



THE MANIFEST

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – JULY 2008
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MEMO FROM THE PRESIDENT I think all of us should pause and ask that question of ourselves from time to time. We get caught up in the “who’s on first, who slighted who, why do I do so much and person X does so little.” And then there is always the proverbial arguing over what color to paint what, what to restore, how to restore it, how much money to spend, etc. etc. etc. This June 8 run day at the park is a perfect example of why I am involved and continue to suffer the slings and arrows of our internal struggles.

This was the first weekend of our handcar ride and it was very successful. One young boy about 10 reminded me of why I do this and what is important. He boarded the handcar with everyone and immediately I recognized that he was mentally impaired. He listened carefully as I explained the rules of operation and he did his best to remember them. He did very well and after the third ride was instructing everyone else and doing almost as good of job as me acting as docent. It was obvious that he was enjoying the experience from his huge grin.

After his second ride his mother let him ride alone and you would have thought he had just won the Boston Marathon based on his delight. As they were getting ready to leave his mom thanked me for giving her son the opportunity to accomplish this small task. She had tears in her eyes as she told me about how her son had been injured in a car accident and his father had been killed in the same accident. She never complained about how hard I know it must be for her. She thanked me and the other clubs at the park for doing everything we do. She handed me a dollar in change to help out at the park and apologized because that was all she had.

So I challenge everyone to revisit what we are trying to accomplish in our club. Save history? Preserve artifacts? Interact with the public? For sure, but one more that you should you remember and that is to make a difference. So next time we are suffering through a difficult board meeting or arguing over the latest park problem, stop and ask yourself the question “why am I here”. You might be surprised with the answer. — Ric

ADDITIONAL THOUGHTS To estimate the future of our club you need to examine the past. Simply put, you need to look back to look forward. Have we grown? Have we completed many projects? Are we a more dynamic interactive group? I believe that we can answer yes to all of the above. However on the other side of this coin you have the harder questions. Have we experienced growing pains? Is money becoming harder to come buy? Do many of us have slightly different visions of the future of the park? I believe you can answer yes to all of these questions also.

At times it seems that our process is cumbersome and often difficult because there are many different ideas on our extended board and everyone wants to champion his or her ideas. The results at times seem unorganized and overly complex but the final results usually remain positive. I am firmly

convinced that a bipartisan board is much better than a board consisting of like thinking individuals and I want to encourage our club to “stay the course”.

As we move into the future and continue to make club changing decisions we need everyone’s voice to make sure that that we are making the best decision possible and not just the easy one. Often times, this requires some compromise from **everyone** and tends to homogenize the final results. This is not a bad thing and is actually the way a democracy should work. Many times I have seen most of our board members dissatisfied at the final decisions as approved and become disillusioned with the results. This is a positive observation because if any one board member was satisfied with every decision we have ever made I guarantee you we would be making poor decisions and continually leaning in one direction.

So my advice is if you are currently on the board, it is because of your opinions and ideas that differ from the other board members and this is a balance that we must strive to maintain. We do not want a board of like thinking individuals that rubber stamps everything we discuss. This may be more efficient but it will be less productive. — Ric

PARK PROJECTS NEWS Ongoing restoration projects have come to a temporary halt as chapter members concentrate on running and maintaining the park, and working on the new archives-library building. As this newsletter goes to press Jerry Hellinga removed the wooden forms and together with Larry Tuttle installed the building’s metal flashing and window frames. Very soon to be installed is the siding and trusses. Jerry also filled in the trench around the foundation with decomposed granite and packed it firm with his tractor.

The Morse Telegraph Club is very supportive of our new archives-library building. So much so that their club has donated \$800.00 to buy a wall-mounted heat pump to heat and cool the building all year long. Having the interior of this building at a comfortable temperature will bring plenty of visitors and protect our collection. Thank you, Morse Telegraph Club.

Another project that had been on hold was the repair of the roof on our dining car. Currently it is protected with blue tarps, but we will soon repair the leaks with a sealed fabric roof, like we’ve done with our CB&Q caboose and SP flanger. It is reasonably inexpensive and does a good job.

