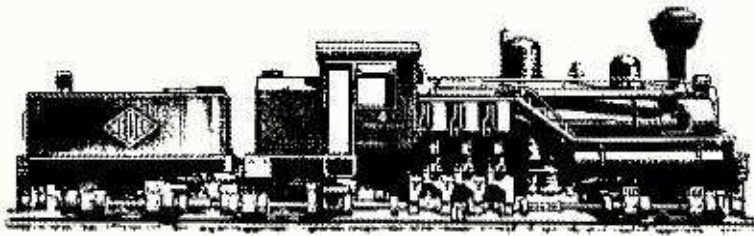


# *The Manifest*



**November, 2011**

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

P.O. Box 622  
Medford, Oregon 97501

## **CONTRIBUTING IN THIS ISSUE:**

Jerry Hellinga, Nathan Broom, Richard Sugg,  
Marty Bernard, Larry Tuttle

*If you have not done so already, please contact me via email, [adobney@gmail.com](mailto:adobney@gmail.com) or phone, 541-582-0605 and indicate your newsletter delivery preference: email PDF format, or hardcopy via snail mail. I am also using this information to update our membership records. Thanks.....Allen.*

## **Medco No. 4 Boiler Rebuild Fund Drive Update:**

By: Jerry Hellinga



Since the Southern Oregon Chapter started the fund drive in March, a total of \$23,258 has been raised in donations. Including the challenge grants, a total of 49 donations were received. These include 46 grants from individuals, 2 from other local historical societies, and one corporate donation. A complete current list of donors is below. An additional \$260 was collected in donation jars at events like the National Train Day in Ashland and the Railroad Park run days.

The Chapter has also received a grant of \$18,000 from the Oregon Cultural Trust. If you have or will make a gift to the Southern Oregon Chapter, you can make a matching gift to the Oregon Cultural Trust and claim a 100% Oregon tax credit for the matching gift. Learn more or donate on line at [www.culturaltrust.org](http://www.culturaltrust.org).

The Southern Oregon Chapter now has a total of \$101,130 available for the Medco No. 4 project. The most recent estimate for the boiler repair is \$118,545. We have made impressive progress but **the fund drive is not over** and there is still a ways to go. Thank you if you have already donated. If you have not donated yet, please help. **We need everyone to support the Medco No. 4 project. We can meet our goals if every one chips in.**

### 2011 Medco No. 4 Willamette Locomotive Donors

|                         |                            |                                  |
|-------------------------|----------------------------|----------------------------------|
| Allen Dobney            | John Powell                | Art Turner                       |
| Dale Edwards            | Douglas Kirkpatrick        | Beth Phillips                    |
| Dave Mihevc             | Steve Bruff                | Dave Phillips                    |
| Gordon Nunnally         | E. Don Pettit              | Lucy Spence                      |
| Jim Dougall             | Clark Lord                 | Walter Michaels                  |
| Ken Hill                | Tony Johnson               | Kadee Quality Products Co.       |
| Larry Tuttle            | Gary & Ann Blanks          | Ashland Historic Railroad Museum |
| Roland Dow              | Art McKee                  | Big Butte Historical Society     |
| John Weygand            | Gordon French              | Syd Stoner                       |
| Ric Walch               | Betty French               | Don Goheen                       |
| Tom Baldwin             | Arlen Sheldrake            | Earl Failla                      |
| Moreland Smith          | Dorothy Asberry            | Vic Seeberger                    |
| Fred Smith              | Donald Nissen              | Joseph Berto                     |
| Larry and Alice Mullaly | Diana V Gardner            | Claude Sorenson                  |
| Judson Parsons          | Russell Morrow             | Eric Strand                      |
| James Lekas             | John Refsnyder             | Donald Strand                    |
|                         | Jerry & Stephanie Hellinga |                                  |

### Good news on the Chapter's web site -- It's been updated!

After years of broken promises, excuses, dodging and procrastination, your web master (yes, there still really is one!) has finally gotten it together and is back working on the Chapter's web site. Check it out at <http://www.soc-nrhs.org/> for new material and updates of ongoing projects.

