

THE MANIFEST

June 2016



Greetings!

I hope everyone had a fun safe Fourth of July. The summer is going fast. We had a great turn out last run day, which was our third highest in sales this year.

Larry and Allen thought of a new name for the food stand and I totally concur, we are now the "Burger Shack". Signage will be up displaying the name this first run day in July. Larry and Allen have been working on the electrical in the Burger Shack. Soon we will have hot water, better lighting, including in the storeroom and we can use warmer and microwave at same time.

I put out some new plants, but they need regular watering, therefore I have gotten a Y and a timer, which I hope does not disappear! Once installed, and I plan on that Fri or Sat, (8th/9th) I am going to put in more flowers, perennials so I do not have to replant each year.

I can use more stories and pictures for the newsletter.

I found this short history of Oregon Railroads, hope you enjoy it.

THE STORY AND HISTORY OF THE RAILROADS

By Dennis Powers

The railroads path made hamlets into cities and caused others to wither or die along the way. Owing to the heavy capital requirements needed to build the tracks, bridges, stations, and

infrastructure, individuals and their rail companies went out of business, reorganized, or were bought out. Backroom politics was the norm. The Oregon story begins in 1861 when Joseph Gaston of Jacksonville incorporated a company to raise the funds for a preliminary survey to build a railroad from the Rogue Valley to the Columbia River. Passionate about constructing an Oregon railroad that would connect with a northern one coming from California, he then was practicing law and the editor of Jacksonville's Oregon Sentinel.

With funding and capital requirements being a continuing problem, the U.S. Congress passed legislation in 1866 that made large grants of public land to the railroad company that built the railroad between Portland, Oregon, and Marysville, California. The Oregon Legislature would decide who was to build the railway through the state, and the incentive of acquiring large parcels of land-galvanized forces into action.

Two years later, Joseph Gaston was in Salem to lobby the legislature for his company.

His main rival, powerful shipping mogul Ben Holladay (who owned a stagecoach empire throughout the west including the Pony Express), however, received the legislature's blessing. Gaston accused Holladay's award as due to his having caused "judges, legislatures, and attorneys to betray their clients." As the California railroad began to build north from Marysville, Holladay took over Gaston's company and sold \$10.5 million in bonds to German investors to finance the southern route. During the early 1870's, different railroad companies came and went, as reorganizations became the norm. Although Holladay was able to cause his railroad to reach Salem, Eugene, and then Roseburg from Portland, he ran out of money in 1872, some 145 miles from Ashland. If he had followed his planned route, the railroad would have run through Eagle Point--not Medford--and that city would never have existed. The venture stopped at Roseburg, and one year later Holladay couldn't meet the required interest payments on his bonds. The company went bankrupt. Henry Villard represented the German investors and took control four years later of Holladay's Oregon and California Railroad Company ("O&C"). Joseph Gaston did have the last laugh when his competitor became bankrupt and lost control. It took years to reorganize the company with new debt, and the

work to extend the railroad to the California border couldn't begin again until mid-1883, due to a bad economy, the high costs, and politics being difficult obstacles. Having restarted construction, Villard's O&C track was extended from Roseburg through Josephine and Jackson County, finally stopping at Ashland on May 4, 1884, a total of 310 miles from Portland. Villard's company, however, couldn't meet its debt obligations either, and further building to meet California's track coming from the south then ended. In 1887, the once-again, reorganized O&C was now under control of the Southern Pacific Holding Company, and it began to connect the two states. As part of the agreement, the control and stock of the O&C passed to Southern Pacific. The completion of the railroad over the Siskiyou Summit was then completed from both sides. On December 17, 1887, Charles Crocker, the vice president of the Southern Pacific Railroad Company, drove in the golden spike in Ashland that formally connected the two tracks.

The passage of the railroad through Josephine and Jackson County created new towns and left others in the wind. Towns such as Grants Pass, Rogue River, Gold Hill, Central Point, Medford, and Ashland were made. When Thomas Chavner offered concessions to the railroad, he ended up platting and creating in 1884 the town of Gold Hill with its train station and stop. A few miles down the Rogue River, neighboring Rock Point and its stage stop was by-passed and it withered away. Landowners in the Central Point area made a right-of-way deal with the railroad to build its tracks over their land. In return, they relocated Central Point to the rail-line and that township flourished with its stop.

The story of Jacksonville took another turn. Its leaders assumed that the railroad would come through there, especially since the first surveyors came from the town. Despite its rich history and the assumptions, the cost of building one mile of track was estimated at \$30,000 per mile, and a detour from the straight line through Bear Creek Valley would have been too expensive. The railway continued from Gold Hill through Tolo on the river with its nearby Gold Ray Dam and direct to eventually reach Ashland. Four property owners in Jackson County, including Cornelius Beekman, had donated 260 acres to the railroad in

late 1883, and this land was platted for a new town named Medford. As the railroad came there, dozens of businesses were created, including two hotels, saloons, and the railroad depot. The depot building was replaced in 1900, and in 1910, the brick station was constructed where Porters Restaurant and Bar on North Front Street now is in operation. Jacksonville shriveled away until Robbie Collins and others with their vision brought about its designation in the 1960s as the first National Historic Landmark Town in the country. With the railroad, property values substantially increased and new county seats were born at Grants Pass and Medford. The fast movement of crops, freight, and goods--compared to the days and weeks taken by wagon train--brought the two counties and Southern Oregon into a new prosperity.

