



## *THE MANIFEST*

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – OCTOBER 2007

**MEMO FROM THE PRESIDENT** I was once told that the best leaders are forged in the fires of uncertainty and tempered on the path of bad decisions. Everyone wants to lead but rarely does that person want to be held accountable for the results of poor leadership. The safe bet is to try to influence others to initiate your idea then take credit for it if it works out and blame your leader if it doesn't.

I am a registered republican but have been known to vote democratic. I tend to vote for who I think is the best "leader". I won't enter into the argument questioning whether US troops should be deployed in Iraq; only history will clearly judge the long term effect and results. The more pertinent question should be is our president a good leader? Faced with a difficult problem backed with limited information with the usual advice from everyone not ultimately responsible for the results of their advice, he made the decision to intervene in Iraq. He has lived with the results of that decision for two terms and counting. The point is he made what he thought was the best decision at the time it was made but he is the "leader" and he alone has to bare the burden of his decision.

Abraham Lincoln is considered to be one of our greatest leaders but made a decision similar to George Bush and the result was a civil war and the loss of 750,000 soldiers. Was there another avenue to resolve the civil conflict that led to war? Some historians believe so, some do not. The point is that Lincoln made the best decision he could with the information he had, tempered with the public opinion of the time.

A good leader tends to make decisions that allow options and avenues to modify a decision in case unforeseen circumstances become apparent. Would you lead an expedition to the South Pole with no flexibility in your plan and have only allowed for success and have no alternate plan in case the unforeseen happens? In these cases those that did not plan for failure died. This is where the axiom hope for the best but plan for the worst comes into play; always give yourself an avenue to change direction and salvage what you can from a plan gone bad.

Another yardstick for measuring good decisions is the response directed at your decision. If you make a decision and half of your constituents are ecstatic and the other half are pissed off you probably made a bad decision. If you make a decision and everyone has a gripe but support the overall plan you probably have made a good decision. If you make a decision and you are the only one that thinks it's good then you are probably delusional.

It is impossible for a leader to generate a direction that everyone agrees with. You can please some of the people all of the time, all of the people some of the time but never all of the people all of the time. Everyone attempts to be the best leader they can when that responsibility is theirs. No one ever says "I want to be a bad leader."

Unfortunately leaders are judged by results that sometimes are driven by fate or circumstances beyond anyone's control. So hail the lowly leader, driven by the quest of making just "one" good decision. I am just glad that scope of the club's decisions top out at what color to paint a caboose or do we sell corn dogs or hot dogs in the concession stand. Even these inconsequential decisions seem to be a trial at times. I am just glad we aren't involved in deciding commitments to regional wars in third world countries. As they say it's all perspective.



Our first meal of the trip was at the famous Samoa Cookhouse in Samoa, CA. For over one hundred years the Cookhouse has served large portions of delicious meals “family style” — from lumbermen to the general public. The meals are served on long tables and the food is brought out in large platters and bowls, with plenty of homemade bread in baskets. - Rick Aubin photos

The Samoa Cookhouse is the last surviving cookhouse in the West. In 1906, the lumbermen spent a small fraction of their one-dollar a day earnings for meals. By 1922, in the days after World War I, they earned more and could pay more. So, sixty cents a day covered three generous meals. Each man sat down, took up his steelware—knife, fork and spoons— and dished up his food and ate all he wanted.



Prior and after eating at the Cookhouse we visited the former Hammond Lumber Company's roundhouse a few hundred yards away. The Timber Heritage Association (THA) currently leases the roundhouse and surrounding structures and is working towards moving in their collection of steam locomotives. The rails were removed decades ago so THA is using pre-assembled panel tracks on the ground for their collection.—Rick Aubin photo

At the time of our visit the THA had already moved two pieces from their collection into the roundhouse. This photo shows their 37-foot long Dolbeer & Carson wooden caboose. You can also see the panel track the caboose is sitting on. THA has assembled enough of these panel tracks to fill all the stalls and part of the track right of way outside the roundhouse. The small six-stall roundhouse didn't need a turntable.—Rick Aubin photo.



