

THE MANIFEST  
January/February 2019



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

## GREETINGS ALL:

This newsletter is a combination of January and February, so if you were wondering why you missed your newsletter last month, the answer is simple, it did not go out. Sorry for the inconvenience.

Wow how time flies, it is going on the second week in February already, which means our 2019 season is just around the corner (about 2 months). If you are a new member just a reminder that our season runs from April through October, the 2<sup>nd</sup> and 4<sup>th</sup> Sundays of each month. We always need volunteers! Thank you so very much for volunteering!

**I would also like to remind everyone that 2019 dues were due on December 31, 2018**, so if you have not gotten them to Jerry yet, please do so as soon as possible. Thank you again for your support, we could not function without it.

In addition, we still need more donations for the woodcarving that was purchased and is on display in the museum.

I started my brief history on railroads in Oregon in December; however, due to the length of time between that first installment as it were, I am going to reprint it again, as well as add some more to it.

## 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.

We then move forward to 1874 and Henry Villard. Villard represented some German bondholders and he made his way to America in 1876 to take control of the line after Holladay had fallen behind on his payments.

Construction was eventually resumed and completed over the Siskiyou Summit in 1887. There it connected to the Southern Pacific, who resumed control of the operation. However, the actual sale of the railroad was not completed until January 3, 1927, presumably due to political and legal issues.

What happened to Holladay? He moved back to Portland and operated Oregon's first horse-drawn streetcar system along First Street in 1872. His business flourished and competitors began building lines to other parts of Portland. Portland had one of America's most successful streetcar systems.

In 1889, two years after the death of Holladay, Portland's first electric streetcar began operation that ran across the Steel Bridge to the town of Albina. The invention of the electric streetcar signaled the end of the horse-drawn streetcars. The last one ran on June 20, 1892.

This is a very abbreviated history of railroads in Oregon. I have been researching the Union Station in Portland, as I have always loved that depot and have been through it many times in my train travels. If anyone has any stories or history regarding that depot, please email me and I can put them in a newsletter. Otherwise, I will do some research and put it in an upcoming episode.

## BOARD OF DIRECTORS MEETING MINUTES

### **Southern Oregon Railway Historical Society Board of Directors Meeting Minutes of December 11, 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, Chris Manley and 5 other members Ric Walch was absent.
3. Consent of the Agenda: The agenda was approved by consensus.
4. Approval of November, 2018 was passed on motion by Chris Manley and second by Jerry Hellinga.
5. Treasurer's Report: Jerry Hellinga presented the Treasurer's Report. The treasurer's report was passed on a motion by Chris Manley and second by Allen Dobney.
6. Committee Reports:
  - a. Medco 4: Has about \$39,000.00 and there is about \$30,000.00 to \$55,000.00 needed to finish the project.
  - b. Burger Shack: Needs new floors
  - c. Newsletter: Please call or email with any updates or additions 10 days before the next meeting.
  - d. Website: Updated and will be up and running shortly.
  - e. Butte Falls: No update.
  - f. Excess Sales: N/A
  - g. RR Park: A member of the Garden Railroad will be chairman this year, the chairman only votes in a tie. They will revisit the city contract with Park and Rec; however do not foresee any problems. Have discussed a more uniformed

emergency plan, video surveillance, internet access and costs, lighting and communications in emergencies, i.e. missing children, first aid, etc. Discussed having a designated lost and found.

## 7. Annual Railroad Show

There were about 200-300 less in attendance from last year. We have the seed money for the 2019 show. Will try to increase exhibitors. It is unknown at this time what the club will receive in profits from the show.

## 8. Old Business:

a. Alice Mullaly will check into the carving in more detail.

b. Cultural

A motion that the \$500.00 left over for the Cultural Coalition Grant for the CB&Q be given back to the Coalition was made by Jerry and seconded by Allen and passed unanimously.

c. Elections

All officers were reelected and the secretary cast one vote for each position.

## 9. New Business

a. Mary Stevens had some pictures she wanted to donate as a memorial; however, we sent her a nice thank you letter but did not accept the donation.

- b. We went through the new strategic plan, which looked good with only minor changes.
10. Adjournment: Allen Dobney moved to adjourn; Jerry seconded. Meeting adjourned at 8:33 PM.

**BOARD OF DIRECTORS MEETING  
MINUTES**

**Southern Oregon Railway Historical Society  
Board of Directors Meeting  
Minutes of January 8, 2019**

1. Call to Order: Meeting was called to order at 7: 01 PM by President Bruce Kelly
2. Roll Call: Bruce Kelly, Jerry Hellinga, Chris Manley and 5 other members Ric Walch and Allen Dobney were absent. Due to Allen being absent, there was no entertainment.
3. Consent of the Agenda: N/A
4. December 2018 minutes were approved on motion by Jerry Hellinga and second by Chris Manley.
5. Treasurer's report was approved on motion by Chris Manley and second by Jerry Hellinga.
6. Committee Reports:
  - a. Medco 4: N/A
  - b. Burger Shack N/A
  - c. Newsletter will have January and February combined.

- d. Website: Up and running and minor errors fixed.
- e. Butte Falls: No update.
- f. Excess Sales: N/A
- g. RR Discussing emergency plan for park, scanner, PA system, agreement with City. One suggestion from counsel was if we could be open more days.
- h. Joseph Newstead will take the lead on parking with E. Don Pettit's assistance.

7. Old Business

Train simulator is loaded on the computer, but need more long tables to set it all up. Short-term exercises may be used rather than full simulation due to length of simulation. Also, someone needs to learn the program so they can manage it.

Donations for the carving are at \$2,220.00 so far. A notation in newsletter asking for more donations will be included in the January/February newsletter.

8. New Business

NA

9. Good of the Order

NA

10. Adjournment: Chris Manley moved that we adjourn the meeting and Jerry Hellinga seconded. The meeting was adjourned at 7:25 p.m.



## CHAPTER OFFICERS

President	Bruce Kelly <a href="mailto:wilmingtonnorthern@sprynet.com">wilmingtonnorthern@sprynet.com</a> 541-613-1638
Vice President	Ric Walch <a href="mailto:engmgr@medfab.com">engmgr@medfab.com</a> 541-772-6255
Treasurer	Jerry Hellinga <a href="mailto:ghelling@jeffnet.org">ghelling@jeffnet.org</a> 541-944-2230
Secretary	Chris Manley <a href="mailto:chrismanleysteam@gmail.com">chrismanleysteam@gmail.com</a> 541-291-1705
National Advisor	Allen Dobney <a href="mailto:adobney@gmail.com">adobney@gmail.com</a> 541324-3563

## COMMITTEE CHAIRS

Chief Mechanical Officer	Jerry Hellinga <a href="mailto:ghelling@jeffnet.org">ghelling@jeffnet.org</a> 541-944-2230
Burger Shack	Larry Tuttle <a href="mailto:larry@alpharail.net">larry@alpharail.net</a> 541-660-0989
Newsletter & Entertainment	Chris Manley <a href="mailto:chrismanleysteam@gmail.com">chrismanleysteam@gmail.com</a> 541-291-1705
Webmaster	Allen Dobney <a href="mailto:adobney@gmail.com">adobney@gmail.com</a> 541-324-3563

## 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.*

**Our next meeting is Tuesday, February 12. 2019  
7:00 P.M.**

*Meetings are in the Model Railroad Building.*

Allen Dobney will be presenting "Rio Grande Narrow Gauge Volume 1" for the February 12, 2019 meeting.

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

