a lot of plastic storage boxes of all sizes packed and ready to go. Bob figured he packed about as much as my pickup truck could carry, but I told



him, "You've never seen my wife pack a truck! She'll make room."

So, while Marjorie moved things around, Bob and I went to the local Home Depot and purchased fifteen additional storage boxes. For the next two hours we removed books and other items from bookshelves and elsewhere. My truck was so loaded with heavy stuff that I was looking at the sky while driving back home.

Bob provided me with two separate inventories: one for railroad books and manuals, and the other for employee timetables, public timetables, and railfan timetables. Just today I quickly counted the inventory of book titles and it is over 300! This included hardbound and softbound books and booklets. There are other items besides books and timetables for me to sort and catalogue in the chapter database.

In past *MANIFESTS* I have listed each donated item in the newsletter, but not this time, unless we want to

publish a 75-page newsletter. Let's just say, "Bob and Carol Foley have donated a pickup truck load of stuff!"



Here is a photo of my truck all loaded. What wonderful people they are. Marjorie and I enjoyed our four-hour visit with them. Thank you so very much, Bob & Carol, for thinking of our Southern Oregon Chapter.

P.S. - They have never visited our Medford Railroad Park. We'll get them up here someday to see their donations.

The Flying Train **By: Vic Seeberger**

Someone gave a job description for Air Traffic Controllers as "EIGHT HOURS OF SHEER BOREDOM PUNCTUATED BY MOMENTS OF STARK TERROR!" I wish I could say I wrote that, but I didn't. However, I spent 23 years as an Air Traffic Controller at the Medford Airport control tower, from 1954 to 1977. I saw plenty of the boredom and some of the stark terror. Some of the boredom time was spent trying to think of something to do that would pass the time.

MEDCO, (Medford Corporation) had a railroad that originated somewhere up in the forests in the Butte Falls area and came alongside Hiway 62 so they could haul their logs to their lumber mill in town. Almost every afternoon a train would appear on its way to the mill and would pass by the approach end of runway 32. I remember one day I was working with George Milligan (Founder and father of Mercy Flights) and our traffic had been very slow for several hoLu's. George saw the train and it gave him an

idea. We had a light-gun that we used for aircraft that didn't have a radio. The light was suspended on pulleys from the ceiling of the tower and had accurate sights for aiming at only one aircraft. It had a trigger like a rifle to turn it on. We could reach up and get it when needed to give signals. We could give them a green light for things like "cleared to land", "cleared for takeoff" or "cleared to taxi," or a red light for "do not land" or "hold you position on the taxiway" etc.

George pulled the light-gun down and aimed it at the MEDCO train and gave the engineer a green light. I asked him what he was doing and he said he was clearing the train to pass the airport. This was so ridiculous it was funny, and it broke the monotony. George held that green light on the engine for about a half mile, and just about the time he was going to turn the light off; the engineer apparently saw it and gave a big arm wave out the window of the train. This made our day and we all had a good laugh. But then we felt that we had to pass this information on to the other controllers and from that time on until MEDCO removed that railroad years later, the controllers that were on the afternoon shift had to watch for that train and give it a green light so it could "fly" past the airport. '

Steel Over the Willamette, The Centennial of Portland's Steel Bridge

July 21, 1912 – July 21, 2012



THE STEEL BRIDGE

The Steel Bridge was constructed by the Oregon-Washington Railroad & Navigation Co. to replace a swing-span structure located approximately 700 feet downstream. Due to a dramatic increase in river traffic, the previous bridge had become functionally obsolete as it had to be opened some 70 times a day.

Construction of the bridge spurred an almost two-year debate concerning accessibility and fiscal obligations between the city, the trolley line, and the railroad that lasted through construction and even past the date the bridge was opened for rail traffic.

