



Southern Oregon chapter National Railway Historical Society
P.O. Box 622 Medford, Oregon 97501
Newsletter for Mar 2011



The White Man made us many promises, more than I can remember, but they never kept but one; they promised to take our land, and they did.

Chief Red Cloud

Makhpiya-Luta (1822-1909) During the 1860s. Chief Red Cloud fought to keep the U.S. Army from opening the Bozeman Trail, which led to the Montana gold fields through an important Sioux hunting area. Fort Robinson was built in 1874 after the United States government moved Chief Red Cloud and the Oglala Lakotas to a nearby reservation. Later events there guided the final course of Indian—white relations on the northern Plains.

One was the overwhelming defeat of Sitting Bull and the Powder River Sioux. When they lost the fight for their land, some 4,500 Indians surrendered to General Crook at Fort Robinson during late 1876 and 1877. In 1890, the Sioux began "Ghost Dances," part of a religion that promised a return of the old ways and disappearance of the white race. When soldiers from nearby Fort Robinson were called in to stop the dances, the famous Battle of Wounded Knee Creek followed. This was the last armed encounter between Indians and whites in the United States. After 400 years of conflict, a way of life for the American Indian had ended.

As a warrior and a statesman, Red Cloud's success in confrontations with the United States government marked him as one of the most important Lakota leaders of the nineteenth century.

Greetings from the Plush NRHS Editorial Offices- Bringing the chapter news to your home and hearth Ric Walch Editor, Home 772-6255 or cell 840-4380 engmgr@med.fab.com. Contributors in this issue Rick Aubin, Art Turner

Mar. Activities- The following is our Mar. activities schedule, this schedule will appear monthly to help remind everyone of our monthly meetings and any special planned activities . Think Spring!!!

8 Mar. 7:00 P.M. @ Model Railroad Clubhouse- NRHS membership meeting. We will have a presentation from Dan Willcison and Tony Johnson on the Modoc Line.

The Modoc Line was Southern Pacific's northwest gateway to the east and ran from Klamath Falls to Flanigan, NV where they connected with their line going east the Overland Route. SP interchanged at that —time with the Union Pacific and the Denver, Rio Grand at Ogden, UT and Salt Lake City, UT.

After the Union Pacific took over SP in 1996, UP decided to abandon a good portion of this connection in 2003 and removed 85 miles of rail from Alturas, CA to Wendel, NV. Tony Johnson will show slides of the last of SP diesel operations on the Modoc and also show what some of the areas where trains used to run look like today.

22 Mar. 7:00 P.M. @ Model Railroad Clubhouse- NRHS board meeting, fast approaching the highest levels of mediocrity, only limited by our limited grasp of reality.

Editors Note- Anyone that would like to contribute articles or pictures to the newsletter to publish please submit them; share your last vacation, train ride, railroad experience with us. I promise to publish them unedited as long as they are not X rated. Please submit them to my e-mail address

News Bits-Around the Block Around the World

Motorcar Madness (spinning out of control)- The latest report on our new motorcar Canadian National 193-09 is good news. Art Turner has secured the starter and the alternator and is hopeful that he can have the engine up and running in the near future. He has also had recent discussions with the CN maintenance personnel and they are diligently searching for the correct hydraulic pump and set of matching hydraulic motors for this unit.

193-09 Was custom built for the CN Railway in 1985. It was spec. built for rail maintenance and is the **only one** known to exist of this model. This maintenance car was fitted with a 4 cylinder Kubota diesel engine and hydraulic drive to allow it to pull a heavily loaded trailer. It was only in service for a short period and then it was sold as surplus, it has a split tilt up cab to expose the drive train for easy maintenance and the cab is fabricated from aluminum to minimize weight. This unit was built in 1985 and it sold originally for 30,000\$...**Editor**



193-09 you can see the split cab and with the latches on the center step, when unlatched the cab halves (including the seat frame and seats) pivot away from each other to expose the engine and drive train.

