



THE MANIFEST

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – MAY 2008
PO BOX 622, MEDFORD, OR. 97501 WEB SITE: [HTTP://WWW.SOC-NRHS.ORG/](http://www.soc-nrhs.org/)

MEMO FROM THE PRESIDENT

Tourist Excursion

After many years of searching for a site to operate on live rail outside of the park we are finally very close to reality. The current opportunity is very promising and may prove to be our golden ticket. Time will tell and as our plan comes together it will be disclosed in future newsletters. We will be developing our operating plan in the very near future and the board will be contacting specific individuals to serve on our planning committee and serve in our operational group.

If you are contacted I hope you will be willing to serve on this very important committee to plan for the most expansive commitment ever made by our club. As we move forward and plan operations outside of the park, and continue our operations in the park, we will require extensive commitment from current and future club members. To continue to grow and develop we will be having a membership drive in the near future to expand our membership (our goal is 200 total members). You will receive a mailing later this month regarding this drive that will include more details.

I know that as we continue to grow there are many issues that will become acute and need to be resolved. Pick your problem: money, membership, logistics, the list is endless. When I am faced with an impossible problem that seems unsolvable and think “what’s the point” and “why bother” I often times think of my son. In spite of his constant setbacks he always had a positive attitude. His favorite saying was (quoting Yoda from Star Wars) “**Do or do not, there is no try**”.

Can You Say Motorcars

With the recent opening of our motorcar exhibit in the park motorcar fever is sweeping the planet. Ken, Sid, Wayne, Landon and friends have not only done an excellent job bringing our motorcar exhibit on line, there is discussions of taking our motorcar involvement to the next level. Rumors of attending some runs with our car, purchasing another motorcar, and extending the “Big Tree and Bad Track Railroad” all the way around the perimeter of the RR Park are running rampant. In some dark corners you can even hear people plotting to have our own chapter of NARCOA, (North America Railcar Operators Association) at the park as a sister club to the NRHS. We will be discussing some of these ideas at our next board meeting, (I happen to believe they are all great ideas).

Growing Pains

Many of you probably noticed the capacity crowds at the park on the first two run days. This is what you would call growing pains. Some of our sister clubs look at this fact as a problem; I view it as a revelation. The NRHS differs from the other park groups in one important aspect, **we are a museum**

first and a club second. Our mission statement is that we preserve and make accessible to the public our railroading heritage. The NRHS will not self impose any limiting factors to growth or expansion merely because some of the other clubs at the park have reached a comfort level that they do not wish to exceed. We have made many concessions to assist other clubs to help alleviate some of their concerns, up to and including bringing in new docents so many of our members can cross over and help the other clubs on run days. We will continue to support our neighbors any way that we can; however, the NRHS **will** continue to grow and expand both in and out of the park. With our new archives/office being built and more interactive displays coming on line all the time, I envision a time in the not too distant future when the NRHS (at the park) will be open for visitors on a regular schedule. For these reasons we will be working towards or goal of 200 total members, resolve our funding issues and continue to focus on a more public interactive program. It is my goal for the Southern Oregon Chapter to be the most dynamic chapter of the NRHS. Remember self imposed limits breeds a hot bed of mediocrity -or- the difference between making the summit or sitting in the parking lot is a little sweat and a lot of self respect.

Parade News

The club is again signed up for the Central Point Fourth of July parade. Anyone wanting to join the parade (wrecking) crew please let me know. We have reserved Medfabs flatbed again and we are determined to raise last year's 3rd place to at least a second. But seriously we had a lot of fun and welcome anyone that would like to join in. We will have all the bells and whistles again this year with a few new twists. We are also looking for some volunteers to help gather signatures for the Heritage District ballot measure.

