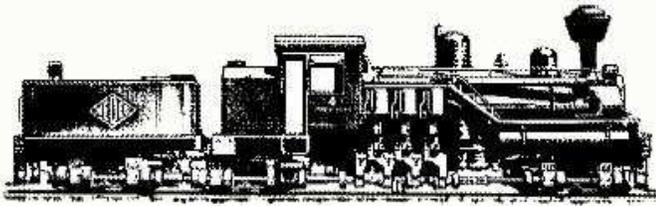


# The Manifest



**June, 2013**

Official Publication of the Southern Oregon Chapter of the National Railway Historical Society

P.O. Box 622  
Medford, Oregon 97501  
soc-nrhs.org

## Medco #4 Donation Campaign Update

**\$20,000. – GOALS – 50 Donors**  
**By: November 1, 2013**

*As of: May 27, 2013*

Also one of our members has offered \$1,000 if 50 individuals donate \$20 or more before November 1, 2013.

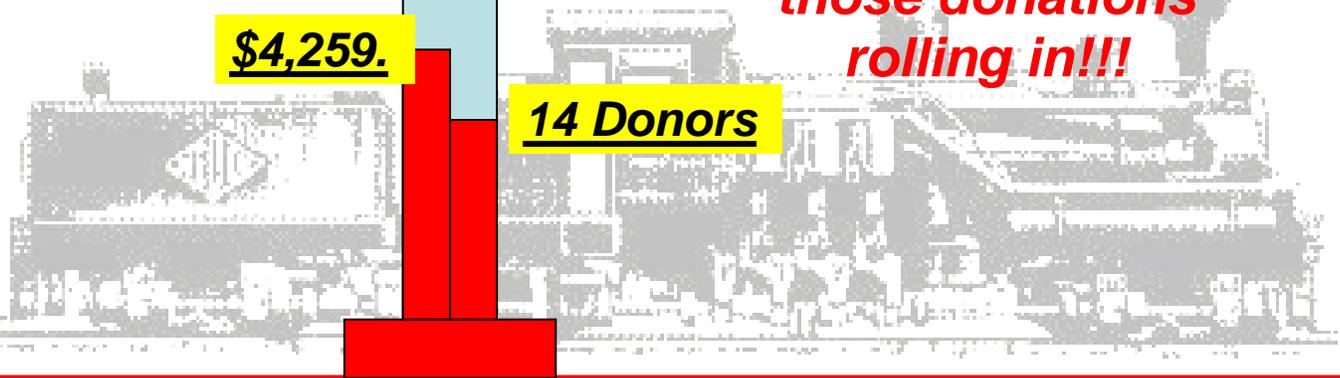
Restoration on Medco #4, the last Willamette geared locomotive in Oregon, is 80% complete. We need another \$50,000 to complete the restoration. In order to keep the project going we need to raise at least \$20,000 this year. One of our members will match all private donations received by November 1, 2013.

**EVERY DOLLAR DONATED WILL RESULT IN 2 DOLLARS TO THE PROJECT**

***We are off to a good start, please keep those donations rolling in!!!***

**\$4,259.**

**14 Donors**



## Butte Falls Scenic Railroad Project Update

By: Ric Walch & Allen Dobney



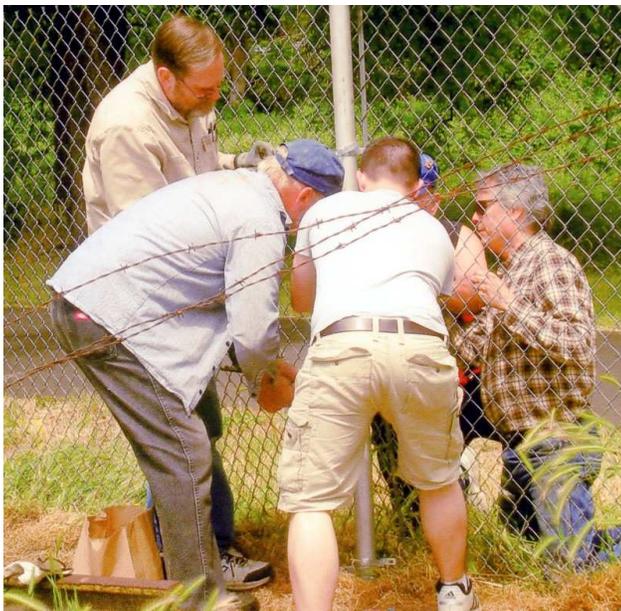
The Town of Butte Falls has approved the letter of understanding with an addition of clarifying ownership by the Chapter which has also been approved by our chapter. We have had positive discussions with the Forest Service on using some of their open space next to the planned right-of-way in Town.