A brand new section, <http://www.soc-nrhs.org/rrpark/rrpark-rollingfeat.htm>, is devoted to the Chapter's collection of rolling stock at the Park. Each of the seven cars has its own page detailing the car's history, acquisition by the Chapter and its restoration, or plans thereof. Another page on the Chapter's museum, signal collection, speeder shed and motor car (complete with video) is being constructed and will be up shortly.

The page on the Medco 4, <http://www.soc-nrhs.org/Medco4.htm>, has been updated this year, <http://www.soc-nrhs.org/Medco4-2011update.htm> and will continue to receive updates as work progresses.

Allen Dobney, Tony Johnson, John Sipple, Ric Walch, and I have teamed up to start putting the *Manifest* online, <http://www.soc-nrhs.org/manifest/manifest-index.htm>. All new issues will be available as they're produced with back issues showing up as they're rounded up and herded into PDF format.

Now that the *Manifest* is online, I see it and the Web Site as complementing each other. The *Manifest* provides newsworthy items as well as one-time stories and historical articles. The Web Site is geared more towards in depth sections, pages of ongoing interest (such as the one on the Chapter itself), and chronicles of Chapter projects.

The next BIG project for the web site is a section on the Chapter's rolling stock in White City.

I'm always looking for content to add to the site. It's much easier (and therefore, I'm more likely) to build a page around contributed and text and pictures than it is to dream up a page, write the copy, take the pictures and then put it together on the web site.

Comments, suggestions and constructive criticism are also welcome.

Larry Tuttle, Web Master  
[larry@alpharail.net](mailto:larry@alpharail.net) or 541-660-0989

### **RAILROAD PARK WAS GREAT:**

From the Mail Tribune Letters to the Editor, by Nathan Broom

My wife and I took our two children to Medford's Railroad Park for the first time last Sunday, (*September 11, 2011*). What a great partnership between the city and a group of enthusiastic volunteers. The turnout amazed us. We left saying, "We should spend more time in Medford." Thanks to all for a great experience. – Nathan Broom, Jacksonville.

### **COOS BAY RAIL SERVICE IS EXPECTED TO RESTART SOON**

*The Associated Press, October 4, 2011*

Four years after a freight rail line from Eugene to the Oregon coast was abruptly abandoned, service is on the verge of being restored.

The World of Coos Bay reports the first train of the Coos Bay Rail Link is expected after this week at a wood products company. The Register-Guard in Eugene reports that shippers have been bearing higher costs during a tough economy and are looking forward to the new service.

The Oregon International Port of Coos Bay bought the line for \$16.6 million in 2009 after the state's economic development arm approved \$12.6 million in loans to help pay for it.



It also got federal grant money to help improve the line. It has repaired all nine of the tunnels that were cited as problems when the hedge fund-owned Central Oregon and Pacific Railroad ended service, giving the regional economy a shock. Then U.S. Rep. Peter DeFazio helped get congressional funds to help repay the purchase loan.

"When you think about where we started with this thing, we're so pleased with the Port of Coos Bay stepping up to the plate," said Bob Ragon, executive director of the Douglas Timber Operators, which represents many of the shippers' interests. Among the shippers are some of the region's biggest companies, including Roseburg Forest Products, American Bridge and Georgia-Pacific Corp.



*A pair of GP-9e's idling at Coos Bay yard, August, 1990. Photo by Marty Bernard.*

At first, the 110-mile section from Coos Bay's North Spit to Eugene will open. More repairs are needed on a bridge across Coos Bay, so some shippers will have to truck their products across the bay or keep hauling it inland.

Another initial limitation will be how fast trains can travel on the line — 10 mph until the track gets upgraded to levels that would allow speeds of 25 mph and then 40 mph. The slow speed will add to labor costs.

But an official for the company hired to run the line notes that its track is 110-pound rail, as opposed to the 80-pound rail that most short lines use, and that means bigger loads are possible.

"This is a pretty neat little railroad," said Tom Foster, general manager of the Benson, Ariz., company that ARG Trans hired to run the railroad. "This has a real potential to succeed."

