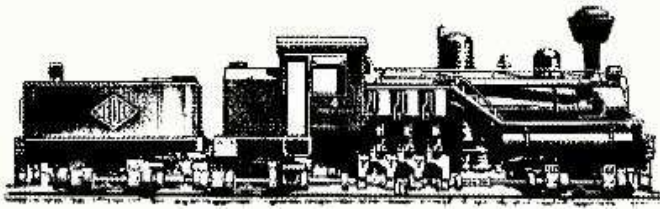


The Manifest



February, 2013

Official Publication of the Southern Oregon
Chapter of the National Railway Historical Society

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

GOLD HILL RAILROAD & LUMBER COMPANY

By: Tony Johnson

This is the short story about the Gold Hill Railroad & Lumber Company (GHR&LR Co). It is one of those little logging railroad operations that seemingly no one has ever heard about. In fact, it is because of this railroad that I began my research to document the 60-plus companies that once interchanged traffic with the 300-mile long Siskiyou line of the Southern Pacific.

In this author's collection there is no reference to the GHR&LR Co. in any of my railroad books dealing with the SP Siskiyou Line and/or logging railroads in Oregon. It wasn't until 2006 when this author received a collection of handwritten and typewritten notes, and references that I became aware there once was a logging railroad operating out of Gold Hill. A few people I spoke with said that perhaps there was a narrow gauge logging railroad around the Sardine Creek area, but that's about all they knew. Recently discovered photographs of the Sardine creek operation revealed that it was standard gauge.



Two recently donated photos from the Gold Hill Historical Society from descendants of the railroad owners show a McGiffert log loader at work. The donors think they show the operation on Sardine Creek, but that was a two-foot, narrow gauge operation. I believe this is actually the company's standard gauge operation on Kanes Creek.

It now appears there were two separate logging railroad operations under the name of Gold Hill Railroad & Lumber Company. One was a 6-mile long standard gauge railroad which connected with the Southern Pacific just south (railroad west) of Gold Hill at Chavner Junction. The smaller other railroad was approximately a two-mile long, narrow gauge railroad operating in the hills east of Gold Hill along Sardine Creek.

To add to the overall confusion the majority of the published documents refer to the company as the Gold Hill Lumber & Railroad Company, instead of as the Gold Hill Railroad & Lumber Company as printed on their stock certificates and as filed with the State

of Oregon, Jackson County. In this article I will refer to it as it so printed in the various publications.



Second photo of GHR&L Company's Kanes Creek operation. The log cars in this photo were built by the Seattle Car & Foundry Co.

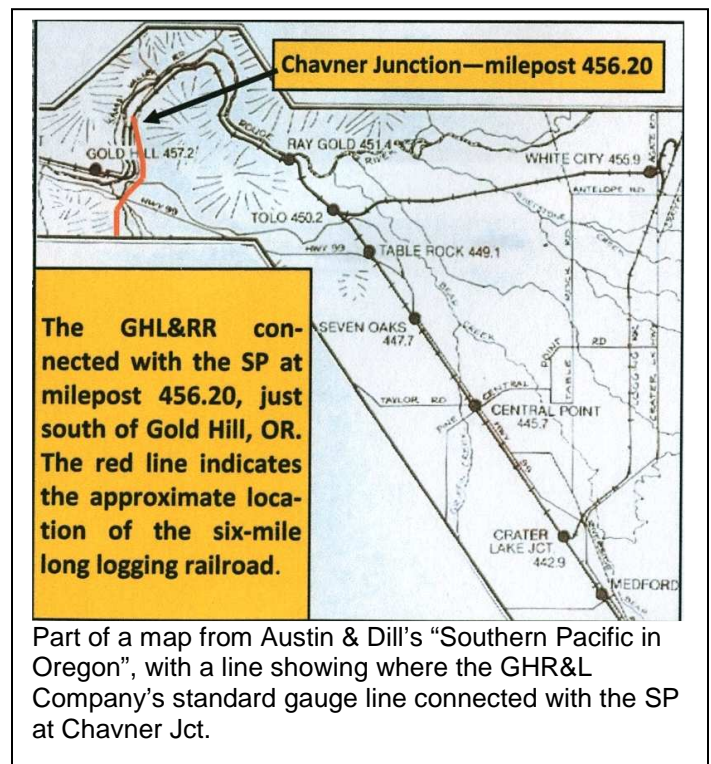
The enterprise is first mentioned in the April 1909 issue of *Timberman* magazine when the Gold Hill Lumber Company received material for its mill and a 1.5-mile long logging railroad on Sardine Creek. This company had acquired a 4000 acre track at the head of Foot's Creek that was owned by the Rogue River Lumber & Mining Company. By February 1910 it was announced in the *Medford Mail Tribune* that "...a saw mill with the capacity of 75,000 feet daily and a payroll of upward of 100 men, with auxiliary for shingles, lath and sash, and doors, and a branch line railroad,

