



THE MANIFEST

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – OCTOBER 2008
PO BOX 622, MEDFORD, OR. 97501 WEB SITE: [HTTP://WWW.SOC-NRHS.ORG/](http://www.soc-nrhs.org/)

MEMO FROM THE PRESIDENT This will be my last memo as president of the club. Nominations will be coming up soon and I have decided to not continue as president. This decision was made strictly for personal reasons. It has been a difficult year for me and I am going to take a break to help get my personal life and my professional career back on track. As most of you know, my wife Charlie is still recovering, I lost my son, uncle, aunt, ex-wife and my dad is currently in his final days.

I will continue to be active in the club and I will see everyone on run days, club activities and working down at the park. I appreciate all of the support from everyone while serving as president and to quote California's governor "I'll be back". — Best Regards, Ric.

MEDCO BELL RETURNS AFTER 50 YEARS The following story goes to show that you just never know when something amazing will happen that will have a monumental effect on a restoration project. On Tuesday, September 9th, a steam locomotive bell was secretly deposited not far away from where four chapter volunteers were working on our Pacific & Eastern hopper car. Here is what happened that day.

A few days earlier Steve Bruff asked several chapter members for help in preparing our 109-year old Pacific & Eastern Railway hopper car for painting. Ric Aubin, Bruce McGarvey, and Tony Johnson agreed to begin with Steve around 8:00am when the outside temperature was still cool. At 7:30am I received a phone call while I was finishing my breakfast. A man asked me if it was possible for me to give him a tour of the Medford Railroad Park. [My phone number and the offer for private tours are listed on a park welcome sign just inside the main gate.] I told the caller I could, but that I wouldn't be at the park for another thirty minutes. He then asked if I would be at the park for at least two hours, which I told him I would. The phone call ended with me believing the caller would return to the park sometime after I was there.

At 8:00am I helped Steve assemble the scaffolds we needed to stand on to work on the hopper car. At about 8:15 the four of us began working on the hopper car: Steve and Bruce on one side, Rick and me on the other. A few minutes later Rick noticed a Jeep Cherokee drive in the vehicle entrance, stop and then back up out of our line of vision next to the rear of the locomotive shelter. Rick waited a minute to see if someone in the Jeep would walk to where we were, but no one did. Rick was about to get off the scaffold and investigate when the Jeep pulled away and out of the park.

We thought it was a bit odd, but we weren't concerned because the rear door to the locomotive shelter was closed and there wasn't anything outside to steal. So, we continued working on the hopper car until I received a phone call about ten minutes later. An anonymous caller told me he was at the park a few minutes ago and wanted us to know he had dropped off a bell that came from a Medford Logging



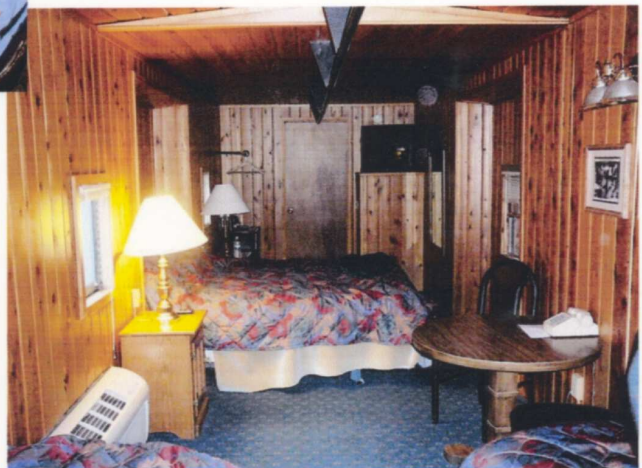
(LEFT) Here are two examples of the forty-plus cabooses at the Dunsmuir Railroad Park Caboose Motel. Besides these cupola-type cabooses there are extended vision and bay window cabooses too, all painted in various railroad paint schemes. — *Art Turner photo*

(RIGHT) Who are these guys? From left: Syd Stoner, Ric Walch, Rick Aubin, Steve Bruff, Art Turner, Art McKee and David Turner. No, they didn't just hop off a freight train in Dunsmuir. — *Suzie Turner photo*



(LEFT) Our group of caboose campers, weary from too much relaxing, gathered together for dinner in the dining car restaurant at the caboose park. All agreed the food was plentiful and delicious. — *Suzie Turner photo*