APRIL CHAPTER TRIP TO COOS BAY A small group of chapter members drove to Coos Bay on April 19 to visit the Oregon Coast Chapter, NRHS and see their collection. To say that the weather in Coos Bay that day was poor is an understatement. My wife Marjorie and I arrived the day before and spent the night at the Mill Casino hotel. It was raining most of that day. When we were having breakfast the next morning at one of the hotel restaurants, it began to snow! In between more rain later that day it tried to snow again.

Those chapter members that left the Rogue Valley the morning of April 19th found lousy driving conditions all along I-5. There was lots of snow in the passes and rain everywhere else. The weather definitely had a negative effect on the number of members who came to Coos Bay that day.

For myself, it was probably five years or more since I last visited Coos Bay. Since that time the Oregon Coast Chapter has done a remarkably good job at assembling their collection in one location. Basically, their collection is right off the main highway at the south end of the former Southern Pacific Railroad yard. Most of their collection is behind a nice looking iron fence with a landscaped garden in front.

I said "most of their collection" is inside the fence. The exception is the chapter's former Longview, Portland & Northern Railroad diesel switcher. It is sitting on rails on a street outside the east fence. If I remember this correctly, the chapter wants to move it inside their compound, but since the Central Oregon & Pacific Railroad (CORP) has embargoed service on their Coos Bay Branch, there isn't a locomotive to move it. (The switcher isn't operable at this time.) The chapter isn't worried about CORP wanting the diesel off their tracks as the rails it's sitting on is a city street. And since CORP hasn't paid taxes on it for about ten years... well, why worry.

As our chapter members arrived they were invited to come inside their warm headquarters building for cookies, cake and beverages. While there we shared our thoughts with Oregon Coast Chapter members about future goals and common problems. Their building is a former storage building used to stored bagged cement and other supplies. Oregon Coast Chapter has transformed the interior into a small museum filled with photos, books and a collection of artifacts. The building has two rooms.

The rear room has been spruced up with a new wood floor and lighting. Currently it has a small display of railroad tools and artifacts, with much more to follow.

The front room has books, photos, a table and chairs, souvenirs for sale, a television providing video presentations, and so on. A humorous piece of information concerns the sale of chapter souvenirs. The front section of the building was restored using urban renewal funds. If you want to buy a souvenir the chapter can't take the money and make the sale there because there is no provision for the sale of merchandise under the urban renewal guidelines, so you simply walk a few feet to the rear room, which is on city land and has no urban renewal funding, and pay there. Simple, huh?

Dick Jamsgard, president of the chapter, explained another oddity of the building. The rear of the building is nine inches higher than the front. "If you drop a golf ball in the rear room it'll beat you to the front door," says Dick.

The exterior of their building resembles a railroad depot. Chapter members constructed an outdoor porch with a roof overhang resembling that you'd find on a depot. It's very effective. They have the old SP Coos Bay depot sign mounted on the front and the North Bend depot sign on the north side. You may wonder what comprises the bulk of their collection so I will list it here:

Longview, Portland & Northern Railroad #111 – A model S-2 diesel switcher, it was built by ALCO (American Locomotive Company) in July, 1949 at its Schenectady, NY plant. Its first and only operational owner would be the Longview, Portland and Northern Railroad. It's not clear what other LP&N Divisions the # 111 served early in its working life, but it served as least most of its later life on the LP&N Gardiner Division.

The LP&N Gardiner Division railroad was constructed around 1952 to connect the Southern Pacific Coos Bay Branch to a saw mill in the Oregon coastal town of Gardiner, just north of Reedsport, Oregon. Sometime in the 1960s, the International Paper Mill was constructed just north of the saw mill. This kept the several miles long connecting railroad busy, interchanging mill cars with the Southern Pacific.

Number 111, shared its duties at Gardiner with at least two other locomotives in its working history. During the 1980s and 1990s, number 130 and 111 were the only two locomotives used on the Gardiner Division. By the early 1990s, the saw mill located south of the paper mill was closed and within a few years, it was torn down. This reduced traffic on the branch to only the International Paper mill, but by 1999, that mill was closed down too, ending the need for the LP&N railroad forever.