## Fence Move at RR Park

By: Ken Hill



The fence move is now complete. Thanks to all the members that put in long hours to finish the fence move. We will be discussing the plan to get the speeder track extension in place at the next Chapter meeting.



**Trackside Rail-fan to Steam Locomotive Engineer**  
**Part II – A Tale of Two Mikados Numbered 19**  
*By Larry Tuttle, Photos by the author*

**Preface:** This is a continuation of Steam Story I, which documented the journey of a teenage railfan from diesel affectionado to steam locomotive fireman. Part I appeared in the July, 2012 SOC-NRHS Newsletter: <http://www.soc-nrhs.org/manifest/2012-7.newsletter.pdf> Part II is a continuation of this story, from training on the Sumpter Valley 19 to working on the Blue Goose excursion train on the Yreka Western.

**Narrow Gauge in Portland, Oregon** May, 1996 marked the 100<sup>th</sup> anniversary of Portland Union Station and the event was celebrated with class. SP 4449, SP&S 700, UP 6936, “NKP” 324 and Portland Traction 100 were on hand as well as rolling stock from the Willamette & Pacific, Southern Pacific and Amtrak. I made the pilgrimage along with a couple friends from the Rogue Valley Model Railroad Club to take in the festivities. While we immersed ourselves in the crowd admiring myriad examples of railroad conveyance and power, I found myself called by a steam whistle echoing through the scene. Answering this siren call, I forsook a pair of big Northerns and a Centennial to find a short length of track temporarily re-spiked to 36” gauge with a magnificent Mikado steaming back and forth to the delight of a handful of onlookers. There it was, the just-rebuilt Sumpter Valley 19. Out-shopped by Alco for the Sumpter Valley Railway in 1920, this handsome 2-8-2 went to the White Pass & Yukon during World War II. It ended its Alaska career in snow plow service and returned to Oregon for eventual restoration.



***SVRY 19 and friends, including another Alco, an RSD-5 in Nickel Plate livery, in the background.***

I had first met the 19 on my introductory trip to Sumpter and it was a mess. Little had been done to it since it had come back from the WP&Y and it sat as a forlorn, crumpled and rusting hulk.

The last time I'd seen the 19, it was sitting on jack stands in the Brooklyn roundhouse (next to the 4449) stripped of cab, tender and appliances, undergoing restoration by Doyle McCormack and a few Sumpter Valley volunteers. But here it was completed, resplendent in fresh paint and puffs of steam, whistling its way back and forth, delighting the faithful who had torn themselves away from the “broad gauge” exhibits. As far as I was concerned the 19 stole the show, being the only piece of rolling stock actually moving on rail that day. SVRY engineer Dale Olson was having a ball running the 19 and I got to wondering, “Wow, am I really going to have a chance to operate this machine?”



