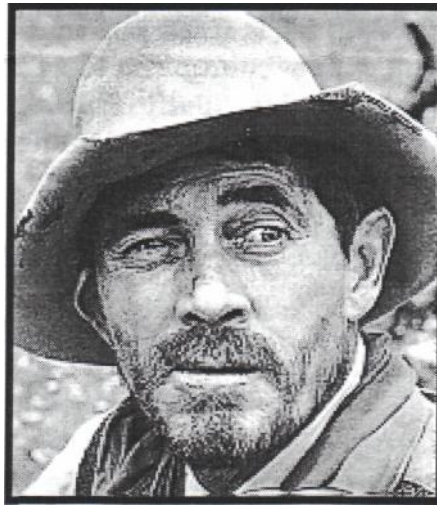




Southern Oregon Chapter National Railway Historical Society  
P.O. Box 622 Meiforl Oregon 97501  
newsletter for Sep 2011



**KEN CURTIS**

If there are to be prayers said for me, let them be said in the hearts of my friends and those whose lives I may have touched during my lifetime - by all means let there be no sadness or grief - I want my family and friends to remember only the happy times we were together, my attributes (if any) and try to overlook all of my faults - (That should keep you busy until the time we all meet up again!!) God grant you a good horse, smooth trail and an endless sunset.....

**Greetings from the Plush NRHS Editorial Offices-** Bringing the chapter news to the railroading faithful.....Ric Walch Editor, Home 772-6255 or cell 840-4380 **engmgr(g)medfab.com.....** 1310 West 10<sup>th</sup> street Medford Or. 97501

**Contributing This Issue.....Tony Johnson**  
..... **Janet Clase (Gold Hill Museum)**  
..... **Alice Mullaly**

**NEW EDITOR-** Effective for the October newsletter Alan Dobney will be the new newsletter editor, Alan is a true railroad historian/expert and I know he will do a great job publishing the newsletter. Alan brings a wealth of knowledge and extensive resources to the table and should have the newsletter back to its past high standard by the first issue. Good luck Alan .....

**Old Editor-** I have truly enjoyed being your interim editor and I hope that my monthly mutilation of the club newsletter in the last two years has not caused irreparable damage. I am humbled by past editor Tony Johnson and Incoming editor Alan Dobney; I am truly a speck of sand between two granite bookends. I am grateful for everyone that sent in photographs and articles and helped me meet my deadline. I also appreciate everyone's patience as I am sure my meandering style and my broad love of anything historic has tested the hard core train lovers in our group. I hope my words of insight quoted from history have helped sharpen your perspective and brighten your day. As editor I have tried to share my perspective on our club and the railroad park and encourage people to think "outside of the box". The Railroad Park exists for one reason and that is to share our hobby with each other and the public. Quite often we get mired down in clashes of unyielding opinions and antiquated ideas. The only way we will continue to be successful as a park is if we put aside our petty one minded attitudes and reach out to our fellow members with a willingness to work together for everyone's benefit. As my tenure is complete and I yield this "Bully Pulpit" to Alan I wish him luck. My only suggestions are have a thick skin, a good sense of humor and always tackle the tough issues head on.

As they say this chapter is in the books, all in all done. I will leave you with a parting thought.

**Life is a drawing made with a sharp pencil and can be hard to erase. Be careful what you draw..** . All the best Ric

**One of the projects we have been working on is a time line for the development and ultimate demise of the Gold Hill Lumber and Railway Company. It is included here but is subject to updating as our research continues-** This will be interesting research as we attempt to determine where the mill was and where the box factory was and sort out the actual vs. proposed rail lines up Sardine, Kane and Footh Creek.

