



THE MANIFEST

December 2021



Greetings!

I hope everyone had a wonderful Christmas and wishing all of us a happy prosperous New Year. Here in southern Oregon we have had a lot of snow, which is unusual for us. I saw my first white Christmas since moving here this year, which did not excite me all that much, as I have seen many, many growing up in Montana.

We had our meeting in December, which was to be an election of officers. However, we did not have enough people come to the meeting to conduct an election, so we will be having our election in January.

At our meeting held on January 11, 2022, we had our general election of officers, all officers were reelected for another year.

Our article this month comes courtesy of Larry and Alice Mullaly. I hope you all enjoy it as much as I did. Thank you, Larry, and Alice, for sharing this with all of us.

The Way It Was: Southern Oregon Railroading in 1900

The year 1900 in Southern Oregon seems the best and worst of times. The major west coast link in the nation's rail system stopped at Ashland's door. Rail traffic was heavy and new equipment was regularly being added. But in matters of safety and the ability to keep rolling stock on the line, it was another world. All these elements come to life in the pages of the town newspaper that abounded in brief descriptive "Headlight Flashes" such as are shown below:

- Feb.19. Five new dining cars for the Shasta Division pass through town.

- March 15. Payroll car makes its monthly visit to Ashland.

- March 19. Thirty-five to forty Chinese are leveling ground near Cole's Station, one killed in an accident.

- March 20. Construction to begin of Oregon Midland from Klamath Falls to Klamathon.

- March 29. There is a high demand for brakemen to work the Tehachapi line east of Bakersfield.

- March 29. Six new postal cars will run between Portland and San Francisco.

- March 29. A brakeman injured in Ashland Yard.

- March 29. Construction of a steel bridge at Wall Creek begins.

- April 9. Five freight cars derail above Steinman.

- April 12. Acetylene headlights are to replace "electrics" on SP engines.

- April 16. Restaurant cars now are now being run between Roseburg and Redding.

- April 16. Brakeman is injured in Ashland yard.

- April 19. Electric lights are installed at Roseburg depot.
- April 23. Tavern at Castle Crags resort south of Dunsmuir will have its own railroad stop.
- May 3 Labor force of 350 Italians and 34 Japanese has been hired to build Mohawk line east of Springfield.
- May 17. Freight business on SP lines heavier than ever.
- May 30. SP passenger engine #1773 breaks two drive wheels in Siskiyou.
- June 18. SP Excursion rates to Yaquina Bay announced.
- June 21. Steel bridge over Wall Creek in service.
- June 25. Brakeman killed in Grants Pass yards.
- July 5. Painters finish 6 weeks of work renovating roundhouse, depot hotel, etc. Left for Sisson for freight depot work.
- July 12. SP Wreck north of Sisson: 26 cars spread across ten miles.
- July 23. Locomotive collision at Riddle.
- July 23. Mayhem caused by burning caboose on train
- July 26. Trainman injured near Shasta Retreat.
- July 26. First modern coal-burning engine brings southbound passenger train into Ashland.
- August 6. There is a train accident near Hugo
- August 13. Work on new freight house to begin will begin as soon as Sisson is finished.

August 16. The SP pay car is in town.

August 16. Boy killed in Roseburg roundhouse.

August 23. Fruit shipment departs for the orient.

August 27. Materials are on the ground for the new freight house. Ashland will have the largest yards and finest facilities between San Francisco and Portland.

November 8. There is a fatal crash in the Roseburg yard.

November 12. New cinder pit has been constructed at the Ashland terminal.

November 19. A passenger train derails near tunnel 5.

January 7. Trains are running again after heavy snows. Sleigh stage has been fitted up to get travelers from Ashland to Klamath Falls.

April 11. Fixtures and telegraph equipment removed from old Ashland freight house.

April 17. Old freight house moved across yard and attached to north end of new freight house.

Alice and Larry Mullaly
November 30, 2021



I believe this is a picture of the Ashland Depot Hotel



I am uncertain as to where this and the one following showing a derailment were taken.



Thank you, Alice, and Larry, for your contribution to our newsletter. It has piqued my interest, and next month I am going to have more Ashland rail history, along with some pictures.

Our next meeting is **February 8, 2022, at 7:00 p.m.** in the model railroad building at south end of parking lot at the Railroad Park.

Our volunteers don't get paid, not because they are worthless, but because they are **PRICELESS**

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

OFFICIAL Publication of the Southern Oregon Railway
Historical Society

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