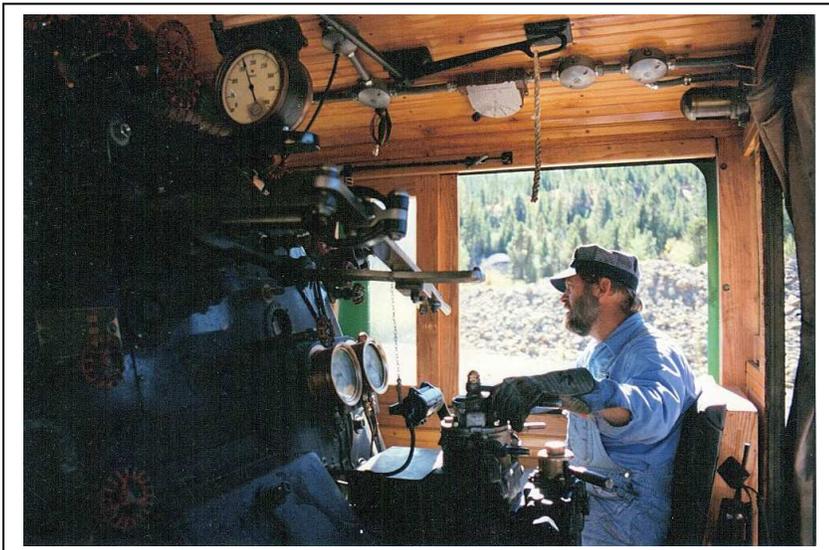
**SVRY 19 at Portland Union Station.**

**Starting Over with an Oil Burner** The first trip to Sumpter in 1996 dispelled any doubts about working with the 19. It was going to happen and is started on a Friday afternoon upon my arrival at McEwen. Donning coveralls, I soon was inside the firebox discovering the importance of chiseling out the “bone” (mineral deposits from the oil), checking for flue leaks and making sure everything was in order. After

lighting the fire, an hour or so was spent greasing and oiling around. Once steam pressure had built up, it was time for the hard grease – a new experience with an air powered grease gun to force the wax-like grease into the rod bearings. Finally, a short trip up the line assured us of a healthy locomotive for the weekend’s excursion trains.

Then there was the matter of learning to fire with oil. Instead of just chucking wood into the firebox I was confronted with a firing valve, blower and atomizer. The trick was to balance the amount of oil going to the firebox, steam to the atomizer (to blast the oil into a mist so as to burn efficiently), enough draft to keep the fire going well and maintain a light haze from the stack. Included in this act was keeping one eye on what the engineer was doing with the throttle since each adjustment meant notching the firing valve up or down. All the while keeping another eye on the water glass and still another on the other on the pressure gauge. Clearly, we’d progressed from “firing with our back” to “firing with our brain.”

Mike and Dale Olsen proved to be excellent instructors, as would be expected, having learned to fire and run the 19 from Doyle McCormack himself. While Mike taught me the fine points of firing, Dale was instructing Jerry in the differences between running a Heisler and driving this rod engine.



**Jerry Hellinga at the throttle of SVRY 19.**

Just about the time Jerry and I were starting to feel comfortable on our respective sides of the cab, Dale announced, “We’re not getting any learning done anymore, Jerry and Larry swap positions.” So after some more instructions, off we went, Jerry clouding up the blue sky with black smoke (quickly dubbed “mosquito abatement”) as I learned how easy it was to notch the throttle out a bit too far and momentarily spin the drivers. Then there was the matter of air brakes. The 19 has a good and proper 6-BL brake stand, just like

many steam locomotives and early diesels. No longer was the independent (locomotive) brake completely separate of what was going on with the automatic brake (train), so bailing off (releasing the locomotive brake) was required...and eventually learned...after each application of the train brakes.

All in all, training went well and by August, 1998, Jerry and I were both cross-qualified as engineer and fireman on the 19. For several years, we settled into a routine of monthly trips to Sumpter. We'd arrive at McEwen early Friday afternoon to fire up, lube, inspect and test-run the Mikado before the runs on Saturday and Sunday. It would be an understatement to say it was fun – the thrill of giving people their first steam train ride as well as their first peek inside the cab of a working steam locomotive defies description. I found myself hooked on steam more than ever.

**A Second Mikado Numbered 19** Early in 2000 Jerry and I were contacted by Chapter member Dan Wilkinson who was looking for people with experience on steam to work on the Yreka Western 19, a 90 ton, Baldwin 2-8-2 built in 1915. Of course, Jerry and I jumped at the chance to do steam on a more frequent basis less than 100 miles away in California. We found "Pancho" remarkably similar to the SVRY 19; being another oil burner of similar size, it fired about the same, the blower, atomizer and injectors weren't much different and the brakes worked the same as with the Alco. The main difference, aside from the rails being farther apart, was that Pancho is superheated, while on the SVRY we worked saturated steam. This required waiting a couple seconds after opening the throttle for steam to reach the cylinders and the locomotive to start moving. I was all too easy to notch the throttle open a bit and nothing would happen so we'd open it a bit more and suddenly wind up with spinning drivers. One time, Jerry realized he'd opened up too far and quickly closed the throttle...just before steam hit the cylinders, thereby "wiping her feet" with a closed throttle.

