

THE MANIFEST May/June 2017



Greetings All:

I hope this newsletter finds you all well. I found myself with the crud that turned into walking pneumonia last month, therefore; this newsletter will cover May and June. Our first run day in June was not as busy as we would have liked. I know at least at the Burger Shack that was the case. However, lots of summer and nice weather ahead.

The second run day was quite warm but our attendance was up from the first one. I am not sure of any figures, I know the Burger Shack did about an average day.

As I am sure many of you know, we lost a member recently. Below you will find a copy of the article in the Mail Tribune on David's passing. He will be greatly missed, as will the Medford chapter of the Morse Telegraph Club he founded.

David Rolfe Phillips, 89, passed away on Friday, May 12, 2017. He was born September 18, 1927 in Riverside, California to Wendell Dale Phillips and Belva Lockwood Ryman.

The Phillips family moved to Oregon in 1939. David was a veteran of the United States Army in World War II, was stationed in Tokyo, Japan and honorably discharged in 1947. He and Beth Howell were married in 1948. They

had 7 children, twenty eight grandchildren, seventy five great grandchildren, and several great-greats.

David was an avid and dedicated telegrapher (Morse code). Other interests were fishing and hunting with his boys, carpentry, in depth Bible studies, camping, trains, travel, the beach, and ham radio (WB7VSN).

He is survived by his children Dale, Daniel, Scott, Todd, and Kimberly Crockett. He was preceded in death by his parents, brother Alan Dale Phillips, sister Sharon Delvon Phillips; and son Terry.

David was the founder of the Medford chapter of the Morse Telegraph Club and added the working telegraph shacks to the Medford Railroad Park in 1984.

Our store this month comes from our very own Bill Ainsworth. It recalls the 1964 Flood, a natural disaster that I remember vividly, as it destroyed my house. Below is Bill's article.

Fifty Years Ago
The 1964 Floods That Devastated the Northwest Pacific

When you sit down in the evening to watch the nightly news on your local TV station, about halfway through the program you will get the weather report. The one thing that weather people seem to delight in is reporting the weather in your area if above or below the average for that date, or if a temperature or rainfall record for that date has been broken. They just relish having something extraordinary to talk about.

One event that raised the average for rainfall in the Pacific Northwest and specifically Northern California was the winter of 1964-65. The first of a series of heavy Pacific storm systems occurred on December 18, and its

much higher than normal rainfall was an indication of things to come.

Christmas week of 1964 was a rain event of epic proportions. Areas of Northern California received record participation, as the storms raged through to January 7, with the heaviest period being December 22 and December 23. The storms dumped 31 inches of rain at Willits, 15 to 20 inches in the Eureka area and 50 inches of rain in the Crescent City area. The Eel and Russian Rivers plus tributaries soon went on a rampage!

I was living and working in Willits, CA that winter. We received way more than our normal annual 25-30 inches in just over two weeks. Highway US 101 and local roads were closed by mudslides and local flooding.



Highway 162 bridge in the Eel River Canyon. Note the vehicle hanging on the reinforced concrete driving surface of the bridge that dropped because the abutment washed out on the east end. Photos by Bill Ainsworth.

The storm passed and the roads were soon opened. Our railroad was not so lucky. The Southern Pacific's subsidiary Northwestern Pacific line from San Rafael to Eureka had been especially hard hit. The area receiving the most damage was their trackage from Willits to Eureka that followed the canyon of the Eel River. Leaving Willits, the NWP line follows Outlet Creek to Longvale and from there to Dos Rios. At Dos Rios the Middle Fork of the Eel River combines with the Eel River. The amount of water that was now flowing down the Eel River Canyon was beyond belief.

The railroad bridge at Island Mountain connects directly to a tunnel through the mountain. The bridge level is normally about 80 feet above the normal river water level. The flood took out the bridge and was above the tunnel portal and the floodwaters were flowing through the tunnel and shooting out the other side. So at this point in the canyon the water was over 100 feet deep! When the weather cleared and the waters had receded, I ventured north on US Hwy 101 out of Willits. Arriving at Longvale, I turned east to Hwy 162 to Covelo. Getting to Dos Rios, I began to see the damage that Outlet Creek had inflicted to the rail line. I could only imagine what the damage was like further down in the Eel River Canyon, as I couldn't get any further.

Outlet Creek was, after all, only a tributary of the Eel River and I could see it had caused considerable damage. My pictures included here show the devastation to the area that I could get to along Outlet Creek going to the Dos Rios.



Eel River devastation at Del Rio. Note the two story train order office and depot. The steel water tank remains, but an SP Diesel Fuel tank car is on the siding for refueling.

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Morrison-Knudson Company was called in to rebuild the railroad along with the NWP's Maintenance of Way forces. Rebuilding included over 100 miles of trackage where much heavy earthwork was also required and reconstruction of three significant Eel River bridge crossings, especially at Island Mountain, was necessary.

