



THE MANIFEST

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – SEPTEMBER 2009
PO BOX 622, MEDFORD, OR. 97501 WEB SITE: [HTTP://WWW.SOC-NRHS.ORG/](http://www.soc-nrhs.org/)

ADVENTURE AROUND HUMBOLDT BAY The following report was written by Steve Bruff, who was among the chapter members that attended the trip to Eureka.

Fourteen SOC members visited Timber Heritage Association (THA) members in Eureka, Arcata and Samoa, California (located around Humboldt Bay) on August 15, 16 and 17. Attending SOC members were Rick and Nancy Aubin, Syd and Jean Stoner, Ric and Charlie Walch, Dave Mihevc and his dad, Chuck, Art, Mary and Suzie Turner with Suzie's fiancé Karis, Ken and Anita Hill, and Steve and Karen Bruff.

Friday evening, August 15, SOC and THA members met at the famous Samoa Cookhouse for dinner...and....Ric Walch, SOC vice president, presented the first SOC-NRHS "Live Rail Award" for outstanding efforts in the preservation of our railroading heritage to Marcus Brown, president of THA. Other THA members attending the dinner were Mike and Char Kellogg, Gary and Mary Boughton, and David Young.

On Saturday morning at 9 a.m., we toured the THA roundhouse and adjacent buildings. Here, THA has six steam locomotives and one speeder. Actually, one Heisler locomotive had been converted to diesel and the poor thing looked lost and out of place. THA has gone through two years of effort to find transportation and help to move the locomotives from Glendale, where they had been stored for many years. It was a tough two years, but they pulled it off!

Our group then moved on to Fort Humboldt State Park located on the south end of Eureka. Here, THA steams up two 0-4-0 locomotives once per month and then gives the public rides on the trailer pulled by one or the other of the locomotives. The "Falk" is a 9-ton locomotive and the Bear Harbor Lumber Company "Gypsy" is an 11-ton locomotive. Our group was treated to tours around the locomotives, rides in the cabs, and general camaraderie from the THA members manning the equipment.

Toward the end of the afternoon, Ric Walch, Steve Bruff, Ken Hill and THA treasurer Mike Kellogg drove the five miles south to Fields Landing where a considerable quantity of log cars, other cars, logging steam equipment, etc. is stored by THA. SOC is considering purchasing one log car to be brought to Railroad Park as an example of a car used for logging the Butte Falls area.

Saturday evening dinner was again at the Samoa Cookhouse with THA members Byron Barker, Marcus and Lee Brown. Early Sunday morning our SOC crew met near the roundhouse to get rides on the THA speeder. This speeder has a compartment for eight passengers on a double bench seat and a second compartment with the engineer, engine cover and seating for another three persons. Beginning just a couple months ago, THA has been providing rides to the public on an every-other-Saturday basis and this has become a very popular activity.



{LEFT} If you happen to visit the Eureka area, and if you can be there for dinner, you owe it to yourself to dine at the famous Samoa Cookhouse in Samoa, CA. The prices are reasonable and the portions are unlimited. — *Rick Aubin photo*

(RIGHT) This photo, and the one above, confirm that our members enjoyed a wonderful dinner at the Samoa Cookhouse. — *Rick Aubin photo*



(LEFT) After the dinner Ric Walch presented THA president Marcus Brown with our chapter's first "Live Rail Award" for outstanding efforts in the preservation of railroading heritage. — *Rick Aubin photo*



(RIGHT) In addition to the framed award Ric also presented T.H.A. this beautifully carved wooden plaque made by Ric. The plaque reads, "Presented by the National Railway Historical Society, Southern Oregon Chapter, to the Timber Heritage Association the "Live Rail Award" for 2009 in recognition for outstanding accomplishments in saving our railroad history for future generations." — *Rick Aubin photo*



On the schedule for Sunday the 17th was a ride on T.H.A.'s restored speeder. This speeder was built by the Arcata & Mad River Railroad to transport workers into the woods. The double bench arrangement holds eight, with room for three more next to the engineer. — *all photos, Rick Aubin*



(RIGHT) This image shows how the former Northwestern Pacific Samoa Branch looks today after much cleanup by THA forces. This 8.0 mile branch between Samoa and Arcata was once part of a 11.2-mile railroad built by the Eureka & Klamath River Railroad between 1897 and 1907.