Not a park project, but equally as important, is maintaining the park grounds. As little as 6 or 7 years ago we didn’t much water the grass in our area of the park, and frankly, no one much cared. That began to change as we cleared the park of trash and moved materials, supplies, artifacts and so on into areas not seen by the public. Now we take pride in trying to establish the Railroad Park to be in a “park like” setting.

If you mow all the grass areas and weed whack the rest, it takes about 12-14 hours to do the entire park. This year has been especially rewarding for me as Steve Bruff, Mike Benke and Rick Aubin have volunteered their time to help me out. This relief allows me to concentrate my work in other areas, of which I am very grateful. This year Steve has come up with a workable plan of buying new water hoses, sprinkler heads, and water flow splitters that allow us to spend hardly any time moving hoses and sprinklers around to cover different areas. We have a few more hoses and sprinklers to purchase before we are complete, but at least now the effort in watering the park has been cut by 80%.

HANDCAR-MOTORCAR RIDES VERY POPULAR It’s becoming very obvious that park visitors want to trying anything new at the park, and our motorcar ride proves the point. Now that we are also giving people a chance to trying their skills at operating our “Interpretive Handcar”, the waiting lines have been long.

It wasn’t until the June 8 “Run Day” that we first let the public operate the handcar. The reason for waiting until then was simple: no brakes! Using a modified hydraulic braking system from a



(LEFT) It's nearly time to open the handcar ride to the public as the crew goes over final details. From left are Ken Hill, Tom Baldwin, Sid Stoner, and Landon Humphrey. These men, and other chapter volunteers, insure both a safe motorcar or handcar ride and a fun experience. You need to try your skills at operating a handcar. — *Rick Aubin photo*

(RIGHT) While the Fairmont motorcar is running down the line we get a peek at our dual purpose loading platform. The motorcar loads at the narrow, but lower platform in front of the handcar, while the handcar uses a wider, but higher platform. The handcar simply passes over the motorcar platform. Very soon there will be a shaded covering over the loading platform at Fraser Station. — *Rick Aubin photo*



(LEFT) Our new library-archives building project is moving along well. This view of the rear shows the new window frames and space for the wall-mounted heat pump. The two offices will be located here with the environment controlled to protect valuable chapter archives. — *Tony Johnson photo*

(RIGHT) From the other side of the building you can see the inner office walls. Notice the new metal flashing is in place and the trenched area around the foundation is now packed with decomposed granite. — *Tony Johnson photo*



motorcycle, any chapter docent riding the handcar can very quickly stop or slow the speed of the handcar, even if six strong people are trying to pump the handles of the car.

Satisfied that we now had a safe handcar we now allow both the motorcar and the handcar to operate at the same time. What we do is load both the motorcar and handcar at our Fraser Station platform. First the motorcar moves down the track, followed by the handcar. The motorcar goes the full 600 feet length of the line, while the handcar only goes half way. The two cars then reverse direction and return to the station.

One thing we quickly discovered was we needed to modify the gearing of the handcar. It was originally designed for easy movement so that even two small children could power the car. However, similar to pedaling a bicycling in low gear, you have to move the handle up and down quite fast to move the car at even a slow speed. So, by the following run day on June 22, Ric Walch and Jerry Hellinga installed a new gearing ratio that allows for a faster speed (perhaps 4mph) with half the handle action, and yet, the car can still be moved easily. The passenger count that day was over 300 people.

Since it appears this new chapter attraction will be a popular one, four or five of the regular chapter docents operating the cars decided (after approval) to open the cars for rides one hour before the normal 11:00am park opening. Rick Aubin installed a new metal swing gate that effectively prevents early visitors from walking over to the Live Steamers' trains until 11:00am, but does allow them to pass in front of our open concession stand and follow the signs to the motorcar/handcar rides. Once people catch on, we think it'll be worth it.

One negative side to our Fraser Station loading platform became evident last month. It's darn hot waiting out in the sun! To remedy this Ric Walch, Ken Hill and others have purchased enough materials, at their own expense, to construct a good looking wooden canopy over the loading platform. With our temperatures now in the 90s and 100s, our chapter docents and waiting public will applaud the new shade structure.