Number 111, was taken out of service by the LP&N and remained in storage at the Gardiner engine shops for several years. International Paper, which owned the LP&N, decided to donate the locomotive to the Oregon Coast Historical Railroad. Sometime around 2003, the number 111, was painted in new blue and orange colors and remained stored in the Gardiner locomotive shops.

In November, 2004, International Paper announced the mill would permanently close, probably be torn down and the property sold off. The OCHR was told to move the number 111 from the locomotive shops so that IP could prepare to tear them down as well. On December 22, 2004, the number 111, moved again for the first time in several years, but not under its own power. Number 111 was inoperable at the time and a backhoe was loaned by IP to push the locomotive out of the shops and about halfway down the LP&N track to Bolon Island. That's where American Bridge Company has a brand new manufacturing facility and has recently begun to use a short section of the ex-LP&N railroad to receive and ship items, via the Central Oregon & Pacific Railroad. Now the #111 sits aside their collection in Coos Bay.



Last month the NRHS Oregon Coast Chapter invited our chapter to spend part of a day visiting their facility in Coos Bay. A small group of chapter members braved the bad weather conditions and made the drive to Coos Bay. This is the entrance to their park, which is located in part of the former Southern Pacific yard in downtown Coos Bay. — *Tony Johnson photo*

Another piece of Oregon Coast Chapter's collection is this 2-8-2 "Mikado" built by Baldwin in 1922 as Coos Bay Lumber Co. #104. It was purchased by Georgia-Pacific in 1954 for their operation at Toledo, Oregon, where it worked until 1960. After retirement it was donated and placed on display in North Bend, OR. In May 2001 it was moved to its current location in Coos Bay. — *Tony Johnson photo*



The Oregon Coast Chapter also owns a Southern Pacific class C-40-3 steel caboose. A sister to our chapter's SP1107, they have SP1134. The 1134 remained active on the SP roster longer than ours, and retains most of its interior equipment. The Oregon Coast Chapter wants to keep SP1134 looking as if it was still in active service. — *Tony Johnson photo*

Among the chapter's rolling stock is this Alco model S-2 switcher, built in July 1949 by the American Locomotive Company as Longview, Portland & Northern Railroad #111. It spent most of its long career working between Gardiner Junction, just north of Reedsport, and the mill at Gardiner. After the large mill at Gardiner closed, #111 was donated to the Oregon Coast Chapter and their name added on. — *Tony Johnson photo*





The headquarters for the Oregon Coast Chapter is this former storage shed, that was rebuilt to resemble a train depot. Located between the harbor and downtown Coos Bay, it is easy to find for first time visitors. — *Tony Johnson photo*

This is part of the front room of the chapter's building. Marjorie Johnson and Charlie and Ric Walch are enjoying cookies and the company of three Oregon Coast Chapter members. Part of the souvenir stand is at the extreme right of the photo.— *Tony Johnson photo*



Located on the opposite wall is part of the chapter's collection of books, photos, and artifacts. For such a small chapter I feel they have done a very good job of preserving their local railroad history. — *Tony Johnson photo*

We are standing inside SP caboose #1134 in Coos Bay. Ric Walch and Bruce McGarvey listen to Oregon Coast Chapter president Dick Jamsgard (far right) discuss his chapters plans for this caboose. — *Tony Johnson photo*



Coos Bay Lumber Co. 2-8-2 #104 - Built in December 1922 by Baldwin Locomotive Works in Philadelphia, PA, steam locomotive No. 104 was delivered in the spring of 1923 to the Coos Bay Lumber Company and put to work hauling open cars of newly-hewn logs in the forests of Coos County. By the time the locomotive was retired in 1954, it was the last steam engine in use in the local woods, pulling cars from the mountain town of Powers to the company's McCormack log dump on Isthmus Slough, a few miles from their Coos Bay mill. It also hauled logs from Fairview to Coquille and then on to Coos Bay.