2

If Lincoln could see us arguing over what color to paint a caboose he would fall over and die from hysterical laughter instead of an assassin's bullet from a person that didn't like his decisions. – Ric Walch

**EUREKA TRIP A SUCCESS** Our September 14-15 adventure to Eureka went very well with good attendance, good food, and good weather blessing us. My wife Marjorie and I arrived in Eureka about 2:30PM and checked into our motel room. At about 3:00PM chapter members Don Pettit, John Powell and Craig Adams knocked on our door. Since we had two hours before everyone met at the Samoa Cookhouse for dinner, the four of us (Marjorie relaxed in the room) set out to find the four ex-Southern Pacific GP9s diesels now owned by the North Coast Rail Authority.

The NCRA purchased the Eureka Southern in 1992 and took over operations of the entire former Northwestern Pacific Railroad, including the Eureka Southern portion from Willits to Eureka. In 1998 the railroad, which had more than 208 damaged sites along 216 miles, became the first and only railroad in the United States to be officially closed by the Federal Railroad Administration. Since that time the tracks have overgrown with weeds, mudslides and washouts have blocked the tracks, and a number of freight cars and locomotives are stranded all over the railroad.

We quickly reached a rail crossing in downtown Eureka that was part of the old NWP Korblex Branch to Arcata. The rails are hidden in waist high weeds and pampas grass. We followed the tracks south a few blocks until we came to the old NWP Eureka Yard, where we found the four locomotives, plus a privately owned ex-Central California Traction GP7 locomotive. The locomotives look ready for the junkyard. Over the years they were stored openly at this spot where vandals damaged the locomotives with rocks and spray paint. The NCRA literally closed the barn door after the horse got out by erecting a fence around the locomotives after the damage had been done. We took pictures and then drove around Eureka until 4:00PM, where we went back to our motel to freshen up for dinner.

The first official activity of our chapter trip was for everyone to meet at 5:00PM for dinner at the famous Samoa Cookhouse in Samoa. My wife and I arrived a bit early so we drove around the old company town of Samoa and took pictures. It's difficult today to find a logging railroad company town in as good a shape as Samoa.

After a short drive around we arrived back at the Cookhouse as others arrived. There were thirty-five chapter members, their families and friends from other Medford Railroad Park clubs in attendance. Inside, the Cookhouse staff set aside a large eating room just for us. Rick Aubin and I were about to place monetary bets to see if how late President Ric Walch would be. It's a good thing we didn't bet because Ric and wife Charley showed up at 4:58PM.

Before we could sit and eat our hosts Timber Heritage Association (THA) asked us first to drive down to the former Hammond Lumber Company's Samoa roundhouse for a photo session. As it was an easy walk, most of us walked the 1/3 mile or so to the roundhouse. Inside the #2 stall a THA member grouped us into a small mob next to 2-4-2T Bear Harbor Lumber Company No. 2. With smiling faces and hungry stomachs we posed for a series of photos for THA's *THE WHISTLE PUNK* newsletter.

We all looked at the remains of Bear Harbor No. 2. It was built by Baldwin in 1898 for Bear Harbor for their planned railroad extension to the Eel River. It was delivered by steamer from San Francisco and unloaded at Bear Harbor. It operated only a short time until the railroad shut down in late 1905. Stored outside for many years, numerous parts were stolen. It was donated to THA in derelict condition in 1979 by heirs of Bear Harbor Lumber Co. owners. So far it is the only locomotive in their large collection to be housed at their new roundhouse location.

Long ago the rails were removed from inside and outside the roundhouse, so THA has bolted together many sections of panel track and laid them down on the concrete floor. Also inside the roundhouse on another track is 37-foot long Dolbeer & Carson wooden caboose. It will also need a lot of restoration work.