are possibilities for Gold Hill by reason of the sale of L.W. Smith's Foot Creek timber tract to a company of Walla Walla, Medford, and eastern capitalists. The purchases of the Smith tract, and purchases and options on other smaller tracts, give the company all the fine timber on Foothills creek, between 4300 and 4500 acres, bearing, according to conservative estimate, 150,000,000 board feet of pine and fir."

The following month it was announced that the Gold Hill Lumber Co is building 12 miles of railroad up the Rogue River Divide and will build a large mill there. The following month the company, now known as the Gold Hill Railroad & Lumber Company, had just purchased a 22-ton Climax locomotive from the Railway Equipment Company of Portland.

By May 1910, a railroad grade with ties on the ground of one mile in length was in place from the SP connection at Chavner Junction. The frame of the new mill was up and they were waiting for the machinery to arrive soon. It was at this time that the company said it was going to build their railroad up Kanes Creek, which is just south of Gold Hill. The previously proposed route to Foothills Creek never materialized.

The location chosen to interchange traffic with the Southern Pacific was called Chavner Junction. Located at milepost 456.20, this was just on the other side, south of the SP bridge crossing the Rogue River, and a mile from the SP station at Gold Hill. Finding the exact location took a little time. All of the publications or documents did not name the SP location. Only the names



Kanes Creek, Footh Creek, Sardine Creek or Gold Hill are ever mentioned. Eventually we found "Chavener Junction" mentioned. Southern Pacific documents show "Chavner Junction", one mile south of Gold Hill, exactly where we believe the mill and interchange was located.

The front page of the Sunday, June 12, 1910 Medford Mail Tribune headlined:
"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."

The June 25, 1920 edition the GOLD HILL NEWS reported, "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.

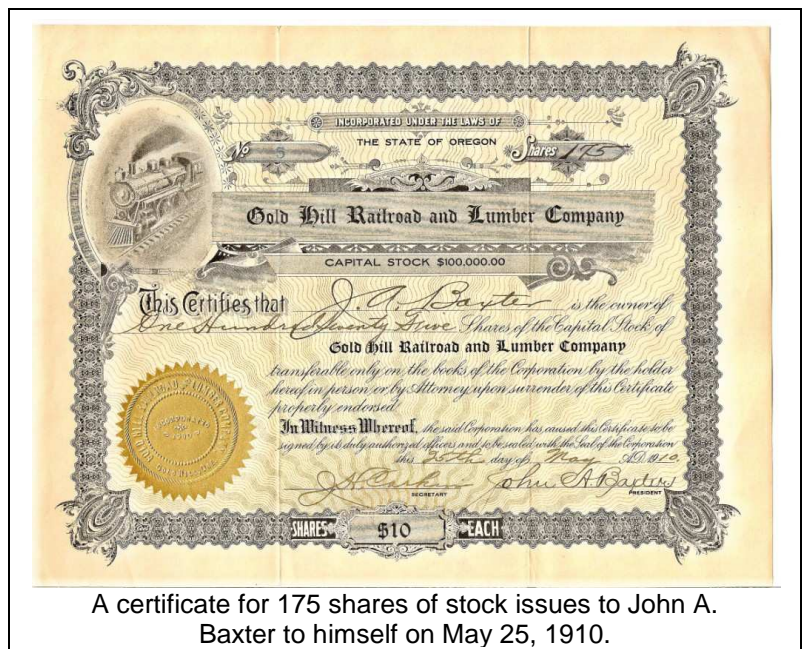
"The engine is of the logging type, very businesslike in appearance and fully capable of handling all the traffic of the line, which will consist mostly of logs for the mill and limestone for the kiln. Its first job will be to bring out four carloads of wood to the main line for shipment.