(RIGHT) This is how the interior looks in many of the cabooses. This one happens to be a former Southern Pacific bay window caboose. All have wood paneling, fully functioning bathrooms, television, and more. They are quite comfortable. — *Art Turner photo*





(LEFT) There is more to look at than cabooses at Railroad Park in Dunsmuir. Jewel of the collection is Medco No. 7, sister engine to our chapter's Medco No. 4. It was placed there for display in 1965. — *Rick Aubin photo*

(RIGHT) There are many other pieces of railroad rolling stock around. It is felt that this home-built flanger came from a northern California logging railroad. It is in serious need of repair and care as it is leaning towards one end. — *Art Turner photo*



(LEFT) After a good night's sleep in a caboose, the gang went downtown for a hot breakfast, a little shopping, and maybe a little train action. The Union Pacific didn't cooperate by running trains during the short time we were there. — *Nancy Aubin photo*

(RIGHT) After arrival at McCloud, the group receives a tour from McCloud Railroad owner Jeff Forbes, seen at far left in white shirt. They variety of rolling stock and maintenance equipment was vast. — *Rick Aubin photo*





(LEFT) This is the outside of McCloud Railroad's large shop and repair facility in McCloud. Among the equipment inside is McCloud 2-6-2 #25, now up for sale. — *Rick Aubin photo*

(RIGHT) The gals gather together along the engineer's side of No. 25. From left: Jean Stoner, Nancy Aubin, Mary Turner, Charlie Walch, Karen Bruff, and (in front) Suzie Turner. — *Art Turner photo*



(LEFT) Landon Humphrey returns to the rest of the group after spending a little time inspecting some of the railroad's passenger cars and maintenance of way equipment. — *Rick Aubin photo*

(RIGHT) Our group is sitting on the top deck of an open observation car. From here the air is sweet, the sounds are loud, and the action is wonderful as one of the railroad's SD38s pulls the train from McCloud to the switchback. — *Rick Aubin photo*



Railroad steam locomotive. He also said there was an envelope with a letter of explanation with the bell. With that, the caller hung up.

I walked over and found a beautiful bell disassembled in three pieces: the bell, the yoke, and the clapper. I opened the envelope, read it, and immediately called the others over and read the letter. In the letter the donor also noted that this same story was simultaneously sent to Medford's *MAIL TRIBUNE* newspaper, Eagle Point's *UPPER ROGUE INDEPENDENT* newspaper, and Medford's Department of Parks & Recreation. Word for word here is the story from the anonymous donor.

THE SAGE OF THE MEDCO LOCOMOTIVE BELL

It was NOT a dark and stormy night, as my fading recollection serves me, but a soft summer night with a bit of moonlight to guide us up the Butte Falls-Prospect Road toward the old Medco Camp site. Our destination was a railroad siding at the Camp, where sat an old locomotive which was facing retirement from a life of hauling logs out of the western Cascade Mountains. We were two young couples crowded into a '50's era pick-up truck, but we were not out for a joy ride. A well-planned and altruistic operation was unfolding. It was the summer of 1958, just 50 years ago this summer.

My best friend from high school, Jon, was the instigator of our mission, which was to rescue the old bronze bell from the locomotive before someone else salvaged it for scrap. Even in those days, scrap metal brought a fairly good price, and Jon could not stand the thought of such a relic being dropped into the melting furnace. It was the plan all along to hold the bell until the fate of the locomotive was decided, then return it to the restorers. It was all we could do to transfer the bell from the engine to the back of the truck, it was so heavy. Back then, maybe one or two cars a week passed by Medco Camp. The road was dirt and gravel, and served a couple of ranches near Medco Pond. That night we had it all to ourselves.

Months passed, then years, which turned into decades. I was not the keeper of the bell, and I'm not certain of its travels during the past 5 decades. Jon served in the Navy, graduated from college, got married and had a career in the [San Francisco] Bay Area. The bell went with him on at least a few of his life's excursions. My wife (who was with us that night in '58) and I stayed in the valley for the most part. I tried to keep track of the old Medco locomotive, and noted articles in the Mail Tribune about the last trips to Medford from Butte Falls of the steam and diesel locomotives, of the removal of the rails, turning the roadbed into Medco Road in the vicinity of Medford. I knew of an old Medco engine, a Willamette shay, I believe, that was donated to the City of Medford, and placed in Jackson Park, only to slowly deteriorate die to weather and vandalism. I don't know if it was the same one from which we liberated the bell, though.