Medco # 4- Your NRHS Southern Oregon Chapter Board has initiated a renewed concerted effort to support Jerry and Art to complete this project. As we grow ever closer to live rail operational opportunities we want to be able to have #4 up, running and ready to lead our tourist excursions in the future. As a side note I am personally bored with listening to Mount Rainier Scenic RR brag about having the only operational Willamette in the “**whole entire world**” I would love to steal that thunder and be able to say “we may have been second but #4 is the best” I would love to show up on their doorstep and put the pinks down and dare them to prove if their Willamette is as fast as ours. One look at our serious, never look back, live on the edge train crew will undoubtedly send them packing. **What about it MRSRR, are you up to the challenge?**

Our chapter members, friends and corporate supporters will receive a letter in the near future from the **NRHS SOC President and Vice President** outlining opportunities to help support the Medco #4 project, please do what you can to help put #4 back on track....**Editor**



I understand #4 will do about 10-12 miles per hour flat out. This will be a slow motion race...



MRSRR Rayonier #2, she looks mighty good but is she fast.....

Richard (Mack) Walch Museum and Archives Building- We are diligently working towards having the first opening of our museum and archives building on 10 April 2011 (Railroad Park opening day for the 2011 season). We may not have all of our displays installed and we still have some landscaping to do but we will be open and allow our patrons a first look at our newest addition to our chapter presence at the park.

Building Dedication-

Many of you remember Mack and some of you may not have met him as he was a chapter member for a short time until he passed away from complications of Juvenile diabetes at the age of 29. As a professional chef Mack was one of our key supporters and planners for the development of our concession stand operations. Mack was an Eagle Scout and scouting was where he discovered his life ambition of being a chef. Many campouts were spent sampling his cooking and he became quite adept at cooking over an open fire and in a clutch oven. As Mack worked up the ladder and gained the skills and training required to become a top level chef he never forgot his scouting background and always wore his cooking merit badge on his chef coat. He always projected a giant sense of humor and could turn any serious situation into a light hearted experience. One of the highlights of his career was when he helped prepare dinner for the President and Mrs. Bush when they visited Jacksonville. After dinner the staff was lined up to meet the president and first lady and as you may guess all were quite serious (that is until Mack was introduced to Mrs. Bush and announced to the entire room that she was a hotty). Well the restaurant owner cringed and the chief chef fainted but it definitely broke the ice and Mrs. Bush was quite flattered. That was Mack always the optimist, a little out of step with the rest of the world but he loved life (and cooking).

Mack was the epitome of entrepreneurship, when my wife and I spent the summers working on camp staff at Camp Masonite Navarro Boy Scout Camp (Charlie was the camp director and I was the archery and rifle shooting director) Mack operated the concession stand. Mack was always creating new oddities to sell to the scouts at camp including caramel covered jerky, coffee snow cones and cotton candy popcorn. Usually scouts at camp would run out of money about the middle of the week (this greatly cut into the revenues) so Mack merely let them run a tab for the rest of the week. When the parents would pick up their Boy's at the end of the week and they checked out it usually required a stop at Mack's Place to square the bill.

Mack struggled mightily from the side effects of his illness but rarely complained. When questioned about it he would always remind me that there would always be someone somewhere hurting more than him (doubtful but gallant). Mack was not an academic scholar or an accomplished athlete; on the contrary it was almost beyond his endurance to make it through the day when he was in high school. Often times he could not walk from class to class by the end of the day but he refused to use a wheel chair and instead he had his friends pull him between classes in his Radio Flyer Wagon that he had received for Christmas years before. This seems just a bit pitiful but he would have none of it, Mack would absolutely not abide anyone to feel sad at his misfortunes. On the contrary he was always looking to help someone else. When I purchased the latest Michael Jordan high dollar gym shoes for him to wear to school I was a little concerned after a couple of days when he came home with just his socks on, Mack had given his friend whose unemployed single mother could not afford new shoes his, not exactly the shirt of your back but close.