(LEFT) Bear Harbor Lumber Company “Gypsy” #1 was one of two steamers running at Fort Humboldt State Park during our visit. This 11-ton 0-4-0T was constructed by Marchutz & Cantrell in April 1892 as #1 for the Southern Humboldt Lumber Company of Piercy, CA. It later became Bear Harbor & Eel River Railroad #1, and finally Bear Harbor Lumber #1. — **Ric Aubin photo**

Watching #1 move back and forth are (from left) SOC members Dave Mihevc, Ken Hill, Syd Stoner and Steve Bruff. The other steam locomotive operating that day was 0-4-0T ex-Dolly Varden Mill “Falk”. The Falk was built by Eureka Iron Works in May 1875 for the Elk River Mill & Lumber Company. — **Ric Aubin photo**



(LEFT) Ric Aubin took this wonderful photo from inside the two stall engine house. On the right is the “Falk” and steaming away on the left is Bear Harbor Lumber Company #1. The State of California plans to close Fort Humboldt State Park—along with many more state parks—and there is a good possibility that THA may get one or both of these ancient steam locomotives.

THA head maintenance man Carl Mueller loaded the speeder with SOC personnel. Other THA personnel on the trip as brakemen and conductor were Rod Robinson and Bill Kohse. Overall program coordinator Gerry Tomczak announced to the group that Steve Bruff, who attended the six hour speeder training session two weeks prior, would engineer the speeder over the two miles of track. The announcement of Steve as engineer raised a loud chorus of groans and catcalls. However, all went well and a second trip gave a ride to those not on the first trip.

Power for the speeder is a six cylinder engine....the speeder goes 8-10 mph at idle, in 2nd or 3rd gear.....power to spare! This ended the scheduled activities with the result being a very enjoyable meeting with the THA personnel, who will eventually have the “Humboldt Bay Scenic Railroad”, and we all look forward to that! Many thanks go out to the Timber Heritage Association for a very enjoyable weekend. – Steve Bruff

At our August board meeting we finalized our chapter joining the THA and completed the formality for the THA to join the Southern Oregon Chapter of the NRHS. This will be a non-voting membership. Some of the THA members are already NRHS members and may also add our club to their membership and then have voting status.

In the future we plan on working jointly on select projects and increase interactive activities. There is currently a proposal to bring the Bear Harbor locomotive to Medford next year for a limited visit to our Medford Railroad Park.

Last year we discussed the possibility of acquiring one of the many former Pacific Lumber Company log cars for our collection. We now have a verbal agreement from THA to acquire any of the log cars. The next step is for our chapter to send THA a written agreement for their approval. The Board has a log car in mind that is in good condition and relatively easy to get to for lifting on a truck trailer. It is our intention that this log car will be for display purposes only inside our Railroad Park. It will fit in nicely with our MEDCO logging theme and collection.

MOTIONS FOR YOUR INPUT In last month’s *MANIFEST* we presented several plans to all members, asking for input to the Board to help guide any decisions. Here is a summary from the August 25 Board meeting.

MOTION TO MOVE THE WIG WAG SIGNAL The motion is to move the wig wag from the present location at the live steamer tracks to the RR crossing at the motorcar track has been canceled. The Chapter was unaware that the wig wag signal was originally donated by Sellar Nugent to the Live Steamers club.

MOTION TO ACCEPT THE PROPOSED CHANGES ON THE LONG RANGE PLAN. After much discussion the Board made the following decisions. (1) The Board is in favor of the addition of a blacksmith group and shop to the Railroad Park. However, we decided that a better location than that proposed is to occupy the vacant area west of our SP Section Tool House. We feel this will give the Blacksmith Club better public exposure, while also keeping visitors away from the working shops area. (2) We decided to postpone further discussion at this time concerning a second storage track and a new carpenter shop area. This area has changed on account of the change of location for the blacksmith shop.

MOTION TO ACT ON THE RESTORATION PROPOSALS ON THE FLANGER, SP1107 AND THE HOPPER CAR. The Board decided to postpone any work on all three projects as it is time to work on a new Fiscal Year budget. By looking at these projects in conjunction with evaluating all other chapter needs, we should be better informed as to our spending plans. All three of these projects are close to completion and it’s likely all three will be budgeted and approved in a month or two.

In summary the projected total cost of each project, as published last month, are as follows:

- Southern Pacific Caboose #1107 – estimated cost \$830.00
- Pacific & Eastern hopper car - estimated cost \$200.00
- Southern Pacific flanger \$250.00

MEDCO NO. 4 PROJECTS Project leader Jerry Hellinga has identified several small projects that need help from chapter members. These are relatively simple projects and Jerry could use your help. Contact Jerry at either 944-2230 (cell phone) or 772-6432 (home) if you'd like to help. They are:

- The interior of the water tank needs to be cleaned out. Basically this is a simple vacuum job.
- Finish the prep work (painting) on the left side of the engine frame and tank.
- Needle scale and paint the smokebox.
- Needle scale the fire pan.