### **Gold Hill Lumber & Railroad Company**

**Medford Mail Tribune**  
Thursday, February 24,1910 [Front page]

***NEW COMPANIES ARE INCORPORATED***  
***Gold Hill Lumber & Railroad Company and Eagle Drug Company File Articles With Clerk***

*Two companies have filed their corporation papers with the county clerk, one the Gold Hill Lumber & Railroad Company, and the other the Eagle Drug Company.*

*Gold Hill Lumber & Railroad company, B.H. Harris, L.W. Smith and J.H. Carkin, incorporators; Medford principal place of business; stock \$100,000.*

*Eagle Drug Company, Medford; Charles Palm, A.E. Whitman, Thos. Bartholomew; stock \$15,000.*

**Medford Mail Tribune**  
Thursday, February 24,1910 [Front page]

## **WORK BEGINS GOLD HILL ROAD**

**First step Taken in Development of Great lime Beds Near Gold Hill  
Large Lumber Mill to Be Erected for Foot's Creek Lumber.**

## **MACHINERY FOR LIME KILN IS ON GROUND**

**Baxter: Last Week Purchased 4000 Acres Timber Land for \$125.000 - Composed of Pine and Fir.**

Construction began Wednesday by Gold Hill Railroad and Lumber Company of a railroad to extend from Gold Hill to the lime deposits four miles west and thence to the timber belt in the upper Foot's creek country.

This marks the first step to the development of the great lime beds near Gold Hill. The machinery for the lime kilns is on the ground, and manufacturer will begin shortly on a large scale.

The railroad is being built by the timber men, comprising John Baxter of Walla Walla, Wash; B.H. Harris of Medford, and others who have secured a contract from Mr. Hughes of Salem, who is developing the lime deposits, calling for the shipment of 400 barrels of lime or 100 tons a day for the next 20 years.

The Gold Hill Railroad and Lumber Company plan to work many men during the coming season, A large mill will be built at Gold Hill for the manufacture of lumber and the refuse will be hauled to the lime kiln for fuel. Construction of the lumber mill, announces Manager B.H. Harris, will begin at once.

Mr. Baxter last week purchased 4000 acres of timber land in the Foots creek section from Dr. Fowler and associates of Cleveland, O[H]. at a cost of \$125.000. The timber is pine and fir, and manufacture will commence upon a large scale at an early date.

## **Medford Mail Tribune**

**Sunday, June 12,1910 [Front page]**

## **FIRST SPIKES IN NEW RAILROAD BE DRIVEN SOON**

**Mrs. B.H. Harris Will Give First Spike in Kanes Creek Railroad Tap Tomorrow - Elaborate Preparations Made for Event.**

The ceremony of the driving of the first spike on the new line of railway which the Gold Hill Railroad and Lumber Company is building up Kanes Creek will take place Monday, in accordance with a decision reached late Friday by company officials, says the News.

Mrs. B.H. Harris, wife of the vice president of the company, will give the spike the first tap that will start into the tie. Everything is in readiness to proceed with the work as soon as the spike is driven. Three cars of steel [rails] were switched out on the spur from the junction yesterday. The grade has been completed and ties laid for three miles.

A program of speeches is being arranged, and the people of Southern Oregon are invited to be present. The millsite, located in a handsome oak grove, will be thrown open as a picnic ground, and all who choose may bring lunches and spend the day beneath the grateful shade of some of the handsomest trees in Southern Oregon.

The mill structure, in which the machinery is now installed, will be an object of interest, as will also the artificial lake, from which the logs will be drawn up into the mill. It is the intention of the company to have the line completed as far as the newly-discovered caves by the Fourth of July, and work will be pushed to the utmost to this end, so that a big free excursion to the caves can be announced to be run on the day we celebrate.

## **Medford Mail Tribune**

**Sunday, September 4, 1910 [appears to be page 13]**

**SUPPLEMENTARY ARTICLES OF INCORPORATION**

Know all men by these presents:

That we, John A Baxter, B.H. Harris, LW. Smith and John H. Carkin, the undersigned, directors of the Gold Hill Railroad and Lumber Company, a corporation, and all of them, by virtue of the laws of the State of Oregon in such cases made and provided and pursuant to a resolution adopted by the stockholders of said corporation duly and legally passed, have made and subscribed these Supplementary Articles of Incorporation, for an on the part of said Gold Hill Railroad and Lumber Company aforesaid.

Article I.

The name of this corporation shall be the GOLD HILL RAILROAD AND LUMBER COMPANY, and its duration shall be perpetual.

Article II.