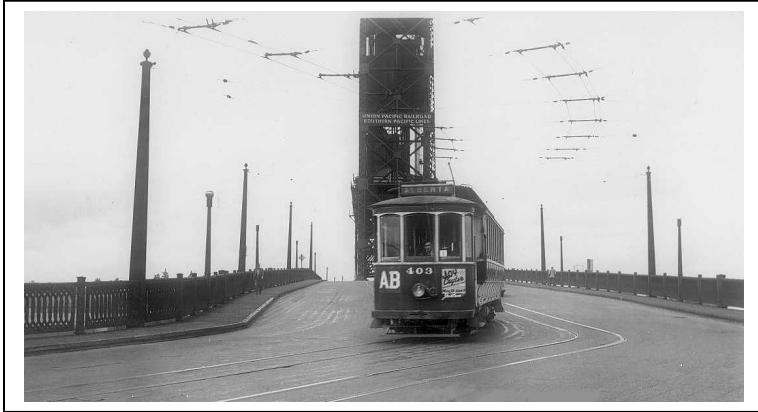
Both the construction of the new bridge and the demolition of the old bridge were major projects for the time. River traffic had to be maintained throughout the project, as did pedestrian, vehicular and rail traffic. The contractors were tasked with providing an inventive scheme for the erection of the new bridge.

The railroad chose a unique lift-bridge design, patented in 1910 by the engineers Waddell and Harrington. This was to be the first bridge of their compound lift design and, as it turned out, the only bridge of the type remaining. The new bridge was initially christened the "Harriman Bridge," named after the late Edward Henry Harriman whose direct successors at that point controlled the Union Pacific and Southern Pacific Railroads and the Union Pacific subsidiary, the Oregon-Washington Railroad & Navigation Co. The name didn't last long and the name "Steel Bridge," taken from its predecessor, was soon placed upon the new bridge.

The bridge was designed so that the upper and lower decks could be lifted independently, allowing for significantly fewer interruptions to traffic on the upper deck. The use of a lift-span, as opposed to a swing-span,

also allowed for much faster cycle times, thereby keeping the bridge open to trolley, wagon and pedestrian traffic for substantially longer periods than the predecessor bridge.

Rail traffic was accommodated on a lower deck and trolley, pedestrian, and vehicular traffic utilized the upper deck. The bridge was supported on piers, driven to 123 feet below the riverbed, onto solid gravel. Approximately 30,000 cubic yards of concrete filled construction caissons and provided a solid foundation structure for the bridge.



Trolley service remained on the bridge until the late 1940s when Portland's city streetcar system was abandoned. Two lines, the Alberta and the Irvington line, used the bridge to access neighborhoods east of the Willamette River. In 1986, Tri-Met re-laid rails on the upper deck for the MAX line. Until the opening of the Portland-Milwaukie Light Rail Bridge in 2015, all of MAX's lines cross the Steel Bridge.

The bridge is manned 24 hours a day and has provided essentially uninterrupted service to its owner and the citizens of Portland for a century. Despite significant increases in railway loadings and

much higher roadway traffic counts, the bridge is still functioning for its intended purpose and will continue to do so for the foreseeable future.

The bridge is owned and operated by the Union Pacific Railroad. The upper deck is leased to the Oregon Department of Transportation and Tri-Met for vehicles and light rail trains.

THE BRIDGE AT A GLANCE

Type of Bridge: Telescoping, vertical-lift bridge; Waddell and Harrington patent.	Railway Span Lifted: 72 feet Both Spans Lifted: 165 feet
Ownership: Union Pacific Railroad	Cost: \$1.715 million (1912) or \$38.24 million (2012, CPI-adjusted)
Opened for: Railway Traffic: July 21, 1912 Vehicles/Pedestrians: August 9, 1912 Trolleys: 1912 to 1948 MAX: September 5, 1986	Weight of Steel: 8,585.8 tons Approximate openings: Lower span: 5,000 times per year Both Spans: 150 times per year
Length (as built) Railway: 794 feet Upper Deck: 1,611 feet Length of Lift Span: 220 feet	Vehicular Traffic: 22,000 cars, 1,200 buses per day MAX Trains: 605 trains per day Rail traffic: 6-8 freight trains, 6 Amtrak passenger trains per day
Height above low water: Closed: 26 feet	

PRINTED HISTORY AVAILABLE

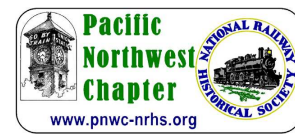
The 44+ page, softbound, letter-sized booklet, chronicling the history of Portland’s world famous Steel Bridge has been prepared by members of the Pacific Northwest Chapter of the National Railway Historical Society. This robust history covers the Steel Bridge from its construction in 1912 to the present and elaborates on the railway, trolley, light rail, vehicular and pedestrian use of the structure. It provides a wonderful insight into the whys, wheres and hows of this unique bridge.