The first few runs saw us going only as far as the Shasta River, about half way between Yreka and Montague, due to track issues. However, by mid-June we were running all the way to Montague.



***The first Blue Goose excursion train of the season into Montague on June 17, 2000.***

The Yreka Western, while by no means a mountain railroad, has considerable grades. Coming out of the station at Yreka requires a full glass of water, the boiler pressure right up to the "pops" and aggressive firing by the fireman as well as skill by the engineer to get the train rolling while not slipping the drivers. At the top of Butcher Hill, everything changes as the line

rolls over a crest and starts its descent to the Shasta River. The fireman has to cut back on the oil as the engineer eases the throttle nearly closed. Both crewmen are sure to check the sight glass to make sure there's plenty of water to keep the crown sheet covered as much the water sloshes to the front of the boiler. Then begins the "set and release" routine (lots of fun running down hill without pressure-maintaining brakes) as the engineer keeps the speed in check through some tight curves. The grade levels out through the Timber Products' mill and across a cow field where the engineer sometimes has to slow down to allow bovines to clear the track. Then it's downhill to the Shasta River, a slow order across the bridge, and uphill all the way to Montague. If the fireman gets lazy on the downhill runs, he plays hell trying to catch up on the

upgrade. If the engineer gets distracted on a descending grade, a “Mr. Toad’s Wild Ride” is offered. Suffice to say, there’s plenty to do in the cab of even an oil burner.

**Adding Some Time with Freight** Before long, Jerry and I were both qualified firemen and we realized it was pointless to have both of us around at the same time, taking turns firing. So, we split up and I started working on Saturdays with the two long-time Yreka Western engineers, Dennis Woodruff and Rob Olivira. They were doing a freight run early in the morning while I hostled the 19. Then one of them would go home and I’d fire for whoever was left. Realizing I could get a bit more hands-on railroading and give one or the other the whole day off, I started coming in at 6:00 AM and, while another volunteer hostled the 19, go out as brakeman on the freight run with the 21, a dynamic brake equipped SW-8. We’d get back from Montague around 10:30, hop right on the 19 and take off on the excursion.

Dan Sheets, Matt Robbins and Dan Haneckow spent a day riding the freight run and the Blue Goose trip and applied their photographic and literary skills to the experience. The result was a great article on their now-defunct Northwest Rails site. I resurrected this treatise and, with the permission and assistance from Dan, Matt and Dan, rebuilt it: <<http://www.alpharail.net/yw/NWRails/YrekaWestern-1.htm>>.

In the following years, I worked with Bill Killion, a retired CHP officer who was also living the dream running the Blue Goose. I learned a lot from Bill, helping him reassemble the 19 following some boiler and running gear work.



***Bill Killion strikes the classic pose, one hand on the throttle and the other on the brake, in the cab of the YW 19.***

We sometimes used the 21 when the passenger count was low or the 19 was in the shop. The 21 was fun to run but too easy. By simply using the dynamics while going downhill and never touching the air until stopping, it seemed like cheating after all the years with steam.

Most of the Blue Goose excursion operation was staffed by volunteers, some young and some old. It is especially good to see young people attracted to

and wanting to learn about steam railroading. A couple of them stick out in my mind as young men who sincerely wanted to learn to do things right and who went on to bigger and better endeavors. I met Tim Stricker in 2007 and helped train him as a fireman. He was a brakeman/conductor and developed a real knack for directing efficient run-around moves. Then there was Matt Starman, who I first befriended on the Internet and then met in person as he started working as brakeman. Matt got right into the routine as trainman and is also an accomplished photographer. Both Tim and Matt hung around the YW for several years and are now pursuing railroad careers with the BNSF.

The Yreka Western tried to make things work in its final years, including the October Pumpkin Runs. While the 19 was getting steamed up, several crew members would take the 21 and couple onto a reefer with a

pallet of pumpkins on board. We'd then head out to a grassy field at Fiocks and "salt the patch" with a hundred or more pumpkins. After heading back to Yreka, we'd get on the Blue Goose and take the best passenger loads of the season out to get pumpkins.



