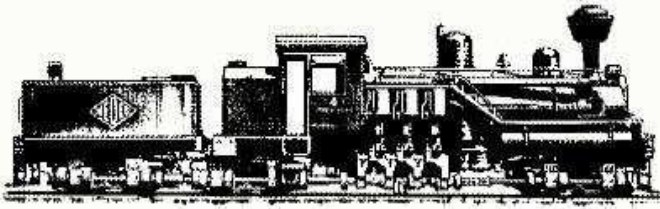


The Manifest



January, 2013

**Official Publication of the Southern Oregon
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Society**

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

Two holes in a mountain By BILL MILLER

They put some holes in a mountain nearby, called it a tunnel, and then they walked away.

It was the end of a 30-year dream and two years of surveyors scrambling through the Siskiyou Mountains.

No one could have been more disappointed than Joe "Shorty" Neal who had just set up a restaurant and saloon near the construction site. Stocked with the "best wines, liquors, and cigars available in the market" and offering "guaranteed good treatment and a square meal," Neal had expected months of money rolling out of the pockets of the rough and tumble railroad workers.

In 1882, nearly a decade after the southbound construction of the Oregon and California Railroad had stopped in Roseburg, rails were again being laid, mile-by-mile, to Jackson County.

John Quincy Adams Hurlburt, a highly respected, self-taught surveyor, had been with the railroad almost from the day the first tie was laid in Portland. In early September 1881, headquarters ordered him to immediately stop survey work southwest of Roseburg and, as quickly as possible, get his crew into the Siskiyou Mountains.

It would be over 2 ½ years before the railroad reached Ashland, but before it did, a way had to be found to cross over the mountains and meet up with the railroad already being built northward from Redding, Calif.

The engineering obstacles were overwhelming for Hurlburt. The rail line would climb from Ashland to the summit in such a steep grade that well over a dozen switchbacks might be required, and the tunnel at the top would have to be over 4,000 feet long. That would cost the railroad a small fortune, a fortune they weren't willing or able to pay.

The solution was to send the tracks on a long, gradually climbing, nearly nine-mile curve to the east, then cut a 1,600-foot tunnel through Buck Rock Mountain, before returning to the summit, where a shorter tunnel of about 3,000 feet would be dug. It was quicker and safer to blast out two tunnels instead of one long one, and because of the lower grade, once the line was in service, operating expenses would be less.

In September 1883, a gang of Chinese workers was transferred down from the summit tunnel to begin working with railroad crews on construction of the Buck Rock Tunnel.

They started simultaneously at each end and began blasting toward each other, using the latest technology, the compressed-air-powered Burleigh Drill that could bore dozens of holes

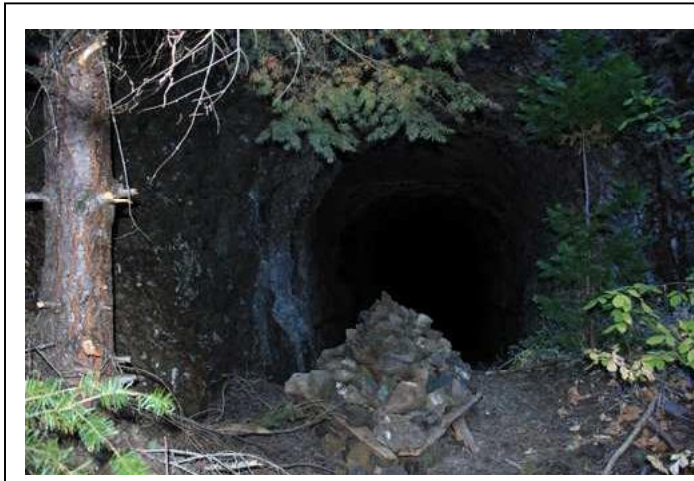
simultaneously into rock. With each hole packed with powder, a fuse was lit, and the shattered rock was mucked out of the tunnel and dumped.

Winter snow brought water into the tunnel and slowed work. Then, in February 1884 and without warning, all work on the uncompleted tunnel stopped and speculation began. It was the fault of Congress, some said. The railroad was up for sale, said others. The survey was flawed. Maybe it was the weather. Things will be fine in the summer, right?

In fact, the railroad was out of money. The tracks ended at Ashland, just a few dozen miles and a mountain away from the California rail line.

With two unfinished holes on each side of a mountain, the Buck Rock Tunnel would never see a train pass through.

Writer Bill Miller lives in Shady Cove. Reach him at newsmiller@live.com.



If you go:

A visit to the Buck Rock Tunnel's west entrance is best done in late summer or early autumn when the grass is low and the trail easier to find. If you can, it's best to accompany someone who's been there before.