Then I noted that the Jackson Park engine had been donated for display at the new Railroad Park. I thought then that the time was getting closer for the reunion of the bell and engine. Jon was not to see this happen, however, as he succumbed to ill health near the turn of the century. His loving wife stay with their home after his passing, and thus the bell continued to be cared for.

I had the opportunity to go south in a truck a few years ago, and asked Jon's wife is she thought it appropriate to return the bell to the railroad folks who would appreciate it and possibly restore it to use on an engine. She concurred, and I brought the well-traveled bell back to the valley. I hope to keep us perpetrators anonymous, but also want to tell the story of the Medco locomotive bell and assure any and all interested folks that the intention from the very beginning was to save this beautiful relic for posterity.

That concludes the story on how the bell disappeared. In a separate letter attached with the above story, the anonymous donor wrote:

Recently, the bell that is the subject of the attached story was successfully (anonymously) returned to the members of the railroad restorers group at Medford's Railroad Park. That brings the rescue and preservation of this relic full circle, and I hope to see the bell restored to a position of honor on a steam locomotive at the park. It would be an appropriate honor to the memory of my friend Jon.

Verification that the bell has recently been returned can be had by calling 541-944-9176, to contact a docent of the Steamers group.

Copies of this note have been mailed to:
Bill Miller c/o Mail Tribune
Paul Fattig c/o Mail Tribune
Nancy Leonard, Upper Rogue Independent
Medford Parks & Recreation

Wow! What a story! After reading the story to the guys I took a few photos of the disassembled bell; then we put it away for temporary safekeeping. One of the guys suggested searching my cell phone for the number of the anonymous caller. I called the number several times, only to get the familiar sound of a fax machine. Then I thought, what about the caller who earlier asked for a tour of the railroad park. I called that number and after ringing a few times a woman answered. She said this was a public phone booth. Well, so much for trying to contact the donor to thank him

That evening I read the amazing story to chapter members who attended our chapter's meeting at the Railroad Park. To say the Medco No. 4 Project Coordinator Jerry Hellinga was surprised is an understatement. He asked us if it was a Willamette locomotive bell and we said we didn't know for sure. Jerry explained that a Willamette bell is easily identified by its uniquely angled bell yoke; designed so the bell would remain level on the locomotive's slanted boiler.

The next day Jerry reassembled the bell and confirmed that it is a Willamette bell. On Thursday morning I received a call from a reporter with the *UPPER ROGUE INDEPENDENT*. I repeated the events and they sent a photographer a few hours later to photograph the bell. After that I went back to work over at the Live Steamers layout.

A few hours later Jerry asks if I could help him place the bell on top of the boiler of Medco No. 4 as a reporter and a photograph from the *MAIL TRIBUNE* was on the way. With the two Tribune employees in attendance we used our chapter's large forklift to lift the bell into place. The mounting studs were minutely off-adjustment, preventing us from slipping the bell all the way in place, but it was clear that this was most likely a bell from one of Medco's three Willamette locomotives: engine numbers 2, 4 or 7, but which one? All three locomotives were still on Medford property when the bell was removed in 1958.

After much discussion between chapter members we concluded the following. Our Medco No. 4 had its bell when it was donated to the City of Medford in 1959 and placed on display in Jackson Park. However, after complaints about boys frequently ringing the bell, the City removed the bell and placed it inside a city warehouse for safekeeping, however, someone later stole the bell from the warehouse.

As for Medco No. 7, now on private display at the Caboose Motel in Dunsmuir, it still has its bell. It appears the bell came from Medco No. 2, and we have clues. First, Medco No. 2 never made it to Medford for scrapping. It was scrapped in the woods around Butte Falls. Second, before it was scrapped it sat on a spur near the Medco Pond Road area. Third, in a 1958-1959 photograph recently discovered by Jerry Hellinga, it shows Medco No. 2 sitting on a spur in the woods... without its bell!

To the anonymous donor(s) who first saved the bell, and more importantly returned the bell so we can put it in the proper place, we are extremely grateful.

P&E HOPPER PUZZLE and NEW PAINT Our chapter is blessed to have many special pieces of railroad rolling stock in our collection. One of these is a rather ordinary looking steel hopper car built in 1899 for the Great Northern Railway. As most of you already know, this car later became part of the Pacific & Eastern Railway roster. The Pacific & Eastern was the railroad that took over the bankrupt Medford & Crater Lake Railroad after it stopped construction after reaching Eagle Point.

