

THE MANIFEST

July 2017



Greetings All:

Here we are at the end of July, (beginning of August by the time you receive this) where has the summer gone.

Our last run day in July, I am told, was an average day. I was still in Sacramento playing trains. I understand there was a problem with taking credit cards, so I am told that I cannot be absent anymore. ☺

Our story this month comes once again from our very own Bill Ainsworth. It recalls the McCloud and Yreka Railroads, of which I know several of our members are very familiar with and worked on.

AND THEN THERE WERE NONE

By
Bill Ainsworth

There are no longer any operating steam locomotives in Siskiyou County in Northern California. The McCloud River Railroad and the Yreka Western Railroad were tied together through two steam locomotives. These two steam locomotives at one time worked together on both railroads. They were products of the Baldwin Locomotive Works. The steam locomotives are the McCloud River RR #18 and the YWRR #19. The engines are both Mikado style 2-8-2 with 48" drivers. The #18 was construction number 41709 built November 1914 and sold to the Caddo River Lumber company. The deal fell

through and Baldwin sold the locomotive to the McCloud River Railroad. The #19 took a more adventurous route to end up at the YWRR.

We moved to Grenada in Siskiyou, County in 1001. With resume in hand from my time working on the Sacramento Southern Railroad steam excursion program, I applied for a job at the YWRR and was hired. My job would be to work on the 1492-day rebuild of #19. The rebuild was completed in 2006 and the locomotive returned to excursion service in July. I worked as a crewmember during the excursion season and did repair work on the locomotive during the off-season. From 2003 to 2012, I become very familiar with the 319. I became attached to that nearly 100-year-old hunk of iron.

The last time #19 would run under its own power would be the first weekend in November 2008. The occasion was a charter photo trip sponsored by \The Pacific Locomotive Associations and The Northern California Railroad Club. They would ride behind #19 on Saturday, November 1 and then travel to McCloud to rid behind #25 on the McCloud River Railroad on Sunday. The #25, an ALCO build, 2-6-2 was used on that Sunday due to the fact that the #18 had been sold to the Nevada Commission for the Reconstruction of the Virginia and Truckee Railroad in 2005. Restoration work had been performed on the #25 for possible use in some movie work so it was available for that Sunday excursion. There were also rumors that the #25 was for sale. These rumors proved to be true as the #25 was sold to the Oregon Coast Scenic Railroad in Garibaldi, Oregon on 2/8/2011.

I, along with the other crewmembers who worked for the YWRR were confident that we would be running excursions with steam the following summer. This proved not to be the case. There were outside forces that proved too much for the YWRR to overcome. The housing bubble had burst and our interchange freight from the

Timber Products Mill dried up. I was laid off from December 2008 til January 2010 when I was called back to do some extensive work on the fountainhead, firebox and pilot with the hope that we would resume excursions in 2011. The YWRR was trying to survive on car storage and scrapping. The YWRR was in a downward spiral that it would not be able to recover from. When I learned that my reason for being there the #19 was possibly going to Elgin, Oregon, I decided it was time for me to depart the scene. I resigned in April 2012.

The legal and financial problems surrounding the YWRR continued to get worse. All this came to a head for #19 when in 2013; the Siskiyou County Sheriff's Department served a notice of seizure and applied their padlocks to the engine house doors. The engine was scheduled to go to auction in October 2013. Last minute legal filings put the auction on hold. The auction finally rescheduled for October 6, 2016. This time the auction did take place at 10:00 a.m. on October 6, 2016. In less than a minute, the #19 had a new home. The #19 was sold to Jerry Joe Jacobson for \$400,000.00 and would soon be on its way to the Age of Steam Roundhouse in Sugarcreek, Ohio. After some work on the locomotive, it was towed to Montague, CA on March 9. A ramp was built and it was loaded onto a flat car for March 14, it was tied down and ready for the interchange. The Central Oregon and Pacific moved the car to Weed, California Union Pacific picked the car up at Weed and started it on its way to Ohio.

