

The Manifest



July, 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/>

IMPORTANT

On our next run day we will be short handed. 4 of our regular volunteers will be out of town. If you can help, come to the RR Park Sunday, July 8th from 11:00AM to 3:00PM. For more information contact Dan Wilkinson at whetstone@budget.net or (541) 479-1210.

Medford Fabrication Donates a New Grill for the Concession Stand

By: Ric Walch



As we continue to expand our concession stand menu with additional items and increase our sales volume we discovered that our grilling capacity was in need of an upgrade, extensive research indicated that a new "event size" grill would satisfy our future requirements and allow us to continue with our ideas of expansion. After shopping around for the best deal we could find it was

determined that the purchase price and shipping on this new grill would put a huge dent in our budget. What do we do now? Medford Fabrication has been one of our past corporate sponsors and they came thru again by donating not just the new grill but also the propane tanks. We are very fortunate to have Medfab as an ongoing corporate sponsor and we appreciate their continuing support of our club and the Railroad Park. We also owe a thank you to Kirby Renfro The Executive Vice President of Medfab for all of his insight, recommendations and support for our concession stand operations at the RR Park. Kirby has extensive food prep experience for special events and his suggestions are always a great help.

Trackside Rail-fan to Steam Locomotive Engineer Part I -- Or How Jerry Hellinga gave me STD*

By Larry Tuttle

* Steam Train Disease
What did YOU have in mind?

I don't really know when and where it started. I've always been into trains and my family, especially my Dad, took time to take me to train places – Union Station in Washington, DC, several locations in upstate New York (including a diesel cab ride at Genesee Junction on the NYC) and Barry's Bay in Ontario. By the time I got into railroads enough to explore them on my own, I was hooked on diesels. The *All Steam Issue* of *Trains* was boring to me. Bring on the GP-30's, GP-35's, U-25B's and ohhhh, DD-40's! Steam was dead, long live diesel!



Planting the Seed On a family vacation to New York State in 1964, we went to Arcade, NY and rode the steam powered [Arcade & Attica](#) excursion train. Powered by a 1920 Alco Consolidation, this was an out-and-back affair with a run-around at Curriers and enough time for passengers to stretch their legs and have a look inside the locomotive cab. To facilitate this, a set of wooden stairs had been built and was dragged to the engine so passengers wouldn't have to deal with a steep, greasy and, for the ladies, immodest ladder.

Naturally I wanted to check out the cab, but there was a line and I wandered around taking pictures with my Brownie. Eventually, the cab crowd thinned out and I climbed up for a look around. What a totally strange and wonderful environment I'd just entered!

No doubt asking all the usual "foamer" questions, I looked around until the train was ready to depart only to discover the stairs had been removed. The look on my face said, "What now?" To which the engineer replied, "Well, it looks like you'll have to ride back with us up here."

So off we went, back to Arcade, me rattling around on the deck, taking an occasional snap shot and marveling at the pipes, valves, levers, and gauges. I had no idea what any of them did; all I knew was they were way cool and maybe I'd been wrong ignoring steam.





Watering the Seed On family vacations in western North Carolina in the 70's, we'd occasionally stumble on a steam train to either ride or gawk at. Notable was the Graham County Shortline, aka Bear Creek Scenic. This former logging line offered rides behind #1923, *Old Cliffhanger*, a Shay and my first introduction to geared steam power. At the time of my visit in August, 1968, the 1925 (three truck Shay) was lying on its side at the bottom of the grade, the victim of a runaway. It was subsequently repaired and is operable today. We had a great family trip (that's my Mom on the lower left), with me clicking away with my Instamatic and the

family enjoying the mountain scenes.

Historic Footnote: Following retirement from the Graham County, the 1923 moved to the Oregon Pacific & Eastern in Cottage Grove where it was on display, but never ran. This Shay is now in a park in Galveston, Texas.



Dusk with the Southern 4501 During the early 1970's the Southern Railway operated a series of steam excursions on branch lines in North Carolina and the 4501 was the star of the show. These excursions were sponsored by the East Carolina Chapter of the NRHS, Chapter members worked as car hosts and the Chapter banked a tidy sum for their participation. (One of the duties of the Chapter President was to ride in the cab – rumor has it that there were always multiple candidates for President!) I rode several of these summer excursions, including one very slow ride to New Bern, where the poor souls in the enclosed cars roasted. The speed of the train was insufficient to run the generators that powered the air conditioners – of course, I was riding in an open air car and only had to contend with a warm, humid breeze, cinders and smoke. On a trip from Raleigh to Greensboro, we arrived at dusk, disembarked and walked up to the head end to take in the sights, sounds and smells of the big Mikado. As I was standing next to the drivers, the locomotive slowly started to pull away from the consist – I was transfixed by the slow motion of the wheels, rods and “monkey motion” as the Mike silently glided along the rails. Something inside me clicked – if ever I had the chance to work with one of these machines, I should take it.

