



**Signs, Plaques and Memorials Subcommittee Meeting**  
**Tuesday, February 23, 2016**  
**Parks Office**  
**3:00 p.m.**

Call to Order

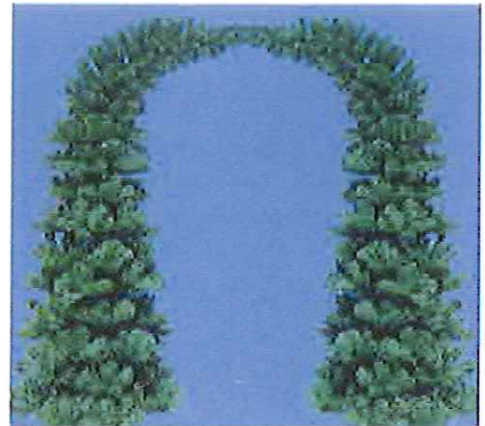
Agenda and Discussion Points

- Golden Spike Sign at Railroad Park
- Flood Evacuation Signs for Lithia Park - Update
- Golf Course:
  - Tee Signs
  - Dog Rules Sign

Adjournment

# "Welcome! California linked at last!"

These words adorned an evergreen arch that straddled the railroad tracks just South of the of the Ashland yard on DECEMBER 17, 1887. About 1000 people gathered to witness the symbolic driving of the final spike by Southern Pacific's own Charles Crocker at 5:04PM. This connection of the Oregon and California tracks from the North with those of the California and Oregon, now the Southern Pacific, from the South. This event opened the Pacific Northwest to California and the Southwest and completed a circle of railroads around the U.S. Today this location is included in Ashland's Railroad Park near the corner Of 8th and A streets.



*Current View*



The ASHLAND PARKS COMMISSION, along with the help of Your generous donations, would like to commemorate this historic event with a plaque near the exact location and a new landscape to enhance the park. If you would like to participate you can pick up a flyer from the ASHLAND PARKS FOUNDATION or contact Dan Merrill at 541-951-0061 or [merrilld@ashland.or.us](mailto:merrilld@ashland.or.us) for further information.

*Proposed Landscape Samples*



Bruce

## Historical Commission

October 7, 2015

Enclosed is our presentation for the Signs and Plaques committee of the Ashland Parks and Recreation commission.

My intent this evening is to make the Historical Commission aware of our request and hopefully to solicit input and support for this project.

Thank you for your consideration.

Dan Merrill

Ashland Parks and Recreation

[merrilld@ashland.or.us](mailto:merrilld@ashland.or.us)



## Golden Spike Plaque

My purpose today is to ask you to consider a request to place a plaque on a large boulder in Railroad Park. This plaque would commemorate the ceremony in which a golden spike was driven on December 17<sup>th</sup> of 1887. On that day, the final connection of the Siskiyou line of the Southern Pacific railroad connected Oregon and California, as well as completing freight and passenger service for the nation.

The area in question is located just off the road, at the corner of 8<sup>th</sup> and A Street. I have included some photographs of this stone, which also shows the proximity to the bike path. This will allow easy access from all directions, and I believe the placement of the boulder provides safe passage of bicycles. The area, immediately surrounding the plaque, could then be landscaped with ground cover and other low growing foliage to highlight and enhance this historical feature.

There is also a plaque at the corner of 5<sup>th</sup> and A Street that mentions the location as "somewhere south of here". It is important to mention that the location is documented in several ways, so we can be fairly certain that we have chosen the correct location.

Oregon Geographic names 6<sup>th</sup> edition by Lewis A McArthur states:

"In Mar. 1947, G.H. Kilborn, superintendent of the Southern Pacific company's Shasta Division at Dunsmuir had a search made of the old records, and reported that the golden spike was driven on Dec. 17, 1887, at about 5:04PM, on the east side of the track, at the south end of the Ashland yard at mileage 428.8. The spike was driven at survey station 1154 + 05. The driving of this spike completed the Siskiyou line of the Southern Pacific."

We have also included an article from the Daily Tidings 100<sup>th</sup> anniversary special edition on Thursday, June 17, 1976 (See attached).

There is also a Sandborn map from 1913 of the Ashland yard as it existed then.

