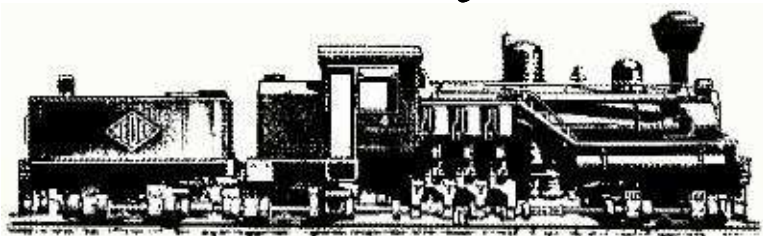


The Manifest



March, 2012

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

P.O. Box 622
Medford, Oregon 97501

<http://www.soc-nrhs.org/>

2012 DUES are DUE

Your 2012 Membership dues are now due and payable. If you have not yet paid your dues, please submit them to Jerry as soon as possible. If you have already paid, THANK YOU!!!

Burlington Caboose to become a Children's Railroad Museum

By: Allen Dobney

In November, 2011 Larry & Alice Mullaly approached the board with the proposal to convert the interior of the Burlington caboose into a children's museum. The board agreed with the proposal and everyone thought it was a great idea.



On January 28th, 2012 Larry & Alice met with Ric Walsh, Larry Tuttle, Don Petit, Ron & Darlene Steffani, Tony Johnson and, myself to kickoff the conversion and discuss the first steps need to get the project under way.

Some of the changes planned include: A toy train display that will be provided by the toy train group from Ashland, an interactive how to build track display, a signaling and communication exhibit, a coupling exhibit with both link-

and-pin and knuckle couplers, a book nook, a safety display with Operation Lifesaver information, and large photos on the walls that would be of interest to both adults and children.

If you are interested in helping with this project, contact Larry & Alice at lmullaly@jeffnet.org.

Kimberly Howard Visit

By: Allen Dobney

On January 22, 2012 Kimberly Howard from the Oregon Cultural Trust visited the Medford Railroad Park. She met with Jerry Hellinga, John Powell and, I. Her primary reason for her visit was to see the Medco #4 and discuss progress on our boiler rebuild. As many of you may already know, the Oregon Cultural Trust gave us a grant of \$18,000 to help pay for the boiler restoration. After checking out the #4 we toured the rest of the railroad park.

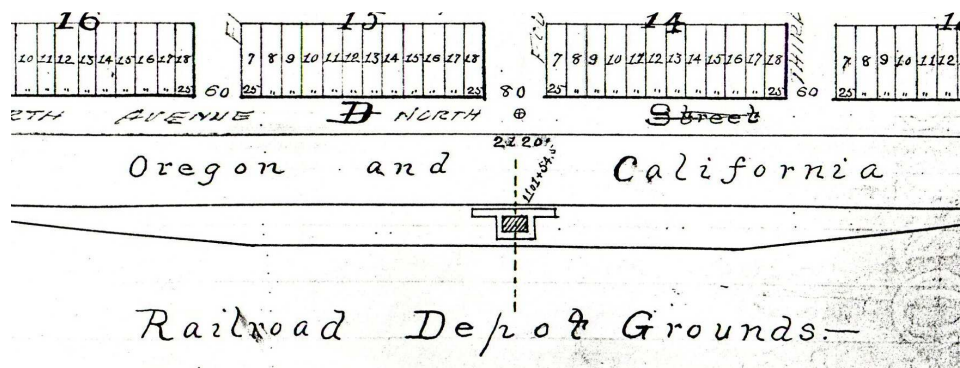
Kimberly took several pictures, some of which she used to put up an informational web page on the Oregon Cultural Trust website. I encourage all of you to visit the Oregon Cultural Trust website and check out her page on us and see what other great things the trust is doing. The URL is:

<http://www.culturaltrust.org/blog/culture-will-happen-railroad-parks>

Southern Pacific's Gold Hill Oregon Depot: A History

By Larry Mullaly

As the Oregon & California built south into Jackson County in winter of 1873, a new town plat was laid out on Thomas Chavner property on the Rogue River for a depot and town that the railroad subsequently named "Gold Hill." "The lumber for the depot building, "it was reported, "all dressed and fitted, was brought up by ...train and ...put together in a very short time." The structure, sitting along side the track in otherwise empty farmland was considered, in the words of the Jacksonville, *Democratic Times* of January 11, 1884, "a good-sized depot."