The booklet entitled *Steel Over the Willamette*, will begin shipping in June in limited quantities for \$14.99 (plus \$5.00 postage and handling for domestic shipments. Please inquire for international rate). Make checks or money orders payable to PNWC-NRHS and send your order to:

PNWC-NRHS, Steel Bridge

**800 NW 6th Ave Rm 1
Portland OR 97209-3794
Phone: 503.226.NRHS**

SPONSORED BY:



Email: steelbridge@pnwc-nrhs.org

Photos and graphics courtesy of United States Library of Congress and Martin E. Hansen

Below are the proposed revisions of the Southern Oregon Chapter's by-laws. These changes add the Student and Youth membership classes to make the Chapter's membership structure consistent with that of the National. Proposed deletions are indicated by a strike through and additions or changes are underlined and are in blue. Please review, we will be voting on these changes at the June membership meeting.

**BYLAWS OF THE SOUTHERN OREGON CHAPTER
OF THE NATIONAL RAILWAY HISTORICAL SOCIETY**

ARTICLE ONE
MEMBERSHIP

Section 1: Membership in the Southern Oregon Chapter, herein after known as the Chapter, of the National Railway Historical Society, herein after known as the Society, shall consist of four classes of members, designated as follows: Regular, Student, Youth, and Family. The manner of appointment of members of each shall be as follows: (1) All applications for membership shall be on the Society's membership form and shall be accompanied by the full amount of Society and Chapter dues as applicable. Applications for Youth and Student members must include the signature of a parent or guardian. (2) The application for membership accompanied by the dues shall be submitted to any Board Member. (3) The Board Member shall review the application and shall present the application with their recommendation at the next convenient membership meeting. (4) The request for membership must be approved by a majority of the convened membership entitled to vote. (A Board Member shall escort the applicant from the meeting during the discussion and vote.) (5) Upon acceptance of the application by the membership the Treasurer shall enter the name and address of the new member on the Chapter's roster, make an account for the new member and forward applicable dues and application to the Society. (6) If the application is rejected by the membership, the Treasurer shall return the application and collected dues to the applicant.

Section 2: A. Dues: (1) The dues of the Chapter shall be set by the Board of Directors, with the consent of the membership, and may be changed as the conditions warrant. (2) Annual dues shall cover the period from January 1 to December 31 of each calendar year. (3) A person applying for membership after September 1 shall pay a full year's dues which will cover the balance of the current year and the entire next year. (4) All Chapter dues are in addition to those amounts required for membership in the Society.

B. Special Assessments. The Board of Directors, with a two-thirds (2/3) concurrence of the Regular members present at any annual, regular or special meeting or a two-thirds (2/3) majority "yes" vote of returned mail ballots may levy a special assessment on the members.

Section 3: Qualifications of members. The qualifications of members shall be as follows: Any person of good character, ~~sixteen (16) years of age or older~~, interested in the railroad hobby and the objectives of this Chapter, shall be eligible for Regular membership. [Regular Members must be at least sixteen \(16\) years of age. Youth Members shall be five to twelve \(5 to 12\) years of age. Student Members shall be thirteen to twenty-four \(13 to 24\) years of age.](#) ~~but~~ No person under twenty-one (21) years of age shall be eligible to hold any elected office. Membership in the Chapter shall be dependent upon concurrent membership in the Society.

Section 4: Privileges of membership. Regular [and Student](#) members shall, if in good standing, have the right to vote on all matters placed before the Chapter for a vote and shall, if 21 or over, have the right to hold elected office. In addition, all Regular, [Student, and Youth](#) members shall receive the Chapter's official publication and shall be able to participate in all projects and activities of the Chapter. Family [and Youth](#) members shall have the right to participate in all projects and activities of the Chapter, but may not vote, hold elected office, or receive the Chapter's official publication.

