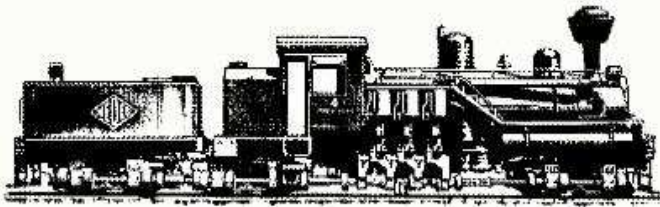


The Manifest



July, 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: June 22, 2013

Special Offer

Jerry Hellings, Project Manager of the Medco No. 4 Restoration Project, is offering special gifts to all donors of \$500 or more. The gifts are blue denim shirts embroidered with the Willamette logo and “Medco No. 4”. For donations of \$1000 or more the shirt will be personalized and the Patron label added in gold embroidery.

26 Donors

\$7,427.

EVERY DOLLAR DONATED WILL RESULT IN 2 DOLLARS TO THE PROJECT



Embroidered design on gift shirts for donations of \$500 or more.



Embroidered design on gift shirts for donations of \$1000 or more.

***We are almost 1/2 way to our goal, please keep those donations rolling in!!!
If you have already donated, thank you.
If not, please send in your donation.***

CALL THE BIG HOOK
By: Tony Johnson

The late Don Henderer was a friend of mine. (Tony Johnson.) When I was managing editor of the old SP REVIEW magazine I published dozens of Don's personal stories of when he worked as a brakeman and conductor for the Southern Pacific in Oregon. For most of his SP career he worked the Siskiyou Line between Eugene and Roseburg, the Cascade Line between Eugene and Crescent Lake, and the Coos Bay Branch. I am delighted to share one of Don's stories this month.

CALL THE BIG HOOK (And be sure you have the Cook Car!) by Donald J. Henderer Over the years, I've been called out on the "Big Hook Work Train lots of times. Some of the bad wrecks I recall were in the 1940s, when I had only been working a few years. I guess that's why I remember them.

On December 29, 1942, the Second or Third section of Number 20, a Troop Train, was going up Willamette Pass. They were going alone one mile west of Wicopee Station, and a big mud slide broke loose and went right through the middle of the train. It was a huge slide, swept passenger cars off the track and buried them with mud. The lucky thing about it (if you can call it "lucky") was that there was only one person killed and that was a soldier that was in a baggage car. I have an idea he was looking for a crap game to get into; that's why he was in the baggage car.

It was quite a job to dig out all the cars and get them back on the track. SP brought in the 7004 "Big Hook" and the 7003 "Little Hook" to drag the cars back up to the track and set them back on the rails. I have several photos I took at the time, and you wouldn't think that the cars could be salvaged. But, I would expect that since there was a shortage of steel and materials during the war years that SP put the cars in the shops and fixed them. I guess if the frame wasn't bent badly they could repair the car.

Also, not so good was the rear-ender on October 9, 1943 at Junction City, OR. At 11:30 PM, Passenger Train Number 329 [Rogue River] ran into the rear of a freight train on the main line, killing Engineer Fred Gonier and Fireman John Schroder. It was a horrible wreck and they don't know to this day what really happened, but the rumor that went around amongst the "Rails" afterwards was that the Passenger train got by a red signal. The engine was Mt-3 [4-8-2] #4344. They hit caboose #1073 pretty hard, as it was just about completely destroyed. To make matters worse, the accident took place on a low trestle, and the 4344 derailed and fell off on the Fireman's side. Again, it was quite a job to recover everything, requiring the "Big Hook" 7004 from Eugene, and they brought down the Brooklyn "Big Hook." (I don't recall the number.) With a gang of about 25 men and a bulldozer, it took about a week to get everything picked up.