The enterprise, business, pursuit and occupation in which this Corporation proposes to engage is that of Coal, Oil, Lumber, Reality, Water Power, Railroad, Telegraph and Telephone Lines and Mining for Gold and other Minerals, and it shall have powers as follows:

To mine, buy, sell, import, export, and generally deal in anthracite, bituminous, and semi-bituminous coal and to this end purchase, lease or otherwise acquire, hold, own, mortgage, sell, operate, and control any properties though to contain coal.

To prospect, bore, drill for, and produce oil and natural gas; to purchase, lease, or otherwise acquire lands believed to contain oil and gas and to erect and maintain thereon pumping and drilling stations and the facilities and conveniences that may be necessary or required to and about such business.

To purchase, acquire, hold, lease, manage, control and operate and, to sell lease and dispose of to such person or persons, corporation or corporations, and for such price or prices, and on such terms and conditions, as to this corporation may seem proper, water, water rights, power, privileged and appropriations, for mining, milling, agricultural, domestic, and other uses and purposes and to develop, control, and to generally deal in and dispose of the same to such person or persons, corporation or corporations, and for such price or prices, and on such terms and conditions, as to this corporation may seem proper, electrical and other power for the generation and supply of electricity for light and heat, and for any other uses and purposes to which the same are adapted.

To sell on commission or otherwise orchard, coal, oil, mineral and timber lands. To acquire by purchase, lease, own, hold, mortgage or encumber both improved and unimproved real estate wherever situated, whether be it orchard, timber, coal, oil, mineral, or other land and to survey, subdivide, plat, and improve the same for the purpose of sale or otherwise.

To buy, lease, sell, operate, construct mills, dams, sawmills and to manufacture lumber, shingles, lathe, boxes and all other mill stuffs and to operate retail lumber yards to handle lumber, coal and wood together with woodyards and other yards that may be necessary or convenient to the sale of any timber products or coal.

To build, construct, operate and manage, control and own railroads; to purchase, by, lease, or acquire any other equipment, supplies and accessories necessary and appropriate for the operation of the same; to acquire rights of way for such railroads by purchase, lease or condemnation proceedings under the right of emanate domain, and to dispose of, sell or lease such railroads, for such price, and upon such terms as may to this corporation seem proper.

To prospect for, locate, acquire by discovery, lease or purchase, and to hold, possesses and operate mineral lands and claims; and to carry on the business in all its various branches of mining for gold, silver, tin, lead, iron, and other minerals, and to such end to contract, own and operate dredges, sluices, tunnels, mills, smelters, refineries and other equipment such as may be necessary or convenient for the working of such lands.

Article III.

The principal office and place of business of this corporation shall be Medford, in Jackson County, State of Oregon.

Article IV.

The capital stock of this corporation shall be ONE HUNDRED THOUSAND DOLLARS.

Article V.

The capital stock of this corporation shall be divided into TEN THOUSAND DOLLARS EACH.

Article VI.

Constructed by this corporation shall be appoint at and near Gold Hill, Oregon, known as Chavner's Junction, where said road connects with the Southern Pacific Railroad and at a point at or near Section Two (2) in Township Thirty-Seven (37) South of Range Three (3) West of the Willamette Meridian.

In witness whereof, We, the undersigned, directors of the Gold Hill Railroad and Lumber Company, and all of them, have hereunto set our hands and seals in triplicate this 13<sup>th</sup> day of August, A.D. 1910.

JOHN A. BAXTER (Seal) B.H.  
HARRIS (Seal) L.W. SMITH  
(Seal) JOHN H. CARKIN  
(Seal)

In witness whereof: J.L  
HAMMERSLEY R.C. KELSEY

«

Witnesses.

State of Oregon, County of Jackson, as:

Be it remembered, that on this 13<sup>th</sup> day of August, A.D. 1910. before me, the undersigned, a notary public in and for said county and state, personally appeared John A. Baxter, B.H. Harris, L.W. Smith and John H. Carkin, directors of the Gold Hill Railroad and Lumber Company, and all of them, to me personally known, and known to me to be the individuals named in and who executed the forgoing Supplementary Articles of Incorporation, and severally acknowledge to me that they executed the same.

In witness whereof, I have hereunto set my hand and notarial seal this day and year last above written.  
(Seal)

JOSEPH HAMMERSLEY,  
Notary Public for Oregon  
Publish by Order of the Board of Directors.