Sources:

Mail Tribune, "Oregon rails to California--a Timeline," December 23, 2012, at Oregon Railroad Timeline; Paul Fattig, "A visionary is derailed," Mail Tribune, December 23, 2012, at Joseph Gaston's Dream; Bill Miller, "Betrayal? Railroad misses Jacksonville," Mail Tribune, December 25, 2012, Jacksonville Missed; Paul Fattig, "The Birth of Medford," Mail Tribune, December 25, 2012, at Medford's Fortunes; Bill Miller, "New way to ship goods or travel eases isolation in Rogue Valley," Mail Tribune, December 27, 2012, at Overview

BOARD OF DIRECTORS MEETING

6/4/16

The entertainment for the evening was a presentation by Allen Dobney on the "Southern Pacific on Willamette Pass from the start of construction through 1949."

❖ **Board of Directors' Meeting**

Called to order at 7:28 P.M.

❖ **Special Presentation**

Bruce McGarvey made a presentation on the pros and cons, as well as the cost of moving our annual railroad show to the Seven Feathers Event Center

at the Expo. The Reasons for the change include in large part the reconstruction of the Armory, causing us to lose space. In addition, we cannot make a firm reservation until 90 days prior to the show. The Event Center at The Expo would give us more room, and we can reserve now. Bruce is asking for \$1k from each of the four groups up front before he makes a commitment to the Event Center. The time span on the return on this morning is dependent on the net proceeds from the show. Jerry asked Bruce if our donation could wait until July 1, our new fiscal year and he said that would be okay. Bruce will gather more information and keep us updated.

❖ **Minutes**

Read and accepted with Jerry Hellinga making the motion and Ric Walsh second.

❖ **Reports**

➤ **Treasurer's Report**

We had another good run day, including donations.

The report accepted as read, with Chris Manley making the motion and Ric Walsh second.

➤ **Medco #4**

Jerry received some parts he had ordered for the governor and air compressor, still needs piston rings, having trouble with check valves

➤ **The Burger Shack**

Larry and Allen are updating the electrical; they will be working on it this coming month.

➤ **Newsletter**

Needs more stories and pics.

➤ **Website**

Allen Dobney has taken over the website. He has been selling items on the website/EBay for the Chapter. He has sold close to \$600.00.

➤ **Butte Falls**

Ric Walsh informed us there is a broader support now. The mayor is going door-to-door visiting businesses to get their support. The townspeople are on board, and the Forest Service. We need more representation from our group at the meetings. They are held about once a month, Wednesday or Thursday usually. Thursday seems to be a good day for most from our group. Ric is going to try to attend another meeting before end of June.

➤ **Motorcar**

No updates.

❖ **Old Business**

The Wig Wag transaction is complete. Some word on it has gotten on to a small group on Facebook.

No status on the shed at Hornbrook.

❖ **New Business**

We voted in two new members, Dwaine "Kermit" Williams from Bend. He has been a very consistent supporter of the Medco 4. A motion was

made by Jerry and seconded by Chris that we accept him, vote was taken and passed.

We also voted in Joseph Newstead. He is a young man from Medford, very anxious to help. A motion was made by Jerry and seconded by Chris that we accept him, vote taken and passed.

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We had a third person who had applied, Stuart Adams. However, he did not reply to Bruce's emails asking him for some information and he or someone using that name hacked our Facebook cover page and we could not undo it. A motion was made by Jerry and seconded by Chris that we send back his check letting him know the reasons and that we need more information. The motion passed.

Jerry made a motion that we give Bruce McGarvey the \$1000.00 for the railroad show and E. Don seconded it. Vote was taken and passed.

❖ **Good of the Order**

The roses need pruning; Ric said he would do that. Flowers need a timer, I will look into that. We did have one, but it came up missing.

There is a weed-eating party in White City this coming Thursday at 9:a.m.

The council has voted 2-1 to put the Heritage District on the ballot; if it passes, we will have funds for our museum. Jerry will give me information on this for the newsletter.

Alice volunteered to write a grant to the Jackson County Cultural Association, perhaps the funds could be used to pain the CB&Q.

Meeting Adjourned at 9:02 p.m., motion made and seconded by Chris and Ric respectively.

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UPCOMING CHAPTER EVENTS

Our next meeting is July 12, 2016, at 7pm at the Model Railroad Club House.

Allen Dobney will be showing a video on the "Santa Fe in the Los Angeles Basin, Volume 1.

If you know of any other events that should be added to our newsletter, please email, chrismanleysteam@gmail.com or call, (541-291-1705), with the details.

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