From Interstate 5, Ashland Exit 14, drive east on the Greensprings Highway (Oregon Highway 66) to Buckhorn Springs Road (just past mile marker no. 9). Turn right. Continue .3 mile straight onto Forest Service Road 39-2E-34. After climbing 2.3 miles look for the parking area on your left.

The trail begins beyond the yellow barrier, opposite the parking area. It requires some effort. You walk, mostly uphill, for just over 1.75 miles. Do not take any of the side roads branching to the left.

Shortly after passing a shallow, greenish, spring-filled pool that covers the trail, you'll see a matted-down grass trail in a small open area to your left. Follow the trail a few yards uphill until you see a wider dirt and stone trail to your left. Follow this trail .15 mile to the tunnel and a metal commemorative sign placed in 1977 by the Southern Oregon Historical Society.

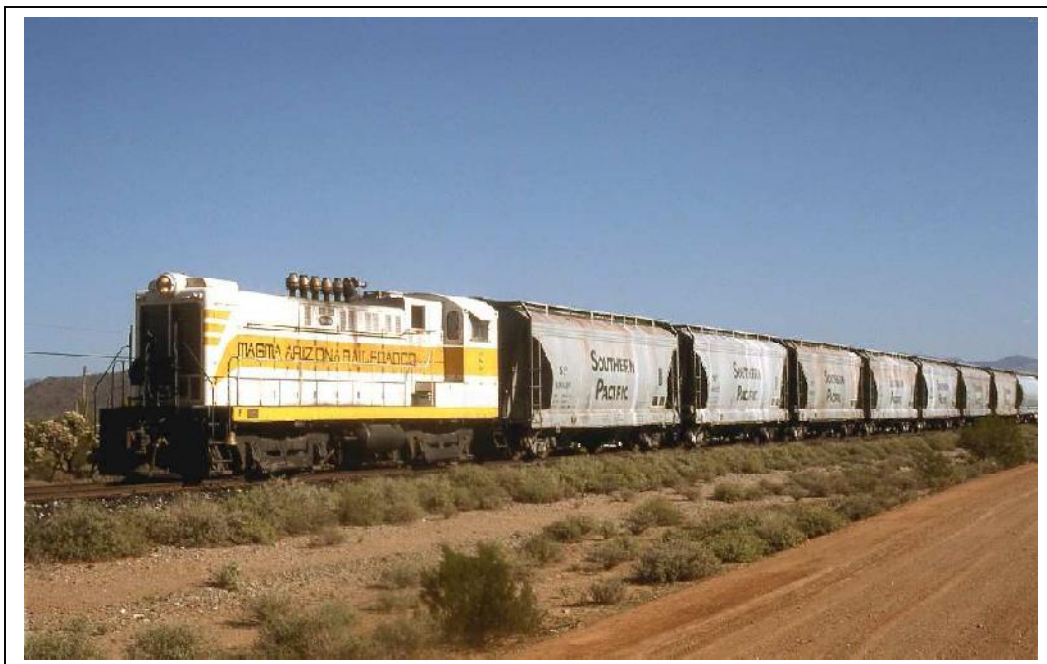


New Pictures Found of Medco #8

By: Allen Dobney, Photos from the collections of: Rick Aubin & Allen Dobney



Magma Arizona, (ex. Medco), number 8 at Superior, Arizona on June 3rd, 1971 in the all yellow Magma Arizona paint scheme. Photo by Bob Wilt, from the collection of Rick Aubin.



Magma Arizona, (ex. Medco), number 8 at Desert Wells, Arizona in the later Magma Arizona paint scheme hauling a load of SP covered hoppers on February 20th, 1989. Photo by Dick Campbell, from the collection of Allen Dobney.

2013 Strategic Plan for the Southern Oregon Chapter of the National Railway Historical Society

2013 and Beyond

- **EXCURSION RAILROAD** -- Build and operate a steam powered excursion railroad in Jackson County, Oregon using locomotives and other equipment once used in Southern Oregon.