Detail from a January 7, 1884 town plat of Gold Hill filed with Jackson County. The depot was located in the center the town on the alignment of 4th Street. [Jackson County Archives].

The Gold Hill facility replicated other small combination freight and passenger depots built along the railroad line south of Roseburg during 1882-1884. Other locations receiving this type of structure

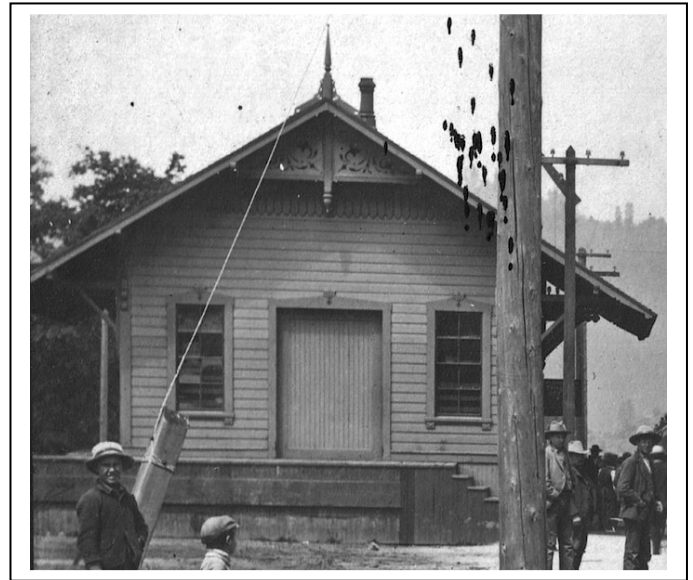
measuring 24 feet wide by 30 feet long included Green, Dillard, Wolf Creek, Grants Pass, Woodville (today's Rogue River), and Phoenix. Larger 61-foot-long depots of similar appearance were erected during this same time period at Medford and Ashland.²

¹ *Ashland Tidings*, January 25, 1884. This particular description referred to the Medford depot constructed within two months after the Gold Hill facility. Typically, railroad construction companies maintained their own mill for prefabricating structures. These materials were delivered by rail in kit form. Dan Wilkerson notes that the interior studs of the contemporary Woodville Depot, now in storage by the Southern Oregon Chapter of the NRHS still bear stenciled paintings reading "O & C RR." Phone interview, Dec. 11, 2011

² Circa 1916 Interstate Commerce Commission valuation data compiled by Henry Bender, "SP Siskiyou Line, California Border to Eugene" (manuscript 2002), p. 1-5. It is difficult to find conclusive evidence of O&C structures with these distinctive design features north of Roseburg. The one exception is a 1900 photograph of what seems to be the original Eugene depot shown in Ed Austin and Tom Dill, *The Southern Pacific in Oregon* (Pacific Fast Mail, Edmonds, Washington 1987), p. 101. The Medford and Ashland depots were both longer, but also sufficiently higher and allowed for a second floor over the waiting room. The Oregon & California Central Point depot built later in the decade was of intermediate size and also had a second floor.



The Dillard Oregon & California Depot preserved at the Douglas County Historical Museum in Roseburg [Larry Mullaly Photo].



East-end detail of the Gold Hill Depot photographed shortly before the depot was moved. [Southern Oregon Historical Society Photograph].

Entry to the passenger portion of the depot was by way of a waiting room door at the west end of the building, while freight was brought in from wide doors on the structure's north, south, and east sides.

In the late 1890s increases in business at the Gold Hill Depot, resulting from combination of mining, timber products, and a projected canal between Gold Hill and Butte Falls, led the railroad to significantly enlarge the structure. The *Gold Hill News* explained in April 1900: "The old depot...[has] long since proved too small to accommodate the business handled by the company in our town."³

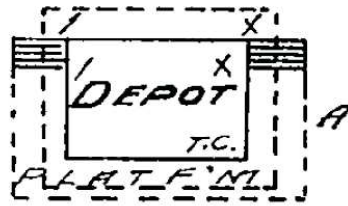
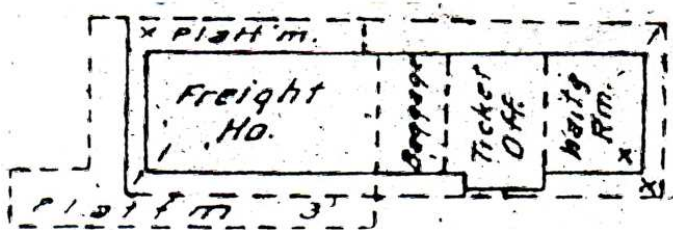
On April 21st, a nine-member crew of carpenters from Southern Pacific Buildings & Bridges began work to reposition the depot to the north side of the tracks immediately west of Fourth Street.