***Eager riders claim their pumpkins in the Shasta Valley***

Regrettably, an unfortunate series of events – the Tunnel 13 fire that closed the south end of CORP's Siskiyou Line (and temporarily shut down most of the YW's freight operations) for two years, the Great Recession (which again closed down the south end, effectively finishing off the freight traffic) plus various financial and other shenanigans by YW's owner sealed the fate of the Blue Goose excursions.

The 19 ran its final Yreka Western excursion on October 31, 2008 with railfans from all over the west in attendance. However, I was NOT in Yreka that day. I had another obligation to fire steam, a few miles south on the McCloud Railroad. Stay tuned for Part III.

**MINUTES of the  
Southern Oregon Chapter – National Railway Historical Society  
Board of Directors' Regular Meeting  
May 14, 2013, 7:35 PM**

1. Board Meeting Call to Order: President Allen Dobney called the meeting to order at 7:35 PM
2. Roll Call: Allen Dobney, Jerry Hellinga, Ric Walch, John Powell and 7 other members were present. Larry Tuttle was absent.
3. Consent of the Agenda: Jerry Hellinga moved to consent to the agenda. John Powell seconded the motion which passed unanimously.
4. Approval of April 9, 2013 Membership Meeting & Board Minutes. Jerry Hellinga moved to accept the Minutes from the February 12, 2013 Membership and Board meetings as presented. John Powell seconded the motion which passed unanimously.
5. Treasurer's Report: Jerry Hellinga presented the Treasurer's Report for May, 2013. John Powell moved to accept the Treasurer's Report. Ric Walch seconded the motion which passed unanimously.
6. Standing Committees & Projects:
  - a. Medco 4 Restoration – Jerry Hellinga
    - i. 2013 donation campaign letter sent out.
    - ii. Donation ad to go into the June issue of the Pacific NW chapter newsletter.
    - iii. Grant application sent to national for \$5,000.
  - b. Concession Stand – Ric Walch / Allen Dobney
    - i. The April 28<sup>th</sup> run day was one of the best ever for the concession stand, we grossed about \$740.00.

- c. Newsletter – Allen Dobney
    - i. Need articles for the June issue and beyond.
  - d. Park Committee – Ric Walch
    - i. No meeting – need to get committee going again and resolve parking issue raised by the city of Medford.
  - e. Web Site Updates – Larry Tuttle
    - i. PayPal donation now active.
    - ii. Larry & Allen to get together to share responsibilities.
  - f. Butte Falls Tourist RR Opportunity – Ric Walch / Allen Dobney
    - i. The town of Butte Falls has completed a letter of understanding between our chapter and the town.
    - ii. Had a walking meeting in Butte Falls on April 26<sup>th</sup>.
    - iii. The operators of the Landing have agreed to allow us to use the parking lot, bathrooms, and a portion of the building for a concession stand / ticket office.
  - g. Fence move & Track extension Project – Ken Hill / Richard Houston
    - i. On April 20<sup>th</sup> the new fence posts were installed.
    - ii. Completion of the fence is planned for May 17-19 starting at 10:00AM on the 17<sup>th</sup>.
  - h. Sale of surplus / Duplicate Material – Allen Dobney
    - i. Funds transfer is now working for auctions.
    - ii. 17 magazines sold at auction for over \$56.00.
7. Old Business
- a. Taking credit cards at the concession stand – Larry Tuttle / Allen Dobney – no update.
8. New Business:
- a. Approval to get ride-on mower fixed – Allen Dobney / Ric Walch. Ric and Jerry will check out mower before sending out to repair.
  - b. Approval of Butte Falls “letter of understanding – Allen Dobney / Ric Walch. Allen’s proposed motion was reviewed. Jerry Hellinga moved to accept the Butte Falls letter of understanding with the additional understanding that all fixed assets such as; land, easements, track, and permanent buildings will be owned by the town of Butte Falls, and all other assets such as: locomotives, rolling stock, tools and equipment will be owned by the Chapter. Ric Walch seconded the motion which passed unanimously.
  - c. Souvenir sales to support #4 – Jerry Hellinga made a motion to have all net proceeds of souvenir sales to go to the restoration of number 4. Ric Walch seconded the motion which passed unanimously.
9. Good of the Order – none.
10. Jerry Hellinga moved to adjourn at 8:37PM. Ric Walch seconded the motion which passed unanimously.