## OCTOBER 13<sup>th</sup> COOS BAY UPDATE:



Coos Bay Rail Link's Locomotive 1203 brings its inaugural string of 12 empty lumber cars to Southport Lumber.

It was the second day of the train's two-day journey from Danebo, west of Eugene. On Tuesday, October 11th, the train dropped off lumber cars at Seneca Sawmill Co. in Noti and spent the night in Mapleton.

Mechanical crossing signals aren't yet in service, so flaggers stopped traffic

as the train passed each crossing along the route.

## USDOT Supports Growing Oregon Rail System:

By Christopher Mahoney, September 28, 2011

Passenger rail is currently flourishing in Oregon. Amtrak's Cascades Service, which connects Eugene, Oregon and Vancouver, BC is currently one of the nation's fastest growing passenger rail road services. In 2010, ridership on the line increased by 10% and is on pace to break 2010's record of 838,251 passengers in 2011. These statistics mark a larger trend in the Oregon area for greater use and dependence on passenger rail service. The U.S. Transportation Secretary and USDOT have acknowledged Oregon's passenger rail growth and have recently announced that \$13.6 million will be given to the state to further develop passenger rail projects.



The nearly \$14 million in funding, which Secretary Ray LaHood feels will “[provide] more efficient and rail service [and] a stronger economic future,” will be used to make several key rail improvements. \$4 million in funds will be used for engineering and environmental work for track replacement and expansion, as well as facility upgrades and energy conservation upgrades at Portland Union Station. These improvements will help to reduce congestion and prepare for increased ridership in the future. \$1.3 million will be used for the modernization of Portland Union Station. Modernization of the station is to include the design and construction on Portland Union Station's roof and other structural upgrades, such as the replacement gutters and downspouts and the repairing of skylights and windows. \$4.2 million will be used for the final stages of environmental work and service planning for improvements to the Cascades Service route. These funds will be coupled with an additional \$5.8 million from the Oregon Department of Transportation. The remaining funds will be used for other important repairs and improvements for passenger rail service throughout the state.

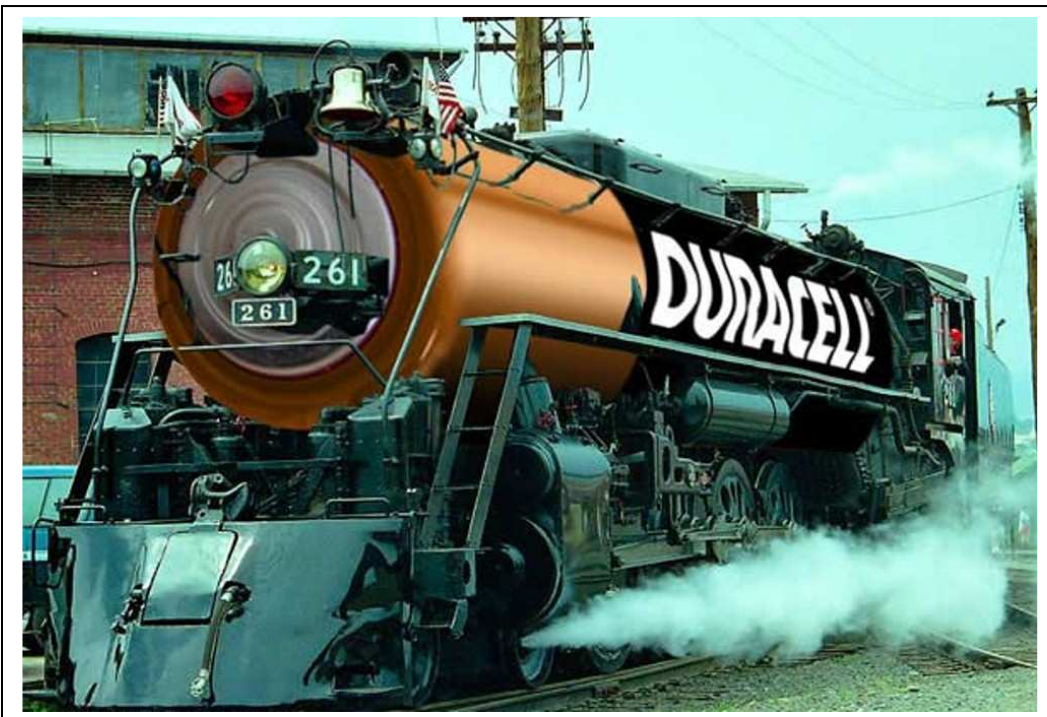
In the press release Secretary LaHood said his goal for Oregon is an “integrated, statewide rail network” and this funding will definitely help to reach this goal. It's good to see funding from the USDOT spread to all deserving parts of the country. As hundreds of millions of dollars are being poured into improvements in the Northeast Corridor and other high-density East Coast areas, it seems like it would be easy for states such as Oregon to lose out. The improvements to Portland Union Station and Amtrak's Cascades Service are vital, considering the increases in ridership that are projected for coming years. Hopefully these funds will help Oregon passenger rail running smoothly and help to make the various passenger rail lines more appealing to commuters.