Work done to the relocated the structure was extensive. Retaining the end walls and original doors and windows, workers removed the depot's supporting platform and lowered the floor of the original structure to ground level. At the east end of the building a waiting room was built with entry doors on the north and south sides of the building, measuring 20 feet long by 24 feet wide. A ticket window connected this room to the station agent's office/telegraph room, 14 x 24 feet, not including the operator's bay that allowed a clear view of the tracks in either direction. Also at ground floor was a 14 x 24 foot baggage room. The remainder of the building comprised

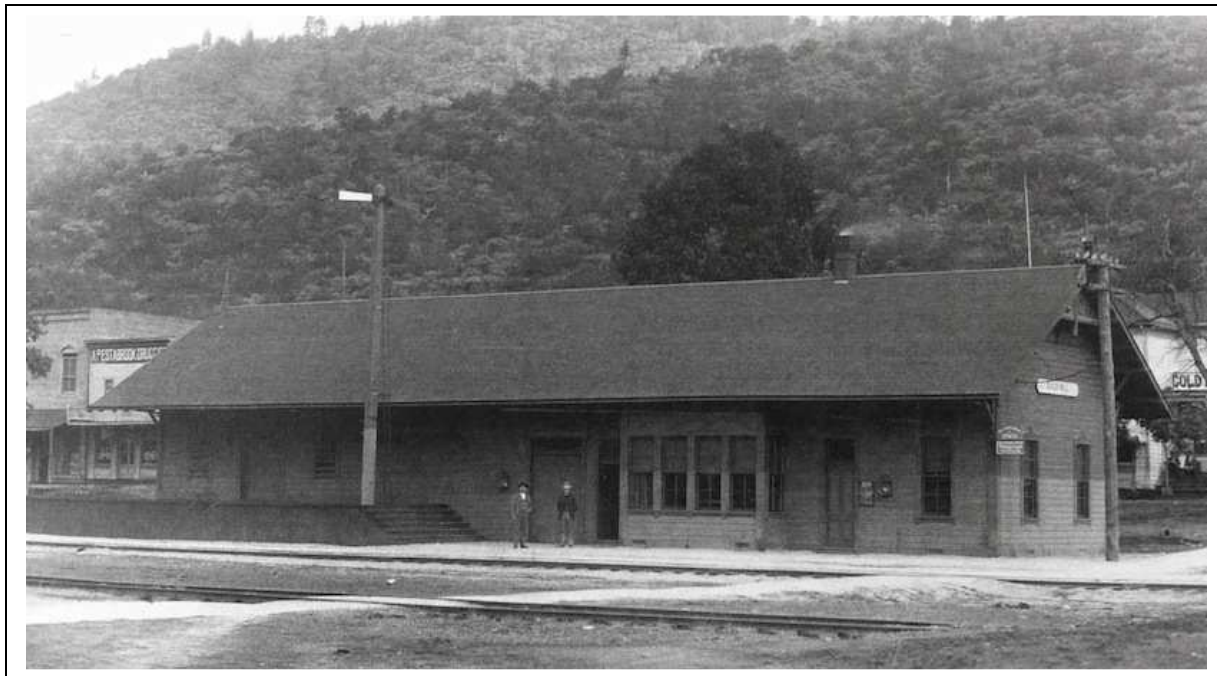
³ *Gold Hill News*, April 28, 1900.

a large freight house built on a raised platform with aprons on three sides. Overall, the rebuilt structure measured 98 feet in length.⁴

Progress was sufficiently advanced by May 21st to allow Station Agent Oliver Purkeypile to move into the new quarters. “He was so bewildered at first,” the *Gold Hill News* reported, “he had to use a pocket compass to find his bearings he had so much spare room.”⁵ Although the layout of the building now corresponded to contemporary Southern Pacific structures of this type, the depot retained an O&C appearance with distinctive windows, brackets, and decorative gable features.



