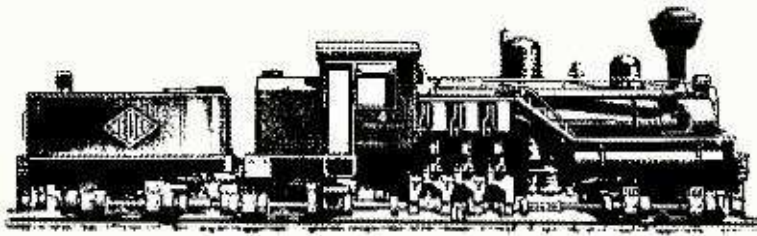


The Manifest



September, 2012

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Chapter of the National Railway Historical
Society

P.O. Box 622
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<http://www.soc-nrhs.org/>

Medco 4 Boiler Returns

By: Larry Tuttle, Photos By: Larry Tuttle & Ric Walch

Several Chapter members were on hand on Thursday, August 16 for the much-anticipated arrival of the Medco 4's boiler after its overhaul at Chelatchie Boiler Works.



CMO Jerry Hellinga directed unloading the boiler from the long haul low-boy and onto an equipment trailer provided by Medford Fabrication. From our experience loading the boiler in March, we knew it wouldn't be wise to try to bring the low-boy into the fenced area of the Railroad Park...again. (March Observation: It's unbelievable how much longer a 48' trailer becomes when it goes through the

gates. It took over an hour to turn the truck around and the crane still had to lift the back end of the loaded trailer to unhook it from a gate post.) So, Ric Walch arranged for Medford Fabrication to provide a trailer, truck and driver to shuttle the boiler the last 100 yards from the parking lot to the Willamette's engine house. The lift at the parking lot was spectacular, with the crane extended all the way out as it eased the boiler up and swung it onto the trailer. Since there is only one set of cribbing, Jerry used the small forklift to remove it from the low-boy and place it on the trailer as the boiler was suspended in mid-air. The usual cadre of homeless citizens at the Park thoroughly enjoyed the show.



Once on the trailer, it was slowly backed through the gate and past the engine house. The crane had preceded the boiler in driving into the compound and had set up for the second lift off the trailer. Again, Jerry moved the cribbing from the trailer to the ground as the boiler hung in the morning air. Aside from snagging some limbs on the big walnut tree (amazing how much that thing grew in less than five months) the second lift went smoothly.

The boiler now rests exactly where it had been since it was

taken off the frame several years ago. A casual glance from a distance doesn't suggest much has changed. However, closer inspection reveals numerous new rivets and stay-bolts have been installed. Peering inside the fire box, one can begin to appreciate the extent of the repairs with numerous welds in the boiler plate and more rivets and stay-bolts. Of course, the biggest change, visible from both ends, is the installation of the tubes and flues. Next time you're at the Railroad Park be sure to drop by and inspect it. And, while you're there, drop a few bucks into the donation can – additional work can proceed only as fast as these donations come in.

Many thanks to Combined Transport and Medford Fabrication for their donations in returning the Medco 4's boiler. And many more thanks to Chelatchie Boiler Works for all the additional work they did taking care of unforeseen issues at no additional charge to the Chapter. Finally, thanks to Jerry Hellinga for his numerous trips to Washington (again, at no charge to the Chapter) and the many months (years, really) spent planning and overseeing the rebuild.



Medco #4 Matching Donation Update

By: Jerry Hellinga

Now that the boiler has been repaired we are starting into the final stretch toward completion of the restoration of Medco #4 and your help is needed. It is estimated that it will cost more than \$55,000. and a lot more volunteer hours to complete our locomotive. We need your generous donations to continue.

Below is a partial list of what needs to be done to complete the restoration:

Rebuild air compressor and air compressor governor.	\$4,000.00
Almost every pipe, pipe fitting, and valve needs to be replaced .	\$8,400.00
The steam engine power plant will need to be torn down, inspected and repaired or rebuilt as needed.	\$10,000.00
Electrical	\$1,500.00
Boiler - The pressure vessel has been repaired and is now serviceable, but repair or replacement of the components that make it function (injectors, blowdown valves, water glasses, firebrick, insulation, and lagging) are needed.	\$17,000.00
Finish cab repairs	\$1,450.00
Crane services to assemble the primary components of the locomotive (boiler, cab, and engine, and frame)	\$1,230.00
Rear sand box repair	\$1,300.00
Complete repairs on truck line shafts, drive lines, and universal joints.	\$10,900.00

As of today we have collected \$3,781.00, with the matching funds, a total of \$7,582.00. So as you can see we have quite a way to go.

