



THE MANIFEST

Spring-June 2021



Greetings!

I hope this spring and beginning of summer finds you all well. I have been on a mini vacation for five weeks to Montana, so the newsletter has not been produced. However, we are starting up again from this point forward.

Just a quick reminder about membership dues, if you have **not paid your** dues as of yet, please do so **as soon as possible**. Thank you all for your continued support, including those you donated through Go Fund Me.

Allen Dobney provided me with the following updates for SORAIL:

Society Meetings to Restart in July — Allen Dobney

We are going to start having our monthly Society meetings with this July 13th meeting at 7:00PM in the model railroad building.

Those of you that attend that are fully vaccinated masks are optional. If you are not fully vaccinated please wear a mask to protect you and the others at the meeting.

I will be doing my usual entertainment with a slide show, "Steam in the Bay Area Volume 3".

Hope to see all of you there!!!

eBay Fundraising

I have been continuing to put up 250 railroad slides every month with 75% of the proceeds going to the Butte Falls Scenic Railway project. To date over \$10,400.00 has been raised since last August,

Butte Falls Scenic Railway Project Update

Making good progress on 3 areas of concern. Both forest landowners are agreeable to having our railway cross their land with easements created. Their only concern is the viability of the overall projects. These include the town's land purchase and our ability to raise funds for the railway construction. The team agrees that both of these conditions need to be completed and / or in progress for us to do easements.

The third area is the creation of a fire safety agreement with ODF. I have been in contact with the 2 ODF

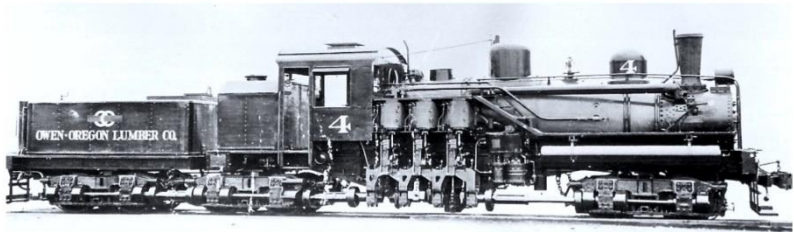
personnel that are responsible for developing and monitoring railroad fire safety agreements in this area. They are very open to getting the agreement developed after this current fire season.

The last big hurdle is the purchase and development of the property next to the landing for the rail heritage park and 6 residential house sites.

Allen has also provided some pictures and a history of the Medco #4. Thank you, Allen for these, they are wonderful.

A Photo History of Medco #4

By: Allen Dobney



Number 4's builder photo taken at Portland, Oregon in 1925



Number 4 at camp 4 with a second locomotive, note the spark arrestor is not on the locomotive.



Number 4 hauling loads of logs.



Number 4 hauling loads of logs.



Number 4 at camp 4.



Number 4 hauling loads of logs.



Number 4 taking a break from working in the woods.

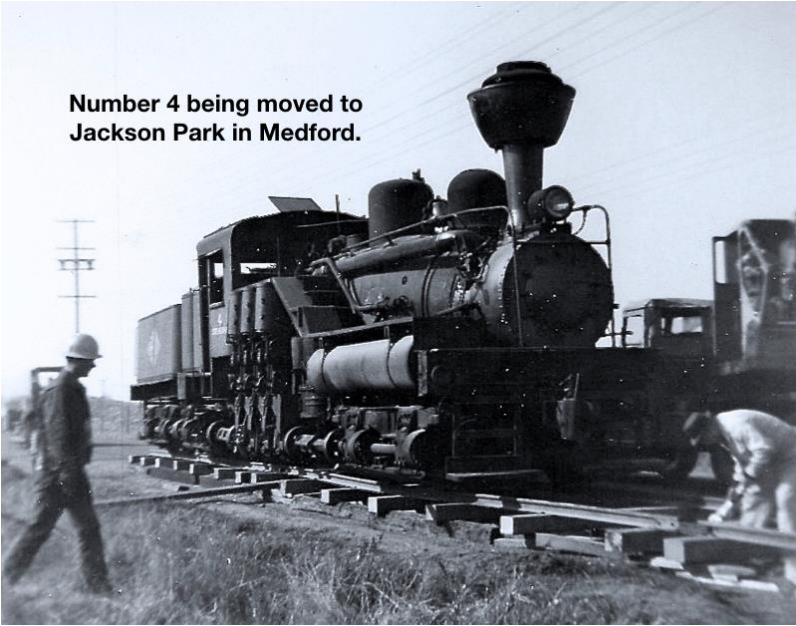


**A more uncommon photo of the fireman's side of the locomotive.
Photographed in 1959 below Butte Falls before its final trip to Medford.
SOHS #4749**



The last run of number 4 before retirement.

Number 4 being moved to Jackson Park in Medford.



In 1959 the No. 4 was retired by the Medford Corporation and donated to the City of Medford. It was moved to Jackson Park where it was turned into a piece of playground equipment by Medford City Parks. By 1976 the locomotive had deteriorated considerably. It had settled into the dirt and was in danger of tipping over.

#4 in 1971 at Jackson Park



The City of Medford considered the locomotive a liability and was prepared to give it to a museum group in Portland. A local rail fan, Dale Edwards, who would become one of the founding members of the SO Rail successfully made an appeal to the city to retain the locomotive in Southern Oregon. The Chapter became custodians of the No. 4. It was rolled off its base which was then leveled and ballasted. After the No. 4 was replaced on its base it was fenced by the city to reduce vandalism and the risk of liability.

Number 4 awaiting retirement in Medford. In 1959 number 4 was retired and donated to the city of Medford.



Medco number 4 being moved to Railroad Park in 1986. Shown here in the Railroad Park parking lot.



MEDFORD RAILROAD PARK, 1986

In September, 1997 the Society acquired the No. 4 for \$1.00 from the City of Medford with the intent of restoring it to operating condition. During the time that the locomotive sat unprotected in Jackson Park most of the smaller, removable, and collectable parts were removed by collectors and vandals.



Number 4 as it appears today at Medford Railroad Park. The locomotive is about 90% complete in its restoration to operational condition.

Thanks to Jerry Hellinga and Larry Tuttle for their help in producing this photo article.

CHAPTER OFFICERS

President

Bruce Kelly
wilmingtonnorthern@sprynet.com
541-613-1638

Vice President	Ric Walch engmgr@medfab.com 541-772-6255
Treasurer	Jerry Hellinga ghelling@jeffnet.org 541-944-2230
Secretary	Chris Manley chrismanleysteam@gmail.com 541-591-8579
National Advisor	Allen Dobney adobney@gmail.com 541-324-3563

COMMITTEE CHAIRS

Chief Mechanical Officer	Jerry Hellinga ghelling@jeffnet.org 541-944-2230
Burger Shack	Larry Tuttle larryftuttle@gmail.com 541-660-0989
Newsletter & Entertainment	Chris Manley chrismanleysteam@gmail.com 541-591-8579
Webmaster	Allen Dobney adobney@gmail.com 541-324-3563

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P.O. Box 622
Medford, Oregon 97501
soc-nrhs.org

