EDITOR'S PAGE... One of the advantages of having an interest in history is that one need never be bored when traveling. Wherever you go, you are surrounded by history. Even an otherwise monotonous trip across a barren desert can be made more endurable, even enjoyable, if you know a little of the events that have taken place there in the past. All it takes is a few facts, an inquiring mind, and a good imagination to be transported back fifty, one hundred or even more years into the past.

In this issue of the Trumpeter we take a look at a new book on the history of a local railroad and a fleeting glance at three mysterious grave sites just over the line in nearby Modoc County. Mysterious because we know so little about the people who are buried in these graves. In the case of the two unknown soldiers of the Modoc War, near Newell California, no one even knew they were there until their remains were discovered by accident in 1929, more than 65 years after their death. Even now, over 70 years after their remains were discovered, we don't even know their names. It seems unlikely that we ever will. We know slightly more about L. A. Clark, buried near Perez in 1911. In addition to his name, we know that he hailed from Illinois, the date of his death and, his age at the time. Some caring person went to the trouble of erecting a stone in the wilderness to mark his grave or we would know even less. The third individual, Lloyd Dean Shook, who died at or near Pothole Spring in 1851 is perhaps the most mysterious of all. He was probably a member of a wagon train traveling over the Applegate trail, but we don't know for certain. He could have been a child, a baby perhaps, but we don't really know. If we had the answers to these enigmas it would probably be less intriguing. Jack Bowden
A New Book!

It isn't every day that a historical society can say that the editor of its newsletter has a new book out on the stand. But today is one of those days. We are happy and proud to announce Jack Bowden's new book: The Modoc. Southern Pacific's Back Door to Oregon. This book, coauthored by Tom Dill of Eugene, Oregon, is a big and beautifully done book that tells how the narrow-gauge Nevada-California-Oregon Railway grew into the Southern Pacific's Modoc Line. It tells about a nation back from World War II building its future with Oregon lumber. The book relates the crossing of four major summits on the line's path from Klamath Falls, Oregon to Fernley, Nevada producing a story of mountain railroading at its best.

Jack's father worked for Southern Pacific as a telegrapher and an agent and Jack grew up enjoying what he describes as "a front-row seat at the greatest show on earth." Steam locomotives hold a special fascination for him. When Jack graduated from high school, he went to work with Southern Pacific. More than forty-three years later he retired from an entire career with a single employer. But with that one employer, Southern Pacific, he worked as a clerk, a brakeman, and conductor, in several locations throughout Northern California and Oregon. As for knowing his subject, he grew up alongside and later worked on the Modoc line.

Tom Dill grew up in the San Francisco Bay area. He joined the Southern Pacific in 1967 and
became a locomotive engineer in 1974. He is currently working in the Union Pacific Cascade freight pool between Eugene and Klamath Falls. He has worked "virtually every mile of the former SP's vast network of trackage in the state of Oregon."

These two have authored and coauthored several books; Jack has another one coming out and Tom has several already to his credit. Jack made the beautiful line drawings that open each chapter. He is, upon request, making some of these drawings available on stationery at the museum's gift shop. He also provided many of the excellent photographs that fill this engrossing tale of the Modoc line.

By Judith Hassen Δ

MUSEUM UPDATE

"The Baldwin Project," now in the Modoc Gallery, is an exhibit of color photographs taken inside the Baldwin Hotel Museum. This exhibit is by photographer, Peter Firth, and Tom Cooley. These will be on display through February. The Entrance Hall now holds an exhibit of local Native American basketry, largely Klamath and Modoc, from the Pankey Collection. This exhibit will remain though April.

The Klamath County Museum hosted an open house for the Klamath Tribes on Sunday, February 1, 2003. The purpose of the open house was to acquaint the members of the Klamath Tribes, and especially Mr. Allen Foreman, Tribal Chairman, and the Director and other members of the Culture and Heritage Committee, with the installation "Palimpsest #3" by Jo Israelson. Ms. Israelson came to the Klamath area as a participant in the Artist-In-Residence program for the Crater Lake National Park Centennial celebration. Her work was on display at the Schneider Museum at Southern Oregon University until October 5, 2002 when we brought it here. It will be on display in the interior of the museum through the middle of March. It is the intention of Ms. Israelson to donate the installation to the Klamath Tribes. Approximately 40 tribal members attended the open house. Volunteer Christine Chance made most of the refreshments.