These three locomotives, which worked in such close proximity to each other, have now been dispersed to different parts of the country. As stated earlier the McCloud steam locomotives are currently working in excursion service in Nevada and Oregon. What Mr. Jacobson intends to do with the #19 will become evident in the future. There is still four years left on the FRA mandated 15-year boiler tube replacement. Also, the

running gear needs some extensive work. Whether the #19 returns to service or is cosmetically restored, it will be housed in a beautiful roundhouse with many other steam locomotives.

Since the last time that #19 ran in November 2008, myself and the fine volunteers that came to help maintain and crew this vulnerable locomotive had hopes that something would happen to keep the sound of a steam whistle in the Little Shasta Valley. The auction in October 2016 put an end to that hope. On that last run day, I had the ignominious distinction of being the last person to move the #19 under steam when as hostler I moved the locomotive from the depot to the engine house for the last time. The good news in this requiem for three steam locomotives is that the three organizations that acquired these locomotives kept them from going to the scrapper's torch and that is a positive outcome.

I am going to end this sad tale with a few memories of my service on a special locomotive. Bill Killion is the engineer who I fired for on the steam excursions. We will get together for lunch and the topic of conversation will invariably turn to the good times we had working together in the cab of the #19 on the YWRR. There was never an individual that visited the cab or had a cab ride that didn't have a smile on their face when they left. We enjoyed having cab riders and explaining the procedures in operating a steam locomotive and letting them ring the bell or blow the whistle for a crossing. It was also important to remember that even though we had explained these procedures many times, to that person it may be the first time they had ever been in a steam locomotive and we wanted it to be a positive experience for them. There was also a special moment for us occasionally after the excursion run we would take #19 and go out to the mill and switch out freight cars. It was just Bill and myself. Bill and I also had a running joke, which finally became a bet. As a fireman, I felt like the

invisible man. Every time anyone got in the cab, they would always talk to him first because he was the engineer. We all know that the engineer is the most important person in the cab. Not true, if I don't make steam he doesn't go anywhere. Well the bet was that if anybody got in the cab and talked to me first, I would buy him dinner at the end of the season and if they always talked to him first he would buy my dinner at the end of the season. Every time anybody got up in the cab and talked to him first I would just look over at him and lick my lips. You know I never had to buy him a dinner.

All of us who worked on that locomotive have some great memories. I am reminded of a statement that was made by Steve Lee, the head of the Union Pacific Steam Heritage Fleet, he said, "It was an important responsibility and that very few people got to do what he did." I can relate to that statement. I appreciated the opportunity that I had working on #19 and wish I was still doing it. That being said, I was able to do something as a young rail fan I had only dreamed about. Now I would like to give credit where credit is due. The facts and figures on the three steam locomotives and the two railroads came from Jeff Moore's fine publication, The McCloud River Railroads. Also a book of interest for the history of the YWRR is the Arcadia Publishing, Images of Rail Yreka Western Railroad by Matt Starman and Tim Sticker. Tim was just starting college and Matt was a senior in high school when they both started coming up from Redding, California to volunteer on the YWRR. They were becoming very proficient as student brakemen and firemen before things came to a halt in 2008.

**BOARD OF DIRECTORS MEETING
MINUTES
5/9/17**

**Southern Oregon Railway Historical Society
Board of Directors
Regular Meeting
Minutes of July 11, 2017**

Our entertainment was the second half of Western and Pacific First 50 years

Call to Order

- 7:30 Bruce Kelly Called the meeting to order.

Roll Call:

- Bruce Kelly, Chris Manley, Jerry Hellinga, Allen Dobney, Ric Walsh, as well as numerous members.

Consent of the Agenda:

- The agenda was approved by consensus.

Minutes

- Approved, and the May minutes were approved as corrected with motion by Jerry Hellinga and second by Allen Dobney.

Treasurer's Report:

- Jerry Hellinga presented the Treasurer's Report
Chris Manley moved to accept the treasurer's report. Allen Dobney seconded. Motion passed.