Because of his illness, missed days at school, etc. Mack did not graduate from high school with his class. After his senior year he went back for another year (they call that a super senior) and then finally a third senior year (super super senior?). Persistence and determination paid off and he graduated 3 months prior to his 21st birthday (It turns out you can attend public school until you are 21). Now I would probably not attend my graduation after 2 ½ senior years but Mack did and gave a speech about not giving up and never quitting.

When Mack attended chef school and later worked as a chef he discovered that he could not stand for long period of times without his legs collapsing, to overcome this he merely fastened his belt to a high 3 legged stool with wheels and would scoot around the kitchen at lightning speed (he dubbed this meals on wheels). When his vision began to fail and he could no longer read the ingredients in certain dishes he fashioned his own reading glasses out of two giant magnifying glasses. The site of him rolling around the kitchen wearing magnifying glasses was well worth the price of admission and always left everyone laughing.

I could share many more stories about this young man but I will leave you with this brief glimpse into his life, hopefully you now have a better understanding of why our Board decided to honor this past member by naming the museum, archives building aftercould you just imagine him rolling around inside the museum on his stool wearing his magnifying glasses welcoming one and all to the Railroad Park....**Editor**



Jack Walch with his scouting buddies (4th from left, leaning on the rail in blue checkered shirt) Rick Aubin Photo.

Railroad Park Display at the Medford Public Library- If you have a chance swing by the Medford Public library you will find near the rear entrance an excellent display highlighting all of the clubs located in the Railroad Park. This display also includes all of the local businesses that manufacture model railroad components. We owe Bruce McGarvey a big thank you for his efforts in putting together this great display....Thx Bruce



Visit the library and check out this nifty display....

Columbia and Nehalem Valley Railway Railroads often had ambitious names, and the Columbia and Nehalem was no exception. It started at Columbia City and its announced destination was Pittsburg in the Nehalem Valley. It went up the hill west of Columbia city accessing the high ground between Milton Creek and Merrill Creek. The railroad was announced in March of 1902, and was to reach Pittsburg via Oak Ranch Creek.

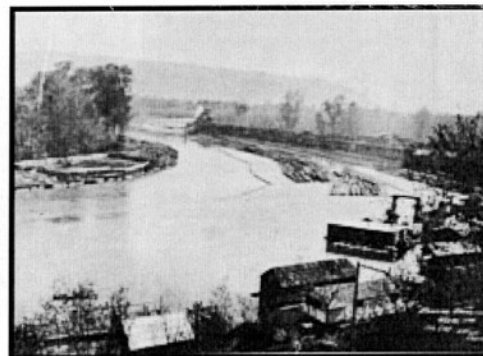
Kerry takes over... In 1906 Albert Kerry and Frank Van Tuyl incorporated the Washington and Oregon Timber Company. The men purchased timberland in Northwest Oregon that contained a billion board feet of timber, and later doubled their holdings. In December 1912 the company reorganized and became the Kerry Timber Company, and serious logging operations commenced. Kerry set up shop in a little village on the Oregon side of the Columbia River about 30 miles east of Astoria. The village eventually grew into a small town named Kerry (Columbia County). At its zenith in the 1920s the town had a population of about 2,000, with a railroad depot, post office, store, boarding house, and, of course, piers and booming grounds. But Kerry had a problem. His timberlands were in the Nehalem River Valley, more than 25 miles south of town, and there was no way to haul the timber to the town. Always one to confront a challenge head on, Kerry simply built a railroad into the valley. In February 1913 the Kerry Timber Company incorporated the Columbia & Nehalem River Railroad Company and began construction of a railroad into the valley, which immediately became known as the Kerry Line.