Next regular Membership & Board Meeting: June 11, 2013, 7:00PM.

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Dan Wilkinson, Acting Secretary

## MEMBERSHIP MEETING ENTERTAINMENT

If you have railroad slides or videos that you would like to present, please email me at ([adobney@gmail.com](mailto: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](mailto:adobney@gmail.com) or call 541-582-0605. Thanks.....Allen

## CHAPTER OFFICERS

President	Allen Dobney	<a href="mailto:adobney@gmail.com">adobney@gmail.com</a>	541-582-0605
Vice President	Ric Walch	<a href="mailto:engmgr@medfab.com">engmgr@medfab.com</a>	541-772-6255
Treasurer	Jerry Hellinga	<a href="mailto:ghelling@jeffnet.org">ghelling@jeffnet.org</a>	541-944-2230
Secretary	Larry Tuttle	<a href="mailto:larry@alpharail.net">larry@alpharail.net</a>	541-660-0989
National Advisor	John Powell	<a href="mailto:rebel_780@hotmail.com">rebel_780@hotmail.com</a>	541-601-9256

## COMMITTEE CHAIRS

Chief Mechanical Officer	Jerry Hellinga	<a href="mailto:ghelling@jeffnet.org">ghelling@jeffnet.org</a>	541-944-2230
Concession Stand	Ric Walch	<a href="mailto:ric.walch@medfab.com">ric.walch@medfab.com</a>	541-770-1154
Newsletter & Entertainment	Allen Dobney	<a href="mailto:adobney@gmail.com">adobney@gmail.com</a>	541-582-0605
Webmaster	Larry Tuttle	<a href="mailto:larry@alpharail.net">larry@alpharail.net</a>	541-660-0989

## UPCOMING CHAPTER EVENTS

**June 9, 2013, 11:00AM to 3:00PM @ Railroad Park:** Railroad Park open house / Run Day. Please come over and help support our activities. If you would like more information contact Dan Wilkinson 541-479-1210 or [whetstone@budget.net](mailto:whetstone@budget.net).

**June 11, 2013, 7:00PM @ Model Railroad Clubhouse:** NRHS membership / board meeting. Jerry Hellinga will be presenting a video; "Rails Through the Big Woods" by Elwood White. This film presentation covers steam logging operations on Vancouver Island in 1956 that includes Forest Products, B.C. Forest Products, Comox Lumber, MacMillan Bloedel, Canadian Collieries, plus a rare look at a diesel shay. Tom Moungovan met El through the late Harry Wright of Hillcrest Lumber, where they viewed El's 8mm films. Later, Tom was able to acquire several reels of El's work and had them digitized and converted to DVD format. Elwood passed away in April of 2011 at the age of 93.

**June 13, 2013, 10:00AM @ Model Railroad Clubhouse:** Jackson County Heritage Association meeting hosted by our chapter.

**June 23, 2013, 11:00AM to 3:00PM @ Railroad Park:** Railroad Park open house / Run Day. Please come over and help support our activities. If you would like more information contact Dan Wilkinson 541-479-1210 or [whetstone@budget.net](mailto:whetstone@budget.net).

**July 9, 2013, 7:00PM @ Model Railroad Clubhouse:** NRHS membership / board meeting. Ric Walch will be presenting a UTube video on the operation of a steam powered box mill.

**July 14, 2013, 11:00AM to 3:00PM @ Railroad Park:** Railroad Park open house / Run Day. Please come over and help support our activities. If you would like more information contact Dan Wilkinson 541-479-1210 or [whetstone@budget.net](mailto:whetstone@budget.net).

**July 28, 2013, 11:00AM to 3:00PM @ Railroad Park:** Railroad Park open house / Run Day. Please come over and help support our activities. If you would like more information contact Dan Wilkinson 541-479-1210 or [whetstone@budget.net](mailto:whetstone@budget.net).

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

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