"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.'"

Articles of Incorporation were filed in Jackson County, State of Oregon in September 1910. John A. Baxter became president and John H. Carkin was secretary of the company. When filing the Articles of Incorporation the Board of Directors covered just about anything they could think of:

"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...”

The company announced that in addition to timber the GHRR&L Co. was going to develop lime deposits and install the latest in modern kilns and other equipment. Six miles of railroad were already in place. By September 1910 there was a six mile long standard gauge logging railroad which connected with the Southern Pacific, and a separate two-mile long, two-foot gauge logging railroad about three miles east and four miles north of Chavner Junction, with no physical rail connection with the Southern Pacific.

While the standard gauge operation out of Chavner Junction used a new Climax, the two-foot gauge operation never owned a locomotive. Fragmentary evidence indicates that loaded log cars used gravity to move downgrade to the small mill, which was likely location near the junction of the left and right forks of Sardine Creek. The empty cars were pulled back to the woods by mules or horses for reloading. The finished lumber would have been transported by wagon to Gold Hill.

Even the identification of the standard gauge Climax used on the Kanies Creek operation is somewhat of a mystery.

Gold Hill Lumber & Railroad Company's only locomotive (that we know of) was built by the Climax Manufacturing Company of Corry, Pennsylvania. Existing shop records reveal an unorthodox method of issuing shop numbers (AKA serial numbers) to locomotives under construction. The owners of a Climax were found in photographic and historical records for which shop numbers cannot be verified. For these locomotives they assigned a temporary Tracking Number (T/N), preceded with the letter X. This is only used until new information can positively identify a locomotive, to which the letter "X" is removed. Our Gold Hill Lumber and Railroad Company Climax is one of those awaiting positive identification. The Oregonian reported in the Oct. 28, 1910 edition W.T. O'Brien, of the Railway Equipment Company of Portland attached the Gold Hill Railroad & Lumber Co for \$1,294.21, of which \$600 was for rental of the locomotive.

By October 1918 the two railroads were in full operation. Taking in everything after reading all the reports it sounded as if the GHL&RR Co. was going to be a huge success... but something happened.

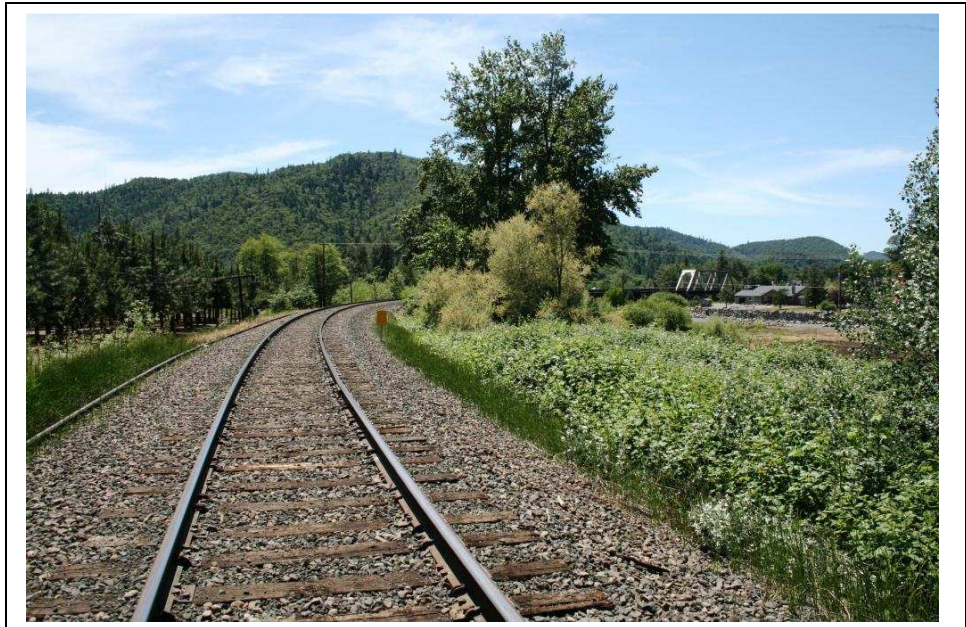
In the April 1918 edition of Timberman magazine it was announced that the, "GHL&RR Co. will resume operations at the box factory at Gold Hill, and of the sawmill and logging railway on Sardine Creek, 6 miles north of Gold Hill, in a short time. The plant, which has been idle for 4 years, has been taken over by Grants Pass men."