Section 5: The annual meeting of the membership of the Chapter shall be held on the second Tuesday of January of each year or as scheduled. The business of the annual meeting shall include the annual report and installation of new officers. Special meetings of the membership maybe called by the President of the Board of Directors or by submittal of a written request for a special meeting to the President or Secretary by at least five (5) Regular members. Regular meetings may be held each month in accordance with an adopted meeting schedule. All membership meetings shall be conducted in accordance with Robert's Rules of Order, Revised. The President may appoint a parliamentarian who shall be conversant with Robert's Rules of Order, Revised, and who shall provide guidance for the proceedings of membership meetings. The date and/or location of a regular meeting maybe changed because of a conflict or unavailability of meeting rooms, or the meeting canceled altogether if at least 10 days written notice is provided to the membership. A regular meeting may be canceled by lack of a quorum to transact business or by a simple majority vote of the Regular members present.

Section 6: The Regular [and Student](#) members present at any annual, regular, or special meeting of the Chapter of which due notice has been given, consisting of not less than ten (10) persons, shall constitute a quorum for the transaction of business. Each Regular [and Student](#) member in good standing shall be entitled to vote on each matter submitted to a vote of the members. No proxy votes may be submitted. To be in good standing, a Regular [or Student](#) member shall be current with dues and owe no debts or obligations to the Chapter.

Section 7: Elections of officers, changes to the bylaws, and any other business requiring a vote of the membership may be held using mail in ballots at the discretion of the Board of Directors. Such ballots will be mailed one to each Regular [and Student](#) member in good standing at least one month before the close of voting. Enclosing the ballot in the newsletter or other mailing to Regular [and Student](#) members shall be deemed sufficient if the time constraint is met. Return envelopes marked "Ballot" will be provided with the ballots. Any ballot returned in the envelope provided will be deemed as submitted by a Regular [or Student](#) member in good standing. The Board of Directors shall appoint an election judge who will receive the unopened ballots and perform the count. The election judge will report the counts and turn all ballots over to the Board of Directors at the next scheduled meeting after the close of voting that a Board of Directors quorum is present.

Section 8: If the actions of any member of the Chapter should be deemed detrimental to the reputation or welfare of the Chapter, that member may be removed by a two-thirds (2/3) vote of the Regular [and Student](#) members present at any annual, regular or special meeting of the membership. Notice of such a proposed removal must be given to the member sought to be removed at least seven (7) days prior to the meeting at which the question is to be voted. A certified letter to the last known address of the member to be voted upon, postmarked at least seven (7) days prior to the meeting at which the question is to be voted upon shall be deemed sufficient notice. Dues paid by a removed member shall be refunded on a prorated basis unless said

member has incurred a debt with the Chapter. A person removed from membership shall be deemed eligible for reinstatement after a period of one calendar year from the date of removal upon submittal of an application for membership with the procedures and provisions contained therein. Any person removed from membership in the Chapter may continue to hold membership in the Society.

ARTICLE TWO

MANAGEMENT

Section 1: A two-thirds (2/3) majority "yes" vote of the Regular [and Student](#) members present at any annual, regular or special meeting of the membership or a two-thirds (2/3) majority "yes" vote of returned mail ballots shall be required to alter, amend or repeal the bylaws or adopt new bylaws of the Chapter. A two-thirds (2/3) majority "yes" vote of the entire Regular [and Student](#) membership shall be required to amend the Articles of Incorporation or to dispose of more than fifty (50%) percent of the capital assets of the Chapter. A simple majority "yes" vote of Regular [and Student](#) members present at any annual, regular or special meeting of the membership or a majority "yes" vote of returned mail ballots shall be required to dispose of less than fifty (50%) percent of the capital assets of the Chapter. A simple majority of Regular [and Student](#) members present at any annual, regular or special meeting of the membership or a majority "yes" vote of returned mail ballots shall be required to approve such resolutions as the membership may deem necessary in guiding the affairs of the Chapter.