Again, misfortune struck the Rogue River passenger train, only this time it was Train Number 330 coming from Ashland OR. It left the track on a curve one mile east of Sutherlin OR. The engine (SP4388) and tender rolled down a long slope into a field about 100 feet below the track. The Engineer, J.H. (Throttle-Arm) Corbett was killed and Fireman I.L. Smith got burned pretty badly by hot oil. This happened on May 7, 1943.

Strange as it may seem, I got called for the Work Train with the "Big Hook" on all three derailments. In fact, I was really lucky (or just dumb), but I went out on the "Hook" lots of times and who would complain about that? We had the Cook Car right with us and we ate high on the hog and it didn't

cost a dime. And there wasn't that much work for the Train Crew to do after you got the "Hook" in place. You would spot the "Hook" where they wanted it and then you could take it easy, as it took quite a while to get it jacked up and blocked and set to make a lift. They had to be sure it was stable, 'cause when you are lifting 200 or 250 tons, you can't have anything slip.

Once the work crews got the blocks and the outriggers all set on those hooks they weren't about to cut loose and run to the clear, so the dispatcher would give us "work time" that the hook foreman thought he needed to make a good pull. In those days the signal foreman would have a long pole or go up the phone line pole and would hook us up a phone to the load line, or right to the dispatcher's line so we could keep him informed how we were doing.

I want to go back and tell you a funny thing that happened to me at the wreck of 2nd or 3rd No. 20 at Wicopee. They had cleared the Main Line, and the Work Train with the "Hook" backed Eastbound and cleared on the West end of Wicopee siding to let an Eastbound freight through. Well, the freight got about 5 cars over the switch, and would you believe it? The sixth car derailed on the switch, went down the bank dragging other cars, and before I could blink, here was another big mess!!! So, the engine and the cars that were still on the track, went down to the East end of Wicopee to clear so the Work Train could back down to the East end, come up the Main Line and go to work.

As I was walking up toward the derailment, I saw the Division Superintendent, M.L. Jennings, walking down the toe path. Jennings had been up at the derailment site, and when he heard the freight go in the "Big-Hole" he started down there. When I saw him, he had his head down, was talking to himself, and was really chewing on his cigar!

As he got close to me, I said, "Good Morning, Sir." Jennings didn't even look up, just said, "NO, IT'S NOT A GOOD MORNING AT ALL!!!" -- and kept on walking down to his business car, which was on Wicopee Spur. I guess he had a lot of explaining to do to San Francisco.

I had another brush with Jennings, this time I was Conductor on a Work Train on the Siskiyou Line. We were working around Reuben in Cow Creek Canyon, dumping rock down the bank to repair some washed-out places. When the side-dumps were empty, we would shove them up the track to the rock pit spur at mp513.9, where a contractor in the pit would load them up again.

I had my fishing pole along, so while the train was up at the pit getting reloaded, I would be fishing for trout along Cow Creek. And I must say there were some nice-sized trout in Cow Creek in those days.

So I was busy fishing, the train had just dumped all their rock and was backing into the pit, and I heard the engine whistle: "Toot-Toot!" I wondered what was going on. I started up the bank, I almost took my fishing pole with me, but instead propped it against some rocks and went up the bank to the tracks. I had just gotten up on the right-of-way, and here came a big section gang speeder around the curve and it was loaded with "Brass": Jennings, Trainmaster Charley Riedel, Road Foreman Louie Sinnar, and other Officials that I didn't know.

They stopped, and right away started in chewing on me, wanting to know why I wasn't on the train, and wanting to see my Orders. Luckily, I had my Orders and Clearance Card in my shirt-pocket, and I told them I saw no reason to go back and forth just a short distance. After some more jangling, they told me to stay with the train after this, and took off down the track. I wonder what they would

have said if I had showed up with my fishing pole! --- Oh Yes, fresh fish for dinner made up for the chewing-out!!!