Ric Walch and Medford Fabrication have submitted a plan to rebuilding the rusted and dented sandbox that sits on the frame, behind the tender. The plan has been accepted, although the parties involved are reevaluating it as they may be able to reduce the total cost a little more. If you've ever seen a photo or movie of our Medco No. 4 in service, the number "4" was prominently painted on the sandbox.

Over at the telegraph shacks Steve Bruff continues to modify the countertops so that small children can see as well as adults as to what the operators are doing. The Eagle shack is being transformed so more than two or three visitors can be inside at one time.

One last bit: Inside the Mack Walch Building we've received our framing inspection from the City of Medford. Next to do is installing the insulation, followed by another inspection. After that will be installing the sheetrock, followed by the final inspection.

RECENT DONATIONS Last month I received a short letter from my old friend – and past benefactor to our chapter – Bob Foley of Napa, CA. In his letter Bob wrote, "My friend Luke Simpkins had these railroad timetables and menus from the past and he gave them to me. I thought you might be interested in them, or know someone who is. Luke had 30 years in the business as a Conductor for Southern Pacific Company and collected these items through the years.

"Thanks for all the good work you do at the Railroad Park."

The timetables donated are all public timetables.

- Western Pacific (system) April 26, 1953
- Western Pacific (system) September 26, 1953
- Denver & Rio Grande Western (system) February 1, 1953
- Missouri Pacific Lines (system) – September 6, 1953
- Four different covers for the beverage menu on train *San Francisco Overland*. The four menu covers feature different scenes of San Francisco and Oakland. The menus were printed in 1952 and the price range for drinks like bourbon, Canadian Whiskey, cocktails etc, ran from 65 cents to 90 cents. Non alcoholic drinks are around 40 cents. A lot has changed since 1952.

Thank you, Bob and his friend Luke for the memories from the past. These items will go inside the new Mack Walch Building.

Also, Art Turner has reiterated his challenge to acquire a large screen television for the Mack Walch Building. Art would like us to purchase a 40-inch or larger big screen television that would provide good viewing to visitors and members from anywhere inside the building. So far we have \$50.00 in the pot. Could you spare a few dollars towards acquiring this item? If so, send your check to the chapter address on the masthead. Be sure to indicate what your donation is for. Thank you.

The Southern Oregon Chapter's general membership meeting is held on the 2nd Tuesday of the month at 7:00PM inside the Rogue Valley Model Railroad clubhouse, located at the Medford Railroad Park. Please try to attend as it's a great opportunity to meet other members, as well as enjoy the evening's entertainment.

Your Chapter Officers for 2009

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|--|--|
| E. Don Pettit, President 541-601-4772 | Bruce McGarvey, National Director – 541-779-8145 |
| Ric Walch, Vice President 541-772-6255 | Guy Jenkins, Treasurer — 541-770-5818 |
| Syd Stoner, Secretary -541-878-8120 | Art Turner, Chief Mechanical Officer – 541-826-6291 |
| John Powell, Activities Director – 541-826-1992 | John Sipple, Dir. Of Public Relations – 541-776-2292 |
| Tony Johnson, Newsletter Editor/Historian – 541-944-9176 | |

GOOD OLD DAYS OF RAILROADING For the last nine or so years as editor I have published mostly first hand stores presented to me from active and retired railroad men. This month I'm doing something different by choosing a section from the book *Working on the Railroad* by O.H. Kirkpatrick (1949). I wanted to broaden our knowledge a little into the world of the railroad telegrapher, especially since we have members of the Morse Telegraph Club as part of our chapter membership. The second article is from Frank Bradford. He spent a career with the Sothern Pacific and the Pacific Electric in southern California.

“Operator’s Fist” and the Phillips Code The fact that the speed of the telegraph was kept within the limits of the ability of the receiver to copy in longhand tended to emphasize the need for more speed in this respect, so telegraph operators gradually abandoned the Spencerian and Palmer Systems of penmanship and devised one of their own, based entirely upon speed, with no though whatsoever of beauty or legibility.