Section 2: A. The business and property of the Chapter shall be managed by a board of five (5) directors. The directors are the officers of the corporation. The five (5) elected directors of the corporation shall be elected by a majority vote of the Regular members of the Chapter present during the December meeting of the year immediately preceding the term of office or by a majority vote of a mail in ballot election ending before the December meeting of the year immediately preceding the term of office. Their titles shall be President, Vice-President, Secretary, Treasurer and National Director. Any Regular [or Student](#) member present at the October meeting may submit into nomination the name of any other Regular [or Student \(if 21 years of age or older\)](#) member in good standing. All nominations must be seconded. A person may decline a nomination. The Board of Directors may appoint a Nominating Committee to seek nominees if they deem it necessary. No person may hold more than one elected or appointed office at the same time. The directors elected in December shall take office during the business portion of the annual meeting.

Section 3: The term of office of the directors of the corporation shall be one year, commencing at the January annual meeting and ending upon replacement by election or appointment, as applicable.

Section 4: The Board of Directors shall meet at its pleasure. The meetings of the Board shall be open to the membership; the Board of Directors shall make an effort to notify the membership of Special Board meetings. All Board Members will be notified in advance of a Special Board meeting. Emergency Board Meetings may be held after notifying all Board Members; only issues of an emergency nature may be discussed at such a meeting. The form of the meetings of the Board of Directors shall be at the discretion of the President.

Section 5: Each member of the Board of Directors shall possess one vote in matters coming before the Board. The President shall vote only to break a tie. All voting at meetings of the Board of Directors shall be by each director in person and voting by proxy shall not be allowed. Three (3) members of the Board of Directors shall constitute a quorum for the transaction of business at a Board of Directors meeting.

Section 6: Any director may be removed from office by a two-thirds vote of the members at any annual, regular or special meeting of the membership of the Chapter. Notice of the proposed removal of a director must be given to such director seven (7) days prior to the date of the meeting at which such removal is to be voted upon. Such notice to the director must state the cause for the proposed removal. A certified letter to the last known address of the Director in question, postmarked at least seven (7) days prior to the meeting at which the removal is to be voted upon, shall be deemed sufficient notice.

Section 7: Unexcused absence from three consecutive meetings of the Board of Directors shall be due cause for removal of a director.

Section 8: Any vacancy occurring on the Board of Directors by reason of the death, resignation, or removal of a director shall be filled by appointment by the Board of Directors. Such appointee shall serve during the unexpired term of the director whose position has become vacant and assume the title and duties of that position.

ARTICLE THREE

DUTIES OF OFFICERS

Section 1: The President shall supervise all activities of the corporation, execute all instruments in its behalf, preside at all meetings of the Board of Directors and of the membership of the Chapter, call such meetings of the membership and of the Board of Directors as shall be deemed necessary, assign members and committees as needed to carry out the activities of the Chapter and receive reports at the proper completion of all duties assigned to other officers.

Section 2: The Vice-President shall act for the President in his absence and perform such other duties as the President may direct.

Section 3: The Secretary shall keep all records of the Board of Directors and Chapter, handle all correspondence to and from the Chapter with the consent and approval of the President and perform such other duties as the President may direct.

Section 4: The Treasurer shall receive and be accountable for all funds belonging to the Chapter, pay all obligations incurred by the Chapter when payment is authorized by the Board of Directors, and render periodic financial reports.

Section 5: The National Director shall be the representative of the Chapter to the Society in accordance with the Society bylaws.

ARTICLE FOUR

EFFECTIVE DATE

These bylaws shall become effective immediately upon acceptance by the membership.

Dues Changes

Due to the National dues structure changes that are reflected in the change in our bylaws above our chapter also needs to update our annual dues. Our board has approved the following change that must be also approved by our membership at the June 12th meeting:

Annual Chapter Dues Proposed Changes:

	OLD	NEW
Junior (ages 5 – 12)	none	\$5.00 / year
Student (ages 13 – 24)	none	\$5.00 / year
Regular	\$11.00 / year	\$14.00 / year