Charley Riedel was a real good Trainmaster. He was a good friend to all railroad employees. My good friend James Arthur Whatley told me about a time when he was Rear Brakeman on a West freight that pulled into Crescent Lake. When they got stopped the caboose was across from the depot. Well, Jim was being a good guy by cleaning up the caboose. He cleaned the ashes out of the old coal stove, took a bucket full of ashes and dumped them between the rails behind the caboose.

Well, this would have been all right any other time, but not then! You see, the Superintendent, L.R. Smith (Better known as "Peep-Sight") was there in his business car Portland, spurred out on the Back House track by the depot. "Peep-Sight" saw Jim dump those ashes, so he sent Trainmaster Riedel over to chew on Jim's Hind End. Jim was worried that he was going to get a bunch of "Brownies", but a few days later Charley Riedel saw him and said, "Don't worry about it, Kid. I had to chew your Hind End to satisfy the "Old Man" (as the Superintendent was known).

Members Passing

FRED E SMITH - Recent news tells us that model railroader Fred Smith passed away on April 21, 2013 in Eugene, Oregon. He was a member of the chapter since 1977 as well as a charter member (#21) of the Rogue Valley Model Railroad Club and a past president of the original club. His modeling included trolley and interurban equipment in On30. He attended many of the PNR/NMRA meetings. He enjoyed photography. Fred worked for the Robert Dollar Company in Glendale and in the early 80's moved to Eugene to work for Bohemia Lumber Company. Fred was a real gentleman and a great modeler. He will be missed by all.



STEVE BRUFF – On May 27, 2013 Steve Bruff passed away at a local foster care facility. Steve was a member of the chapter since 2001. Steve was actively involved in the restoration of the CB&Q caboose, the Southern Pacific flanger, and the Medco, (Ex: Sierra Railway, Great Northern) ore car. Steve's efforts in the park will be visible for many years to come, he completed many projects and helped transition the RR Park into the model park that it is today. His unique skills and progressive leadership will be missed. It was obvious Steve loved the Park as he was always thinking of something new to expand and improve the park and make it more public friendly. We will all miss him.

Ex: Southern Pacific Jordan Spreader Damaged by Fire
By: Allen Dobney



On Thursday evening June 20th, 2013 the Jordan Spreader located in the CORP yard in Medford, Oregon was damaged by fire. The fire was caused by transients who lit a fire inside the spreader. The fire damage was extensive as can be seen in the photo.

Minutes
Southern Oregon Chapter – National Railway Historical Society
Board of Directors Regular Meeting
June 11, 2013

1. Board Meeting Call to Order – President Allen Dobney: Meeting called to order at 7:35 PM.
2. Roll Call: Allen Dobney, Ric Walch, Larry Tuttle, Jerry Hellinga, John Powell and 9 others were present.
3. Consent of the Agenda: John Powell moved to consent to the agenda. Ric Walch seconded the motion which passed unanimously.
4. Approval of May 14, 2013 Board Minutes: John Powell moved to approve the minutes of the May 14, 2013 Board meeting as presented. Jerry Hellinga seconded the motion which passed unanimously.
5. Treasurer's Report – Jerry Hellinga: Jerry Hellinga presented the Treasurer's Report. John Powell moved to accept the Treasurer's Report as presented. Ric Walch seconded the motion which passed unanimously.
6. Standing Committees & Projects:
 - a. Medco 4 Restoration – Jerry Hellinga
 - 10 individual donations from Chapter members: \$1315.00
 - 12 individual donations from non-members: \$1,040.00
 - Cash donations from the RR Park and special events: \$175.45
 - Matching Funds pledge: \$2,530.45
 - Other income: \$450.98
 - Total Medco 4 income for 2013: \$5511.88.
 - An application has been made to the Oregon Cultural Trust for a \$8800 grant.
 - b. Concession Stand – Ric Walch / Allen Dobney
 - Now serving ice cream. Also now have wooden whistles for sale.
 - Changed our method of heating veggie burgers which reduced waste to zero and eliminated the need for the second barbecue.