When diesels replaced the mainline steam locomotives in 1954, the No. 104 was used as a standby engine. In 1956 Coos Bay Lumber Company's mill and logging operations were sold to Georgia Pacific Corp, and the following year No. 104 was sent up the coast to the company's Toledo, Oregon operations. The locomotive became GP No. 3 until it was donated to the Coos-Curry Museum in North Bend in September, 1960.

The museum group, later called the Coos County Historical Society, cared for the locomotive for the following 33 years. The engine and tender became a welcome fixture at the northern entrance to North Bend. A cyclone fence kept people off the locomotive, and a large wooden structure protected it from the elements. A sound system was installed, and visitors could push a button to play a recording of No.104's whistle.

The Oregon Coast chapter of the National Railway Historical Society was formed and incorporated in 1982 by a small group of local railroad enthusiasts. The group's plan at that time was to acquire and restore No. 104 and operate an excursion between Coos Bay and Coquille.

The group conducted a hydrostatic test of the locomotive to determine the boiler's ability to hold pressure. They also acquired a caboose (the former Southern Pacific No. 1179) and restored it. The group's excursion plans fell through, however, when an agreement between Southern Pacific and the Historical Society could not be reached as to ownership of the locomotive and operating rights on the track. The caboose was sold to The Caboose Lady coffee shop in Coquille. It changed hands again in 2007, with a potential move in the works.

Over the years, the railroad group remained fairly inactive, but continued to hold meetings and share rail interests. New members in the mid 1990s took renewed interest in restoring No. 104 and possibly offering excursions. Meantime, the Coos County Historical Society began planning to build a new museum in Coos Bay. It was felt that the new facility would not have room to accommodate the steam locomotive, and that the railroad group could help continue the long-term preservation of No. 104. As a result, on October 29, 1999, the Historical Society turned over No. 104 to the railroad group. The Historical Society retains an overview interest in No. 104 should the railroad group falter in its mission to preserve the locomotive.

Members continued restoration of the engine and explored the possibility of offering excursions. Many of the engine's external elements were removed, including the headlight, smokestack, sand dome, steam dome, saddle tanks, oil pump, dozens of feet of tubing, and perhaps most significantly, the cab, which was extensively rusted. Some parts were rusted beyond repair, and were refabricated.

Meantime, in 2000, the City of Coos Bay used Urban Renewal funds to purchase a parcel of property along US 101 for a new home for engine No. 104 and the railway group. Members and volunteers, helped by employees of the Central Oregon and Pacific Railroad, installed a short stretch of railroad tracks onto which the locomotive and tender could be placed.

The prospects for operating an excursion train, however, were not encouraging. Liability insurance premiums for the operation of steam equipment increased sharply. Tightened federal regulations make it very difficult to run steam engines. More importantly, the current users of local railroad tracks - Central Oregon and Pacific Railroad - would not authorize excursion trains, nor were their

existing tracks thought suitable for passenger trains. For the time being, the railroad group tabled excursion plans and devoted itself to restoring No. 104 to historically accurate condition for static display.

A salvaged set of sturdy iron steps was sandblasted and repainted to provide visitor access to the cab, and a steel plate was installed to span the gap between cab and tender as a safety feature. The bell was reinstalled and is ring able. Volunteer Frank Wilcox restored the headlight and the light on the back end of the tender, and rewired them so they can be turned on at night. Member Sam Terzo repainted No. 104 and the tender in the summer of 2007, and plans call for new oval logos - patterned after the original Coos Bay Lumber Co. logo - to be applied to both sides of the tender. Restoration continues on the remaining parts.