The P&E was controlled by James Hill, the same person who built the transcontinental Great Northern Railway. After taking over the M&CR RR he renamed his new property the Pacific & Eastern Railway and extended the line to Butte Falls. Several years later the P&E was sold to logging interests; and after several owners and a reorganization, the line became the Medford Logging Railroad.

It has always been assumed that our hopper car came to the P&E from the Great Northern Railway. A close examination reveals faded "Great Northern #74735" lettering on the well worn paint. But now there is a new wrinkle. After chapter members removed light rust around the hopper car there appeared some more hidden and faded lettering. At one end it appeared to read "SRR #138" and "SRR" on one side of the car, but that was only our collective guesses. Could the car have once belonged to the Sierra Railroad? Roger Phillips thought maybe it really read "SPS" for the Spokane, Portland & Seattle Railroad. It would make sense since James Hill controlled the SP&S and the Pacific & Eastern. However, the lettering was too faded to be certain, so we took photos for posterity and prepared to paint the car.

Roger searched the Internet and found a Sierra Railroad car roster from the California State Railroad Museum (CSRM). It appears Sierra Railroad once owned several former Great Northern hopper cars like ours. The eight surviving Sierra Railroad cars are numbered from #107-178. Our car fits that number scheme. Hopefully in the near future we will find out when Sierra Railroad sold our car to the Pacific & Eastern.

On the morning of September 16 the car was ready for painting and the surrounding area protected. A friend of Steve Bruff painted the car using a brand of paint we're used on several restoration projects called "Zero Rust". This black paint actually bonds with very light rust and metal to produce great results. We guess this is the car's first coat of paint in over 80 years. Today the car no longer looks like it's 108 years old. There remain a few minor things left to be done, such as installing new corner steps, a platform along one side and so on.

From there we're going to take a minor liberty with regards to being authentic. Photographic evidence proves that this car was part of the Pacific & Eastern Railway, but the few photos that exist do not show the car lettered for any railroad; just faded black paint. Since we know this is the only piece of P&E rolling stock in existence Steve will letter the car "Pacific & Eastern #74735", along with the known small letters for car weight and so on. We feel that if we ever find contrary evidence it was lettered or numbered any different, we will change it.

MEDCO No.8 GETS PAINT, TOO When our chapter reacquired Medford Corporation's sole diesel locomotive from the Magma Arizona Railroad in 1995, it no longer had its wonderful bright red, yellow and black paint scheme. Magma Arizona repainted No. 8 (but did not renumber it) white with a broad yellow stripe, and that's the way it was when we brought it back to Oregon. Other than painting out "Magma Arizona" lettering and applying the famous diamond Medco logo we didn't have the time or funding to paint it back to what it once was.

Then last month Jerry Hellinga looked again on how we could paint No. 8 in an affordable manner. By doing all the preparation work ourselves and using the same high quality "Zero Rust" our chapter has successfully used on past projects, the estimated cost was something we could afford.

Late last month the project began with Jerry removing the steps to the cab and metal window awnings. Jerry also removed the multiple unit (MU) wiring and cables added on by Magma Arizona so they

could operate together with their other two Baldwin diesel locomotives. We only have No. 8 and therefore have MU capability is no longer needed. Jerry and Larry Tuttle also took this opportunity to remove the original (and badly worn) wooden flooring from inside the locomotive cab. Larry will replace it with new wooden flooring after the locomotive is painted.

Beginning the last week of September, Jerry, Larry, with help from Larry's friend Tim Webb, began removing the old paint by using three needle scalers powered by our chapter's trusty portable air compressor. With more than adequate plastic drop cloths to catch the paint chips the needle scalers easily removed the dried and cracking paint. As this newsletter goes to press the guys have removed about 60% of the old paint. We hope to have No. 8 in all new paint in time for all to see in the next Manifest newsletter.

FIRST PLACE, REALLY? Sometimes it takes a little longer for the final decision to be made. At last year's Central Point Fourth of July parade our chapter's float won Third Place in its category. This year we felt we had an even better float but we didn't win any award. Shortly thereafter I think I accused the parade officials of being drunk.

On September 4 an e-mail letter from Cindy Hudson of the Central Point Chamber of Commerce was sent to Ric Walch. In the letter Miss Hudson said she was sorry we didn't receive an earlier letter informing our chapter of our placement and we could come to their office to pick up our First Place ribbon. A few days later I went to the Chamber of Commerce to get the award and an explanation.