I should point out that these guys originally didn't want to announce this construction idea. They just wanted people to show up and notice it was there. It took a little while to convince them that most people don't believe that "elves and fairies" could have built the structure at night while chapter members were asleep in their beds.

ESPEE IN OREGON MEET A SUCCESS On June 5, 6 & 7 the annual "Espee in Oregon" meet was held this year in the United Methodist Church in Medford. With approximately fifty-five Southern Pacific fans in attendance, the three-day event featured tours of model railroad manufacturers Micro-Trains Lines and Campbell Scale Models, a tour of a plywood mill, outdoor garden railroads, clinics, slide shows, and much more.

For us the big day began at 9:00am, Saturday, June 7 as the attendees first visited our chapter's collection of locomotives and rolling stock stored in White City. Chapter members Dan Wilkinson, Don Pettit and John Powell were present to answer all questions. The big draws were our 1912 Pullman dining car built for the Southern Pacific, and our 1952 Baldwin S-8 diesel built as Medford Corporation No. 8. From there it was on to the Medford Railroad Park.

Beginning shortly before 10:00am the attendees began arriving from White City. While this editor was busy getting trains ready for the Southern Oregon Live Steamers, most of the attendees first went to the Rogue Valley Model Railroad clubhouse or over to see our collection of rolling stock. It wasn't until lunchtime that Rick Aubin told me of a funny incident by our SP flatcar. He said that around 10:15 or so there were about a dozen SP fans taking lots of photos and measurements of our unremarkable 50-foot SP flatcar. The reason behind the sudden interest was that the day before there was a clinic on SP flatcars and how they were loaded. Our humble SP flatcar received its fifteen minutes of fame.



(LEFT) Steve Bruff is at the controls of our chapter's 1949 Gerlinger forklift as he maneuvers a load which is part of the old Oregon & California Railroad's 1884 Woodville depot. Around 1916 the town of Woodville changed its name to Rogue River.

On this day we removed the disassembled depot and transported it for better storage in White City until the time approaches to rebuild the depot at the Railroad Park. — Ric Aubin photo

(RIGHT) It is June 7, 2008 and the "Espee in Oregon" meet is visiting our Medford Railroad Park. Standing next to the Live Steamers club's new monument is SOC member Tom Dill of Eugene. I think Tom was posing so we might later erect a lifelike statue of him there. All we'll need to add are the pigeons.



Tom is the author of many great books on the Southern Pacific and other railroads of the Northwest. — Tony Johnson photo



(LEFT) It's train time at the park and many of the "Espee in Oregon" meet attendees are enjoying train rides. In front is SP author and SP Historical & Technical Society (SPH&TS) director Tony Thompson. The third person is former SPH&TS board member Ken Harrison.

Not long after this photo we enjoyed a great catered lunch at the Live Steamers club depot. — Tony Johnson photo

(RIGHT) One of the highlights of the day was riding behind Live Steamers club member John Haines' British 4-6-2. John's "Pacific" operated flawlessly around the park and the riders enjoyed the experience.



There was another unique steamer running that day: coal burning Soda Creek Lumber Co. 0-4-0T owned by Live Steamers member John Felt of Scotia, CA. — Tony Johnson photo

The attendees also spent quite a bit of time admiring our restored SP caboose #1107, Medco No. 4 inside the locomotive shelter, our bright orange SP flanger, and even our SP boxcar used by the garden railway and our OCE caboose #2001, which was SP #1000, the first of the production line all-steel cabooses built by SP.

After riding Live Steamers trains (complete with several steam locomotives) it was time for our catered barbecue. Espee meet organizer Rod Loder said it would be a “boxed lunch” affair, but it was far from it. It was a nicely catered lunch with real plates and real cloth napkins and silverware featuring BBQ sloppy Joes, salads, BBQ beans, and great brownies. It was a great way to end the afternoon at the park. Thanks, Rod for everything.

OUR CONDOLENCES It is with great sadness we have to report the passing of former chapter member Joe Zajac, who passed away unexpectedly last month. We offer our prayers and sympathy to Joe’s wife Irene and the Zajac family.

LATEST DONATIONS Last month Chapter member Tom Dill donated the following books and magazines for our archives. Thank you Tom for your support of this chapter.