At around 5:30 PM we went back to the Cookhouse for a delicious dinner served "lumber camp" style on long tables. Our dinner consisted of a garden salad, split pea soup, roast pork, Chicken Marsala, peas, little red potatoes, freshly baked bread and cake for desert. The food was tasty and unlimited so no one went away hungry. The Samoa Cookhouse should be a place to eat if you're ever in the Eureka area.

After dinner we went back to the roundhouse and checked out the other ex-Hammond buildings behind the roundhouse. Inside was a collection of logging equipment (tractors, high wheels, arches,



In a nearby roundhouse stall sat 24-ton Bear Harbor Lumber Co. 2-4-2T No. 2. Built by Baldwin in 1898 it operated only a short time until the railroad shut down in 1905. Stored outside for many years, parts were stolen. It was donated to THA in derelict condition in 1979 by the heirs of Bear Harbor Lumber Company owners.—Rick Aubin photo

On Saturday, 9/15 our group drove to THA's Glendale storage yard, where five locomotives are stored until they can be moved to the Samoa Roundhouse. Two of the five locomotives shown here are Arcata & Mad River 50-ton Shay #7, and Hammond Lumber Co. 90-ton 3-truck Shay No. 33 (ex-Pickering Lumber). In general, most of the equipment looked in reasonably good shape.—Rick Aubin photo



Probably the most unusual locomotive at the Glendale storage yard is Mutual Plywood Corp No. 54, converted to diesel from a 24-ton 2-truck Heisler. Originally built as Elk River Mill & Lumber Co. No. 3, it worked for only 10 years until the mill shut down for good. A junk dealer scrapped the boiler and sold the rest to Mutual Plywood Corp., where they mounted a Murphy diesel engine on the frame and used it as a mill switcher. In the 1960s it became U.S. Plywood Corp. No. M62.—Art Turner photo

Viewed from the cab of one of THA's locomotives you can see several of the thirty-five people in our group that came to inspect the five locomotives. We spent about 90 minutes taking photographs and chatting with THA members about their future plans for their collection.—Rick Aubin photo





Mike Benke [left] and John Powell inspect Hammond Lumber Company 90-ton 2-8-2 No. 15 at the Glendale storage yard. Built in 1916 as Humbird Lumber Co. No. 4, and later became Mason County Logging Co. No. 12. On December 7, 1941 Hammond Lumber Co. purchased the engine and assigned it No. 15. It worked mostly pulling log trains from Crannel to Samoa. After the first diesel came it was used sparingly. In 1956 Hammond became Georgia Pacific.—Rick Aubin photo

Even though it's mostly a "guy thing" to examine and walk around old steam locomotives, the gals enjoyed themselves too. From left to right are chapter members Charley Walch, Nancy Aubin and Terri Korner. They're probably laughing as they watch their goofy husbands act like little boys around trains.—Rick Aubin photo



A little later that morning we all drove south of Eureka to THA's other storage yard at Field's Landing. Stored there are over twenty railroad log cars, a variety of logging railroad maintenance of way vehicles, and a large collection of steam donkeys, yarders, and other logging railroad parts and equipment. Tony Johnson [left] and Terri Korner walk between the rows of log cars.—Rick Aubin photo

Here is one of several self-propelled logging railroad motor cars that were used to transport loggers and equipment to and from the woods. We also found a homemade wooden ballast car, a homemade oil car, and a large motor car that could move about thirty men. Nancy Aubin is talking with Terri Korner about all the equipment Timber Heritage Association has stored there at Field's Landing.—Rick Aubin photo



etc.), more railroad equipment, and assorted other interesting “stuff.” It was getting dark outside and photography was a challenge since there are no electric lights inside.

