



THE MANIFEST

NEWSLETTER OF THE SOUTHERN OREGON CHAPTER, NRHS – DECEMBER 2008
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DECEMBER ELECTIONS As required in our chapter by-laws, nominations for the positions of President, Vice-president, Secretary, Treasurer and National Director were accepted during the November 11th General Membership Meeting. The Nominating Committee presented to the attending members their recommendations, plus an additional nomination was accepted from the floor. Those nominated are: President – E. Don Pettit; Vice-president – Ric Walch; Secretary – Syd Stoner; Treasurer – Guy Jenkins and Larry Tuttle; National Director – Bruce McGarvey.

The nomination process will continue at our Tuesday, December 9th general membership meeting. This editor was mistaken when I wrote that anyone nominated from the floor at the December meeting must also be present. A check through the Chapter by-laws revealed no such requirement, although we think it was required before, therefore, anyone present or not, can be nominated at the December meeting.

When the nominations are closed, the election for the five board positions will be held by secret ballots. The winners will be announced at the meeting, as well as in this newsletter. We ask you to attend if you can. The evening's entertainment will immediately follow the elections.

IMPORTANT MEMBERSHIP NOTICE Membership Director Nancy Aubin asked me to send the following message. "By now all of you should have received your membership renewals from the National Railway Historical Society. It is important that we renew these as soon as possible. To have the renewal count for a specific month I must have it by the 5th of that month. All memberships expire on December 31, 2008 (unless you have already renewed for 2009.)"

"If you have not received your renewal, or if you have questions, please contact me either by phone at 779-4259 or e-mail at NancyJ1209@charter.net — Thanks, Nancy."

ANNUAL RAILROAD SHOW THIS MONTH The 31st Annual Rogue Valley Railroad Show is over... and what a fun time it was! This year our exhibit was near the front entrance, with the Southern Oregon Live Steamers and the Southwest Oregon Large Scale Trains clubs next to us. Our eight-table display area was shaped in a square of about 20 x 20 feet.

This year I wanted to add as many railroad tools and artifacts as I could fit in our display area, so the day before the show I enlisted the help of Ric Walch and Art Turner to help me load our chapter's five-ton flatbed truck with tools, informational materials and souvenirs, and transport them to the armory and back. I want to thank the many chapter members who were available at the armory to assist me in setting up. After we set up the folding tables and attached the blue tablecloths, connected our extension cords and two chapter banners to the overhead rope, there wasn't too much I could ask the guys to do as it came down to a matter of seeing what will work out best. The easiest part is setting up the many, many 20 x 28" photo poster boards as it takes up at least three of the tables. The many chapter railroad tools took up another three tables, and the remaining two tables had chapter souvenirs for sale.

After we felt we had a good tool display the guys helped me unload the four television sets and three VCRs from my pick-up truck. We placed two TVs and two VCR machines at the ends of one side of our display. (I used the other two TVs and VCR for our Live Steamers club display.) One of our TV monitors featured film footage from 1953 of the Medford Logging Railroad, the woods operations, and the Medco mill operation. The other TV featured

some of the accomplishments our chapter did since last year's show, plus some vintage chapter memories of operating Medco No. 8.

From start to finish it took about three hours to complete our table display, complete with signs, program notes, brochures, price tags and so on. We were done by noon, well ahead of the closing of the armory at 5:00pm. At this point I set up the TVs and VCR video program for the Live Steamers. The last item to arrive was the recently donated locomotive bell from a Medco steam locomotive. Jerry Hellinga constructed a sturdy wood base to hold the bell at an upright angle. This was mounted on the heavy metal grate that covers a fan on Medco No. 8. This in turn was placed on two metal saw horses. The bell is so heavy that it was carried in three pieces. Next to the bell was a new photo board explaining how we got the bell and a copy of a newspaper article telling the story.

Since the guys went through the effort of bringing our bell to the show, we weren't just going to look at it; we were going to ring it. At the top of each hour there is a drawing for door prizes so I suggested to Show Chairman Brad Fawcett that we ring the bell prior to announcing the winning tickets. Well, the bell got everyone's attention, all right! Some accused me of just wanting to make a lot of noise during the show, but I say it's a great way to let people know we've got a genuine steam locomotive bell here! Okay, so I wanted to just make a lot of noise! So what? I got others to do it too!

Near the rear of the armory our chapter also displayed our unique "Interpretive Handcar" alongside chapter member Syd Stoner's railroad motorcar. Jerry, Syd, Ric Walch and others handled the transporting, loading and unloading of the two cars.