- Larry proposed developing a handout to be given to visitors at the Railroad Park. On one side would be our concession stand menu along with mention of the hot dog stand and snow cones stand. On the other would be a map of the Railroad Park highlighting the main features including food stands. Larry and Allen will work on this.
 - It was also suggested that we have punch cards for burgers: ten punches and the customer gets a free one.
- c. Newsletter – Allen Dobney
- Need articles for the September issue and beyond.
- d. Park Committee – Ric Walch
- No meeting
- e. Web Site Updates – Larry Tuttle
- Nothing new to report
- f. Butte Falls Tourist RR Opportunity – Ric Walch / Allen Dobney
- The town of Butte Falls has approved our revised letter of understanding.
- g. Fence move & Track extension Project – Ken Hill / Richard Houston
- Fence move is complete.
 - Project plan being developed.
- h. Sale of surplus / Duplicate Material – Allen Dobney
- Will continue with Ebay auctions 2nd week of June.
7. Old Business
- a. Taking credit cards at the concession stand – Larry Tuttle / Allen Dobney
- Nothing new to report
8. New Business:
- a. Review and approve motor car track extension plan – Ken Hill / Richard Houston: Allen Dobney reviewed progress to date and plans for completing the project. Richard Houston suggested moving the non-operable CN motor car to a prominent location and attaching a sign proclaiming “Motor Car Rides”. Discussion followed about details of the track extension and material needs. The project plan was approved.
- b. Disposition of the truck – Ric Walch: Ric Walch stated that if the Chapter is serious about keeping it, we need to register, insure and run it. This would cost \$360 for registration plus costs for maintenance. Ric suggested registering it for just the third quarter. Jerry suggested that we get it running first.
- c. Emergency Action Plan: Larry Tuttle reviewed the potential for medical, fire, lost child and other emergencies at the RR Park. There needs to be a policy and plan developed for all groups to follow in the event of such emergencies. Allen will work with Larry on developing this plan.
9. Good of the Order :
- a. Discuss Butte Falls Project: Ric Walch stated that the Landing is available to use in conjunction with our tourist railroad. He also talked with the new Prospect Forest Ranger who is enthusiastically supporting our plans and will check with his higher-ups and okay the use of the USFS corner and office for our business office. Lumber is also available along with an offer to help Ric draft a letter to timber companies requesting easements for our proposed rail line. Ric will have an information table at the July 4th festivities in Butte Falls.
- b. Espee-in-Oregon meet: Allen Dobney toured the Rick Franklin facility in Lebanon. He developed contacts to enable us to buy reusable materials at scrap prices. He also viewed a Charlie Lange slide show; Charlie will provide copies of some of his shows for our use. .
- c. Plaque for deceased members: Allen Dobney suggested that the Chapter purchase a plaque naming deceased members for display at the RR Park.
- d. Weed Abatement at White City: Some progress: the critical stuff is done; it would be nice to do some more.

10. Adjournment: Jerry Hellinga moved to adjourn. John Powell seconded the motion which passed unanimously. The meeting was adjourned at 8:42 PM.

Larry Tuttle, Secretary

Next General and Board Meeting: Tuesday, July 9, 2013 at 7:00 PM in the Model Railroad Clubhouse

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

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Webmaster	Larry Tuttle	larry@alpharail.net	541-660-0989

UPCOMING CHAPTER EVENTS

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 wooden 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.

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.

August 11, 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.

August 13, 2013, 7:00PM @ Model Railroad Clubhouse: NRHS membership / board meeting. Jerry Hellinga will be presenting a video titled "High Country Rails" - Emmy Award-winning program from Colorado featuring the Durango and Silverton Narrow Gauge Railroad roundhouse, Galloping Goose #5 on the Cumbries and Toltec, the 2' gauge Cripple Creek Railroad, the Manitou and Pikes Peak Cog Railway, and others.

August 25, 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.

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.