On Saturday the 15<sup>th</sup> after breakfast, we all met at THA’s Glendale storage yard location where five of their locomotives are temporarily stored. The following locomotive information was taken from THA’s web site. (<http://www.timberheritage.org/roster.htm>) Stored there are:

- **Mutual Plywood Corp. No. 54** - Converted to diesel from a 1927-built 24-ton 2-truck Heisler. Originally built as Elk River Mill & Lumber Co. No. 3. It worked only 10 years until the mill shut down for good; a junk dealer scrapped the boiler and sold the rest to Mutual Plywood Corp. A Murphy diesel engine was mounted on the frame and the strange-looking beast was used as a mill switcher. In the 1960s it became U.S. Plywood Corp. No. M62. U.S. Plywood was subsequently purchased by Simpson Timber Co. Sold to Frank Bayliss for display at a small tourist railroad at Alton, CA. It was purchased from him by the Association in 1991. It supposedly is operational. It is one strange looking locomotive!

- **Pacific Lumber Company 2-6-2 No. 29** - Purchased new from Baldwin in 1910, this 60-ton locomotive served for 51 years, and it was the last remaining steam locomotive at Pacific Lumber Co. Delivered as a wood burner, it was converted to burn oil during its first summer on the property. It probably hauled lumber to the company wharf at Fields Landing before completion of the Northwestern Pacific Railroad in 1914. It later hauled logs near Freshwater and from South Fork and Carlotta. Log trains ran over the N.W.P. to get to Scotia with P.L. equipment, but N.W.P. crews. Toward the end of her service, No. 29 served as backup for larger steam locomotives and later three diesel locomotives. It was retubed in 1960 and then retired in 1961. In serviceable condition, it was stored in the engine house until donated to the Association in 1986.

- **Hammond Lumber Company 2-8-2 No. 15** – This 90-ton 2-8-2 Mikado was built by Baldwin in 1916 for the Humbird Lumber Co as their No.4. It later became Mason County Logging Co. No. 12 at Bordeaux, WA. The locomotive was purchased by Hammond Lumber Company on December 7, 1941 and renumbered No. 15. It mostly worked pulling log trains from Crannell to Samoa. After the first diesel was purchased, No. 15 was used only when the diesel was out of service. Hammond became Georgia Pacific in 1956. About a year before the railroad was shut down completely, No. 15 was donated to the City of Eureka, California, for display at Sequoia Park (1960). The city donated the locomotive to the Association in 1979.

- **Arcata & Mad River Railroad 2-Truck Shay #7** - This 50-ton, 2-truck Shay was built in 1918 for the Lamson Logging Company in Euphala, Washington as their No. 1. It was purchased second-hand by Arcata & Mad River Railroad in 1942. It hauled logs and lumber freight the 7.5 miles between Korbel and Korplex and on the ten mile Northern Redwood Lumber Company logging railroad. In 1956 Simpson Redwood Company purchased the N.L.R. and A & M RR and abandoned the logging railroad out of Korbel. No. 7 was donated to City of Arcata, California, for display in a city park. From 1970 to 73 it was returned to service on A&MR RR to pull a tourist train. After again being retired and returned to the city, it was leased to the Association by the City of Arcata to restore in 1986.

- **Hammond Lumber Company 3-truck Shay #33** - Purchased from Lima in 1922 to haul logs over the steeper grades east of Cranell, CA, 90-ton No. 33 survived various company name changes: Hammond Lumber Co., Hammond & Little River Redwood Co., Ltd., Hammond Redwood Co., and finally back to Hammond Lumber Co. In 1944 it was sold to the Pickering Lumber Corporation where it operated in the Sierras for 19 years. After logging trains were discontinued, it was sold to the Westside & Cherry Valley Railway tourist line in 1976. Unneeded by the line, it was sold to the Association in 1981.