Obviously this was a significant historical event that greatly contributed to the early development of Ashland and the economy of the region. I believe it is important to the people of Ashland to do what we can now to preserve its history. According to the pamphlet "Preserving Ashland's History", There are over 1700 properties in the heart of the community that were developed before 1950 and National Register-listed historic districts include all of the downtown as well as much of the surrounding residential areas. There are many in the immediate area near this location. The railroad district of Ashland is very rich in history. This will also be a great opportunity to enhance a portion of Railroad Park that is not particularly aesthetically pleasing. Thank you for your consideration.

## Big day for Ashland: weather was terrible

An evergreen arch straddled the railroad tracks. Its legend: "Welcome! California and Oregon linked at last!"

But the warmth of the greeting failed to warm the crowd of about a thousand persons who had gathered together at noon, December 17, 1887, in a freezing north wind to watch Southern Pacific's Charles Crocker drive a symbolic golden spike.

It was not until 5:04 p.m. when Crocker finally picked up a silver hammer for the ritual, shortly after two trains — one from the north and one from the south — met under the evergreen arch to mark the opening of Central Pacific's North-South line, now known as the Siskiyou route.

The southbound train from Portland arrived at 10:30 a.m. The northbound from San Francisco picked its way up the Sacramento River Canyon north of Redding, crossing the river 17 times. When it reached Tunnel 13 — a three-quarter-mile bore which the train reached on an ascending grade — it was stalled for more than two hours by a derailed construction train. At 4:35 p.m. — with only a trace of remaining daylight — the special pulled its trainload of dignitaries into Ashland.

The spike was quickly set in place and telegraph wires were connected to the track to record Crocker's blows as he hammered it home. In Portland, Sacramento and San Fran-

cisco steam whistles chorused and fire bells clanged three times as the hammer blows were reported. Cannons fired at military posts, church bells chimed.

Portland's Oregonian extolled the achievement: "Through the flinty, hard heart of the Siskiyou Mountains, the road has been built, the lines of shining steel laid, and now the iron nag rushes through and over those frowning barriers and its loud shrieks wake the echoes of those wild solitudes. . . . Golden California has been wedded to her northern sister in the strong bonds of a common welfare, and the two states firmly united by clasping bands of steel."

Engineering difficulties faced in building the railroad through the Sacramento River Canyon and over the Siskiyou Mountains between Redding and Ashland rivaled in some respects the feats previously performed by the Central Pacific and Southern Pacific engineers in crossing the Sierra Nevada Tehachapi ranges.

On the Siskiyou line, an elevation of 4435 feet was reached after passing through the 3,108-foot summit tunnel, the longest of 16 bored through high ridges. It was necessary to lay track on curvatures ranging up to 14 degrees and on a maximum grade of 3.3 per cent. One hundred miles of curved track was built in a distance of 171 miles. In this dis-

tance, the degrees of curvature totaled 31,700, causing a train to make 88 complete circles in traveling that distance.

The road stands as a monument to Crocker and his chief engineer, William Hood, who share with Ben Holladay, Henry Villard, Richard Koehler, Chief Engineer Hans Thielson and, to a certain extent, Joseph Gaston and Simon Elliott, the credit for building the railroad that joined Oregon to California.

The last spike ceremony was staged at the south end of the railroad yard at Ashland.

There, the final tap of the hammer signalled just the beginning of the celebration. Gas flames burned high in the windows of the houses that stair-stepped the hills like so many fireflies. Hundreds of Japanese lanterns turned the Plaza and Lithia Park into a community "winter garden party." Bonfires on the western hills blazed. The band played, children ran and shouted and the town went mad with excitement.

For some it was the beginning of a new life and for others the death toll for a way of life that would return no more. The day of the much-vaunted and much-appreciated stagecoach driver was supplanted by that of the engineer and by a new mode of travel — every bit as modern for its day as ultra-sonic jet travel is today.



# Ashland's Golden Spike



On December 17, 1887, Charles Crocker Drove The Golden Spike in The Rail Yard Just South Of This Point; Connecting The Oregon & California Tracks From The North With Those Of The California & Oregon, Now The Southern Pacific, From The South. This Action Opened The Pacific Northwest To California And The Southwest; Completing A Circle Of Railroads Around The United States.

S.P. CO.  
C.T. CO.