John H. Carkin  
Attorney for the Above Named Corporation

**[Note: The above "Supplementary Articles of Incorporation" was again printed on page 15 in the Medford Mail Tribune of Sunday, September 11, 1910.]**

### ***GHL&RR Co. Timeline as of 6/28/2011***

#### **Nov. 1906 [T-Vol. 8 No. 1]**

The 4000 acre tract at the head of Foot's Creek, owned by **Rogue River Lumber & Mining Co., Gold Hill**, is being cruised.

#### **Mar 1910 [Rogue Magazine -Alice Mullaly]**

**The Gold Hill Railroad and Lumber Company** have commenced construction of a railroad from Gold Hill to the lime deposits a few miles west of that place, thence to the timbered country of Foots Creek.

**Mar 1910 [PLT - Vol. 15 - No. 11J]**

**The Gold Hill Lumber Co., Medford,** is building 12 miles of logging road up the Rogue River Divide, and will built a mill to cut 100M in 10 hours. B.H. Harris, Medford, is manager.

**Apr 1909 [T - Vol. 10 - No. 6]**

**Gold Hill Lumber Co.** has received material for its logging railroad on Sardine Creek. It will be about 1.5 miles long.

**Apr 1910 (PACIFIC LUMBER TRADE JOURNAL)**

**Gold Hill Lumber & Railway Company - Gold Hill, OR.**

Recently bought a 22-ton Climax from the Railway Equipment Company of Portland.

**May 1910 (TIMBERMAN magazine)**

**Gold Hill Lumber & Railway Company - Gold Hill, OR.**

Have graded and laid ties on about 1 mile of their proposed logging railroad. Frame of the mill is up and they expect the machinery soon.

**Jun 1910 (TIMBERMAN magazine)**

**Gold Hill Lumber & Railway Company - Gold Hill, OR.**

John A. Baxter, President, and B.H. Harris, vice president, are preparing to build a mill and five miles of logging railroad. They own 100MM timber.

**Jun 25, 1910 [Gold Hill News -Alice Mullaly]**

Locomotive No. 1 is now at work on the **Gold Hill Railroad and Lumber Company's** Kane Creek Line. It arrived from Portland Monday, and was placed on its own rails Thursday, since then it has been busy transporting machinery and material to the mill and hauling out rails for the extension of the line.

The engine is of the logging type, very businesslike in appearance and fully capable of handling all the traffic of the line, which will consist mostly of logs for the mill and limestone for the kiln. Its first job will be to bring out four carloads of wood to the main line for shipment.

The engine is not the only rolling stock possessed by the new railway. A new flat car, branded "G.H.R.R. & L. Co." arrived Thursday. It will be followed by other cars as they are needed.

Joseph King is engineer of the "Kanes Creek Flyer" as the train has already been christened, while Fritz Hammersly, as fireman "keeps her hot".

**Sep 1910 (TIMBERMAN magazine)**

**Gold Hill Lumber & Railway Company - Gold Hill, OR.**

Developing lime deposits, and will install latest modern kilns and other equipment. Company has six miles of railroad. B.H. Harris is president and manager, and J.A. Baxter is secretary

**Apr 1918 (TIMBERMAN magazine)**

**Gold Hill Lumber & Railway Company Gold Hill, OR.**

Will resume operations at the box factory at Gold Hill, and of the sawmill and logging railway on Sardine Creek, 6 miles north of Gold Hill, in a short time. The plant, which has been idle for 4 years, has been taken over by Grants Pass men.

**May 1918 (TIMBERMAN magazine)**

**Gold Hill Lumber & Railway Company Gold Hill, OR.**

Bought by Roy Hackett and C.C. Presley, Grants Pass. The property, owned by J.W. Merritt, Gold Hill, has been idle for the past 4 years.

**Aug 1918** (TIMBERMAN magazine)

**Gold Hill Lumber & Railway Company Gold Hill, OR.**

**Hackett & Presley**, on Sardine Creek, 6 miles north of Gold Hill, settled a threatened strike by 75 men by paying 10 hours wages, for 9 hours work. The plant was recently acquired from the Gold Hill Lumber & Railway Company. The new owners are expecting the railway into the timber and have added a 30T locomotive.