- **In the year 2013:**
 - Continue to explore opportunities for short and long term location
 - Ongoing development of community support
 - Develop and implement a training program for train crews

- **In the following years:**
 - Acquire and develop a facility area of 5 acres or more, adjacent to live rail
 - Build 3 or more miles of track
 - Construct a two stall engine house
 - Equip a machine shop
 - Erect a car shop building
 - Acquire and equip additional passenger cars for operation
 - Build a restoration shop
 - Build a depot
 - Construct crew quarters

- **LOCOMOTIVE & CAR RESTORATIONS** -- Equipment which is on display now and/or to be restored for use on the excursion railroad and interpretive display at the Medford Railroad Park

- **In the year 2013:**
 - Complete the rebuild of our Willamette Locomotive, the Medco 4:
 - Develop and procure funding for the remaining work
 - Continue work on sub-assemblies
 - Repair Dining Car Roof

- **In the following years**
 - Inventory and catalog Baldwin parts
 - Refurbish one of our roller bearing equipped cars for excursion train service
 - Rebuild our SP flat car into an open top coach
 - Restore OC&E caboose
 - Restore GN caboose
 - Paint ex-military box cars
 - Small tool purchase (maintenance and construction)
 - Acquire (go get) Sumpter motor car
 - Build or acquire a second motor car trailer
 - Rebuild S-2 motor car
 - Repair CN motor car

- **PARK PRESENCE & DEVELOPMENT -- Maintain and improve our contributions to the public experience at the Medford Railroad Park**
- **In the year 2013:**
 - Continue to develop displays and library Mack Walch Museum and Archives Building
 - Move existing park fence back to enlarge our working area
 - Extend Motor Car track
 - Develop blacksmith shop display
 - Continue improvements to area, notably interpretive signs
- **In the following years:**
 - Increase trackage
 - Turnout
 - Storage and work tracks
 - Motor car track
 - Cleanup and organize area and equipment
 - Improve grounds
- **MUSEUM & ARCHIVES -- Interpretive displays of historic documents and smaller items from Southern Oregon's and Northern California's railroad history**
- **In the year 2013:**
 - Appoint Museum Curator
 - Finish cataloging archival materials
 - LARGE STATIC DISPLAYS -- Equipment and buildings on display to the public
- **In the year 2013:**
 - Complete remaining details on Flanger
 - Retrieve Woodville depot doors and lumber
- **In the following years:**
 - Erect Wig wag crossing signal
 - Reassemble Woodville depot
 - Finish remaining details on 1107 caboose

ORGANIZATIONAL ISSUES

- **In the year 2013:**
 - Continue to recruit and train docents for staffing of our exhibits at the Railroad Park .
 - Continue to recruit and train staffing for the concession stand.
 - Continue fund raising
 - Ongoing web site updates, FaceBook, & Ebay
 - Develop members' and other interested parties' email list
 - Increase active membership
- **In the following years:**
 - Continue to develop community support
 - Dispose of (sell/trade) surplus property

- Investigate for acquisition: Local equipment
- Signal parts – Inventory -- keep and organize or dispose
- Develop a complete inventory of our acquisitions, including value and location

MINUTES
Southern Oregon Chapter – National Railway Historical Society
Regular Membership Meeting
December 11, 2012

1. Meeting Called to Order at 8:00PM by President E. Don Pettit
2. Roll Call: E. Don Pettit, Jerry Hellinga, John Powell, Ric Walch, and 7 other members were present.
3. Additional nominations for 2013 chapter officers were requested from the floor. Since there were no more nominations, Dan Wilkinson moved to close the nominations, John Powell seconded, the motion passed unanimously. With only one nomination per office the new chapter board was voted in by a vote of the acting secretary, Allen Dobney. Our new 2013 chapter officers are: Allen Dobney – President, Ric Walch – Vice President, Jerry Hellinga – Treasurer, Larry Tuttle – Secretary, & John Powell – National Director.
4. Two new member applications were presented by Jerry Hellinga. Jerry Hellinga moved to approve the 2 new members, seconded by John Powell, the motion passed unanimously.
5. The membership reviewed the 2012 Strategic Plan for update to the 2013 Strategic Plan. Many updates were made. Jerry Hellinga moved to approve the updates, Dan Wilkinson seconded, the motion passed unanimously. The updated plan will be included in the January Manifest and be updated on our website.
6. At 8:25PM Jerry Hellinga moved to adjourn, John Powell seconded, the motion passed unanimously.

Allen Dobney – Acting Secretary

Next General Meeting: January 8, 2013 at 7:00 PM

Next Regular Board Meeting: January 8, 2013 following the General Meeting

MINUTES
Southern Oregon Chapter – National Railway Historical Society
Board of Directors' Meeting
December 11, 2012

1. Board Meeting Called to Order by President E Don Pettit at 8:30PM.
2. Roll Call: E. Don Pettit, Jerry Hellinga, John Powell, Ric Walch, and 7 other members were present.
3. Consent of the Agenda: The Agenda was accepted by consensus.