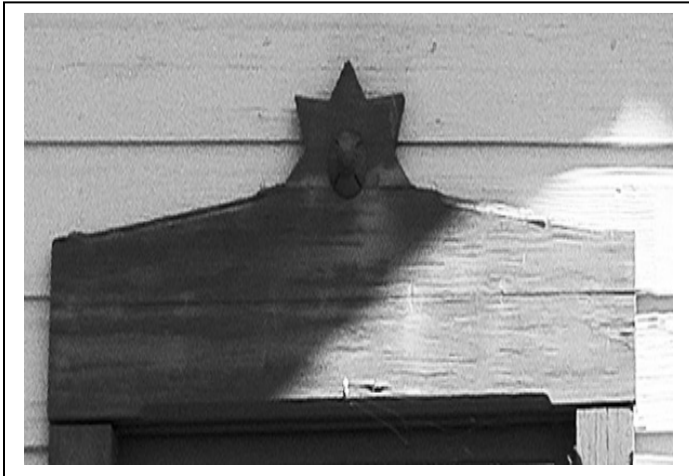
New and old structures taken from 1915 and 1898 Sanborn Fire Insurance Maps of Gold Hill: 1900 depot at left, 1898 depot at right.



Station Agent Oliver Purkeypile (at left) poses in front of his newly rebuilt Gold Hill Depot, originally erected on the geographic south side of the tracks. [SOHS photo #2024]

⁴ This external measurement of the building made by the Interstate Commerce Commission valuers about 1916 is then feet longer than figures given in the *Gold Hill News* of April 28, 1900. The latter indicated that the freight house was to be 38 feet in length. If, however, the ICC figures are correct (the assumption is in their favor), and allowing for standard 6” in wall thicknesses, the interior dimensions of the freight house would have been 24 feet wide x 44 feet long.

⁵ *Gold Hill News*, May 26, 1900.



Upper window casings of both the original and the rebuilt Gold Hill Depots featured the distinctive five-pointed star. Detail of the Dillard Depot on display at the Douglas County Museum



O&C bracket design seen in the Dillard depot (right) was retained at the remodeled Gold Hill Depot (below). [Larry Mullaly photos. below, SOHS photo Box 639F5]





The pinnacle and pendant features of the gables were retained on both ends of the “new” Gold Hill Depot. The photograph, showing bunting hung from the trackside eave was taken on July 4, 1903. [SOHS photo. Box 639F5].

The Gold Hill Depot in its original or remodeled form remained in use for passenger service for 81 years until passenger train service on the Southern Pacific Siskiyou line was suspended on February 27, 1952. However, it continued to serve as a stop for Pacific Greyhound special buses for some time thereafter.⁶ It is not clear when freight service was terminated. On October 31, 1961, the depot was formally “vacated,” and the building was purchased by the Medford Twirlers, a square dance club, and disassembled the following year. The lumber and appurtenances were used for the construction of a dance hall at the end of Schulz Road near the Medford Airport. The building was subsequently razed, but a door from the Gold Hill Depot is still on display as a memorial to former club members at the Rogue Valley Square Dance Center.⁷

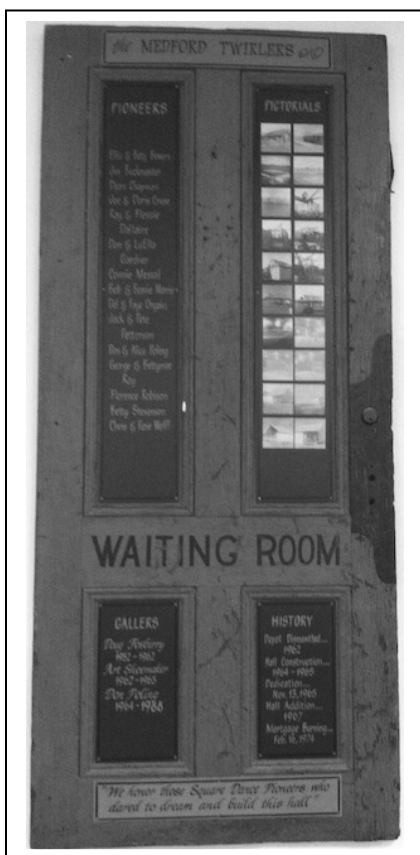
⁶ Southern Pacific General Passenger Department Notice, Portland, Oregon, Feb. 12, 1952.