Miss Hudson said this year the parade committee decided to hand out the awards as the participants returned to the staging area, instead like last year as the parade began to move. She said this was a mistake as quite a few parade entries didn't return to the staging area, and instead went home or to join another parade. Cindy said next year they'll return to handing awards as the parade begins moving.

To the judges of this year's Fourth of July parade, and the Central Point Chamber of Commerce, we thank you and we'll see you again in 2009.

Oh, after believing we didn't place in this year's parade, in our July *MANIFEST* I wrote, "Either the parade judges had somehow failed to notice us, which unless they were deaf and blind, they couldn't have, or they were drunk and failed to appreciate the artistic achievement attained by a group of dedicated railroad park volunteers." Well, with egg on my face and a promise to Cindy Hudson, I apologize. How's that, Cindy?

MORE DONATIONS From Morse Telegrapher Club and SOC member Roland Dow we received a donation of \$500.00 as a donation to help finish the Mack Walch Library-Archive building. Roland later talked to the other Telegraph Club members and they donated an additional \$400. Earlier this year the Telegraph Club donated \$800.00 towards a heat pump for the building. Thank you, Roland and the Morse Telegraph Club.

In late August I gave a tour of the Railroad Park, especially our chapter's collection, to two out of town visitors (Joel & Mary). From the Fidelity Charitable Gift Fund we received a check for \$150.00. In a note with the check they thanked me for the tour and sent the check. Thank you, Joel & Mary.

From Walter May, a new member of the Southern Oregon Live Steamers that I've been working with, spent a career working for the Southern Pacific and Union Pacific. This month Walter donated two switchmen lanterns (one of the stamped "S.P. Co") and a wooden brake club. When Walter mentioned a donation of the brake club to me I told him there can't be too many people left alive who remember them. We're happy to have your donations. Thanks Walt.

To get the painting of Medco No. 8 started, Tony Johnson has donated \$2,000 for the paint.



(LEFT) Hidden under a coat of black paint for many decades is the word "SRR 138", and "SRR" on one side. It appears our Pacific & Eastern Railway hopper belonged to the Sierra Railroad first before coming to Oregon. — *Tony Johnson photo*

(RIGHT) Resplendent in her first new coat of black paint in over 80 years, the transformation of our Pacific & Eastern Railway hopper car is truly amazing. In the near future Steve Bruff will apply the correct reporting marks and a new "Pacific & Eastern" lettering. — *Tony Johnson photo*



(LEFT) This is the bell which was mysteriously donated to our chapter last month. It came from Medco No. 2, a Willamette logging locomotive like our Medco No. 4.

(RIGHT) This is our award for finishing in First Place in the City of Central Point's Fourth of July parade. It was presented to us last month.



MACK WALCH LIBRARY Most of the exterior construction is completed and so we now turn our attention to the interior. Steve Bruff wrote, “Chrisanne Murray and Dan Wilkinson are going to try this technique on some of the coil nailer roofing nails today. These nails are electro-galvanized. Hopefully it will work OK and then Chrisanne (and Dan?) have agreed to nail off the soffitt. That way, we don't have to find another nailer, or buy a big batch of other nails.

“A couple days ago Jerry Hellinga pointed out the few things left to do on the inside (in addition to electrical, sheetrock and insulation). None of the jobs he pointed out are large projects. I had already started the "hatch" to access the attic, and have some left to do on that. Rick and I installed the attic walkway the length of the building.

At press time the Ric Walch and Mack Walch family is planning to paint the building on October 11. The family wants the chance to participate in this tribute to Mack. Even Ric's 93-year old father, and Mack's little daughters want to help. If there is enough help we plan to give our 115+ year old SP Section Tool House a fresh coat of paint, too.

“It seems that Jerry's idea to apply a sealer to the concrete floor is a good idea in order to save cost of other type of flooring. However, we can hold off applying a sealer if we decide to search for some linoleum or carpet. I will check with Tom Baldwin next week concerning the carpet he has that he will donate. Any of the other members can jump in here with ideas as well.”

ODDS & ENDS As I was putting this newsletter together, Treasurer Nancy Aubin sent me this letter of acknowledgement and thanks. Nancy wrote, “During the 2008 run season we have had two individuals step up on run days and help the club. Monty Montague and Becky Blosser have been a very valuable asset in keeping both the CB&Q Visitor Center caboose and our chapter's Concession Stand open.