An introduction to Narrow Gauge A college friend and I did a whirl-wind rail fan trip to Maryland and Pennsylvania where I was first exposed to that peculiar narrow gauge thing. Not a full sized,

“real” railroad, the [East Broad Top](#) had a certain charm. Rocking and rolling along on a segment of the original line, I felt like I could embrace this diminutive train. And the crew dressed like turn of the century trainmen – I was transported back in time to an era of smaller scale, coal and yes, steam trains.

Mayday behind the 4449 After moving to Oregon in 1976, I kept up with rail happenings, but didn't go out of my way to railfan. I knew about the 4449 being hauled out of some park in Portland, being rebuilt and pulling the American Freedom Train around the country, but that was about it. I was also aware that following its Bicentennial barnstorming, it spent the winter of 1976-77 in Southern's steam shop in Birmingham, Alabama. Then in the spring, Amtrak put together what was essentially a ferry move back to Portland, Oregon and turned it into a transcontinental steam excursion. I missed out on the \$299 deal (transportation only) to ride the whole way but did manage to score tickets for the leg on May 1 from Eugene to Portland. This was the closest I'd ever gotten to big time steam as Doyle and the crew brought the Daylight *home*, ripping up the Willamette Valley at 70, leaving the motorcade in a cloud of smoke, 20 cars and the only diesel in sight was sitting on the siding as we flew past. “No way could I ever get in on anything like this,” I thought. But it was sure a kick.

1987 Fires and Back into Trains Upon moving to southern Oregon in 1978, steam trains were far from my mind. I had other priorities, money was tight and I barely paid attention to freight traffic on the Siskiyou Line. I even passed up opportunities to ride the [Oregon Pacific & Eastern](#) Blue Goose out of Cottage Grove. About the only “train thing” I did was attend the annual Railroad Show at the armory, which I always enjoyed, but not enough so to get involved...yet. Then, in 1987, things changed. After a fairly good year in business, I spent ten days on the Sykes Creek Fire and netted a tidy windfall. What to do with this unexpected sum? Do something fun! Get back into trains! Soon I had a small HO layout underway and got introduced to Stretch Manley who suggested I might like to accompany him to the Rogue Valley Model Railroad Club. One thing lead to another and soon I was running little trains on this modular railroad layout in some funky lumber company office in Phoenix. Life was good; I was having fun and meeting some interesting people.

“It's a Heisler” One of those interesting people was Jerry Hellinga who seemed nice enough and got to telling me about running narrow gauge trains on the [Sumpter Valley](#). He said, “I'm the engineer on an old logging locomotive. It's a Heisler.” I had a vague idea of what a Heisler was supposed to be – some sort of geared locomotive. But, narrow gauge wasn't a “real” railroad in my mind...YET. And Sumpter was much farther than I'd ever drive just to look at a train, even a steam train. Still, Jerry dangled the worm, “Come on over and I'll give you a cab ride.” I thought that was a nice gesture, something to keep in mind, but I didn't bite.

“We can teach you to be a Fireman” But, alas, Jerry didn't give up. About a year later, he upped the ante, announcing one evening, “Last time I was at Sumpter, the Fireman didn't show up. If you're interested, we can teach you to be a Fireman.” Suddenly, it all came crashing home – the cab ride on the AA 18, that night by the 4501, the embraceable EBT. I thought about it for six nano-seconds and replied, “Sure, I'll give it a try.” After 18 years, I was finally going to get into steam locomotive operations.

Sumpter – First Blood So, off I went with Lee Hawbecker, a fellow with whom I worked and who also had an interest in trains. (At least there'd be someone to share the driving and expenses.) That first weekend at Sumpter was amazing. We had the run of the place – there was plenty to see,



do and explore. I started learning how to fire up, lubricate and water this marvelous, diminutive beast. Out on the road, I had my hands more than full keeping the fire going (without holes!), making sure there was water in the boiler, all the time bouncing around on the steel deck. The other crew members were friendly and easy going. Before the weekend was over, I was firing a locomotive. Finally, I was doing steam!

Left: Jerry, Lee and Larry in front of W. H. Eccles 3.

Right: Jerry looks on as Larry makes his first run as engineer on the Heisler.