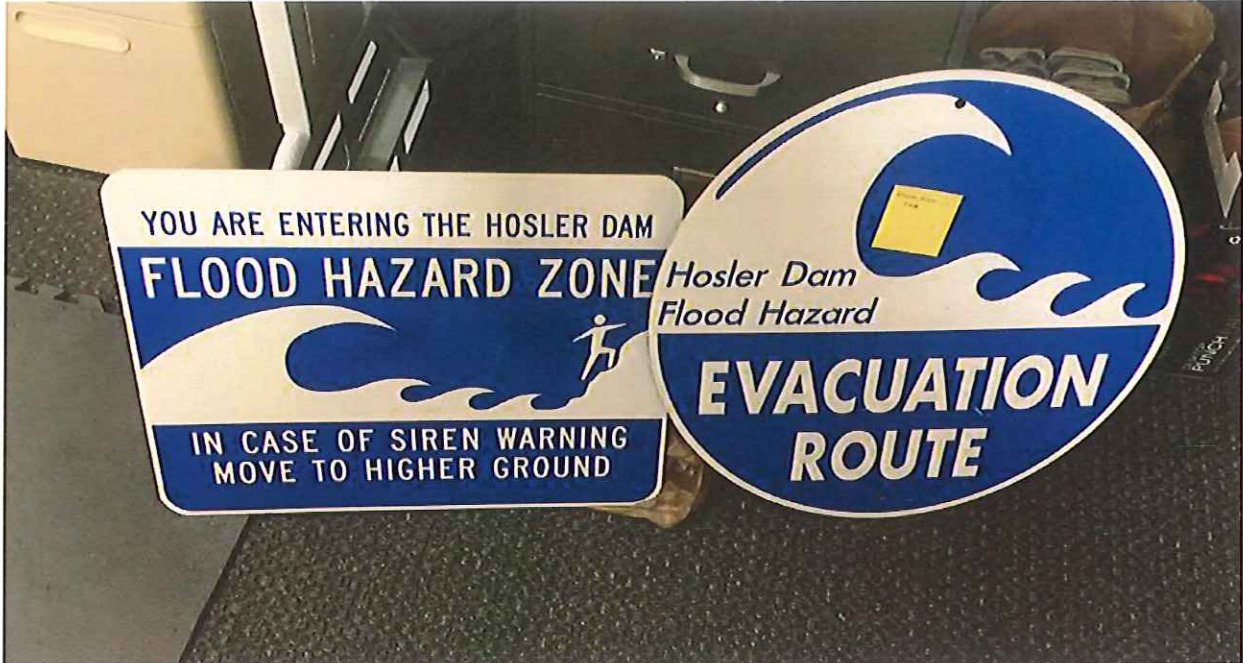
Marker erected July 4, 1972 through the cooperation of the Southern Pacific, The Grange Co-Op, the Southern Oregon Historical Society and the City of Ashland.