- A complete set of *LOCOMOTIVE & RAILWAY PRESERVATION* magazines.
- R&LHS Bulletin No. 94 – “Locomotives of the Southern Pacific Company” by Jerry Best
- PINO GRANDE – Logging Railroad of the Michigan-California Lumber Co.
- UNITAH RAILWAY –The Gilsonite Route by Henry Bender, Jr.
- THE LOS ANGELES & SALT LAKE RAILROAD CO. by John Signor
- IN SEARCH OF STEAM DONKEYS – Logging Equipment in Oregon – by Merv Johnson
- PINES ACROSS THE MOUNTAINS – McCloud River Railroad by Robert Hanft
- SOUTHERN PACIFIC STEAM LOCOMOTIVE COMPENDIUM by Diebert & Strapac

FOURTH OF JULY PARADE By the time you read this newsletter we will be getting ready to participate in the annual Central Point Fourth of July Parade. If you receive this newsletter after July 4th, then we will have either won First Place in the parade, or several chapter members are still in jail for making too much noise. Last year we entered our “float”, which was a 16-foot flatbed truck with the cab of Medco No. 4, our steam locomotive bell, a steam whistle, and a set of three operating switch stands. Chapter member John Powell rang the bell continuously and Rick Aubin operated the whistle. We ended up winning the Third Place award for best entry. This year we’re going for First Place.

When Ric Walch applied for entering this year’s parade, one of the organizers asked if we were going to ring the bell again, because they liked it. Ric told them to hold their collective ears this time. Besides the locomotive bell we’ll have two steam whistles, our restored Fairmont motorcar, and if there is enough room on the truck, our interpretive handcar with the handles operating up and down. The crowd will certainly hear us before they see us. We’ll have pictures in the August *MANIFEST*.

FUTURE EVENTS Among the topics discussed during our June 24th chapter board meeting is the possibility of having an overnight outing and train ride in Dunsmuir and McCloud, CA. Ric Walch has contacted the owners of the Caboose Motel in Dunsmuir about getting a group discount on their rooms. They said the best time is right after Labor Day when kids are back in school and vacations are over.

If you’ve never seen the Caboose Motel, you’re in for a unique experience. Nearly all the rooms are converted from retired railroad cabooses. I’m guessing there are around thirty-five cabooses, and there also are larger rooms available for larger families. The cabooses are decorated in knotty pine paneling, and are equipped with complete bathrooms and full length beds, dresser drawers and so on. It’s quite an experience. There is a restaurant on the premises, as well as additional railroad artifacts and rolling stock, such as Medco No. 7, sister engine to our Medco No. 4.

Although details are yet to be made, we will probably spend part of the day relaxing and watching Union Pacific trains going through Dunsmuir, as well as stroll around the main streets of Dunsmuir.

I'm hoping we will have an evening color slide presentation or lecture from author John Signor, or photographer Bob Morris; both are residents of Dunsmuir. If plans work out, the next day we will go to nearby McCloud and ride a special train. If not, there's plenty to see in McCloud.

We will keep you updated as we work on the details with the McCloud Railroad and the Caboose Motel. We'll try to give you plenty of advance warning as to the dates and cost.

SPECIAL PUBLIC SERVICE DAY IN SEPTEMBER Last year the Southern Oregon Live Steamers offered a free day for the local Medford Fire Department to hold a picnic at the Railroad Park and ride their trains. Although there were some initial problems getting the communications around and setting a date, when they did arrive it was a big success. I mean, we're not used to having people applauding each time they rode a train.

This year I have set aside Saturday, Sept. 20, 2008 for another picnic. This year we are also inviting the paramedics and the Medford Police Department to participate in a three-hour family picnic at the park. The Live Steamers will offer free train rides for at least the first two hours (11:00am to 1:00pm). After that we will try something new - the chance to participate in a handcar race beginning around 1:00pm.

We will be asking the paramedics, fire and police personnel to make up six-man teams. Each team will pay a \$10 entry fee, with half the money collected going to the winners and the balance to the Railroad Park. The race course will be approximately 100 yards and the teams will be racing against the clock. The team with the fastest time across the course will be declared the winner. Knowing how competitive the fireman can be, it should be an event filled with laughter, sweat and good-natured ribbing. With the paramedics on hand we'll be able to treat any bruised knuckles or pulled backs. The police will be there to settle arguments.