On February 15 and 16, the museum staff will join the Historical Society, the Pelican Piecemakers, the Cascade Civil War Society and many others for Living History Days at the Jefferson Square Mall. We will take the Conastoga wagon and Volunteer Linda Shann will be dressed as a pioneer and show pioneer artifacts.

In March, the museum will have an exhibit at the Gem and Mineral show on March 8 and 9. We will be exhibiting fossil camel bones from this area. We will also be taking an exhibit of photographs of wonderful old houses in Klamath Falls to the Home Show that same weekend. Gary and Carol Mattos have loaned some of their incredible valentine collection to the museum and these beautiful Victorian valentines are on display in the lobby through the end of February. The Modoc Gallery will show quilts by the Pelican Piecemakers' own Hazel Lewis in March. Δ
Train time at Susanville, California in 1930.

THE MODOC, SOUTHERN PACIFIC'S BACK DOOR TO OREGON

AN OVERVIEW

The railroad was late arriving in the Klamath Country. The great railroad building frenzy that swept the nation during the second half of the 19th century completely bypassed Central Oregon, and it was only after construction activity in the rest of the nation started to wind down that builders began to take notice of this area. After the Western Pacific and the Milwaukee Road finished building their lines to the west coast in 1909, most of the railroads that were going to be built had been built, and total railroad mileage in the United States began a decline that continues to this day. Yet, at the beginning of 1909, neither Klamath Falls, Lakeview nor Bend, were yet served by a railroad. Indeed, these cities were located on the western perimeter of what was reported to be the largest area in the nation not served by a railroad.

All of that was about to change. The railroad may have been late in coming to this area, but what it lacked in promptness was more than made up for by its intensity, once it started. During the next 23 years, some of the nation's greatest railroad builders would focus their attention on Central Oregon and Northern California, as they built railroads and attempted to checkmate other
builders for the right to haul Oregon's forest products to market.

In May 1909, the Southern Pacific (SP) finally arrived at Klamath Falls, and two years later, Charles Moran brought his narrow gauge, Nevada-California-Oregon Railway (N-C-O) into Lakeview. This line was supposed to have gone all the way to the Columbia River, but it took 32 years just to get to the Oregon state line, and Lakeview was as far as it would ever go. At about the same time, those two old adversaries, James Hill, of the Great Northern and E. H. Harriman of the Union Pacific set their sights on the seemingly unlimited supply of timber in central Oregon and began their now famous battle in the narrow confines of the Deschutes River Canyon as each scrambled to be the first to reach the small town of Bend. Crews of Hill's Oregon Trunk Railroad, (OT) laying track up the west side of the river repeatedly clashed, with Harriman's O. W. R & N (UP) construction men, building its line up the east side.

And that was only the beginning. Later, when the OT announced plans to extend its line from Bend to Klamath Falls it locked horns with the SP as the latter used every trick in the book in a futile attempt to keep this unwelcome competitor out of Klamath County.

Two years later the battle was rejoined when Hill sought permission from the regulatory agencies to extend his line still further into SP territory by building south from Klamath Falls to connect with the Western Pacific at Bieber California, thus forming a second north-south route in direct competition with SP's newly built Natron Cut-Off to Eugene.

Meanwhile, that silver tongued railroad promoter, Robert Strahorn came to town, promising to build railroads in every direction, like spokes on a wheel. The small town of Sprague River, 38 miles from Klamath Falls was as far as he ever got with his Oregon California and Eastern Railway, (OC&E) and it took him eight years to do that. In the end his line turned out to be another pawn in the SP, GN fight for supremacy in the region.

The Modoc, Southern Pacific’s Back Door to Oregon, is the story of one of the railroads opened during this exciting period. When completed in 1929, this new line, stretched for 278
miles from Klamath Falls, to Fernley, Nevada where it connected with the SP’s Overland Route to Ogden Utah. Before this important shortcut was built, freight moving from Oregon to markets in the mid-western and eastern states had to go south to Roseville, California before turning east. This new line cut 210 miles from the former route and in addition, by slipping down the back side of the Sierra Nevada Mountains, it eliminated the costly crossing of 7,000 foot Donner Pass.