“On the September 14th run day the Concession Stand would have been totally closed, if it weren't for the efforts of Becky (and Dan Wilkinson and Linda Saling). From what I have been told, Becky took charge and did a very commendable job. Becky has also been an invaluable asset to the smooth running of the Concession Stand for most of the run season. For their efforts, I feel the club owes both Becky and Monty a big THANK YOU!”

Steve Bruff is asking for a 6- or 8-foot step ladder in good shape. It will be used on construction and restoration projects. We have several aluminum ladders, but our only step ladder is made of wood and is too old and worn out to be safe. Contact Steve at 541-261-5741 if you can help.

FUTURE FLANGER WORK Project Coordinator Steve Bruff took a little time to look back at our nearly finished SP Flanger and came up with a list of things left to do. They are:

- Finish painting undercarriage with 'rust brown' paint.
- Install steel plates (heat shield) behind stove.
- Re-install electrical conduit and switchgear that was taken off to repair the wall.
- Repair two boards in ceiling and paint with dark green. We are completely out of dark green paint so we must buy one gallon dark green paint, which will also be used for someone to finish painting the inside of the closets in caboose SP1107.
- One more coat of orange paint on east end deck and railing. (no purchase)
- Smoke pipe from stove to ceiling (purchase stovepipe).



(LEFT) This is the floor inside the cab of Medco No. 8 after the wood floor was removed. The old wood was likely the original floor installed by Baldwin-Lima-Hamilton back in 1952. A new floor will be installed after painting the locomotive. — **Tony Johnson photo**

(RIGHT) This is how the engineer's side of No. 8 looked on Oct. 01 after a couple of work sessions. The old paint is gone from the cab, battery boxes, top and end of the hood, and part of the frame. — **Tony Johnson photo**



(LEFT) Pictured from left to right are Larry Tuttle, Tim Webb and Jerry Hellinga as they removed paint and rust from the top of the hood and front headlight assembly. — **Tony Johnson photo**

(RIGHT) This picture shows the untouched fireman's side of the locomotive. When we acquired No. 8 in 1995 the words "Magma Arizona" were painted on the yellow stripe. We removed the lettering in 1996 and repainted the stripe yellow. — **Tony Johnson photo**



- Install all quarter round in interior (most, perhaps all, of quarter round on hand, and paint green).
- Find or purchase two steel pieces to be bolted to bottom edge of plows.
- Repair sill at both end doorways (small purchase required).

Steve also said, “Inside there is a water cooler. It is a box for ice and on top of this is the place for a 3 or so gallon water bottle to be placed upside down like an office cooler. Perhaps you members can keep you eyes open for a 3 or maybe 5(?) gallon water jug. We can try a five gallon jug to see if it works. It can be glass or plastic. Glass is probably more authentic. Either way, we will strap it to the wall to make sure the public doesn't mess with it.

“Checking with my paint experts, they say that the treatment that I used before to prep galvanized surfaces for painting is still correct. Rub the galv. surface with vinegar; then check a spot with paint. The paint should stick OK. (If the paint doesn't stick on larger areas such as flashing, etc. then sand to give the surface some tooth).”

The September General Meeting is Tuesday, Sep. 09 at 7:00pm at the Rogue Valley Model Railroad clubhouse at the Medford Railroad Park. Come on by and visit as we share some video entertainment. Last month we showed a video of two different Union Pacific maintenance of way operations: the P-811 concrete tie train and a tie replacement train. If there are no other films we'll show how railroads undercut and clean their ballast with modern machines.

Your Chapter Officers for 2008

Ric Walch, President 541-772-6255	Bruce McGarvey, National Director – 541-779-8145
E. Don Pettit, Vice President 541-601-4772	Art Turner, Chief Mechanical Officer – 541-826-6291
Jerry Hellinga, Treasurer 541-772-6432	Rickie Aubin, Secretary - 541-779-4259
Steve Bruff, Dir. Of Public Relations – 541-261-5741	Tony Johnson, Newsletter Editor/Historian – 541-944-9176
John Powell, Activities Director – 541-826-1992	Nancy Aubin, Membership Director – 541-779-4259

GOOD OLD DAYS OF RAILROADIN' This month we have space for another tale from retired Southern Pacific engineer Tom Weston. Tom lives today in his hometown of Tracy, CA. This is Tom's 28th article in our newsletter.