At around 9:30 our group left Glendale and made the 25-minute drive south to their storage area at Fields Landing. Talk about a place where there is a little bit of everything logging! There are numerous donkeys, yarders, slackliners, log arches, tractors, large machine tools, drag saws and much more. A short distance away from those items are three tracks loaded with wooden railroad log cars, various maintenance of way cars, speeders and trailers, spare wheel sets and who knows what else! Many of us



After visiting Timber Heritage Association's storage yard at Fields Land, we had lunch at the Bayshore Mall. As a group the last place we visited was across the road at Fort Humboldt State Historic Park in Eureka. This turned out to be the last day of the season for the running of Timber Heritage Association's 9-ton 0-4-0 No. 1 *FAUK*—Rick Aubin photo

No. 1 *FAUK* was built in 1884 by Marshutz & Cantrell of San Francisco for Elk River Mill & Lumber Company. This "gypsy" type locomotive was purchased by Noah Faulk in San Francisco and shipped by vessel to Arcata, CA. It was first used at the Dolly Varden Mill in North Arcata until the mill was closed in 1885. In 1886 it was moved to Faulk, CA, for use on the Elk River Mill & Lumber Co. railroad. By 1903 the *FAUK* was relegated to switching duties and was retired in 1927.—Rick Aubin photo



In 1936 the locomotive was given to the city of Eureka and later displayed at Fort Humboldt and given to the State of California when the military fort became a state park. Using volunteer Association labor and State Parks funding it was restored to service in 1986. Today you can ride behind No. 1 on about 500 feet of track inside the state park.—Rick Aubin photo

There is much more than the *FAUK* at the park. There is another locomotive; No. 1 *GYPSY*, built in 1892 for Bear Harbor Lumber Company. You will also find a nice collection of logging company donkey engines and more from manufacturers like Willamette Iron & Steel, Washington, and others. Nearby are structures and remnants of when this used to be a military post.—Art Turner photo



were contemplating how we can get THA to let go of at least two of their logging cars for our chapter's logging railroad collection. I would guess they had a minimum twenty logs cars stored there.

As lunch time approached we all got back into our cars for the short drive to the Bayshore Mall. Most of gathered for lunch at HomeTown Buffet and between bites we talked about what we saw that morning.

After lunch it was a literal drive across Hwy. 101 and up the hill to Fort Humboldt State Park. Besides the numerous structures representing portions of the old fort, THA operates two small logging railroad steam locomotives over a small section of back-and-forth track. The locomotive operating that day – and it was the last steam up day of the year – was Elk River Mill & Lumber Co. locomotive #1 "Falk".

Locomotive #1 "Falk" was quite a restoration project for the Association. The locomotive's boiler had been abused by unknown person(s) and it was necessary to replace it before the locomotive could be operated safely. This locomotive, weighing only about 9 tons, is believed to have been built by Marshutz & Cantrell (National Iron Works) in San Francisco around 1882. Due to its dilapidated condition, it was completely disassembled by Association members. The frame was straightened, (it was probably bent from being run into by several "runaway" cars) and a new cab and boiler were installed. Volunteers furnished much of the labor for this renovation, but funding came from State Parks (about \$19,000), grants and donations from friends, school children, local citizens and the volunteers. The Falk's first outing was a trip to the 1986 World Fair, EXPO '86, in Vancouver, British Columbia.

Around the small track layout No. 1 "Falk" pulls a small four-wheel wooden car filled with happy passengers. After the car is loaded a THA docent gives a brief lecture about No. 1's history, what the whistle signals meant, and so on. Soon the train would run 50 yards or so straight ahead to just past a switch, where another docent would throw the switch and signal the engineer it was okay to back up. With three short toots on the whistle little No. 1 would back up the 60 or so yards of track; then reverse directions and run back towards the switch. Then they would go backwards again at speed. (Speed here meaning about 10 mph!) It was great fun listening to the locomotive's exhaust "bark" as it shoved its tiny train to the end of track.

Then the train reversed directions once again and headed for the switch, where it was aligned once more and the train backed to the station. It may have been the shortest train ride in our lives, but it wasn't dull. Surrounded by a nice display of logging donkey engines and other logging artifacts, you couldn't help but get a small glimpse of what northern California logging must have felt like more than one hundred years ago.