In a manner of speaking this is the story of three different railroads, for the Modoc was a combination of that many lines, each built at different times for different reasons. First to be built was the Nevada-California-Oregon Railway, a narrow-gauge line that began building north from Reno, Nevada in 1880 and was completed to Lakeview in 1911. By the time the SP purchased the N-C-O, fourteen years later all of the trackage south of Wendel, California had been lopped off and the south end was now terminated at that point, where it interchanged traffic with the SP owned, Fernley and Lassen Railroad. In 1927-28 the N-C-O was converted to standard gauge, and the 98 mile section from Wendel, north to Alturas soon became an integral part of the new Modoc Line.

Next, in point of time came the so called Fernley and Lassen Railroad (F&L). This was really the SP, but few people called it that. Built in 1913-14, the F&L ran from a juncture with the SP Overland Route at Fernley to Westwood, California.

The 83 mile section from Fernley to its connection with the N-C-O at Wendel, formed the southern end of the Modoc Line.

With the conversion of the N-C-O to standard gauge, the SP now had a continuous line running north from Fernley to Lakeview, leaving only the gap between Alturas and Klamath Falls to be bridged. This was accomplished in 1928-29, by constructing 98 miles of completely new railroad. Most people at that time referred to the newly built line as the Modoc Northern, although in reality as with the F&L, it was actually the SP. The combination of these three lines completed what then became known as the Modoc Line.

Engine crew on the Modoc Line

After giving a brief history of each of the three segments that were combined to make up the line, the book goes on to describe the operation of the railroad, from that day in September 1929 when the first train pulled out of the railroad yard at Klamath Falls until the final run in June 1997.

The book’s chapters break the story down into approximately 20 year
time periods such as; Depression and War Years; Post War Years, and the final years. In addition, other chapters deal with the town of Alturas, passenger service, derailments and accounts of personal experiences of the people who made the railroad run. Throughout the book the focus is as much on who as it is on what, where and when.

Overflow crowd hears Bob Kennedy at the Shaw Library

An enthusiastic, standing room only crowd packed the Shaw Historical Library on January 14, to hear veteran logger Bob Kennedy recount some of his experiences during his life in the woods. Kennedy, whose father was also a logger, got a head start in the logging industry, growing up in the logging camps where his father worked. After completing his education, he returned to the woods to spend his life logging. In the last years of his career, he was part owner of Bly Logging Company.

During his long career in the woods he worked at just about every job there was to do. He told his listeners that he enjoyed his career in the woods and it was obvious to the audience that he did. During his life Kennedy was an eyewitness to many changes in the logging industry. He saw horse logging give way to tractors, steam lokies yield to logging trucks and long misery whips (Cross cut saws) replaced by chain saws, to mention just a few.

Grave of the unknown soldiers of the Modoc war.

A victim of changes in the lumber market and a corporate take over of the SP by the Union Pacific, the line was shut down to through traffic on July 1, 1997 and the section between Alturas and Wendel has not seen a train since that time. The book is particularly poignant at this time, for even as this is being written, crews are at work dismantling this 98 mile section of former N-C-O trackage.
LONELY GRAVES

Eight miles south of Tulelake, motorists traveling California Route 139 to Alturas or Reno, pass a white cross to the right, between the highway and the railroad track. This cross marks the site where two unknown soldiers, killed during the Modoc War were interred in 1930. Although it stands only a few feet from the edge of the pavement, the cross seems to go unnoticed by the majority of the people hastening by in their automobiles. Those who do see it, rarely take the time to stop and read the inscription.

The cross originally bore the simple epitaph, "TWO UNKNOWN SOLDIERS MODOC WAR 1873" written in letters large enough to be read by motorists as they passed. In more recent times however, the large lettering has been painted over and replaced by a plaque so small that anyone desiring to read the inscription must pull over to the side of the road and stop.

During the chaotic days of the Modoc War, the US Army established its "Peninsula Camp," near this spot. It was from this camp that General Hasbrouck set out with his troops on May 9, 1873, on the long ride that would culminate in the Battle of Dry Lake, the following day. It was also to this camp that he returned later, bearing the bodies of two Warm Springs Indian scouts, to be buried in a nearby unmarked grave.