Morrison-Knudson Company and the NWP's combined maintenance and engineering forces completed this milestone achievement in NWP's history in just

172 days, on June 11, 1965 when the last section of rail was placed at the South Fork Bridge approach. The railroad was back in full operation on June 16, 1965. The cost was around \$11,000,000.00. Morrison-Knudson did produce a 130-minute video covering the repair work of the line and it is available through Pentrex Railroad Videos.

As I recall, this location was between Longview and Dos Rios. It might be near Farley. The house suffered some damage. The rail right-of-way is completely gone.



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

**Southern Oregon Railway Historical Society
Board of Directors
Regular Meeting
Minutes of May 9, 2017**

Call to Order:

- Meeting was called to order at 7:25 PM by President Bruce Kelly

Minutes

- Approved, motion was made by Jerry and seconded by Tony.

Treasurer's Report

- Approved by motion made by Allen and Seconded by Chris

MedCo4

- Line shaft recondition is almost complete

Burger Shack

- Everything going well, flowers were planted by Chris, Ric taking care of the sign and the rose bush blocking it, Larry continues to do the purchasing.

Newsletter

- Gone out

Website

- None

Butte Falls

- None

Surplus

- Allen will be selling slides for Rick Major (son of George). Allen will put them up on EBay and Rick is going to donate some of the proceeds to SORAIL, Allen estimates about a 35%, has to work out details and he will get something for his time and effort.

Old Business:

- Carport cover approved, needed an extra \$380, Jerry put it on his credit card, not sure if they charged it yet.
- Should be starting forms next week, and want to pour for wigwag at same time. Larry provided a power supply for the wigwag.

New Business

- We voted on and approved a new member, Frank C. Marseghia. Frank lives in Ashland and brings sheet metal working experience to the group.
- We need to try to find a primer that will stick for the CB&Q, Joseph said he would check into it.

Good of the Order:

- History Hunt in May. Jerry will have the info. He is manning a table for the Heritage Association in Eagle Point for the Vintage Fair. He will be there from 9-11. Good use help from 11-1.
- The antique car club will be at the part on 7/9.
- The Model A club is possibly going to be at the second run day in August, if so we need to notify press, but need a firm commit first.
- Cannot use George Major's O scale bridge, it was too big.
- Calligraphers are no longer in the park. There was discussion as to what to do with the building. It was decided to let Tony handle that. Whoever does use it needs to be a member of the sponsoring organization.

• Meeting adjourned at 7:50 p.m., moved by Jerry and seconded by Allen

Chris Manley, Secretary

Our next meeting is Tuesday, June 13, 2017

Thank you so much Allen for taking the minutes for me. Below are the minutes for the June meeting I missed due to illness.

Southern Oregon Railway Historical Society
Board of Directors
Regular Meeting
Minutes of June 13, 2017

1. Call to Order: Meeting was called to order at 7:35 PM by President Bruce Kelly
2. Roll Call: Bruce Kelly, E. Don Pettit, Jerry Hellinga, Allen Dobney, and 9 other members were present. Chris Manley was absent.
3. Consent of the Agenda: The agenda was approved by consensus.
4. Approval of May minutes: There were no minutes to approve.
5. Treasurer's Report: Jerry Hellinga presented the Treasurer's Report. Allen Dobney moved to accept the treasurer's report. Pic Walsh seconded. Motion passed.
6. Committee Reports:
 - a. Medco 4: Jerry Hellinga No update.
 - b. Burger Shack: No update.
 - c. Newsletter: Chris will combine the June and July newsletters.
 - d. Website: No Update.
 - e. Excess Sales: Allen Dobney reported that we are just over \$1000.00 of proceeds from slide sales. Another 48 slides will be going up this weekend.

- f. RR Park: Bruce reported that there was a meeting with the live steamers and that group has agreed to supply 1 person to parking lot duties. More parking space has become available.

7. Old Business:

- a. Jerry Hellinga reported that we need to add \$1000.00 to the budget for the motor car cover. Jerry Moved that we accept the budget increase, Allen Seconded. The motion passed.
- b. Jerry Hellinga requested to purchase the used 2x8 forms from the motor car project for 1/2 of the original cost, (\$55.00). Allen Dobney moved to approve, Ric Walsh seconded, the motion passed.

8. New Business

- a. Jerry Hellinga reported that the foundation for the Wig Wag is now done. Discussed needle scraping and repainting the Wig Wag. It was agreed that we would only do touch up painting.
- b. Jerry Hellinga presented a new member application for approval for Jeff Byrd. Jerry moved to accept the application, Allen seconded, the motion passed.

9. Good of the Order:

- a. Rick Aubin reported that he and Nancy are working on a new Facebook page for the Railroad Show.

b. Bruce Kelly reported that the contract with the Expo has been signed for the 2017 railroad show.

c. Joseph reported that we are planning on using Benjamin Moore paint and primer for the Burlington caboose.

d. Dan Wilkinson reported that we need to get out to White City to get weed eating done. Jerry Hellinga will check if it is needed and get a Saturday set up.

10. Adjournment: Allen Dobney moved to adjourn; Jerry Hellinga seconded.
Meeting adjourned at 8:11 PM.

Allen Dobney, Acting Secretary

Next Society Meeting: July 11, 2017 at 7:00PM

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