⁷ Henry Bender, “SP Siskiyou Line, California Border to Eugene” (manuscript 2002), p. 3



Gold Hill Depot in the early 1950s. There was little exterior change to the building since it was remodeled one-half century earlier.

[Gold Hill Historical Society photo]



The only element remaining from the original building is the waiting room door hung on the wall as a memorial to past leaders of the disbanded Medford Twirlers. It is displayed at the Rogue Valley Square Dance Center. [Larry Mullaly Photo].

*Larry Mullaly, Southern Oregon Historical Society.
August 9, 2011*

Special thanks to Bill Miller, feature writer of the Medford Oregon Mail Tribune for assistance with Gold Hill research. See Bill Miller, "Where did the Gold Hill Depot Go?," Medford Mail Tribune, July 31, 2011.

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

Minutes of January 24, 2012

1. Call to Order: Meeting was called to order at 7: 10 PM by President E. Don Pettit
2. Roll Call: E. Don Pettit, Larry Tuttle, Jerry Hellinga, Ric Walch and two other members were present. John Powell was absent
3. Consent of the Agenda: The agenda was approved by consensus.
4. Approval of the January 10, 2012 Membership Meeting Minutes. Larry Tuttle moved to accept the minutes as presented. Jerry Hellinga seconded the motion which passed unanimously.
5. Treasurer's Report: Jerry Hellinga presented the Treasurer's Report. The Treasurer's Report was accepted by consensus.
6. Committee Reports: None.
7. Old Business:
 - a. Medco 4: Jerry Hellinga reported work has begun on repairing the air pump; it has been disassembled, both bottom end pistons need replacement along with new rings; looking for material. Fund Raising: \$107,000 in hand for boiler work; still need just under \$10,000. Cost estimates are being gathered for the next phase of the rebuild, plumbing, etc.
 - b. CTC Relay Panels: Larry Tuttle provided an update: Randy Wales is still interested; no one knows what they're worth; suggested to sell them to Randy at scrap value; Jerry Hellinga suggested \$40.00 each. Larry Tuttle moved to offer Randy Wales the four CTC relay panels for \$40.00 each and consideration for his helping the Chapter with signals at the Railroad Park. Jerry Hellinga seconded the motion which passed unanimously.
 - c. Conversion of CB&Q Caboose to Children's Museum: Ric Walch discussed Larry Mullaly's proposal to change the focus of the CB&Q Caboose to a children's museum. The Chapter needs a lead person to organize moving existing exhibits out of the caboose. Larry Tuttle proposed that a work party be scheduled for Tuesday, January 17, 2012 at 10:00 AM for to work on the caboose. Larry Tuttle, Jerry Hellinga, Allen Dobney and E. Don Petit agreed to help out.
 - d. Signs for Railroad Park: General discussion about the need for directional and informational signs at the Railroad Park. Larry Tuttle offered the use of his thermo vacuum sign machine to the Chapter; the machine would need to be moved to the Park. Jerry Hellinga stated that there's room in the speeder shed and ample electrical service with the addition of a new 50amp 240volt outlet.

8. New Business

- a. Interactive H-2 Searchlight Signal Display: Larry Tuttle reported that he'd acquired several H-2 searchlight signal heads which were recently decommissioned by the Union Pacific near Eugene. He'd like to build an interactive display featuring the working, exposed mechanism from one head and another complete head mimicking the aspect of the displayed mechanism. Short discussion; this would be in the museum. Project approved by consensus.
- b. Delete Yahoo Groups for Discussion and Announcements: Larry Tuttle reported that very few members have joined the Chapter's Discussion or Announcement groups on Yahoo and that the groups be deleted. Jerry Hellinga moved to drop the groups, Rick Walch seconded; the motion passed unanimously.
- c. Resolution 12-01: Use of the Chapter's 501(c)(3) status: Larry Tuttle reviewed a recent incident in which others at the Railroad Park requested the use of our 501(c)(3) status in order to obtain funding for the project of other groups at the Railroad Park. Short discussion including history of misuse and possible difficulties with the IRS over it. Jerry Hellinga suggested that a cover letter be drafted to send out to groups, along with a copy Resolution 12-01 stating that our 501(c)(3) status cannot be used by others without prior Board approval. Jerry Hellinga moved to adopt Resolution 12-01; Ric Walch seconded; motion passed unanimously.
- d. Memorandum of Understanding with RSVP: Larry Tuttle reported that he had been approached by Retired Seniors Volunteer Program for the Chapter to provide a Memorandum of Understanding so that Chapter members who volunteer at the Railroad Park may receive mileage reimbursement and insurance coverage while working on Chapter projects. Jerry Hellinga provided some background on RSVP. Jerry Hellinga moved to sign a Memorandum of Understanding with RSVP. Ric Walch seconded; the motion passed unanimously. E. Don Petit inquired about Chapter membership requirements in order to be covered by RSVP and as it would apply to outsiders. Larry will find out.