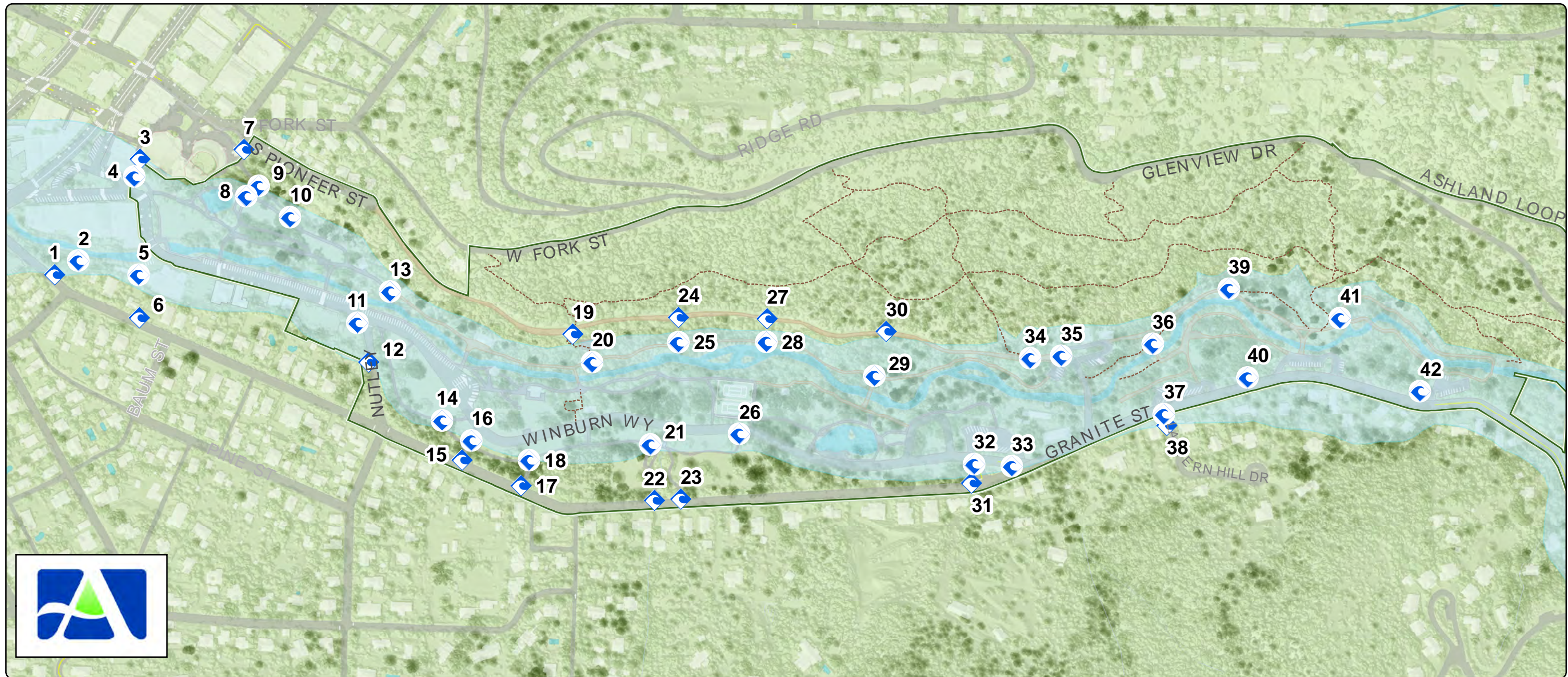
## Flood Evacuation Signs - Background

Flood evacuation signs are being required by FERC per our new emergency action plan "flash flood" addition. At certain locations in the park, the signs will detail when people are entering a flash flood zone and will show where they can safely leave the flash flood zone. The park signs will be 18 inches in diameter. Signs outside park paths, along roadways, will typically be 24 inches.














Evacuation Route: 27    Entering Zone: 15    Total: 42

**Legend**

-  Entering Zone
-  Evacuation Route
-  Park Trails
-  Park Boundary
-  Inundation Zone

