

THE MANIFEST

June/July 2020



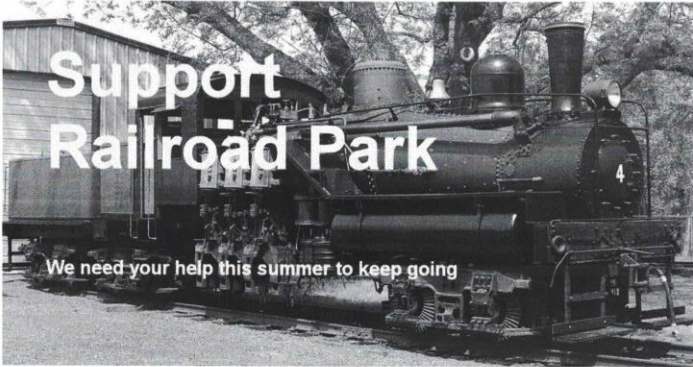
Greetings!

I hope this newsletter finds every well and relatively happy, given the current atmosphere we are living in. There are no new updates concerning how the COVID-19 is affecting the Historical Society, other than what was printed in the May 2020 newsletter. We are still closed, and most likely will remain so for the remainder of the year. In addition, we are not having monthly board meetings as of yet.

That being said, Allen is consistently working on the Butte Falls project, not letting any grass grow under his feet in that arena, and we thank Allen so very much for all of his hard work and diligence.

One bit of news is that we have set up a Go-Fund Me page for the park. As most of you are aware, we operate on a donation and volunteer basis. With the COVID-19 pandemic, we have not been able to open at all, and thus all of the clubs are hurting financially. We want to keep our park open, and maintained for when this crisis is over. Please donate what you can, and please feel free to share the link found at the bottom of the Go-Fund me page. Thank you all for your continued support through these difficult times.

RAILROAD PARK GO FUND ME PAGE



Twice a month, from April through October, crowds flock to the Medford Railroad Park, a seven-acre collection of all things railroad from historic logging locomotives to model trains winding their way over the Cascade Mountains.



Since its establishment in 1979 the park has been free to the public, supported by their donations and operated by four clubs which volunteer their time to create the exhibits and maintain equipment. On a typical 2nd or 4th Sunday of the month, several thousand people visit, riding on small trains and looking at full-sized locomotives and model railroads.

We rely on donations made at the park on our Sunday run days and on income from the late-November Rogue Valley Train Show—which may not happen this year.



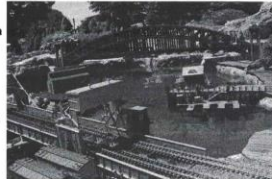
It's the year of the COVID-19 pandemic. Public health concerns mean the park can't host any visitors under guidelines which ban mass gatherings of people.

The result: **No donations.**

Our clubs are hurting. Without help, the 40-year-old park is in trouble.

- We have on-going expenses including insurance premiums and utility bills.
- We have seven acres of landscaped grounds to maintain, and tens-of-thousands-of-dollars' worth of equipment to keep in operational condition.
- We have dozens of structures from big locomotive barns to small exhibit buildings. All need ongoing maintenance.

Our goal is to ask the public, fans of the Railroad Park, to help us raise \$50,000 to be divided equally between the four clubs—all of them non-profit organizations—to tide us over so we can be ready to welcome the public back in 2021.



Share the link with others: <https://gf.me/u/yfp242>

I found the following story while serving the internet for a steam iron, believe it or not! However, thought you all might enjoy it.

**Everlasting Steam:
The Store of Jupiter and No. 119**



On May 10, 1869, two ordinary steam locomotives rolled into Promontory and into history. Their stories span more than 130 years of triumph, tragedy, and loss that culminated in a happy ending right here at Golden Spike National Historical Park.

Jupiter Heads West

In September 1868, Schenectady Locomotive Works of New York built Central Pacific locomotives Storm, Whirlwind, Leviathan, and Jupiter. Like all Central Pacific locomotives built until 1870, they were dismantled from their frames, loaded onto a ship, and taken around South America's Cape Horn to San Francisco, California. At San Francisco, the engines were loaded onto a barge and towed upriver to Central Pacific

headquarters in Sacramento. There, they were reassembled and commissioned into service on March 20, 1869. Less than two months later, Jupiter pulled Central Pacific's President, Leland Stanford's, special train to Promontory Summit, Utah Territory, for the Golden Spike Ceremony.

An Accidental Place in History

Stanford did not originally choose Jupiter to pull his special train to Promontory. The honor of pulling Stanford's special train first fell to the Antelope. En route to Promontory Summit, the Stanford special followed a passenger train carrying sightseers to the "wedding of the rails." As that train passed through a large mountain cut still being cleared, workmen in the cut did not notice a small green flag flying from the locomotive. The flag indicated that another train followed close behind.