What happened? We can only guess that perhaps there was a shortage of manpower on account of WWI, plus competition from the other small timber companies scattered all throughout Oregon. The lime deposits also never amounted to much.

In May 1918 the new owners of the property were Roy Hackett and C.C. Presley of Grants Pass. By August 1918, Hackett & Presley settled a threatened strike by 75 men by paying 10 hours wages, for 9 hours work. The new owners had brought in an experienced mill crew, a carload of railroad supplies, additional equipment and auto trucks. They said they are expanding the railway into the timber and have added a 30-ton locomotive, but the following month they suspended operations due to the labor shortage and the need for an extension of the railway to virgin timber. [No evidence has been found concerning this "30 ton" locomotive.]

By August 1919, Hackett & Presley was forced by creditors into insolvency. The lumber was attached with labor liens, and timber foreclosure was pending against Hackett & Presley on the timber and mill. Even with all this there were plans to reopen the plant and railroad. By December 1919, the First National Bank of Southern Oregon in Grants Pass purchased the company's holdings.

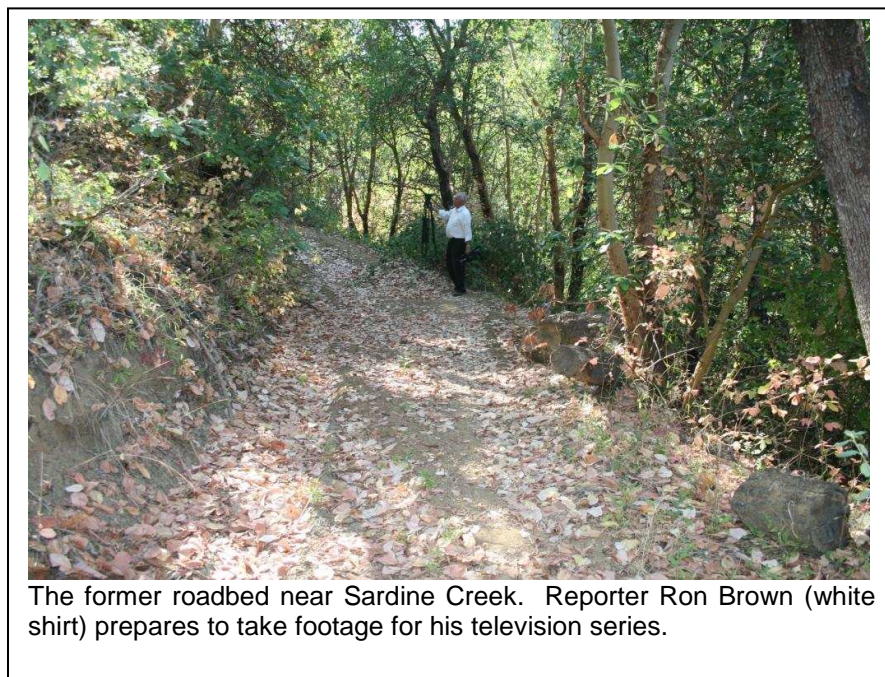
In April 1920 the plant was sold by the bank to the Josephine Lumber Company, who planned to move everything to Merlin, OR. No mention is made of the railroads, so it is assumed it was pulled up about the same time the mill and its equipment was dismantled and moved. The disposition of the Climax locomotive and the rolling stock is unknown.



This is looking north on the SP at Chavner Junction in May, 2011. SP's bridge over the Rogue River and the town of Gold Hill is in the middle right distance. The Rogue River is also on the right.

In the ninety two years since the railroads disappeared, several hiking trips have found little evidence. Chavner Junction was easy to find, but from ground level it's hard to see positive evidence where the railroad ran. Using Googol Maps the right of way is easier to spot as it leaves westerly from the SP and towards the hills around Kanes Creek. Today, an irrigation canal sits is where part of the railroad once lay.

The railroad likely crossed under Hwy. 99 as it headed towards the woods. When Interstate 5 was building through Gold Hill in the 1960s, workers found a short section of rail in their digging. Beyond I-5 the right of way can't be found.



