

THE MANIFEST

September 2019



*Volunteers are not paid because they are
worthless but because they are PRICELESS*

GREETINGS ALL:

Well we have had another great year so far, but we are coming down to our last 4 run days! My granddaughter is very saddened by this 😊

However, we still have those 4 run days, and we will, as always, need our volunteers. I want to thank everyone who volunteers, no matter what your job, it is very much appreciated and we could not function without you. Thank you personally to Dan for filling in for Allen, who had to fill in for me, several times this year. Thank you guys so much.

Allen has revised our Butte Falls Poster, and I have added it here. I did not put it as a link, as some of you have expressed difficulty opening them and in addition, if you are receiving this via mail the link would not be very helpful. 🤔

**The Southern Oregon Railway
Historical Society**

**NEEDS YOUR HELP TO FINANCE THE
DEVELOPMENT OF A TOURIST
RAILWAY IN BUTTE FALLS, OREGON**



We Need Funds To:

Your donations are tax deductible

**Purchase Rail, Ties,
Switches, rail
components, & building
materials.**

**To Donate click on "DONATIONS" above
To volunteer click on "MEMBERSHIPS" above**

PLEASE FEEL FREE TO PRINT AND SHARE

Vic Seeberger would give me stories for the newsletter on a regular basis. In his memory, I am reprinting one of them this month.

The Day the Train Stopped By Vic Seeberger

The year was 1930, I think, and I was about 8 years old. My maternal Grandmother, Mama Cora Layton, who raised me, decided we should go and see my Uncle Victor Layton in Kirven, Texas, about 200 miles south of us. We had been there before, but we always passed through Kirven and got off in Fairfield, Texas, a few miles from Kirven. Uncle Vick would have to drive over and pick us up at the depot in Fairfield. Kirven was a very small town, population just about a hundred people, or so. It had no depot, just a post office and a service station, with attached grocery store, and a few scattered houses.

This time would be a different story, however. Mama had purchased out train tickets at the Waurika, Oklahoma depot. There must have been a relief agent there at the time she bought the tickets, because she told him to list our destination as "Kirven, Texas", and he did.

We caught the steam-powered passenger train in Waurika and rode to Fort Worth, Texas. We changed trains there and soon, after we pulled out of Fort Worth, the Conductor came by to punch our tickets. This guy was nearly 6 feet tall and must have weighed over 200 pounds. He looked like a giant to me. My Mama was just under five feet tall and weighed about 90 pounds soaking wet. This big guy noticed our destination as Kirven and immediately told us we would have to continue on to Fairfield before getting off the train. Mama heard him out, and then she told him that we would be getting off the train at Kirven. She said that she had two brothers who worked for the railroad, a

Conductor and an Engineer, and that she knew a little about railroad law. She said, by railroad law, they had to let you off the train at the destination written on the ticket.

This rotund, gray haired Conductor looked at her and when she finished, he laughed and told her that he had been on this same run for 20-odd years and the train had never stopped in Kirven, Texas and furthermore, it would never stop in Kirven, Texas as long as he was the Conductor. Mama told him we either got off the train in Kirven, or she would see him in court.

I was trying to find a place to hide as an apoplectic Conductor departed down the aisle. He probably went up and talked to the Engineer (2nd in command). Soon he returned and tried his best to convince Mama to get off in Fairfield. But Mama stood her ground.

The train stopped in Kirven that day, briefly, just long enough for a red faced Conductor to place a small step stool on the ground and assist us down out of the train. He waved a hurried signal to the Engineer and the train high-balled it out of town.

I imagine they are still talking about, and I will never forget,

THE DAY THE TRAIN STOPPED IN KIRVEN, TEXAS...

Southern Oregon Railway Historical Society
Board of Directors Meeting
Minutes of August 13, 2019

1. **Call to Order:** Membership Meeting was called to order at 7:38 P.M. by Bruce Kelly, President
2. **Roll Call:** Bruce Kelly, Allen Dobney, Jerry Hellinga, Chris Manley, as well as several other members were present. Ric Walsh was absent
3. **Minutes** were read by Chris Manley and approved with a motion, with the change of wording, calligrapher, by Allen Dobney and seconded by Jerry Hellinga.

5. **Treasurer's Report:** A donation of \$700 for repair and maintenance of motorcar, no name given on donation. The report was read and approved with a motion from Allen Dobney and second by Chris Manley

6. **Committee Reports:**

a. *Medco 4:* We are still waiting on ORHF, however Jerry did receive an email that we may need to have the tubes inspected and then reinstalled, as there is no record of the inspection. However, Jerry was present during the inspection. However, the inspector has retired, so Jerry needs to contact FRA. In addition, ORHF believes it may cost \$150,000.00 to finish the Medco 4, and would want to keep it longer if they invest this amount of money.

b. *Burger Shack:* Jerry has placed a new locking bar on the Burger Shack's window shutters in the front, and bars on the window on the other side. No new break-ins so far.

c. *Newsletter* Nothing new

d. *Website:* Nothing new

e. *Butte Falls:* Allen designed a donation poster, which was in the newsletter and copies are available at the Burger Shack, and various locations at the park.

So far, the easement issues look promising, more information is needed and Allen is working on a marketing package for the Butte Falls project. The next meeting is on the 20th of August.

f. *Surplus:* N/A

g. *RR Park:* We did have another fence break-in. In September, the trees will be cleared or

thinned from the fence. Work will be down between run days. Bruce cleared all the puncture vines he could find.

No changes other than cosmetic to agreement with the city, it is with their lawyers now.

Bruce had brought up the issue of installing security cameras in meeting with Tim and was told the city is working on putting up street lights/cameras at the parks, and possibly could put one in at our park, so we will hold-off and see what the city does in this regard.

We cannot use their Wi-Fi, so that issue still needs to be looked into as to if and where we can get Wi-Fi at the park.

Board of Directors is considering having a security company make 2 visits per night for a cost of \$200.00 per night.

8. **Old Business:** NA

9. **New Business**

On the last run day, Joseph found the gate open and everyone had left. Just a reminder that if you are last one to leave, or if you are uncertain, err on the side of caution and lock the gate.

Jerry needs to approve any metal recyclables that are put into the recycling barrel, as we are only paid for the **lowest** priced items recycled.

11. **Adjournment:** Jerry Hellinga moved we adjourn, Allen Dobney seconded it; the meeting was adjourned at 7:53 pm.

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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/ call, (541-291-1705), with the details.

Our next meeting is Tuesday September 10, 2019

Allen Dobney will be presenting "Western Pacific Railroad, Volume 6" at the September 10, 2019 meeting.

*Meetings are in the **Model Railroad Building** and begin at **7:00 p.m., on second Tuesday of the month.***

If you have never been to the park, it is at 799 Berrydale Avenue in Medford (Behind Fire Station) off Table Rock Road. The model railroad building is at the far end of the parking lot.

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