Getting STD Suffice to say, I was back the following year and every year since. I soon qualified as Fireman on the W. H. Eccles 3 and after a couple years started running her as a student engineer. Clearly I was hooked, it was in my blood, I'd developed a bad case of Steam Train Disease. Thanks, Arcade and Attica, Thanks. Southern Railway, Thanks, East Broad Top. Thanks, Sumpter Valley. Thank you Jerry.



Note: This is the first of several articles about first-hand experiences with recreational steam railroading.

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

Minutes of May 22, 2012

1. Call to Order: Meeting was called to order at 7:02 PM by President E. Don Pettit
2. Roll Call: E. Don Pettit, John Powell, Jerry Hellinga, Ric Walch, Larry Tuttle and 2 other members were present.
3. Consent of the Agenda: Larry Tuttle moved to accept the agenda. Jerry Hellinga seconded the motion which passed unanimously.
4. Approval of the April 24, 2012 Board Meeting Minutes. Larry Tuttle moved to accept the minutes as presented. Jerry Hellinga seconded the motion which passed unanimously.
5. Treasurer's Report: Jerry Hellinga presented the Treasurer's Report. The Treasurer's Report was accepted as presented.
6. Committee Reports:

Newsletter: Allen Dobney: Not a lot to report; articles are needed for the July issue; deadline for submitting articles is the June Board Meeting.
7. Old Business:
 - a. Medco 4: Jerry Hellinga reported on progress on the boiler rebuild. Five or six people were recently at work riveting on the mud ring. All the patches have been formed and tacked in place. Some changes for the better are being made in the work at no charge to the Chapter. Things are starting to move along faster. The bottom end of the air pump has been taken to Commercial Honing in Portland.
 - b. CTC Relay Panels Disposal: Larry Tuttle recently called Randy Wales, there was no answer, he left a message and has not heard back. Panels have been moved to engine house.
 - c. Signs for Railroad Park: Larry Tuttle needs help making space in the speeder shed for the sign machine. Discussion. Work party set for Saturday, May 26 at 9:30 AM.
 - d. Membership: Allen Dobney reported that the membership drive is on hold waiting for formal approval of the By-Laws and dues schedule.
 - e. By-Laws Changes: Larry Tuttle moved to adopt the revised By-Laws as presented. Jerry Hellinga seconded the motion which passed unanimously.
 - f. Chapter Dues Structure Changes: Jerry Hellinga reviewed the status of the change in the dues which was passed by the Board at the April 24 Board meeting.
8. New Business:
 - a. BNSF Contact Date Base: Jerry Hellinga reported on a phone call and follow-up email from Matt Larseingue of Burlington Northern Santa Fe Corporate Relations. They are building an

index of rail-centric groups for the BNSF web site. Consensus was for Jerry to provide the requested information.

9. Good of the Order:

- Ric Walch reported that the new Barbecue is out by the Museum. A photo and article about it will be in the July newsletter.
- Ric Walch reported that the California State Railroad Museum is on the list for closing due to budget issues.
- Ric Walch stated that the Chapter has been using his old push lawn mower and he he's ready to replace his home riding mower. This mower will be made available to the Chapter at the Railroad Park.

10. Adjournment: Larry Tuttle moved to adjourn; Jerry Hellinga seconded. Meeting adjourned at 7:42 PM.

Larry Tuttle, Secretary

Next General Meeting: June 12, 2012 at 7:00 PM

Next Regular Board Meeting: June 26, 2012 at 7:00 PM

**Southern Oregon Chapter – National Railway Historical Society
Regular Membership Meeting – June 12, 2012**

Meeting called to order at 7:02 by President E. Don Petit

There was a short review of the proposed By-Law changes which had been published in the Manifest.

Jerry Hellinga moved to approve the By-Law changes. Allen Dobney seconded the motion which passed unanimously.

The new dues structure, as previously published in the Manifest, was reviewed by Jerry Hellinga and the changes explained. Junior and Student members would be pay \$5.00 per year Chapter membership and Full members would pay \$14.00. Larry Tuttle moved to approve the new dues structure as presented. Allen Dobney seconded the motion which passed unanimously.

Jerry Hellinga moved to adjourn. Allen Dobney seconded the motion which passed unanimously. The meeting was adjourned at 7:06.

Larry Tuttle, Secretary

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

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.

August 12, 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.

August 14, 2012, 7:00PM @ Model Railroad Clubhouse: Membership Meeting. Allen Dobney will be presenting the video "SP 4449 Washington Steamfest.

August 26, 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.

August 28, 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>

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.