The former roadbed near Sardine Creek. Reporter Ron Brown (white shirt) prepares to take footage for his television series.

Finding traces of the two-foot gauge operation was somewhat easier. In September 2012 I was asked for an interview by veteran reporter Ron Brown for the Medford television station he's worked at for over twenty years. Ron is a good friend, and also a historian and railfan. Each Friday evening he produces a regular feature called "Oregon Trails", and this particular story would be on the Gold Hill Railroad & Lumber Company.

After the interview we drove to Gold Hill (Ron lives in Gold Hill) and then east up along Sardine Creek. Ron says he knows where

traces of the two-foot gauge railroad can be found behind a house. He contacted the property

owner and advised him when we would arrive. We drove about six miles and pulled into a private driveway and residence, where the property owner met us.

As we hiked about 100 yards to the spot Ron said the old right of way was located, I asked how did he know where to look? He said, "I grew up in that house. As a teenager in the 1960s I found small railroad spikes when I took hikes."

Part of the right of way appears pretty much undisturbed, while in other areas the roadbed is obliterated by fallen trees, branches and poison oak. We spent about thirty minutes exploring, then we drove off so I could show Ron around Chavner Junction.



The old roadbed near Sardine Creek is hardly visible through the undergrowth since the rails were removed 92 years ago.

So there you have it. We continue to search for additional documents, publications and photographs to add to our research. Maybe someday we'll get lucky.

Chapter Collection Update

By: Tony Johnson

Last winter began the big task of bringing most of the chapter's collection of books, videos, manuals, photos, documents and more to the museum from several storage sites. Without a permanent building to properly store and exhibit the collection, I had only my own out of date records to guide me. This did not include donations made during the last several years, or donations stored by other chapter members that haven't yet made it to the museum.

My first task was to empty boxes and boxes and boxes of stuff, enter a short description of each item, and who (if known) the donor is. I would next condense the collection into as few boxes of the same size as I could. This greatly reduced the space needed inside our climate-controlled storage room.

This is about all I could do during the last winter as I needed to prepare displays for the exhibit floor, plus take care of my duties repairing Live Steamers club trackage before opening for the 2012 season.

Beginning on Oct. 29, 2012 (the day after the park closed for the season) it was time to start creating a database to expand documentation of every item, plus catalog the large amount of donations we received during the year. It was a lot! By using the ancient computer in the museum's office, and my own computers at home, it is a matter of going through the estimated 70 boxes stored inside the climate-controlled room.

With the museum building closed to visitors I had the space to first do the easy work. With the beautiful bookcases Larry Tuttle made sitting there empty, I first emptied boxes of books and videotapes, entered the information in the database, and placed them on the bookcase shelves. This was followed by our collection of railroad videotapes. After Larry attaches the new locking bookcase glass doors, I will then assigned each book and videotape a document number and location.

Emptying the books and videotapes first also provided extra income to the chapter during the 2012 Rogue Valley Railroad Show. With a collection of railroad books now totaling over 800, and over 200 videotapes, there were duplicates. Jerry Hellinga, Allen Dobney and I saved the best of the duplicates for the chapter, and sold the others at the railroad show. We will do the same with other duplicates we find in the collection, such as rule books, plats, maps, locomotive operating and maintenance manuals, railfan magazines, safety posters, employee timetables, etc.

As of today I estimate I've sorted and catalogued about 20 percent of the collection in the museum. This amounts to 4,500 separate items (not counting duplicates). The hard part now is deciding what designation to assign to each item. For example: public timetables. At last counted I've cataloged nearly 800 public timetables. Some are straight-forward timetables showing just train schedules, but there are timetables for excursion railroads, informational brochures, private railroad car rental brochures, museum brochures, and so on. The one thing I know for sure. No matter how well I try to plan for future designations, I know I'll have to expand the database again and again. That's okay. I like the work.

RECENT DONATIONS from Ken & Suzie Shattock

By: Tony Johnson

My friends Ken & Suzie Shattock of Federal Way, WA again have donated more of their collection to the chapter. Thank you, Ken & Suzie for your generous donation.