Building the line was a difficult task as the terrain was particularly rugged, with steep hills and gorges that required numerous bridges. Kerry and his family relocated to Oregon in order to ensure operations proceeded smoothly. (For a time the family lived in houses built from tents.) The first 25-mile section of the line took more than two years to build, but in June 1915 the railroad hauled its first load of logs on the new line to the Columbia River. By the late 1920s the Kerry Line was 53 miles long (with 35 bridges) and was at the time the longest log-hauling railroad line in the Northwest. At its peak in the 1920s the line hauled more than 12 percent of the annual lumber production of the Columbia River-Portland mills, and played a vital role in the Northwest's lumber industry. Kerry and Van Tuyl sold the companies in 1925 to the K-P Timber Company, but the line hauled lumber for another 13 years. By the time the Kerry Line closed in 1938, over three billion feet of lumber had been transported on it.

Albert Kerry 1915



Logging operations Kerry Oregon



Crib Trestle

On the Columbia and Nehalem numerous trestles were required to overcome the terrain, conventional and crib trestles were both used sometimes in the same section. The logs are all sniped (tapered a bit on the ends). This wasn't done for looks. Rather it implies that the logs were dragged with an animal team (likely oxen) at some point, or perhaps all the way to the construction site. A piling trestle needs a pile driver, and machinery to facilitate construction. This sort of a trestle could have been built with hand labor and ox teams ahead of the arrival of rail to bring in a pile driver.

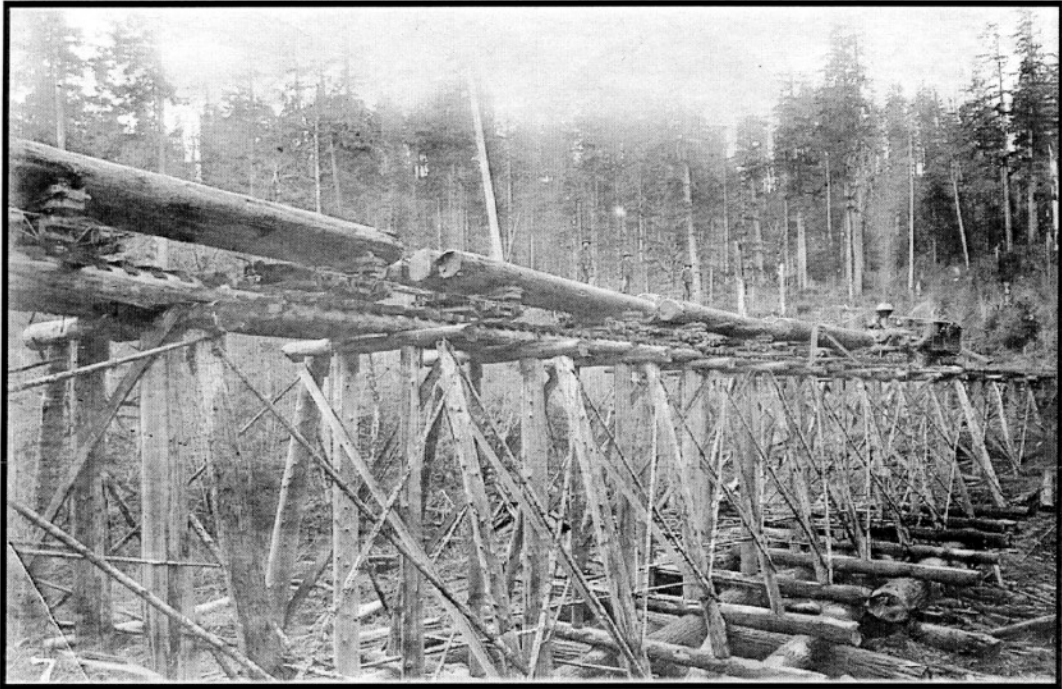
Crib style trestle across Mcbride Creek just North of Columbia City