Southern Pacific Caboose #1134 – A sister to our chapter's caboose (SP#1107), Oregon Coast Chapter's SP1134 is one of 185 class C-40-3 steel cupola-style cabooses built by the Southern Pacific between 1940 and 1942. Unlike our caboose that was heavily damaged and missing so many interior features, their SP1134 literally looks like it was still working for the SP. All the seats, locker doors, stove, signage, stretchers, sinks, toilet and so on are all there.

The inside could use a good cleaning, and that's what they are working on now. The exterior paint looks almost exactly like our SP1107 did before we repainted it. They also had to remove a few of the sheet metal window covers like we did. After some sanding and a touch up paint job, the exterior will look much the same as it has for the last 30 or so years.

In addition to the locomotives and caboose they have a small collection of logging equipment on display. All in all, this small group should be proud of what they've accomplished so far. Be sure to drop on by the next time you're in the area.

ANOTHER CHAPTER TRIP THIS SUMMER? Ric Walch has been in contact with the Jeff Forbis, President and CEO of the McCloud Railway Company. In addition to discussing business Ric brought up the subject of having a chapter excursion there.

Ric wrote, "Our club is also interested in visiting the MRC sometime this summer and visiting your shop, and as we discussed, possibly charter a short excursion. Please let me know what the per hour fees would be to charter a coach on a short round trip."

If the idea of having our own excursion train on the McCloud Railway appeals to you, contact Ric Walch so we can get an idea of how many people are interested.

RAILROAD PARK REPORT If the first two run days are indicative of how the rest of the year will be, we're going to be very busy. April 13th was Opening Day for our 2008 season and "wow", it seemed like half the city of Medford showed up. As the new president of the Southern Oregon Live Steamers I was over at our depot when the gates opened. From my vantage point it didn't look like there were all that many people waiting, but was I ever wrong! Before we loaded the first train I gave a short "welcome to the park" speech to over 150 people. We were running from 6 to 8 trains at a time trying to keep up with the waiting crowd, and we never did catch up until we closed.

Over at our SOC area I saw crowd after crowd going through our two restored cabooses, looking inside the SP flanger and at our steam locomotive inside the shop. The activity over at our new motorcar ride was slow in the beginning as most people wanted to ride the Live Steamers trains first, but after doing that they lined up deep to ride our motorcar and trailer. The design of our new loading platform allowed the quick loading and unloading we had hoped for.

I guess one way to gauge how busy we were is by the parking situation. Before last year, parking was limited to the 85 or so parking spaces in our lot, plus wherever else people could a spot, namely the



Young Brian Fraser stands in front of the chapter's new handcar/motorcar loading platform at the Railroad park. For all his work and planning for this project, Brian was honored by having the station named after him. Even though the handcar and motorcar have floors of different heights and widths, our loading platform can handle both at the same time. — Rick Aubin photo.

The week after the dedication of the Fraser depot sign, Ric Walch made a NRHS logo to go with the station sign. Anyone riding a Live Steamers train or our motorcar can easily spot the sign. In this photo you can see that the painting of the platform is has begun. — Tony Johnson photo



Here is one of the many, many runs of the motorcar pulling a trailer full of visitors. The trailer is actually our new "Interpretive Handcar", converted by removing the handles and chain drive and the installation of bench seating. We can easily convert the trailer back to a handcar when needed. — Tony Johnson photo

Chapter member Landon Humphrey is the conductor on this trip. In this photo he is guiding the train in a backup move into Fraser Station. The regular engineers this day were Ken Hill and Sid Stoner, although many other members took their turn as engineers and conductors. — Tony Johnson photo



road leading down into the park. Last year the fire department allowed us to use parking spaces around the fire house as long as we having parking attendants to direct cars to the correct parking areas. On opening day, one hour after we opened, attendants were turning away cars at the signal light on Table Rock Road. All the parking spaces were taken! One of the attendants was telling people it would be at least a 20 minute wait. Some people parked in nearby streets and walked to the park. During the second run day (April 27th) the same situation occurred again... this in spite of the fire department opening space for an additional 50 or so cars at the rear of their training facility.