## Union Pacific receives Susan G. Komen Outstanding Volunteer Group Award



### ON THE LIGHTER SIDE:



*The latest in battery powered steam locomotives*

### MEMBERSHIP MEETING ENTERTAINMENT:

I am also now responsible for scheduling entertainment for our monthly membership meetings. 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.

## **NEED FUTURE ARTICLES:**

If you are working on an article for the newsletter and need information from other members, send me a short summary of your needs. I will publish those needs in the newsletter. Also I am in need of railroad photos taken in the Rogue Valley. Main line, short lines, locomotives, trains, cars, & facilities from any era are welcome. I would like to start publishing such photos in the newsletter with a short description or story. Contact me at [adobney@gmail.com](mailto:adobney@gmail.com) or 541-582-0605. Thanks.....Allen

## **BOARD MEETING MINUTES:**

Southern Oregon Chapter – National Railway Historical Society  
Board of Directors  
Regular Meeting

Minutes of September 27, 2011

1. Call to Order: Meeting was called to order at 7:02 PM by President E. Don Pettit
2. Roll Call: E. Don Pettit, Ric Walch, Larry Tuttle, Jerry Hellinga, John Powell and two other members were present.
3. Consent of the Agenda: The agenda was approved by consensus.
4. Approval of the August 23, 2011 Minutes. Larry Tuttle distributed the minutes of the August 23, 2011 Board Meeting. Jerry Hellinga moved to accept the minutes as amended. Ric Walch seconded the motion which passed unanimously.
5. Treasurer's Report: Jerry Hellinga presented the Treasurer's Report. Larry Tuttle moved to accept the Treasurer's Report. John Powell seconded the motion which passed unanimously.
6. Committee Reports: Allen Dobney reported that so far ten people have opted to receive *The Manifest* electronically.
7. Old Business:
  - a. Coos Bay: Nothing to report
  - b. Raising Money for Medco 4: Jerry Hellinga reported donations to date for the latest donation challenge – 14 donations have been received of the necessary 25. The Kinsman Foundation declined to help fund the boiler rebuild project on account of their primary interest being architectural preservation. We expect to hear back from the Collins Foundation next month. Another grant opportunity is coming up with the Oregon Heritage Commission which might fund \$10,000 to \$12,000. Jerry recommended publishing a list of donors in *The Manifest*.

- c. Food Stand Update: Ric Walch reported that the Food Stand is finally “back on track to make money again.” Sales of hamburgers are doing well, with 80 sold (out) last Sunday on what was considered a slow day.
- d. Newsletter: *Manifest* editor Allen Dobney is looking for articles and pictures of local railroads for inclusion in upcoming *Manifests*.

## 8. New Business

- a. Nominations of 2012 Officers: The subject of nominations of Officers for 2012 was brought up and discussed briefly. It was suggested that a notice soliciting nominations be included in the next *Manifest*. Jerry Hellinga pointed out that Dan Wilkinson had rounded up nominees in past years and would be contacted to do so again this year.
- b. TV for Museum: Jerry Hellinga reported that two years ago Art Turner started a fund drive for a TV for the museum and that \$100 had been collected. Jerry has a 46” HD, rear projection TV with a new lamp which he is willing to sell for \$100. It’s 15” deep and will require a wood platform in order to set on top of a bookcase. Larry Tuttle moved to pay Jerry \$100 for this TV. Ric Walch seconded the motion which passed unanimously.