Not operating this day was Bear Harbor Lumber Co. Gypsy Locomotive #1. This locomotive was donated to the State by the Anderson family in 1962, and sat out at Fort Humboldt with many parts missing until 1972 when a two-stall display shelter was completed by the State to house the Gypsy and Falk locomotives. Work parties were held each Wednesday in the "engine house" from 5:30 p.m. until everybody was too tired to do any more. Work was completed and the boiler tested and steamed up in June 1979. Taking the Gypsy to the 1981 opening of the California State Railroad Museum required certain modifications to the boiler. These modifications were completed with the help of Eureka Boiler Works just in time to load the locomotive on a National Guard truck for transportation to Sacramento. The Gypsy's "Bull Gear" drew considerable attention at "Railfair '81," as did the large redwood log displayed on a disconnect truck log car. Currently the Gypsy locomotive is awaiting a boiler inspection before returning to service.

After our visit to Fort Humboldt some of the members left for home, while others explored elsewhere. Some of our group stayed one more night, so with the help of THA, on Sunday they could visit many private garden railroad layouts. Thank you Timber Heritage Association for showing us so much and being so helpful. We had a great time!

**MEDFORD RAILROAD PARK NEWS** During the last half of this season our own Steve Bruff began taking an informal survey of visitors waiting to ride one of the Live Steamers trains and the results are interesting. As of the September 9<sup>th</sup> Run Day Steve had interviewed 141 people and he asked them the following questions.

1. Is this your first time to the Railroad Park?	Yes	50	36%
	No	91	64%



2. Number of persons in your party?	2	15	11%	(80% parties 2-6 persons)
	3	29	20%	
	4	30	21%	
	5	27	19%	
	6	12	9%	
	7	7	5%	
	8	12	9%	
	9	7	5%	
	10	2	1%	

3. Do you live in Jackson County?	Yes	96	67%
	No	46	33%

4. Is this your first time here? How did you find out about the Railroad Park?

Newspaper	14	28%
Friend	30	60%
Radio	1	2%
Internet	3	6%
Driving by	2	4%

This is the first time any kind of survey has been taken. I think the biggest surprise is that one-third of those surveyed said this was their first time at the park. I think it's safe to say that half of that group will likely visit our park again. It's also nice to know that one-third of the visitors live outside Jackson County. Steve will continue to gather facts so we can hopefully find new ideas to serve the public.

**ONGOING PARK PROJECTS** Five members were hand on Tuesday, 9/25 to witness starting the engine on our restored Fairmont A-3 motor car. After filling the fuel tank Jerry Hellinga disengaged the gears, turned the key, and in less than a half of a second the engine turned over and hummed. Thanks to chapter member Art Turner's engine/transmission rebuild, the motor car ran like new.

There was considerable smoke at first from new exhaust parts and other internal parts Art lubricated when rebuilding, but the smoke eventually abated. A couple of minor pin-hole water leaks also showed up, but that will stop after some bolt tightening.

With Ric Walch, Steve Bruff, Ric Aubin and Tony Johnson in attendance, we encouraged Jerry to run the A-3 the fifty or so feet outside the engine house. With flags waving and the crowd cheering (OK, so we didn't have any flags, but we did cheer a little) Jerry backed the A-3 to the wooden BN caboose. We soon discovered the cast iron brake shoes stop the A-3 quickly. Jerry ran the A-3 back to the engine house and shut the engine down a short time later.

After you look at the A-3 photos in this newsletter I think you'll agree it looks great. Chapter member Ken Hill did an outstanding job installing new wood flooring and seats. With this success the next day I began leveling the remaining ballast along the line so we can see how it feels to run the A-3 on our 608-foot long line. All the ballast spreading was accomplished on September 27.

At the end of last month Rick & Nancy Aubin performed some preventative maintenance by applying water sealant and wood preservative on the two sets of steps to our CB&Q caboose, the SP caboose and the steps to the SP flanger. The few hours they spent will keep the steps looking fresh for a long time.