Part of the reason for the large turnouts had to be the warmer weather. Last year the weather was cold on the first two run days. In fact, it rained a little on opening day. Also, the local media played a big part in getting the word out that we are now open. Last year Steve Bruff held several informal surveys at the park. One surprising fact was that approximately one-third of the visitors had never been to the park before. The few times this year I asked the crowd the same question it was about 25%.

I cannot emphasize enough how grateful we are for the many chapter volunteers who helped so far. It was only five years or so ago we would only need 4 to 6 chapter volunteers to staff our displays. With our new concession stand, motorcar ride, plus our two cabooses and roving docents, we probably had twenty chapter volunteers give from one to four hours of their time helping visitors have a great time at the park. I hope we continue to be as helpful throughout the year. If you haven't volunteered one or more hours at the park, please do so, as it makes being a docent so much easier when there is plenty of help. Contact any chapter official if you'd like to help.

RESTORATION REPORTS There is not much to report this month. We are still waiting for the Sumpter Valley Railroad to finish work on the driveline to our Medco No. 4 steam locomotive. Project coordinator Jerry Hellinga will give them a call soon and find out what progress has been made. We were led to believe we'd have the driveline back in Medford last year.

On our SP caboose Steve Bruff has removed small portions of peeling and/or blistered paint from around the edges of the two doors. Steve says the affected areas should be restored before we help host the Espee in Oregon Meet at the Railroad Park on Saturday, June 7. (See back page for Espee in Oregon registration form.) While we were at Coos Bay last month, the good folks of the Oregon Coast Chapter donated an extra caboose stove chimney for our SP caboose, which has been missing from the beginning. It'll be just another extra touch for those Espee fans.

OTHER PARK PROJECTS Progress on our new archives-library building is slow, but steady. Jerry Hellinga completed the forms for the concrete since last month's report and brought the floor base to the correct level. Together with chapter member Ken Hill they also have cut, shaped, and laid the rebar for the floor. Very soon we'll be pouring the concrete.

The final phase for constructing the handcar/motorcar loading platform was completed around the time of the park's opening day. Currently the last thing to be done is painting the loading platform. In a thank you for coordinating the project as part of his Eagle Scout requirements, the loading platform was christened "Fraser Station" for Brian Fraser. (See photo.) If you have a little extra free time, we can use some help with painting the platform.

ESPEE IN OREGON MEET Last month we announced the upcoming "Espee in Oregon" meet that will be held here next month in Medford. Since that announcement we have the list of activities for the three-day event. **The back page of this month's MANIFEST has a Registration form.** These "Espee in Oregon" meets are very informal, fun and a great chance to meet others who enjoy railroading, especially the Southern Pacific. Many of the chapter members will be attending.

This year's 2008 "Espee in Oregon" Meet will be held June 5, 6, & 7 in the Medford Area at the First United Methodist Church - 607 W Main St, Downtown Medford.



Would you buy a corn dog, nachos, a cold drink or a souvenir from these ladies? A lot of people have. From left are Nancy Aubin, Charley Walch and Jean Stoner. When you want a quick meal—remember our concession stand. Where else can you buy nachos and a souvenir gold spike in one purchase? — *Tony Johnson photo*

“Three beers and a milk, please.” That’s not what the lady customer said, but she is all smiles as our happy concession stand helpers wait for the corn dogs to finish cooking. With the hot temperatures of summer arriving soon, the sales will increase. — *Tony Johnson photo*



Rick and Nancy Aubin finished the work last month on the new storage shed. The lack of extra space next to the concession stand was a lesson quickly learned after having only the concession stand last year. Now we have plenty of cold drinks, T-shirts, food items and more when needed. — *Tony Johnson photo*

Jerry Hellinga and Ken Hill cut and laid the rebar late last month and now the foundation for the new library-archives building is ready for the pouring of concrete. It is hoped that the building would be finished before the summer season is over. — *Tony Johnson photo*



June 5 - Thursday - Tours: Micro-Trains Inc, Plywood Mill, Pole Yard, Ashland Museum, Limited - Campbell Scale Models, Industrial Tour of Medford Core Area, Allen Dobney's Inside "Gn3" and "Outside 2½" narrow gauge Live Steam layout.
(Check out Allen's Website: <http://adobney.googlepages.com>.)
The Evening Program will be clinics and color slide shows.