But for the construction of the Modoc Northern Railroad, that might have been the end of the story. When the railroad was being built through the area in 1928-29 however, contractors excavated a quarry just east of the spot where the
cross now stands, from which they obtained gravel for use in the building of the railroad grade. While excavating in the area, crews unintentionally disinterred the skeletal remains of two human beings. Authorities were unable to identify the two individuals, but belt buckles, brass buttons and other insignia indicated that they were U.S. cavalrymen who had lost their lives during the Modoc War. Never positively identified, it later developed that they were almost certainly the two Warm Springs Indians who had been engaged by the army to serve as scouts, who had been killed at the Battle of Dry Lake.

After completion of the railroad in September, 1929 railroad officials made plans to re-inter the two cavalymen at a ceremony to be held on Memorial Day of the following year. Thus, on May 30, 1930, a small group gathered at the new grave site for a brief military service. The highway had not yet been built, and most of those in attendance that day traveled to the site by rail. The passenger train from Alturas stopped for 10 minutes to give passengers an opportunity to detrain and participate in the short, touching, ceremony. Honors were administered by members of the Clifford Harter American Legion Post No.162 of Alturas and the Tule Lake, American Legion Post of Malin, Oregon.

A reporter for the Klamath Falls Evening Herald gave the following account of the brief, moving service; Passengers stood with bared heads as officials of the two posts read the rituals of their organization over the grave, placed the cross in position, fired a salute and sounded taps as the color bearers placed the American flag above the grave. That was all. Δ

ANOTHER LONELY GRAVE
Continuing south on Route 239 for 15 miles, immediately after crossing the Perez overpass, watch for a gravel road exiting on the left. This is the road to Clear Lake and Doublehead Mountain. The grave will be found on the left side of the highway, just beyond the intersection. The inscription on the stone reads,

L. A. CLARK
DIED MAY 11, 1911
AGED 61 YRS
Native of Illinois

Picture, if you will what a lonely spot this must have been when Mr. Clark was interred here in 1911. Neither the nearby railroad nor the highway had yet been built at that time, and Merrill, Oregon, 30 miles to the north was the nearest town.
One is reminded of the old song,

Oh bury me not on the lone prairie,
Where the coyotes howl and the wind blows free,
In a narrow grave just six by three,
Oh bury me not on the lone prairie.

Little is known of Mr. Clark, other than that he was from the state of Illinois and that he was a cowboy working on a cattle roundup. Apparently his outfit was hidden nearby and when he died he was buried on the spot. Someone thought enough of him to come back later and put a stone over his lonely grave. The writer has been passing this spot for almost 60 years and I cannot remember a time when there were no flowers on the grave.

APPLEGATE TRAIL GRAVE
Lonelier yet, and a great deal more primitive is a gravestone at Pothole Spring, some 25 miles to the northeast over the Clear Lake-Doublehead Mountain road. [This is a summer trip and no one should attempt to go there until the roads have dried out in the spring.] Sometimes called Willow Springs and at other times Pothole Spring, this was a favorite stopping place for immigrants traveling west on the Applegate trail. The marker which is nothing more or less than a primitive lava stone, laying prostrate on the ground, bears the inscription, "Lloyd Dean Shook, 1851" Nothing more is known of this individual. His name has not been found on the list of any of the known immigrant parties. Was he some mothers small child, or perhaps a father and husband? No one seems to know. The words inscribed on another grave marker along the trail seems appropriate, "Whose was he and who were his?"

THIRD SHAW LIBRARY LOGGING PRESENTATION
Nearly 100 people crowded into the Sunset Room at the OIT Student Union, February 18th, to hear a presentation by Dan Brown, on a lifetime of logging in Klamath County. Brown, who came from a family of loggers, recalled how he became involved in his first large timber sale and how the logs were delivered to the Klamath Lumber and Box Company mill at Shippington by water. They were first assembled on Crystal Creek and taken in small units to the open water of Upper Klamath Lake where they were formed into large rafts and towed to the mill using the lights of a Klamath Falls radio station tower as a "Navigation aid." Some of the rafts contained nearly a million board feet of logs. He described how an entire raft of logs got lost one foggy night and went down the wrong side of Eagle Point, ridge, ending up grounded in Shoalwater Bay.

Later he trucked logs to the railroad at Mazama siding where he invented and built a loader that made it possible for one man and the truck driver, to transfer a load of logs directly from the truck to the rail car, a task that would have required a minimum of half dozen men with a McGiffert loader.

This was the third in a series of programs on the history of logging and lumbering in this area. Earlier presentations were made by Jack Bowden and Robert Kennedy. All three have been well attended.