Inside the 34-pound box delivered to my home by UPS is this inventory from Ken:

BOOKS

- Rio Grande--Mainline of the Rockies, by Beebe & Clegg
- Narrow Gauge in the Rockies, by Beebe & Clegg
- The World of Model Trains, by Guy Williams
- Railways, by Howard Loxton
- Highball, by Lucius Beebe (First edition)
- Trains Around the World, by Octopus Books
- Railways of the Twentieth Century, by Geoffrey Allen
- The Rutland Road, by Jim Shaughnessy
- History of American Railroads, by J.B. Hollingsworth
- Whistles in the Night, by Ruth Trueblood Eckes
- California Central Railroad, by Western Railroader #296

PHOTOS (8x10)

- British Columbia Electric Railroad (37)
- San Francisco Municipal Railway (5)
- Puget Sound Electric (6)
- Portland Traction Company (5)
- Portland Traction - Streetcars (26)
- Sacramento Northern (4)
- Oregon Electric (3)
- SP Red Electrics (13)
- V&T # 21 J.W. Bowker-- GGIE--Treasure Island (1)
- San Francisco State Belt railroad (1)
- Milwaukee Road (10)
- Key System steeplecab # 1000 (1)
- Misc Railroads (15)
- Southern Pacific (31)
- **Total Photos = 158**

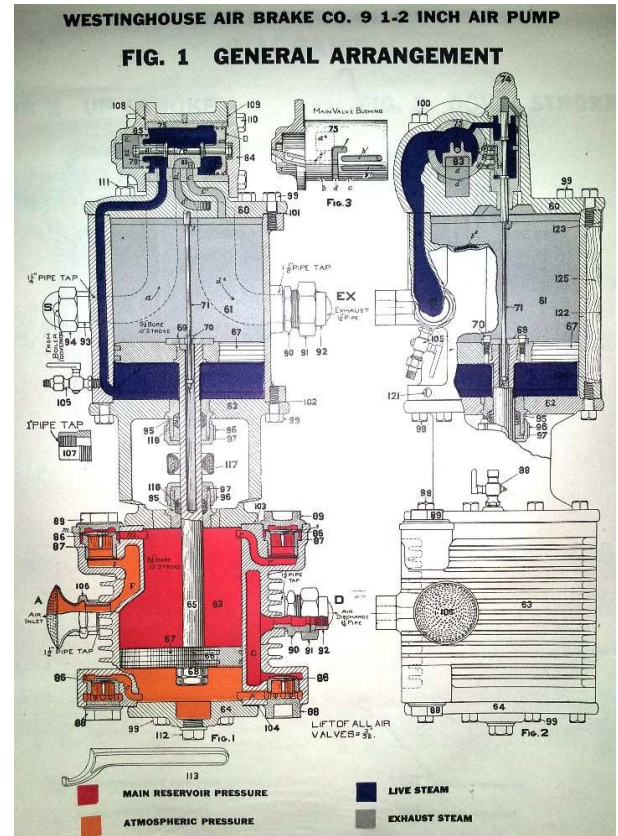
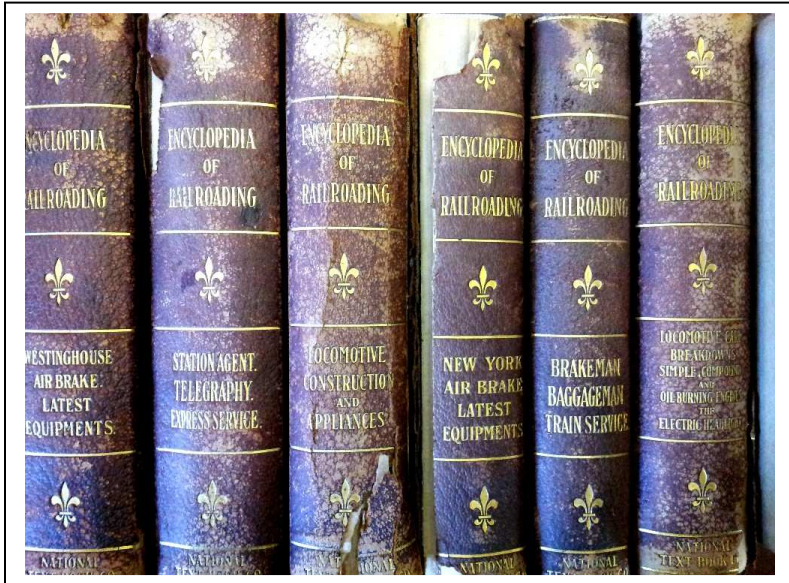
Recent Donations from Scott Mangold

By: Allen Dobney

At the Railroad Show Scott came by our booth asking us if we would like 1,000 railroad magazines and 4 bookcases. We said yes and in December I picked up the magazines and bookcases. Scott indicated that it was OK to sell the items to raise money for our restoration projects. So far we have raised \$150.00 from sales of these items.