June 6 -Friday - All Day at the First United Methodist Church for Clinics, Flea Market, Manufacturer Displays, Hands on Clinics, Model Display and Contest - Bring your Favorite FLAT CAR (Espee Type) - Prizes given - Popular Vote.
Evening Program - Slide Shows and Movies

June 7 -Saturday - Morning Photo Shot of Historical Equipment in White City and Railroad Shop Tour. After that the Medford Railroad Park will be open for us at 10:00 am. There will be Live Steam rides, Morse Telegraph Club Display, Garden Scale Trains, the Rogue Valley Model Railroad Club Layout Display, and the NRHS Southern Oregon Chapter's equipment on display, followed by a Noon BBQ Catered Lunch at the park.
Afternoon Clinic's at the Church
Evening Program -Siskiyou Line Slide Show with "Tall Tales"
Three Day Event - One Price Cover's All: \$45.00

If you do not wish to attend the entire event, we invite you to help us staff our chapter's cabooses and our motorcar-handcar operation as they visit our park the morning of Saturday, June 7. The times will be approximately from 10:00 to a little past Noon. We would like to have enough extra people to be around and answer questions. Please contact any chapter officer if you wish to help. Some of the attendees will be staying overnight so they can visit the park the next day, which is our regular 1st run day for June.

LATEST DONATION TO THE CHAPTER Sellar Nugent stopped me at the Railroad Park last month and handed me a small box of interesting items. Inside were two twin-needle gauges. One measures "Train Line" pressure and "Ejector Pressure." The other gauge measures "Pump Pressure: and "Condenser Pressure." Also included is a complete brass, 2-door handle assembly for use on passenger cars or cabooses. There is another, but smaller, complete brass door handle assembly.

From a passenger car are two brass "coat hooks". They mount on a wall and open down to hang a coat on. There is a brass light switch cover plate with the words "mirror" and "sofa" where the two light switches would poke through. Lastly, there is a brass pipe valve that could go just about anywhere. Thank you, Sellar, for your wonderful donation.

CHECK OUT OF WEB SITE Our web site has been revitalized and redesigned by chapter member Larry Tuttle. Larry will be adding more to the site as he finds time, but at least it is no longer an embarrassment. Web Site address is: <http://www.soc-nrhs.org/>

May General Meeting! The May membership meeting will be at 7:00 pm on Tuesday, May 13 at the model railroad clubhouse. Tentatively planned for the evening's entertainment is Tom Mougovan's "That Other 70's Show" – the same program Tom featured at this year's Winterail show in Stockton. If the membership is willing I will also show the rare Long-Bell Lumber Company film donated to our chapter last year. It's a wonderful collection of logging train activity in northern California around 1952. Have you ever seen a quadruple headed log train with a helper on the rear? This film has it.

Your Chapter Officers for 2008

Ric Walch, President 541-772-6255	Bruce McGarvey, National Director – 541-779-8145
E. Don Pettit, Vice President 541-601-4772	Art Turner, Chief Mechanical Officer – 541-826-6291
Jerry Hellinga, Treasurer 541-772-6432	Rickie Aubin, Secretary - 541-779-4259
Steve Bruff, Dir. Of Public Relations – 541-261-5741	Tony Johnson, Newsletter Editor/Historian – 541-944-9176
John Powell, Activities Director – 541-826-1992	Nancy Aubin, Membership Director – 541-779-4259