Immediately after the train passed, workmen rolled a huge log down the cut. Around the corner came Stanford's Special, and the Antelope struck the log. She wasn't derailed, but was so badly damaged that Stanford's telegrapher wired the next station to hold the train that was just ahead of the special. After the Special limped into the station, Stanford's cars were coupled to the other train's locomotive, Jupiter, who then took her place in history on May 10, 1869.

Jupiter's Final Days

After her glorious moment in 1869, Jupiter continued service as a Central Pacific passenger locomotive. In 1885, Central Pacific was absorbed into the Southern Pacific Railroad system. The Jupiter name was dropped in the 1870's when the locomotive was repainted, and in 1891, her number was changed from No. 60 to No. 1195, a name change was accompanied by even greater changes such as a new boiler and new bonnet. Even her pilot, which had vertical slats, was replaced with one having horizontal slats. Then, in 1893, NO. 1195 was converted into a coal burning locomotive.

No longer resembling Jupiter, No. 1195 was sold later that same year to the Gila Valley, Globe, and Northern Railroad in Arizona. Being the first locomotive on their railroad, the GVG&N renamed her N0. 1. There she had a loyal following and only one more change awaited "Ol' One Spot."

The locomotive that had once been the proud Jupiter, ran on the Globe until the early 1900's when, despite efforts of her last engineer to save her, the railroad sold their historic locomotive to scrappers. her sale brought the railroad a scrapper's fee of \$1,000.

Union Pacific No. 119 Saves the Day

During November 1868, Rogers Locomotive and Machine Works of Paterson, New Jersey, built Union Pacific locomotives No. 116, No. 117, No. 118, No. 119, and No. 120. Seven months later, No. 119 received the call to pull Union Pacific Vice-President Thomas Durant and his contingent of dignitaries to Promontory Summit. Like Stanford, Durant originally chose a different locomotive to take part in the Golden Spike Ceremony.

En route to Promontory for the ceremony, which was scheduled for May 8, the Durant Special was forced onto a siding and stopped at the little town of Piedmont, Wyoming, not far from the Utah border. There to greet Durant were over 400 laid off tie cutters, who had been waiting three months to be paid.

Durant's coach was immediately chained to the siding, and after a delay of nearly two days, the men's pay arrived. The delay caused Durant substantial embarrassment, cost his original locomotive her place in history and moved the Golden Spike Ceremony to May 10.

From Rescuer to Scrap

While Durant was delayed, the rain-swollen Weber River continued to rise. When the Durant Special reached the river at the Devil's Gate Bridge, the locomotive's engineer saw the raging water had removed some of the bridge supports. This left the bridge unsafe for the heavy engine, and the engineer refused to cross. However, after assuring Durant that the bridge would support the lighter passenger coaches, the engineer gave each coach a push with his locomotive. The cars of nervous dignitaries then coasted across the unstable structure. Unfortunately, this action left Durant without a locomotive. A hastily wired message to Ogden requested rescue.

Sitting in Ogden were the five Union Pacific locomotives No. 116 through No. 120. It was the No. 119 that was next to the main line and therefore, rescued Durant's Special and landed its place in history at the Golden Spike Ceremony.

After May 10, 1869, No. 119 continued service as a freight locomotive. In 1882, she was renumbered No. 343 and served out her days until scrapped in the early 1900's. **Like Jupiter, No 119's sacrifice brought her railroad a scrapper's fee of \$1000.**

For the Love of Steam

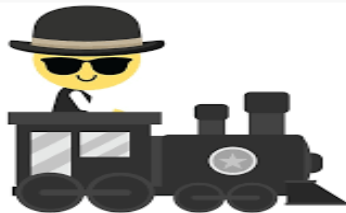
In 1975, O'Connor Engineering Laboratories of Costa Mesa, California, accepted the challenge of reproducing Jupiter and No. 119 as they were during the Golden Spike Ceremony. With no plans or blueprints, engineers and technicians set out to build the historic American 4-4-0 locomotives. Using a locomotive design engineer's handbook from 1870 and micrometer scalings of enlarged 1869 photographs of the two locomotives, work began on building the replicas.

A four year labor of love ensued, including two years just to create over 700 drawings. When the locomotives were ready, every dimension was within 1/4 inch of the original. It took four trucks to bring the gleaming replicas 800 miles here to

Promontory Summit, Utah. Here, they were christened with water from the Atlantic and Pacific oceans and commissioned into service May 10, 1979, the 110th Anniversary of the Golden Spike Ceremony.



Although the great pioneering, steam-driven days of the first transcontinental railroad are gone, the legacy of that time lives on at Golden Spike National Historical Park. Here, the reborn Jupiter and No. 119 are tangible representations of another era and serve as striking symbols for one of the most important events in our nation's history.



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UPCOMING CHAPTER EVENTS

At this point, we are still closed due to the COVID pandemic, so there are no scheduled meetings.

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