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

Minutes of April 24, 2012

1. Call to Order: Meeting was called to order at 7:17 PM by President E. Don Pettit.
2. Roll Call: John Powell, Jerry Hellinga, and 2 other members were present. Larry Tuttle and Ric Walch were absent.
3. Consent of the Agenda: Consent of the Agenda by consensus.
4. Approval of the March 27, 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. Newsletter: Allen Dobney presented that we are down to 53 people that still get the newsletter by US mail.
7. Old Business:
 - a. Medco 4: Jerry Hellinga reported that after 2 delays the boiler inspection was completed on April 24, 2012, now the work on the boiler restoration can proceed. Jerry also learned that the Oregon State boiler inspector does not want jurisdiction over #4 so it will fall to the FRA, which is our preference.
 - b. CTC Relay Panels: Randy Wales will pick them up soon.
 - c. Conversion of CB&Q Caboose to Children's Museum: Work is almost done. The new setup is being well received by park goers.
 - d. Signs for Railroad Park: Still need to clean out space for the sign machine.
 - e. Open House Staffing: Coverage is currently OK, additional members would be helpful.
 - f. Membership Campaign – Allen reported he has a planned list of about 50 organizations and businesses to hit to place flyers and applications. He also has plastic stands and a supply of flyers, we need to wait until new the new dues structure is amended into and approved in our bylaws.
8. New Business:
 - a. Chapter Dues Structure Changes – Jerry Hellinga reported that the national dues structure has changed. There are now 2 new classes of membership: Junior – ages 5-12 with national dues of \$5.00 / year, and Student – ages 13-24 with national dues of \$16.00. Family members can also be added in these 2 new classes at \$5.00 each / year. A discussion followed to determine how we need to change the chapter membership structure to come in line with the new national structure. Jerry moved that we add to our bylaws the 2 new membership classes at \$5.00 / year chapter dues and raise regular chapter dues to \$14.00 / year. John Powell seconded, the motion passed unanimously.
 - b. NMRA PNR/PCR & N Scale Convention open houses – A discussion ensued to determine what we wanted to do for the NMRA convention. It was decided to have the Snack Shack open from 12:00 noon to 2:00PM Saturday May 5th. Jerry Hellinga so moved, John Powell seconded, the motion was passed unanimously. Allen will place the information in the May newsletter and create and print copies of the

menu and make the menus available to the convention attendees. Jerry Hellinga reported that addition t-shirts and hats are being made and will be ready for the convention. For the N scale convention we will no be preparing any food since there will be a catered lunch when the convention attendees are at the park.

- c. Souvenir Pricing - A discussion ensued on raising pricing on the hats and t-shirts. Jerry Hellinga moved that hat pricing be set at \$13.00, T-shirts at \$13.00 and \$15.00 and pins at \$5.00. The motion was seconded by John Powell and approved unanimously.
- d. Heritage District Funding – Jerry Hellinga discussed the Heritage District efforts to create funding for groups in Jackson County. The board agreed to continue the effort to fund a heritage district in Jackson County. Contact Jerry Hellinga for more information.

9. Good of the Order: Jerry Hellinga discussed the problems with the batteries in Medco #8. Later this summer Jerry will refill and retest the batteries to see if we can avoid replacing them.

10. Adjournment: Jerry Hellinga moved to adjourn; John Powell seconded. Meeting adjourned at 8:35 PM.

Allen Dobney, Acting Secretary

Next General Meeting: May 8, 2012 at 7:00 PM

Next Regular Board Meeting: May 22, 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

June 10, 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.

June 12, 2012, 7:00PM @ Model Railroad Clubhouse: Membership Meeting. We will be ratifying changes to our bylaws & annual dues. Allen Dobney will be presenting a slide show on short line and fallen flag railroads in the West plus a few museum shots.

June 24, 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.

June 26, 2012, 7:00PM @ Model Railroad Clubhouse: Southern Oregon Chapter of the NRHS Board Meeting.

July 8, 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.

July 10, 2012, 7:00PM @ Model Railroad Clubhouse: Membership Meeting. Tony Johnson will be giving a presentation on the many railroads which connected with Southern Pacific's 300-mile long Siskiyou Line.

July 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.

July 24, 2012, 7:00PM @ Model Railroad Clubhouse: Southern Oregon Chapter of the NRHS Board Meeting.

NOTABLE NON-CHAPTER EVENTS

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.