

## THE MANIFEST December 2018



Greetings All:

We had a fantastic show, especially the first day we had some major sales. Thank you again everyone who came out to help and support the show.

As we are coming to the end of 2018 and looking forward to 2019, Allen Dobney has updated our strategic plan. I am including it below so you can review it and let us know what you think, any changes, etc. I am not going to include it as a link, as some of you have had trouble opening links.

## Southern Oregon Railway Historical Society

### Strategic Plan 2017 & Beyond

*Revised by the Board of Directors*

*December 13, 2016*

- > ***Excursion Railroad -- Build and operate a steam powered excursion railroad in Jackson County, Oregon using locomotives and other equipment once used in Southern Oregon.***
  - **In the year 2017:**

- Continue to explore opportunities for short and long term location.
- Continue development of community support.
- Obtain right-of-ways in the Butte Falls area.
  
- **In the following years:**
  - Develop and implement a training program for train crews.
  - Acquire and develop a facility area of 5 acres or more, adjacent to live rail if possible.
  - Build 3 or more miles of track.
  - Construct a two stall engine house.
  - Equip a machine shop.
  - Erect a car shop building.
  - Acquire and equip additional passenger cars for operation.
  - Build a restoration shop.
  - Build a depot.
  - Construct crew quarters.
  
- > ***Locomotive & Car Restoration -- Equipment which is on display now and/or to be restored for use on the excursion railroad and interpretive display at the Medford Railroad Park.***

- **In the year 2017:**

- Continue progress on the rebuild of Medco #4:
      - Overhaul engine
      - Continue fund raising for the remaining work
      - Work on sub-assemblies
      - Complete outside machining
    - Repaint the CB&Q Caboose
    - Restore second & third motor cars
    - Build another trailing car for the motor cars
  - **In the following years:**
    - Inventory and catalog Baldwin parts
    - Refurbish one of our cars for excursion train service
    - Restore ex. SPECIFICALLY 1000 / OC&E caboose
    - Restore GN caboose
    - Repair Dining Car Roof
- > ***Park Presence and Development -- Maintain and improve our contributions to the public experience at the Medford Railroad Park***
  - **In the year 2017:**
    - Change displays and improve library in Mack Walch Museum and Archives Building.
    - Continue improvements to area, notably interpretive signs.

- Repair Burger Shack floors.
- **In the following years:**
  - Develop blacksmith shop display.
- > ***Large Static Displays -- Equipment and buildings on display to the public***
  - **In the year 2017:**
    - Refinish stairs (especially railings) on the CB&Q and 1107 cabooses and on the flanger
    - Paint underframe and complete remaining details on Flanger
    - Erect Wig wag crossing signal
  - **In the following years:**
    - Finish remaining details on 1107 caboose
    - Upgrade older portion of motor car track
- > ***Organizational Issues***
  - **In the year 2017:**
    - Increase active membership
    - Recruit and train additional docents for staffing of our exhibits at the Railroad Park.
    - Continue fund raising
    - Dispose of (sell/trade) surplus property

- **In the following years:**
  - Continue to develop community support
  - Investigate for acquisition: Local equipment
  - Signal parts – Inventory – keep and organize or dispose
  - Develop a complete inventory of our acquisitions, including value and location.

**Allen is also working on the website and will have a draft copy for the December 11 meeting.**

## **SOME OREGON RAIL HISTORY**

We begin our story in 1861, where Joseph Gaston, an attorney and editor of Jacksonville's *Oregon Sentinel*, decided incorporated a company in order to procure funding for a preliminary survey. His plan was to build a railroad from the Rogue Valley to the Columbia River.

Funding is always an ongoing problem, as history shows the many rail companies that went out of business, reorganized or were bought out due to funding issues. The U.S. Congress passed legislation in 1866 making large grants of public lands to a railroad company that could build a line between Portland, OR and Marysville, CA. The decision of which company would be granted the right to build this railroad was left up to the Oregon Legislature.

Some two years later Joseph Gaston went to Salem to lobby for his company. His rival for the railroad route was Ben Holladay, a powerful man who owned many stagecoach lines throughout the west, including the Pony Express. Unfortunately, for Gaston, Holladay was awarded the right to build the railroad. Gaston called foul play, accusing Holladay of coercing in some manner the legislature and judges to vote with him. At any rate, Holladay took over Gaston's company and subsequently sold over \$10 million in bonds to German investors in order to finance the southern route.

Holladay's railroad started in Portland and reached Salem, Eugene and Roseburg. However, even Holladay's pockets were not endless, and in 1872, he ran out of money about 145 miles from Ashland. It is believed that if he had followed the original plan, the railroad would have gone through Eagle Point instead of Medford, which would have had a huge impact on the growth of our fair City to say the least. Holladay's company went bankrupt in about 1873, as he was unable to make the interest payments on his bonds.

I will continue this story next month. If I have any facts wrong, feel free to let me know, this is what I found out in my searches on the internet, etc.

**BOARD OF DIRECTORS MEETING  
MINUTES**

**Southern Oregon Railway Historical Society  
Board of Directors Meeting  
Minutes of November 13, 2018**

1. Call to Order: Meeting was called to order at 7:30 PM by President Bruce Kelly

2. Roll Call: Bruce Kelly, Allen Dobney, Jerry Hellinga, and 5 other members were present. Chris Manley and Ric Watch were absent.
3. Consent of the Agenda: The agenda was approved by consensus.
4. Approval of October, 2018 minutes: minutes were not available.
5. Treasurer's Report: Jerry Hellinga presented the Treasurer's Report. Allen Dobney moved to accept the treasurer's report. Jerry Hellinga seconded. Motion was passed.
6. Committee Reports:
  - a. Medco 4: Jerry Hellinga No update.
  - b. Burger Shack: Allen reported that the new sink cabinet is completed and installed.
  - c. Newsletter: No update.
  - d. Website: No action.
  - e. Butte Falls: No update.
  - f. Excess Sales: Allen Dobney reported that we are over \$5300.00 of proceeds from slide & other item sales for this calendar year.
  - g. RR Park: No update.
7. Old Business:
  - a. Jerry reported that the wood carving will cost about \$300.00 to pack and ship. Jerry

is following up with the seller to get the carving purchased and shipped.

8. New Business

- a. The meeting floor was opened to nominations for the board officers for 2019. Jerry Hellinga, Allen Dobney, & Bruce Kelly indicated that they would run again for their current offices. Jerry will check with Chris and Ric to see if they want to run again.

9. Good of the Order:

- a. Jerry Hellinga reported that we a donation of Jim Dougal's railroad book collection. Allen Dobney will prepare them for sale at this year's RR Show.
- b. Dan discussed the painting of the CB&Q caboose. Ruth Ann wants to return our payment to het as a donation to the Society. Dan checked with Alice to make sure this would be OK with the grant provider. She said it would be OK.

10. Adjournment: Allen Dobney moved to adjourn; Jerry seconded.  
Meeting adjourned at 7:42 PM.

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Allen Dobney, Acting Secretary

**Our next meeting is Tuesday, December 11, 2018,  
7:00 P.M.**

*Meetings are in the Model Railroad Building.*

CHAPTER OFFICERS



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### COMMITTEE CHAIRS

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## UPCOMING CHAPTER EVENTS

*If you know of any other events that should be added to our newsletter, please email, me at [chrismanleysteam@gmail.com](mailto:chrismanleysteam@gmail.com)/ call, (541-291-1705), with the details.*

Allen Dobney will be presenting "*The End*" at the December 11, 2018 meeting.

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