**Sep. 1918 [T - Vol. 10 - No. 6]**

**Presely & Hackett**, operating the **Gold Hill Lumber & Railway Co.** plant on Sardine Creek, 6 miles north of Gold Hill, the past season, have suspended operations due to the labor shortage and the need for an extension of the railway to virgin timber. They employed 75 to 100 men. They expect to improve the mill and railway for the next season.

**Mar 29, 1919 [AMLI**

Incorporations - Gold Hill - Rogue River Lumber & Box Company., incorporated: capital \$50,000.

**Apr 1919 [T - Vol. 20 - No. 6]**

**Gold Hill Lumber & Railway** mills and railway, 6 miles north of Gold Hill, has again changed hands. It had been closed since 1914, until last year, when Presley & Hackett purchased the property. They found it unprofitable, due to the labor shortage and war prices. The new owners will operate as Rogue River Lbr. & Box Co. The new owners arrived from Portland with an experienced mill crew, a carload of supplies, additional equipment and auto trucks.

**Apr 1919** (TIMBERMAN magazine )

**Rogue River Lumber & Box Company - Gold Hill, OR.**

Name of the new concern that bought the mill of the Gold Hill Lumber & Railway Company on Sardine Creek. They also acquired a tract of timber tributary to the plant and propose to extend the logging railroad. The new company was Inc'd [incorporated] by Stanley Bishoprick, M.W. Malcom and J. Stafford, Portland.

**Apr 1919** (TIMBERMAN magazine)

**Gold Hill Lumber & Railway Company - Gold Hill, OR.**

Mills and railway, 6 miles north of Gold Hill, have again changed hands. It has been closed since 1914, until last year. Presley & Hackett purchased the property, but found it unprofitable, due to labor shortage and war prices. Now it is owned by Rogue River Lumber & Box Company.

**Apr 1919** (TIMBERMAN magazine)

**Rogue River Lumber & Box Company - Gold Hill, OR.**

Inc'd - \$50,000 - Stanley Bishoprick, M.D. Malcom and S. Berquist.

**Apr 1919** (TIMBERMAN magazine)

**Gold Hill Lumber & Railway Company - Gold Hill, OR.**

Sold to new concern which calls itself **Rogue River Lumber & Box Company.**

**Apr 1919** (TIMBERMAN magazine)

**Rogue River Lumber & Box Company - Gold Hill, OR.**

New owners of the Gold Hill Lumber & Railway Company. Mills and railway had been closed since 1914, until last year, when Presley & Hackett purchased the property. They found in unprofitable, due to labor

shortage and war prices. The new owners arrived from Portland with an experienced mill crew, a carload of supplies, additional equipment and auto trucks.

**Aug 1919** (TIMBERMAN magazine)

**Presley & Hackett - Gold Hill, OR.**

**Rogue River Lumber & Box Company**, lessee of the **Gold Hill Lumber & Railway Company** plant, has been forced by creditors into insolvency. M.S. Johnson, Gold Hill, is receiver. The lumber has been attached for labor liens, and timber foreclosure is pending against Presley & Hackett on the timber and mill.

**Aug 1919** (TIMBERMAN magazine)

**Rogue River Lumber & Box Company - Gold Hill, OR.**

Suits are still pending which will wind up the affairs of the company with a heavy loss to a number of creditors. The plant is owned by R.K. Hackett, Grants Pass, and C.C. Presley, Salem. It is rumored foreclosure suits against the property will be adjusted by Presley & Hackett, conveying their interest to Grants Pass people, who will take over and resume at once. The company spent [a]considerable [sum] in re-equipping the plant, which is now in first-class condition.

**Aug 1919** (TIMBERMAN magazine)

**Rogue River Lumber & Box Company-Gold Hill, OR.**

Lessee of Gold Hill Lumber & Railway Company plant has been forced into insolvency. M.S. Johnson, Gold Hill, is receiver. The lumber has been attached for labor liens, and timber foreclosure is pending against Presley & Hackett on the timber and mill.

**Sep 1919** (TIMBERMAN magazine)

**Rogue River Lumber & Box Company (Presley & Hackett) - Gold Hill, OR.**

It is rumored foreclosure suits against the property will be adjusted by conveying the property to Grants Pass people, who will take over and resume at once. Rogue River Lumber & Box Company spent considerable in re-equipping the plant, which now is in first-class condition.