Committee Reports:

- **Medco 4:**
 - Nothing new to report.
- **Burger Shack:**
 - Nothing new,
- **Surplus Sales:**
 - Allen has been selling slides on EBay. The amount is about \$1,500.00, however not all funds have been put into the account yet.
- **Web Site**
 - Allen has put the informational brochure and application links up on the website.
- **Butte Falls**
 - Is not looking as promising, but still working on it.
- **Parking**
 - Did not have enough volunteers to monitor satellite last run day.
 - RR Park Committee:
 - New sign for Regulations for the Park
 - Homeless camp should be gone soon

- Increased police presence helping

Old Business:

- **CB&Q**

- Need to dispose of lead paint chips before scouts being work on CB&Q. Joseph has volunteered to help. Will need someone else helping also. Plan is to have a second person there with a shop vacuum sucking up the chips as they fall.
- Research on paint has revealed a couple of recommendations, including from a professional painter for Benjamin Moore, a paint called "Mad Dog". The price is about \$80.00 a gallon.
- Roof needs a leak fixed.

New Business

- Media Blitz from article of independent reporter who took things out of context. The park is not closing. Jerry spoke to the editor and gave him some info on the park, i.e. there are four separate entities in the park. He said he would publish a clarification.
- Motion for reimbursement for parking signs of \$112.32 from each Group. Jerry Hellinga moved we approve this and Allen Dobney seconded it. Motion past.
- New members are CJ & Sawyer McPhail. CJ is a fundraiser for Rogue Valley Manor. Motion was made by Jerry Hellinga that we accept their

membership, seconded by Allen Dobney, motion passed. Welcome CJ and Sawyer!

- New budget is based on history of our income. Most of the projects carryover. Chris Manley moved we accept the budget and Allen Dobney seconded.

Good of the Order:

- Alternatives for Butte Falls included the Sports Park. It would need to meet certain government regulations i.e. serve public recreation. Ric thought perhaps the south side of the Park.
- Jerry also mentioned a spot off Table Rock about 1 ½ miles west of Central Point. Jerry will get in touch with the city manager to investigate that possibility.
- Dan said if we have a project for a grant from the Coalition then it needs to be written up and submitted by Labor Day. Alice has volunteered to write it up again for us.
- Allen presented a proposal from Larry Tuttle to help with the parking situation. Most of the suggestions have already been made, except the flyer itself. The idea is to have someone hand out the flyers with directions on where to park in the event the main parking lot is full. Bruce will take it to the RR Committee meeting.

Adjournment:

- Jerry Hellinga moved to adjourn, Chris Manley seconded Meeting adjourned at 8:39 p.m.

Chris Manley, Secretary

Our next meeting is August 8, 2017

CHAPTER OFFICERS

President Bruce Kelly
wilmingtonnorthern@sprynet.com
541-613-1638

Vice President Ric Walch
engmgr@medfab.com
541-772-6255

Treasurer Jerry Hellinga
ghelling@jeffnet.org
541-944-2230

Secretary Chris Manley
chrismanleysteam@gmail.com
541-291-1705

National Advisor Allen Dobney
adobney@gmail.com
541324-3563

COMMITTEE CHAIRS

Chief Mechanical Officer Jerry Hellinga
ghelling@jeffnet.org
541-944-2230

Burger Shack Larry Tuttle
larry@alpharail.net
541-660-0989

Newsletter & Entertainment Chris Manley
chrismanleysteam@gmail.com
541-291-1705

Webmaster Allen Dobney
adobney@gmail.com
541-324-3563

UPCOMING CHAPTER EVENTS

Our entertainment for the July 8 meeting will be "Conrail Volume 1", presented by Allen Dobney.

If you know of any other events that should be added to our newsletter, please email, me at (chrismanleysteam@gmail.com)/ call, (541-291-1705), with the details.

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P.O. Box 622
Medford, Oregon 97501
soc-nrhs.org