In order to encourage more member participation, the offer of one to one matching funds will be continued to November 1, 2012. In addition, I am offering a challenge grant of \$1,000 if at least an additional 20 members will each donate \$20 or more between now and Nov. 1, 2012. What we have collected so far is less than half of what we need to keep the project going with no delays for the next year. Thanks to all of the members who have already donated to this part of our Medco #4 project.

A Project Leader is needed for the fence move and motor car track extension project. If you are interested in heading up this project please contact Allen Dobney at 541-582-0605 or adobney@gmail.com.

A Project Leader is needed to manage the sale of excess Historical Society items. If you are interested in heading up this project please contact Allen Dobney at 541-582-0605 or adobney@gmail.com.

Genesee & Wyoming Inc. Enters Into Agreement to Acquire RailAmerica, Inc which includes the Central Oregon & Pacific. By: Allen Dobney

GREENWICH, Conn. & JACKSONVILLE, Fla.--(BUSINESS WIRE)--Jul. 23, 2012-- Genesee & Wyoming Inc. (GWI) (NYSE: GWR) and RailAmerica, Inc. (NYSE: RA) jointly announced today that they have entered into an agreement under which GWI will acquire RailAmerica for an all cash purchase price of \$27.50 per share. GWI's acquisition of RailAmerica will combine the two largest short line and regional rail operators in North America, strengthening GWI's ability to serve its industrial customers and Class I railroad partners. In addition, the combination should yield significant synergies and provide strong leverage to the eventual recovery of the U.S. economy, while creating a powerful platform for future industrial development along railroads in the 37 U.S. states in which GWI will do business.



Pictured here is a Portland & Western train which is part of the Genesee & Wyoming collection of short lines.



To the left is a shot of a CORP train heading north through Grants Pass in 2002. The merger must still be approved by the Surface Transportation Board which may take several months. Hopefully the new operators of CORP will be more customer oriented.

New Interactive Railroad Signal Display



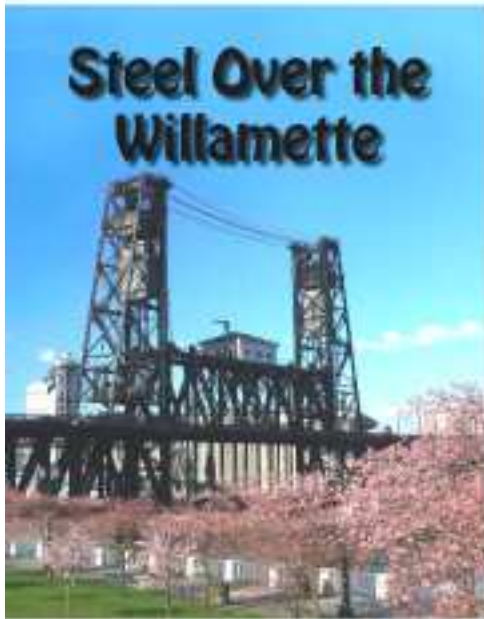
Pictured to the left is the new interactive signal display built by Larry Tuttle. The display is located on the porch of our museum. Railroad Park visitors can operate the signal and see the operation of a signal mechanism as well as the operating signal. A big THANKS to Larry for putting together this great display.

Rusty Relics???

Photo By: Charlie Walch



From Left to right: Jerry Hellinga, Dan Wilkinson, Tony Johnson, Claude Sorensen, and Don Petit posing for a picture in front of the tractor club's banner. The tractor club is expected to return to RR Park later this season.