**INTERPRETIVE HANDCAR** Our interpretive railroad handcar project is moving ahead quickly. With the many metal parts designed by President Ric Walch, Jerry has assembled and welded the frame, the tower that will hold the handles, and the frame that will support the axles. Very soon the handles will be made and installed. Next will be the cutting and installation of wood assemblies. When done the wood will be removed temporarily and the metal parts painted.

**SP FLANGER and CB&Q CABOOSE** Project coordinator Steve Bruff is putting the finishing touches to our 1928-built Southern Pacific Flanger. In mid-September Steve applied the proper "FLANGER SPMW330" lettering and weight stenciling on the North side of the flanger. As of this



This is how our chapter's Fairmont Model A-3 motor car looked in August. The engine was checked and found needing only minor work and the transmission was overhauled. The day after this photo was shot it was transported to chapter member Ken Hill's home where he applied a new wood floor and seats.—Art Turner photo

In this September 24 photo the seats, fuel tank, engine cover, operator's seat, end bars and more are in place, Ken Hill did a wonderful job of installing all new wood on the deck and seats. It looks great! - Tony Johnson photo



A look at the other side of the A-3. With Ric Walch, Steve Bruff, Art Turner and Tony Johnson in attendance, we watched Jerry Hellinga start the A-3's engine on Tuesday, Sept 25. The engine tuned over in a fraction of a second and sounded great. After a few minutes Jerry ran it back and forth in back of the engine house, The engine ran smooth and the brakes worked very well.—Tony Johnson photo

There is another railroad motor car undergoing restoration and assembly at the Railroad Park. This is our Fairmont Model S-2 car. Rick Aubin has begun assembling the car using only photos for a guide. Hopefully we'll find a schematic and/or Rick will be able to figure it all out. This photo was shot from inside our SP Section Tool House.—Tony Johnson photo





This image may be a little hard to see because of the tree shadow outside the locomotive shed. This is the frame and tower for our new Interpretive Handcar under construction at he Railroad Park. Nearly all of the car's other components have been manufactured and are waiting for installation. We can say with confidence we'll be ready for the public when next season begins in April.—Tony Johnson photo

The restoration of our Southern Pacific flanger is nearly finished. The flanger's interior was restored a few years ago and this year Steve Bruff took on the difficult job of restoring the outside... and he did a great job. One of the final items left to do is to apply the same style of lettering it had originally. As seen here the new letters and numbers look authentic for the Southern Pacific era we chose.—Tony Johnson photo



writing he is part way through lettering the South side. With the exception of some touchup painting at one end, the flanger restoration is almost complete.

**BOARD MEETING NOTES** Our chapter no longer receives county funding and, as you'd expect, we're looking for additional sources of income to ensure completion of new projects. We believe we have enough funds to complete our current restoration and building projects, but if we're going to keep going forward we need to look elsewhere. One of the best avenues is through grants; something we have done before. However, nearly all the Board members are busy working at the park and/or working on the reports, budgets and future plans necessary to keep our chapter's goals.

This all said, your Chapter Board is asking all of you for help. If you have written grant applications, or wish to try, please contact any of the chapter officers. If you know of people outside our chapter membership who might be willing to assist us, let us know. We will support you in any way we can.

**SPECIAL WORK DAY ON OCT. 20** As most of you already know we have in our possession approximately 50% of the old depot that the Oregon & California (and later Southern Pacific) railroads used at Woodville, later renamed Rogue River. Currently it is disassembled and stored off the ground, protected with plastic drop cloths. When we transported the depot to the park this storage method was meant to be only temporary until we could prepare a better alternative. Unfortunately we haven't gotten around to doing this and the danger of losing some of the wood depot is real, so we are asking for your help.

On Saturday, October 20<sup>th</sup>, we will move and restack the disassembled depot on metal racks for the air to circulate all around the wood. It will then be covered with protective plastic covers or tarps. We're asking all members that if you have a little time to spare to come to the park by

10:00 AM. We should have the new storage racks already in place for the move and stacking. With enough help we can get the job done in a few hours. We may have another small work project going on at the same time.

Please consider coming to the Railroad Park by 10:00 to help your chapter. Afterwards we can all have lunch together.