9. Good of the Order: John Powell asked of the status of the depot doors which have been stored for several years. Dan Wilkinson has the number of the party storing the doors; discussion about who should call and line up retrieval of said doors. Jerry Hellinga reported that Tracy, the watchman at Burrill Lumber, has moved our depot materials out of the soon to be demolished dry kiln and that they are safe and out of the way. Larry Tuttle mentioned that the Model Railroad Club had taken a field trip to Burrill Lumber last Saturday. Several members talked to Mike Burrill who donated a book to the Chapter on the life of his father, Eugene Burrill and the history of Burrill Lumber. Jerry Hellinga said that the land north of Burrill Lumber has also been sold and might be available for the Chapter to store equipment should the old Burrill site become unavailable. Ric Walch announced that Medfab was going to build a new barbecue for the Chapter. Ric also talked about a recent Park Committee meeting in which a draft incident (accident) report form was presented. Discussion followed about policies for handling injuries and accidents. E. Don Pettit mentioned that a single Porta Potty will be rented next year and that it may be at a different location. Jerry Hellinga announced that he’ll be doing clean-up work between the cabooses and the fence on Saturday: it’s a jungle with loads of stuff on rotting pallets; new pallets will be appropriated; he needs help; items of no value to the Chapter will be disposed of without further notice, including some short lengths of rail; some small “mining” rail of longer lengths will be saved.

10. Adjournment: Jerry Hellinga moved to adjourn the meeting. Ric Walch seconded the motion which passed unanimously. Meeting adjourned at 7:40 PM.

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Larry Tuttle, Secretary

Next General Meeting: October 11, 2011 at 7:00 PM

Next Regular Board Meeting: October 25, 2011 at 7:00 PM



**UPCOMING CHAPTER EVENTS:**

**November 8, 2011, 7:00PM @ Model Railroad Clubhouse:** NRHS membership meeting. Sid Stoner will be presenting a DVD on the rebuilding of the V&T railroad and some slides from the 2011 Dunsmuir railroad days. Nominations for 2012 Chapter Officers will be accepted at this meeting. We will also be reviewing and approving our revised mission statement and 2012 strategic plan.

**November 22, 2011, 7:00PM @ Model Railroad Clubhouse:** NRHS board meeting.

**November 26 & 27, 2011:** Annual Railroad Show, Saturday 10AM to 5PM, Sunday 11AM to 4PM. Be sure to sign up to help out with this important fundraising event.

**December 13, 2011, 7:00PM @ Model Railroad Clubhouse:** NRHS membership meeting. Elections for our 2012 officers will be held. Allen Dobney will present a slide show on the Union Pacific from Portland to Omaha from 1968 to 1974.

**NOTABLE NON-CHAPTER EVENTS:**

November 13 & 14, 2011, 34<sup>th</sup> Annual International Railfair, Roseville, CA.  
<http://www.internationalrailfair.com>

November & December, 2011 weekends Mt. Hood Railroad Polar Express, Hood River, OR.  
[http://www.mthoodrr.com/Polar\\_Express/polar\\_mt\\_hood.html](http://www.mthoodrr.com/Polar_Express/polar_mt_hood.html)

***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.***

**CHAPTER OFFICERS:**

|                   |                |  |              |
|-------------------|----------------|--|--------------|
| President         | E. Don Pettit  |  | 541-601-4772 |
| 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 Director | John Powell    | <a href="mailto:rebel_780@hotmail.com">rebel_780@hotmail.com</a> | 541-826-1992 |

**COMMITTEE CHAIRS:**

|                            |                |  |              |
|----------------------------|----------------|--|--------------|
| 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 |
| Medco #4 Restoration       | Jerry Hellinga | <a href="mailto:ghelling@jeffnet.org">ghelling@jeffnet.org</a> | 541-944-2230 |