This new type of penmanship did not come into being overnight, you my be sure; in fact, it was developed slowly, over a period of years – one operator adding a little here and another adding a little there – until it emerged as a finished product, comparable to a stripped-down chassis of an automobile. Everything was eliminated that could be, and new ways of making letters quickly were devised, the idea of being to keep up with the speed of the sender. This type of writing, in time, came to be known as the “operator’s fist,” and no more resembled Spencerian, or Palmer, penmanship, than day resembles night. It was hard to read, too – that is, until one became accustomed to it. Operators and trainmen and most of the other railroad men could read it, but it was a bit difficult for the uninitiated.

Now the race for speed between the sender and the receiver was on, and they were running neck and neck. There had always been in use in telegraphy a system of “cutting” known as the “Phillips Code,” which was simply the abbreviation of certain words, and it was used continually in conversations over the wire, but was useless in sending and receiving messages, as the sender could already send as fast as anyone could copy. So its use was confined to casual conversations over the wire – those that did not have to be copied.

The following is an incomplete list of these abbreviations:

| | |
|---------------------|--------------------------|
| Anr another | Md made |
| B be | Mk make |
| Bg big | N in |
| Bk back | Ng no good |
| Bn been | Nt not |
| Bo bad order | O of |
| B4 before | Oh on hand |
| C see | Ok correct |
| Cl carload | Opr operator |
| Cn can | Os report train |
| Cy copy | Ot on time |
| Dh deadhead | Pk pack |
| Dm damn | Pt put |
| Ds dispatcher | Qk quick |
| Em them | Rj relief operator |
| F if | Sd said |
| Fm from | Sm some |
| Fr for | Sn soon |
| Ft foot | T the |
| Ga go ahead | Tk take |

Gd good, or God
 Gm good morning
 Gn good night
 Gt get
 Gv give
 Hm him
 Hr here, or hear
 Hv have
 Hy hurry
 Jb job
 Jt just
 Kd knocked down
 Kp keep
 Lcl less carload
 Lk look
 Ly lay

Tp top
 Ts this
 Tt that
 Tts that is, or that's
 U you
 Vy very
 Wb waybill
 Wh who, or where
 Wk work
 Ws was
 9 train order
 25 busy on another line
 30 that's all, or the end
 & and

SACRAMENTO AND BEYOND by Frank Bradford Dick Burns and I were up there one time to go on a Sierra Club excursion. We got up there two or three days ahead of time so we went up to Lodi and rode a round trip between Stockton and Lodi. Later we went into Lodi and walked over to Woodbridge. I rode back but Dick didn't. He had to walk back because while we were over there, this engine came in and switched out a couple of cars (that was all they switched at a time).

I was over closer to the engine and as the engine started back for Lodi, I stepped on the front foot board. It was on the trailing end because they were backing up in there. Poor old Dick had to walk back.

Then we went out on another SP branch that went to Kentucky House. They were taking some cars out to the cement mill... most of them were empties. We went along snapping pictures... most of them didn't turn out too well. We went to Kentucky House and then Valley Springs where we stopped and went to beans with the rest of the crew.

That evening, when we got back from Kentucky House we decided to go up to Sacramento and ride some of the streetcars. We got a round-trip ticket from Lodi to Sacramento and rode the Central California Traction and the PG&E cars. The Sacramento's "C" Street Line used a small Birney streetcar. Here is something that is really difficult to know what happened.

It was a real rainy night and on the way back we were busy talking to the operator, and he was busy listening and talking with us. We started back down the track on "C" Street and turned onto the main line. We followed it around the bends, went through a crossover, and entered into the car barn yard. Then our front trolley came off the wire. The operator had a little problem on this wet rainy night because the trolley was kind of mixed up in with the guide wires. He had quite a time getting it down.

It doesn't seem possible that this front trolley would follow around through all of the curves and crossings, enter the main line, go through a crossover from the westbound track onto the eastbound main track, then go through the frog into the turnout into the car house and yet, didn't come off the wire until it was just ready to enter the car house.

In those days Southern Pacific had a lot of trains between Oakland and Sacramento, both through the Tracy and the Cal-P lines. The next day we got the same conductor going back as we had the night before... and you talk about crabby conductors... this guy was just an old sour puss... crabby as heck.

We got on at Sacramento and had one ticket from Sacramento to Lodi and another ticket from Lodi to Stockton. We were going straight through to Stockton but we just gave him the ticket that said Sacramento to Lodi on it. When we got to Lodi we just stayed sitting in our seats. After we left Lodi he came back up to collect tickets again. He was ready to throw us off, or something. We fiddled

around a bit while he screamed and hollered and finally we brought out our tickets and he said, "Hrrrummph!" and off he went.