When the doors opened for the public on Saturday the 29th, there was a long line of people anxious to see the show. Besides the normal compliment of four volunteers inside at the ticket tables, we had two more volunteers outside selling tickets so the people could get in sooner. Within an hour the exhibit floor was packed with people wandering all around the twenty-five exhibits, which included 13 operating model railroads of many gauges, historical displays, Operation Livesaver and other exhibits.

As for our chapter we were greatly honored that so many members signed up to fill show duties and/or help staff our chapter displays. We had enough available help so that everyone could take a break when needed, and I was able to move back and forth between our tables and the Live Steamers display.

If I had to guess as to what was our most popular display, I'd say it was the large display of railroad tools. We noticed there was great interest in the tools display at last year's show, so this year we piled it on. From memory I think we had two heavy duty railroad jacks, one old hand crank railroad telephone, a date nail display, 3 brakemen lanterns, a car heater, a large dining car coffee urn, a hand operated car mover, one journal hook, 2 rail tongs (large and hand held), tie tongs (one and two-man), cuspidor, railway fusee, steam safety valve, three steam whistles, spike maul, brakeman's club, station agents ticket stamp, oil cans, lineman's pole, train order hoop, spike puller, a track level, and a track gauge. (I've probably missed a few.) Each tool had a sign explaining what it was used for.

Almost equally as popular were the numerous photo information boards on display. The boards told of past and current restoration projects, local railroad history, and well as explanation of some of our chapter's historic collection of railroad rolling stock.

Besides the usual chapter membership applications and informational brochures we have available, this year John Sipple used his talents to create a beautiful new chapter informational color brochure. Earlier this year John shared the chapter board his ideas and asked for corrections and input. When that was done John found some friends in the printing industry who printed 3,000 of these brochures – free of charge! I've included one of these brochures with this newsletter. Outstanding job, John! We are extremely proud of what you accomplished.

This was a great effort on the part of so many of you members. I am so proud of how much you collectively volunteered your time and talents. It's going to be a challenge to come up with a better chapter display and a better group of volunteers next year.

McCLOUD STEAM TRIP On November 1st, several chapter members drove to McCloud for the opportunity to ride behind McCloud Railroad's 2-6-2 #25. Although this wasn't an official chapter function, we did have quite a few members there to witness the next-to-last run of McCloud #25 before it is sold to another railroad.



(ABOVE) This view shows how our chapter's display looked from above. Assembled as a large square it allowed visitors easy access from all sides. If we had more space we could have filled several more tables.



(ABOVE) Seen from this angle we can see one of the video programs and the tables loaded with part of the chapter's collection of railroad tools. Additional tools are displayed to the left of the television.



(ABOVE) This angle shows some of our photo board displays, the Medco bell, and a long line of souvenir T-shirts, hats, and more.



(ABOVE) Our motorcar and handcar on display.



(ABOVE) Five visitors enjoy reading all about our chapter activities, history and collection.

(RIGHT) We have a real clown in our chapter. He is Charlie Siekert and during the show he gave little candy canes to the hundreds of children. Good job, Charlie





(ABOVE) Not to be forgotten are the members of the Morse Telegraph Club; all of whom are also members of our chapter. Here Vic Seeberger is pounding out a message, "Send a cheeseburger."



(ABOVE) Morse Telegraph Club president Dave Phillips takes over the key from Vic. Visitors had the fun of sending a message from here and picking it up at their other telegraph station.



(ABOVE) Within a half hour the exhibit floor was full of happy visitors. Steve Bruff, Charlie & Ric Walch are on duty to answer questions.



(ABOVE) Our well trained and intelligent staff is here to serve you. From left is Art Turner, Landon Humphrey and Steve Bruff.



(ABOVE) Chapter member Tom Dill gives the public a nice greeting, and then tries to get them to listen to stories of how he switched boxcars blindfolded as an engineer running SP locomotives.



(ABOVE) This is what we love to see. Hundreds of small children watching the model trains move around the various operating layouts.



(ABOVE) Jerry Hellinga is adding the first coat of bright yellow paint over the white primer he applied a week earlier.



(ABOVE) While Jerry is painting Medco No. 8 yellow, I suggested to Art Turner that Jerry paint his peeling van yellow too. Art declined.



(ABOVE) This view of the cab end shows the red color masked off from the area painted yellow. The end steps will be painted black soon.



(ABOVE) This is how No. 8 looks today. The brilliant colors look great, and soon the color black will be added to the end steps and more.