9. Good of the Order: Larry Tuttle reported that spell-check on "SOC-NRHS" offers but one suggestion: sociopath. Jerry Hellinga reported on the Railroad Show Report: all Chapter positions filled; both attendance and revenue were down about 20% from last year. This coming Saturday Jerry will be at Brooks, Oregon for a symposium on rail preservation in Oregon.

10. Adjournment: Jerry Hellinga moved to adjourn; Ric Walch seconded. Meeting adjourned at 8:20 PM.

Larry Tuttle, Secretary

Next General Meeting: February 14, 2012 at 7:00 PM

Next Regular Board Meeting: March 13, 2012 at 7:00 PM

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

CHAPTER OFFICERS

President	E. Don Pettit		541-601-4772
Vice President	Ric Walch	engmgr@medfab.com	541-772-6255
Treasurer	Jerry Hellinga	ghelling@jeffnet.org	541-944-2230
Secretary	Larry Tuttle	larry@alpharail.net	541-660-0989
National Director	John Powell	rebel_780@hotmail.com	541-601-9256

COMMITTEE CHAIRS

Newsletter & Entertainment	Allen Dobney	adobney@gmail.com	541-582-0605
Webmaster	Larry Tuttle	larry@alpharail.net	541-660-0989
Medco #4 Restoration	Jerry Hellinga	ghelling@jeffnet.org	541-944-2230

UPCOMING CHAPTER EVENTS

March 13, 2012, 7:00PM @ Model Railroad Clubhouse: Membership Meeting. Allen Dobney will be presenting the DVD "Steam-Power Sawmill" covering the operations of the Hull-Oakes Lumber Mill and the Willamette & Pacific Railroad.

March, 27, 2012, 7:00PM @ Model Railroad Clubhouse: NRHS Board Meeting.

April 8, 2012, 11:00AM – 3:00PM: Railroad Park open house. We need your help, prior experience not required in the following areas, (you can sign up for all or part of the 11:00AM-3:00PM time):

- 4 people – Concession stand operation
- 3 people – Motor Car Operation
- 1 person – CB&Q Caboose Children's Museum Docent
- 1 person – Hand Car Operation
- 1 person – SP 1107 Caboose Docent
- 1 person – Museum Docent

If you would like to help during the open house in any of these areas, contact Dan Wilkinson at whetstone@budget.net or (541) 479-1210.

April 10, 2012, 7:00PM @ Model Railroad Clubhouse: Membership Meeting. Allen Dobney will be presenting a slide show, Santa Fe Bakersfield to Arizona mostly in the 1970's with a little BNSF on the side.

April 22, 2012, 11:00AM – 3:00PM: Railroad Park open house. If you would like to help during the open house, contact Dan Wilkinson at whetstone@budget.net or (541) 479-1210.

April 24, 2012, 7:00PM @ Model Railroad Clubhouse: NRHS Board Meeting.

NOTABLE NON-CHAPTER EVENTS

March 3, 2012 - PACIFIC MODEL LOGGERS' CONGRESS in ELSIE, OREGON. For more information go to: <http://www.pacificmodelloggerscongress.com/>

April 5 – April 7, 2012 – SP in Oregon meet in Clackamas, Oregon. For more information go to: <http://espee-in-oregon.com>

May 5, 2012 - PNR-PCR NMRA Convention plans a day at the RR park. For more information go to: <http://www.pcrnmra.org/conv2012/>

June 27 – July 1, 2012 - The N-scale Convention, also in Medford, Red Lion, will be asking for a day at the park during this week. For more information go to: <http://www.nationalscaleconvention.com/>

July 7-11, 2012 - Great Northern Historical Society 2012 Convention will be held in Klamath Falls. For more information, email: ask@gnrhs.org

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.