**Next General Meeting!** Our next General Membership meeting at the model railroad clubhouse will be at 7:00PM on Tuesday, October 9<sup>th</sup>. For entertainment I'll show videos of our recent trip to Eureka. In the video I'll also include some old black & white film footage shot on the Northwestern Pacific at Eureka in 1950.

In addition to the entertainment we also will briefly review the upcoming election of officers. As required in our bylaws, during the November general membership meeting we will accept the nominations for the five elected positions of President, Vice-President, Secretary, Treasurer and National Director.

**Your Chapter Officers for 2007**

Ric Walch, President 541-772-6255

E. Don Pettit, Vice President 541-601-4772

Jerry Hellinga, Treasurer 541-772-6432

John Powell, Dir. Of Public Relations – 541-826-1992

“Stretch” Manley, Activities Director – 541-582-8175

Bruce McGarvey, National Director – 541-779-8145

Steve Bruff, Chief Mechanical Officer – 541-261-5741

Rickie Aubin, Secretary - 541-779-4259

Tony Johnson, Newsletter Editor/Historian – 541-944-9176

Nancy Aubin, Membership Director – 541-779-4259

**GOOD DAYS OF RAILROADING** This month we have another personal story from retired Southern Pacific Engineer Tom Weston. Tom currently resides at his home town of Tracy, CA.

**TOO MUCH AIR by Tom Weston.** This happened in the 1960s one night when I was working as Engineer on a midnight switch engine (in Tracy Yard we called switch engines “goats” then.) An 80-or 90-car train from San Jose came off Altamont Pass and pulled into the yard. This train had a bad-order car about 45 cars from the head end, so the Yardmaster sent us to the East end of the yard to cut this car out.

Normally, unless the relieving engine crew was there ready to take over, the inbound crew would leave the train brakes applied and apply the hand brakes on the diesel unit or units. Safety chains were also used on the wheels. On this night, however, the switchmen on my job told the inbound engineer what we were going to do so he left the train brakes released and applied no hand brakes or chains.

Let me explain, just a little, how train brakes work so you will understand what happened. Train brakes are not applied by pumping air into the train line that runs the entire length of the train; they are applied by letting air out of the train line. Each car has its own air reservoir and automatic pressure valve. When the engineer wants to apply the train brakes he uses the train brake valve on the controlling unit to let some air out of the train line, thus lowering the pressure. This opens the automatic pressure valves under all the cars, allowing the air in each reservoir to flow into the brake cylinders and apply the brakes. I guess I should have just said you pump air in to release the brakes and let it out to apply them.

The train had four F units. (Black Widows or Covered Wagons, whichever you prefer.) After we coupled on to the lead unit, I got off the switch engine and climbed up into the lead unit to release the engine brakes. Here is where I fouled up. I forgot to cut the train brake valve out. The meant the four locomotives were pumping air into the train line.

I went back to the switch engine and when the switchman standing back at the bad-order car gave a go-ahead sign, I started ahead. I was pulling out on the freight lead which is 4 or 5 miles long and a little bit downhill. I had pulled out about 30 car lengths when the foreman gave the first easy signal. I tried to apply the train brakes and nothing happened!! All I had was the brakes on the switch engine. Even putting the train brake valve into the emergency position had no effect on the brakes on the 4 locomotives and 45 cars. When I finally got stopped, I had gone over 3 or 4 road crossings and around a curve to the left, which meant the switchmen had to walk a mile or so to get to where I could see their signals. This did not go over too well, but they could not say too much because it was their responsibility as well as mine to make sure the brakes were working properly.

What caused the brake failure, or course, was the fact that since I had forgotten to cut off the brake valve on the lead unit, the 4 locomotives were pumping air into the train line a lot faster than I could let it out. If there had been anything ahead of me on the freight lead that night I would have been in big trouble. I was lucky! We got the train back together just as the outbound crew arrived on the SP bus so I never heard a word about it.