(ABOVE) Rick Aubin brought this little shed to the park in October. It will be used as a small storage shed; not as a outhouse, although Rick made it look that way.



(ABOVE) Five chapter members are busy pushing a four-wheel push cart across the mud to a waiting trailer. This will be later transformed to a riding car pulled by our motorcar.



(ABOVE) Dan Wilkinson & Chrisanne Murray are standing on our dining car roof, removing loose material from around holes.



(ABOVE) The white patch above and to the right of the water tank is one of the



(LEFT) Dan Wilkinson is busy removing dirt and loose roofing materials from around the many holes. He will later begin removing the two long pipes he's kneeling on. These ran the whole length of the car. These were added by SP long after the car was built and therefore will not be needed when we restore the car. **(ABOVE)** This close-up view shows a large hole near the pipes.



(ABOVE) These two views were taken inside the Mack Walch Library. By this time Steve Bruff had set up floor tarps and saw horses for cutting and painting the trim boards, and for restoring our former SP Grants Pass passenger depot waiting bench.

It would be a gross understatement to say the weather was crappy! It rained the entire day, plus it was cold. The heating system inside the two passenger cars wasn't working, but we came prepared with heavy coats, warm hats and warm socks. The train departed McCloud at 9:30 AM and headed for the switchback, where the only photo run-by of the day was held. Fortunately the rain was only a slight drizzle at that time.

When we arrived back at McCloud, Ric Walch went to see if we could get a discarded small four-wheel push cart for our chapter. After receiving permission we drove around in the mud and found the car upside down in a pile of junk. Several of us lifted the car upright and pushed it to a waiting trailer for the trip back to Medford.

The cart has a slightly bent axle that can be easily repaired. We are looking to rebuilding the car as a trailer to haul more passengers on our Railroad Park tracks behind our chapter's Fairmont motor car. The trailer should be ready for the April 2009 opening.

MEDCO No. 8 LOOKING GREAT Last month we reported the wonderful news that we are in the process of painting our chapter's sole diesel locomotive - Medco No. 8 - back to the original red-yellow-black Medco paint scheme applied by the Baldwin-Lima-Hamilton locomotive company in 1952.

Last month we showed pictures of the locomotive after the removal of the old paint, and photos after the first two coats of primer paint was applied. Taking advantage of a brief spell of warm, dry weather in November, Jerry Hellinga and Art Turner resumed the work. Jerry applied two coats of primer paint and two coats of red finish paint over the top of the hood, cab, front headlight area, and along the frame. On Oct. 29 Jerry masked off the red paint from where the yellow color will go.

The next day he applied two coats of primer (one reddish-brown and one white) to the hood and cab. This was followed by two coats of bright yellow on the hood and ends. So, as you read this newsletter, we expect to apply the black paint within a few weeks (weather permitting). There is no timetable for lettering the locomotive back to "Medford Corporation". We are leaning towards using modern vinyl lettering instead of painting the letters. Stay tune. It's getting exciting.

I made two small errors in last month's Medco No. 8 report that I wish to correct now. First, I made a typo when I said our chapter reacquired No. 8 in 1955. It should have read 1995! Ken Ardinger pointed out the other error when he wrote, "The cover has some errors under painting Medco No.8. The Magma Arizona did not repaint the No. 8 to white with the yellow stripe when acquired in 1968. I have slides of it in Arizona by Keith [Ken's brother] in November 1970 - all yellow with black lettering; same as their No. 9. I also shot it in the same yellow-black in November 1974; I have it in the white-yellow by January 1986; and the same in 1995."

Our chapter archives has photos of Magma Arizona Railroad No. 9 in all yellow lettering operating with No. 8 in white and yellow paint, but none of No. 8 in all yellow paint. We'd like to get a photo of No. 8 in this earlier Magma Arizona paint scheme.

MACK WALCH LIBRARY An electrical survey was made last month to determine what is needed to wire the Mack Walch Library building. To supply electricity for both us and the new garden railroad now under construction, we will likely need to replace the old junction box with one of more capacity. The electrical outlets and interior lighting for inside of the building was studied and we're about ready to go ahead with this phase. For the time being Steve Bruff is using the power off our nearby SP Section Tool House to supply the power inside the building.

Steve Bruff swept out the archives building and laid down a large new tarp and then placed some sawhorses and sawhorse-table setups on the tarp. We now have a indoor work area for the winter. With new trim boards on hand Steve will lay the trim boards on the sawhorses and paint them before we install them. We have the primer and dark brown trim paint. We plan to also bring in the large wood depot bench that is currently in storage in the engine shed and clean it up, etc. We can also sand and paint the benches Ric Walch made for the park.