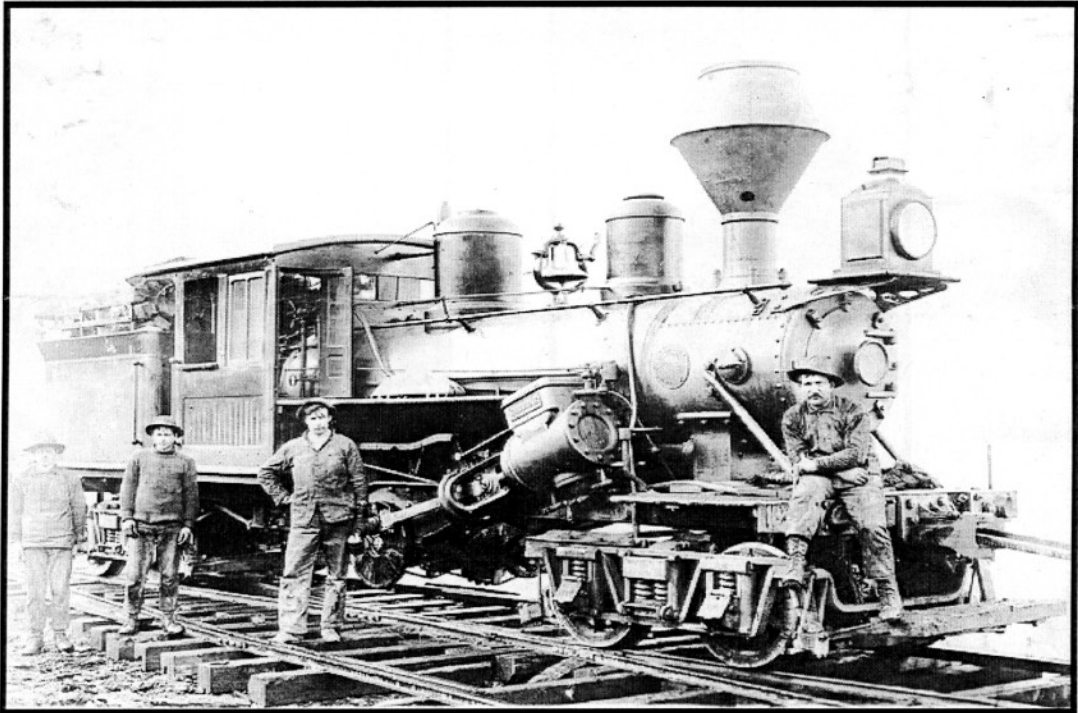
Combination of intermittent cribs and conventional trestle in this section



Conventional Trestle (notice the supports used are definitely not high grade market logs)



C&N Valley number one



The Last Page-

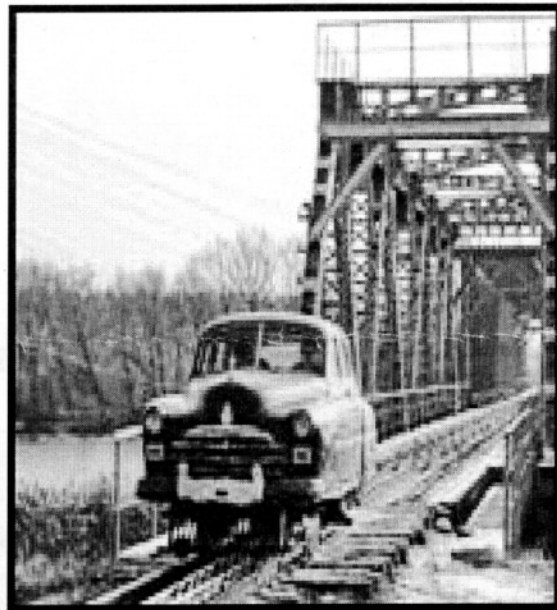


Why is clothing optional up to this point ?

What happens if you miss reading the sign as you pass buy ?



In India liability insurance is not Required for railroads.....



Motorcar?