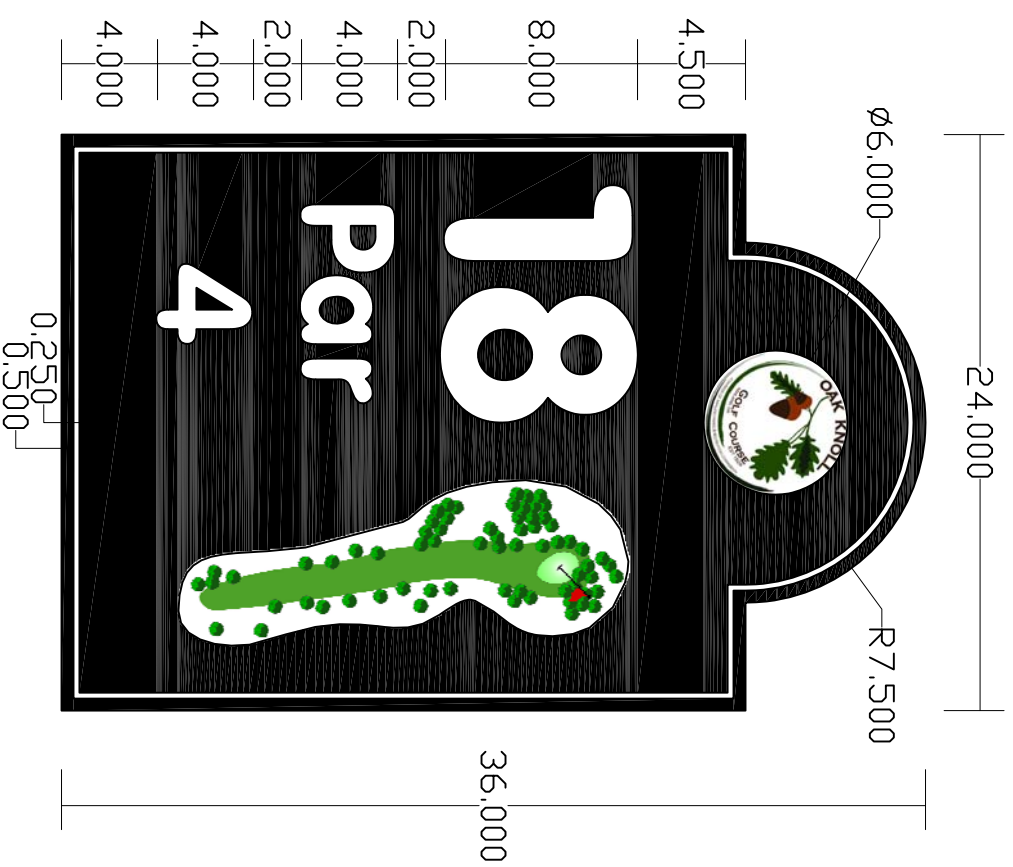
Sign	DMS Lat	DMS Lon	Sign	DMS Lat	DMS Lon	Sign	DMS Lat	DMS Lon
1	42 11 51.04496N	122 42 59.64063W	15	42 11 37.01394N	122 43 07.62204W	29	42 11 23.06529N	122 43 03.28846W
2	42 11 50.24431N	122 42 58.97327W	16	42 11 36.71003N	122 43 06.72198W	30	42 11 22.69867N	122 43 01.22312W
3	42 11 48.23988N	122 42 54.24207W	17	42 11 34.98358N	122 43 08.73226W	31	42 11 19.65879N	122 43 08.05894W
4	42 11 48.42082N	122 42 55.05891W	18	42 11 34.72938N	122 43 07.55729W	32	42 11 19.59276N	122 43 07.20073W
5	42 11 48.18551N	122 42 59.55072W	19	42 11 33.36502N	122 43 01.72162W	33	42 11 18.30549N	122 43 07.24836W
6	42 11 48.11896N	122 43 01.50565W	20	42 11 32.67805N	122 43 02.99190W	34	42 11 17.77739N	122 43 02.28984W
7	42 11 44.71642N	122 42 53.68035W	21	42 11 30.62355N	122 43 06.68995W	35	42 11 16.72572N	122 43 02.14331W
8	42 11 44.59308N	122 42 55.82662W	22	42 11 30.43848N	122 43 09.24343W	36	42 11 13.62131N	122 43 01.48739W
9	42 11 44.17410N	122 42 55.32859W	23	42 11 29.53945N	122 43 09.14437W	37	42 11 13.17598N	122 43 04.68149W
10	42 11 43.08051N	122 42 56.72344W	24	42 11 29.78460N	122 43 00.83976W	38	42 11 13.06929N	122 43 05.18336W
11	42 11 40.69591N	122 43 01.48671W	25	42 11 29.76003N	122 43 01.98070W	39	42 11 11.08854N	122 42 58.87290W
12	42 11 40.28227N	122 43 03.25739W	26	42 11 27.61057N	122 43 06.09951W	40	42 11 10.37190N	122 43 02.89874W
13	42 11 39.62031N	122 43 00.01323W	27	42 11 26.76756N	122 43 00.79098W	41	42 11 07.27538N	122 43 00.07722W
14	42 11 37.72825N	122 43 05.84794W	28	42 11 26.76768N	122 43 01.85487W	42	42 11 04.48805N	122 43 03.32807W

# LITHIA PARK

## INUNDATION ZONE SIGN PROPOSAL







Logo, Map & Text inset 1/4"

**SIGN DESCRIPTION:** Oak Knoll Golf Course 18 Par 4 w/Logo & Map  
**SIGN SIZE:** 24" X 36"  
**LETTER FONT/HT:** VAG Rounded BT / 8" - 4"  
**SIGN COLOR:** White Legend / Black Bkgd.

**STYLE / BORDER WIDTH:** .5" / .25"  
**BACKING:** Point - Routed - Matte Digital Print w/UV Overlay  
**CORNER RADIUS:** HDO Plywood - .040" Aluminum  
 N/A

OGE • SRGI SIGN SHOP  
 777 Stanton Blvd. Ontario, OR 97914-8335

Scale: 1/8"

OGE • SRGI SIGN SHOP  
 Ph: (541) 881-4556 • Fax: (541) 881-5494

To Our Oak Knoll Neighbors...

Ashland Municipal Code (10.68.200) prohibits unleashed dogs within City limits. Please keep your dog on leash at all times. Additionally...

Leashed dogs are permitted on the golf course when golfers are **not** present and when frost is **not** present. Dogs are never allowed in sensitive areas such as greens, tee boxes and bunkers.

The Oak Knoll parking lot and the main road through the course are open to leashed dogs at all times.

If you have any questions, please call the Oak Knoll Clubhouse at 541-482-4311.

Thank you.