We have decided to go with the bare concrete floor for inside the building. On account of so much rock and dust all around the Railroad Park, any linoleum or wood flooring would quickly loose its luster after visitors have walked around a while. We'll seal the concrete and keep it clean with regular sweeping and mopping. We can always add nice flooring at a later date.

P&E HOPPER HISTORY UPDATE Prior to painting our Pacific & Eastern hopper car a few months ago, we needed to prepare the car by removing rust and any loose paint, which is funny since there was hardly any paint left from the last time it was painted seventy or so years ago. During the prep work we uncovered “SRR 138” and “SRR” lettering on two sections of the car. As related in the October 2008 *MANIFEST* we learned that sometime long ago the Sierra Railway had acquired some of these ex-Great Northern hopper cars, and later the Pacific & Eastern acquired the one we have. Chapter member Jim Lekas did a little research and sent the following.

“When I read that the hopper car that we own was once Sierra 138, a light went on. I remember seeing cars like that in Jamestown, but I never took a picture of any of them. I called two different fans and asked if either had pictures that I could send you. This is the answer I got from one of the guys. I sent him the picture you had in the last Manifest.”

Jim e-mailed me a photo of one of the Sierra Railroad ore cars. Jim says, “It is a 40-ton car, and is 22 feet in length. The Sierra purchased 80 of these cars from Great Northern about 1923, and numbered them 100 through 179. They were listed on the Sierra ledger books as ‘Black Jack’ Ballast Cars, and thus were called ‘Black Jack’ cars. One of these cars (SRR #163) is on display at the California State Railroad Museum in Sacramento.”

Now we know that the Sierra Railroad owned our hopper car before the Pacific & Eastern did. However, there is a slight conflict regarding the date the Sierra Railroad acquired the cars. If they purchased our car around 1923, this was just prior to the Pacific & Eastern sale to the Brownlee-Olds Lumber Company (1922-1924), which eventually became the Medford Logging Railroad. We suspect our car wasn’t on the Sierra Railroad very long.

LEAKING SP DINING CAR Ever since the June 2008 “Espee in Oregon” meet in Medford, we haven’t spent any time on our 1912 SP Pullman dining car. For the June meet several chapter members removed the tarps from the roof and cleaned the interior of the car. After it rained a bit in late October-early November Dan Wilkinson and Don Pettit inspected the car for leaks. Well, the roof leaks everywhere. They found numerous puddles everywhere.

We knew the roof was full of holes, but there is a lot more than we thought. Last month Dan, Don, John Powell, and Dan’s friend Chrisanne Murray began a more detailed roof inspection, and it is ugly. In many places where the metal is roof is rusted you can see sunlight through the roof. Dan found that many of the leaks are located where Southern Pacific later added external water and electrical pipes along the roof. Some of the metal roof will have to be replaced.

While the weather was still good, Dan and Chrisanne began removing all the added external roof pipes and then removed the old and cracked roof sealant around the holes. They were able to remove about three quarters of the roof piping before poor weather set in. The chapter purchased new tarps and now the entire roof is protected against the winter rains.

Come next spring we’ll finish removing what is bad on the roof and make a detailed estimate on what we need to do and how much it will cost to permanently protect this historic piece of rolling stock. It is the first all-steel dining car built for the SP, and the only one of the original order extant.

LITTLE HOUSE ON THE ? Last month I found a little building next to our outdoor restoration shop. Unaware of how it got there I soon learn this was the work of Rick Aubin. Rick said, “The little building I’m working on is for storage at the railroad park. It is what Jason [Rick and Nancy’s son] and I built 20 years ago and it was his fort. I made it taller so it looks like an outhouse now.”

The November General Meeting is Tuesday, December 9th at 7:00pm at the Rogue Valley Model Railroad clubhouse at the Medford Railroad Park. It is at this meeting that any additional nominations for chapter board positions will be accepted. Following the closing of nominations the attending membership will cast their votes. The evening’s entertainment will follow.

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
Nancy Aubin, Treasurer 890-2546	Rickie Aubin, Secretary - 541-779-4259
SJohn Sipple, Dir. Of Public Relations – 541-776-2292	Tony Johnson, Newsletter Editor/Historian – 541-944-9176
John Powell, Activities Director – 541-826-1992	Nancy Aubin, Membership Director – 541-779-4259