4. Approval of November 13, 2012 Membership Meeting & Board Minutes: Jerry Hellinga moved to accept the minutes of the November 13, 2012 meeting of the Membership and Board of Directors as presented. John Powell seconded the motion which passed unanimously.
5. Treasurer's Report – Jerry Hellinga presented the Treasurer's Report which was accepted by consensus.
6. Standing Committees & Projects:
 - a. Medco 4 Restoration – Jerry Hellinga
 - No update
 - b. Concession Stand – Ric Walch
 - Allen Dobney & Larry Tuttle will be working on fixing the leaky roof after the holidays.
 - c. Newsletter – Allen Dobney
 - Because of the Butte Falls & Show additions our circulation is up to 87 electronic and 60 by US mail.
 - d. Park Committee – Ric Walch
 - No meeting – need to get restarted on a regular basis
 - E. Don Pettit will talk to Dick Stark to make sure Allen and Ric are regularly notified of upcoming meetings.
 - e. Membership – Allen Dobney
 - There was some interest by 2 or 3 show attendees in joining.
 - f. Railroads in the Rogue Valley traveling exhibit – Allen Dobney
 - The exhibit was well received by show attendees. Thanks to Larry Tuttle for all of his help installing and tearing down the display. The display is now at the Ashland RR Museum.
 - g. Web Site Updates – Larry Tuttle
 - No update
 - h. Museum Bookcase Cabinet Doors – Larry Tuttle
 - Cabinet door glass installation is complete.
 - i. Butte Falls Tourist RR Opportunity – Ric Walch / Allen Dobney
 - The survey was completed and published in the December Manifest. Ric is setting up a “workshop” meeting with the Butte Falls mayor and city council for January, 2013.
 - j. Fence move & Track extension Project – Ken Hill
 - Fence move planned for January, 2013.
 - k. Sale of surplus / Duplicate Material – Larry Tuttle / Allen Dobney

- Book, video & magazine sales were great at the show. Left over books and videos are being held by Allen for sale on Ebay after the non-profit account is set up.

7. Old Business

- a. Facebook for the chapter – Larry Tuttle – no update.

8. New Business:

- a. Possible donation from Tom Mongovan – Jerry Hellinga. Jerry presented that Tom would like to donate an air compressor and a welding torch to the chapter. Tom will deliver the donations to our chapter at the next Winter Rail meet. John Powell moved to accept the donation, Jerry Hellinga seconded the motion passed unanimously.

9. Good of the Order

- a. Rick Aubin reported that the annual show attendance was down about 200 from last year, raffle ticket sales were up. There was no news coverage this year which could have contributed to lower attendance. From an overall standpoint this show was the 5th best in our 35 year history.

10. Adjournment: At 8:56PM Jerry Hellinga moved to adjourn, John Powell seconded, the motion passed unanimously.

Allen Dobney – Acting Secretary

Next General Meeting: January 8, 2013 at 7:00 PM

Next Regular Board Meeting: January 8, 2013 following the General Meeting

MEMBERSHIP MEETING ENTERTAINMENT

If you have railroad slides or videos that you would like to present, please email me at (adobney@gmail.com) or call me at 541-582-0605 with the details and I will put you on the schedule.

ARTICLE SUBMISSIONS

As always we need articles for the newsletter. If you have something you would like to see included in an upcoming newsletter, please send your submission to; adobney@gmail.com or call 541-582-0605. Thanks.....Allen

CHAPTER OFFICERS

President	Allen Dobney	adobney@gmail.com	541-582-0605
Vice President	Ric Walch	engmgr@medfab.com	541-772-6255
Treasurer	Jerry Hellinga	ghelling@jeffnet.org	541-944-2230
Secretary	Larry Tuttle	larry@alpharail.net	541-660-0989
National Director	John Powell	rebel_780@hotmail.com	541-601-9256

COMMITTEE CHAIRS

Chief Mechanical Officer	Jerry Hellinga	ghelling@jeffnet.org	541-944-2230
Concession Stand	Ric Walch	ric.walch@medfab.com	541-770-1154
Newsletter & Entertainment	Allen Dobney	adobney@gmail.com	541-582-0605
Webmaster	Larry Tuttle	larry@alpharail.net	541-660-0989

UPCOMING CHAPTER EVENTS

January 8, 2013, 7:00PM @ Model Railroad Clubhouse: Annual NRHS membership / board meeting. Installation of officers, Jerry Hellinga will present the annual report. Allen Dobney will be presenting a slide show on the Northern Pacific Railroad with shots taken before and after the BN merger across the Northwest.

February 12, 2013, 7:00PM @ Model Railroad Clubhouse: NRHS membership / board meeting. Allen Dobney will be presenting a slide show on the Great Northern Railroad with shots taken before and after the BN merger across the Northwest.

If you know of any other events that should be added to our newsletter, please email, (adobney@gmail.com), or call, (541-582-0605), with the details.