I will be sending the invitations to each department shortly after July 4th so there will be plenty of time for the departments to arrange scheduling and plans. As it stands now I think only the Live Steamers and our chapter will be involved, but some of the other clubs may also want to participate. So set aside Sept 20th as an afternoon of fun, and a great way to show how much we appreciate what all three of these groups do for us.

July General Meeting! Our next chapter General Membership meeting will be at 7:00 pm inside the Rogue Valley Model Railroad clubhouse on Tuesday, July 8. Among the entertainment that evening will be chapter member Sid Stoner with a show-and-tell evening of railroad motorcar artifacts. If time permits there will be a short video presentation afterwards.

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

GOOD OL' DAYS OF RAILROADIN' Here are a few more memories of what it was like working for the Southern Pacific Railroad, as told by Harley Lee and Bob Freese.

***THE SCHEDULE* by Harley R. Lee** (This story was passed along to us by Tom Weston)

It is no secret that there has been a little general enmity between engineers and conductors ever since railroading began. Before radios were used on the railroad the conductor had no communication to the engineer en route, so the engineer usually read the orders and moved along the rails or took the siding accordingly.

One particular conductor was not satisfied by that arrangement, and often walked along the top of the train, or along the ground if stopped, to the engine to have it out with the engineer if things were not going to his satisfaction.

On a train I was fireman we had train orders giving us about 15 minutes to reach the second siding to get in the clear for No. 424, a higher class freight train. However, the engineer pulled into the first siding and stopped. Very soon the conductor was on the engine.

The conductor said, "Why did you stop here? We had 15 minutes on #424, plenty of time to make the next siding!" The engineer pulled out his timetable to show the conductor the schedule of No. 52, the high speed *San Joaquin Daylight* passenger train, and said, "Actually we had 20 minutes: 15 minutes on No. 424 and 5 minutes on No. 52."

***RAILROADER NICKNAMES* by Bob Freese** Recalling his days of being a SP Fireman in the early-50s, Bob says it seemed like most SP engineers he fired for back then were "crotchety old men". One he recalled firing for was Jake "Sanitary Jake" Lindsey, a man who hired out with SP in the early 1900s. Bob always wondered how he got the nickname "Sanitary Jake" and eventually found out how.

It seems Lindsey was firing for a crotchety old engineer one day when the engineer wanted to know how much water was in the tender so he could determine when to make a water stop. Lindsey climbed the tender, opened the hatch and looked in. He came back and reported to the old engineer there was about three feet of water left in the tank.

"Boy," said the engineer, "I wanted to know exactly how much was left in the tank."

Lindsey turned around, got on the tender, opened the hatch and climbed in. A few minutes later the engineer turned as saw Lindsey soaking wet from the waist down.

"We've got EXACTLY this much water in the tank," said Lindsey. The name "Sanitary Jake" was bestowed upon him.

"The worst engineer I ever fired for," said Bob," was Ernie Swanson, the "Mumbling Swede. He handled trains so rough he was forbidden to operate passenger runs. Swanson always mumbled to himself a lot so hence the nickname.

"One time I was assigned to fire with Swanson on a westbound freight from Watsonville Junction to San Jose. We were told to pick up our train in front of the depot, a highly unusual thing for us to do. We usually picked up our freight in the yard.

When we got to the depot there was our freight with two "unusual looking" new diesels on the point. We climbed into the cab and found waiting for us the Road Foreman of Engines (RFE) and a representative from Fairbanks-Morse. They were there to ride with us in the new F-M model H-24-66 'Train Masters' on our way up the Coast Division.

"Those Train Masters were amazing. We shaved off 18 minutes from the best time a mallet could do from Watsonville Junction; however, "Mumbling Swede" wasn't done yet. As we approached San Jose at speed "Swede" decided to see how well the dynamic brakes worked on these new diesels. Just as he was about to try it the RFE and F-M man said "Don't Do It!" Too late! The "Mumbling Swede" did it and broke two knuckles in the train, causing a two-hour delay."