Sep 1919 TIMBERMAN magazine)

**Presley & Hackett - Gold Hill, OR.**

Operating the Gold Hill Lumber & Railway Company plant on Sardine Creek, 6 miles north of Gold Hill, the past season, have suspended operations, due to labor shortage and need for extension of railroad to virgin timber. They employed 75-100 men. Expect to improve mill and railway for next season.

Oct 1919TIMBERMAN magazine)

**Gold Hill Lumber & Railway Company - Gold Hill, OR.**

Plans for reopening the plant are still pending.

**Nov 1919** (TIMBERMAN magazine)

**Rogue River Lumber & Box Company - Gold Hill, OR.**

In the recent foreclosure suit, whereby 39 lien holders vs. the company attempted to hold lumber removed from the yard and piled 7 miles away on a railroad siding for shipment, the court held that the lumber was not subject to lien. Rights of timber laborers filing their liens under the Mill Laborers Act are still pending.

**Dec 1919** (TIMBERMAN magazine)

**Gold Hill Lumber & Railway Company - Gold Hill, OR.**

The First National Bank of Southern Oregon has satisfied all other liabilities and taken over the properties. The bank expects to run it during the coming season.

**Dec 1919** (TIMBERMAN magazine)

**Rogue River Lumber & Box Company - Gold Hill, OR.**

Declared involuntary bankruptcy. The company is headed by Stanley Bishoprick. Liabilities are \$12,000, and assets, mostly lumber, are valued at \$4,000.

**12/6/1919 [AMI]**

OREGON, Gold Hill - The old **Gold Hill Lumber & Railway Co.'s** holdings on Sardine Creek, six miles north of Gold Hill, have been purchased by the First National Bank of Grants Pass, which will operate the sawmill at full capacity.

**12/20/1919 [AML]**

OREGON, Gold Hill - The old **Gold Hill Lumber & Railway Co.'s** sawmill and logging railway plant was sold under foreclosure proceedings in the circuit court to the First National Bank of Southern Oregon, of Grants Pass. Title to a large tract of valuable timber was included in the sale.

**4/17/1920 [AML]**

OREGON, Gold Hill - The **Gold Hill Lumber & Railway Co.'s** sawmill plant on Sardine Creek, six miles from Gold Hill, has been sold to C.O. Wolbro, F.C. Goets and A.C. Stewart, of Seattle, who will remove the equipment to Jump Off Joe creek in Josephine County and will operate under the name of Josephine Lumber Co., with headquarters in Merlin.

**Feb 1920** (TIMBERMAN magazine)

**Rogue River Lumber & Box Company - Gold Hill, OR.**

In bankruptcy court. The creditors have elected William G. Tait, Medford, trustee.

**Apr 1920** (TIMBERMAN magazine)

**Gold Hill Lumber & Railway Company - Gold Hill, OR.**

The plant has been sold by the bank to the Josephine Lumber Company, who is moving it to Merlin, Oregon.

**Sep 1920** (TIMBERMAN magazine)

**Josephine Lumber Company - Grants Pass, OR.**

Inc'd - \$50,000 - C.O. Wolbro, F.C. Goetz and Charles Neimeyer.

**Jan 1924** (TIMBERMAN magazine)

**Josephine Lumber Company - Grants Pass, OR.**

Will construct a railroad and an addition to the mill equipment.

**Aug 1925** TIMBERMAN magazine)

**Josephine Lumber Company - Grants Pass, OR.**

Illustrated article. Photo of a Fordson on a pole road. The company expects to cut 6MM this year. They use dry kilns. The Fordson is used with 14" flanged wheels operating on 4' (gauge) wooden track, hauling 2 cars of logs, or 6M, to the trip. A 10T Best is used for logging.

**May 1926** TIMBERMAN magazine)

**Josephine Lumber Company - Grants Pass, OR.**

Frank Goetz is manager. The mill is running 1 ten-hour shift. They estimate their cut for this year will be between 7 and 8 MM. They are logging with horses and 3 miles of narrow gauge railroad.