Steel Over the Willamette

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or

Send your check payable to PNWC-NRHS to:
PNWC-NRHS Steel Bridge
800 NW 6th Ave. Rm. 1
Portland OR 97209-3794

Questions: steelbridge@pnwc-nrhs.org

We are looking for the donation of a riding lawnmower working or not as long as it is fixable. Contact Ric Walch at ric.walch@medfab.com

Southern Oregon Chapter – National Railway Historical Society
Board of Directors
Regular Meeting
Minutes of July 22, 2012

1. Call to Order: Meeting was called to order at 3:26 PM by President E. Don Pettit
2. Roll Call: E. Don Pettit, Jerry Hellinga, Ric Walch, Larry Tuttle and 5 other members were present. John Powell was absent.
3. New Business:
 - A. Appointment of Chief Mechanical Officer: Larry Tuttle noted that the CMO position is unfilled in as much as Art Turner did not renew his membership. Larry Tuttle moved to appoint Jerry Hellinga as Chief Mechanical Officer. Ric Walch seconded the motion which passed unanimously.
 - B. Adoption of FY 2012-2013 Budget: Jerry Hellinga distributed a proposed budget for Fiscal Year 2012-2013. Short discussion concerning the Medco 4 rebuild project. Jerry Hellinga moved to adopt the FY 2012-2013 Budget. Ric Walch seconded the motion which passed unanimously. Short discussion followed about additional projects including track expansion and the CN motor car.

4. Adjournment: Jerry Hellinga moved to adjourn; Larry Tuttle seconded. Meeting adjourned at 3:34 PM.

Larry Tuttle, Secretary

Next General Meeting: August 14, 2012 at 7:00 PM

Next Regular Board Meeting: August 28, 2012 at 7:00 PM

MEMBERSHIP MEETING ENTERTAINMENT

If you have railroad slides or videos that you would like to present, please email me at (adobney@gmail.com) or call me at 541-582-0605 with the details and I will put you on the schedule.

ARTICLE SUBMISSIONS

As always we need articles for the newsletter. If you have something you would like to see included in an upcoming newsletter, please send your submission to; adobney@gmail.com or call 541-582-0605. Thanks.....Allen

CHAPTER OFFICERS

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Webmaster	Larry Tuttle	larry@alpharail.net	541-660-0989
Medco #4 Restoration	Jerry Hellinga	ghelling@jeffnet.org	541-944-2230

UPCOMING CHAPTER EVENTS

September 9, 2012, 11:00AM – 3:00PM: Railroad Park open house. If you would like to help during the open house, contact Dan Wilkinson at whetstone@budget.net or (541) 479-1210.

Important Change: Our board meetings will now be held immediately after our membership meetings every month.

September 11, 2012, 7:00PM @ Model Railroad Clubhouse: Membership/Board Meeting. Tony Johnson will be presenting: What I will show are photos, and a few minutes of old 8mm color movies I took when I visited Southern

Pacific's Sacramento Shops and Roseville diesel facility on Aug. 18, 1974. At that time I had a SP photo permit that was about to expire, so I decided to visit the shops.

It was on a Sunday. There was no one working except the security guard at the gate so I had the entire shop complex to myself. This was when SP was about four years into their diesel upgrading program so my footage shows GP9s being rebuilt inside the shops, as well as other larger locomotives in the shops for repairs. I climbed up to the overhead cranes and shot images looking down on the erection floor. At the time 4-8-8-2 cab forward SP4294 was stored outside.

Roseville was busy as usual during my visit. Lot of diesels everywhere, plus the deadline had the four TR6B units waiting for a rebuilding that never happened.

September 23, 2012, 11:00AM – 3:00PM: Railroad Park open house. If you would like to help during the open house, contact Dan Wilkinson at whetstone@budget.net or (541) 479-1210.

October 9, 2012, 7:00PM @ Model Railroad Clubhouse: Membership/ Board Meeting. Allen Dobney will be presenting a slide show on the "Colorful Southern Pacific, with a minimum of scarlet and red engines."

October 14, 2012, 11:00AM – 3:00PM: Railroad Park open house. If you would like to help during the open house, contact Dan Wilkinson at whetstone@budget.net or (541) 479-1210.

October 28, 2012, 11:00AM – 3:00PM: Railroad Park open house. If you would like to help during the open house, contact Dan Wilkinson at whetstone@budget.net or (541) 479-1210.

If you know of any other events that should be added to our newsletter, please email, (adobney@gmail.com), or call, (541-582-0605), with the details.