In late December Scott contacted me again with another donation, a set of 6 books published in 1910 called the "Encyclopedia of Railroading" plus an 11" x 17" soft bound book of color images covering the operation of the Westinghouse air brake system. These documents were ordered from

the National Text-Book Company in Chicago by Albert Connor from Huron, South Dakota. Albert worked for the Northern Pacific Railroad. See the two pictures below. I have asked Dan Wilkinson to see if he could repair the bindings on these books. He said he could, but it may take a while since he must read the books first!!! Below are pictures of the books and one of the pages from the color images:



Southern Oregon Chapter – National Railway Historical Society
 Membership Meeting
 January 8, 2013, 7:00 PM

1. Membership Meeting Call to Order: President Elect Allen Dobney called the meeting to order at 7:00 PM
2. Roll Call: Allen Dobney, Jerry Hellinga and John Powell were present. E. Don Petit and Ric Walch were absent. 4 other members were present.
3. Install Officers for 2013: Officers installed for 2013 are: Allen Dobney, President; Ric Walch, Vice President; Larry Tuttle, Secretary; Jerry Hellinga, Treasurer; John Powell, National Advisor.
4. Annual Report: Jerry Hellinga presented the Annual Report for 2012.
5. New Member approval: Jerry Hellinga reported that a membership application for Neil Smith has been received. Jerry Hellinga moved that Neil Smith be approved as a new member. John Powell seconded the nomination which passed unanimously.
6. Any other new business: (none)
7. Meeting adjourned at 7:07 PM.

Larry Tuttle, Secretary

Next General Meeting: February 12, 2013 at 7:00 PM

Southern Oregon Chapter – National Railway Historical SocietyBoard Meeting
January 8, 2013

Following 7:00 PM General Meeting

1. Board Meeting Call to Order: President Allen Dobney called the meeting to order at 7:29 PM.
2. Roll Call: Allen Dobney, Larry Tuttle, Jerry Hellinga, John Powell and 4 other members were present, Ric Walch was absent.
3. Consent of the Agenda: Larry Tuttle moved that the Agenda be approved as amended. John Powell seconded the motion which passed unanimously.
4. Approval of December 11, 2012 Membership Meeting & Board Minutes: John Powell moved to approve the minutes for the December 11, 2012 Membership and Board meetings (see attached) as presented. John Powell seconded the motion which passed unanimously.
5. Treasurer's Report: Jerry Hellinga presented the Treasurer's Report as of January 7, 2013 (see attached). John Powell moved to approve the Treasurer's Report as presented. Larry Tuttle seconded the motion which passed unanimously.
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 weather gets warm enough.
 - c. Newsletter – Allen Dobney
 - Need articles for the March newsletter
 - d. Park Committee – Ric Walch
 - No meeting
 - e. Membership – Allen Dobney
 - No update.
 - f. Web Site Updates – Larry Tuttle
 - Many updates and additions. Please check it out and give me your comments.
 - g. Museum Bookcase Cabinet Doors – Larry Tuttle
 - Doors are done and ready to install.
 - h. Butte Falls Tourist RR Opportunity – Ric Walch / Allen Dobney
 - Workshop meeting with the Mayor and city council set for late January.
 - i. Fence move & Track extension Project – Ken Hill
 - Fence move planned for January, 2013.
 - j. Sale of surplus / Duplicate Material – Larry Tuttle / Allen Dobney
 - No update
7. Old Business
 - a. Facebook for the Chapter: Larry Tuttle stated that he'd been waiting until after the holidays to get the Chapter Facebook Page up and running. He will announce when it's live and encourages Chapter members to "Like" and promote it.
8. New Business:
 - a. Enterprise Bank Account approval: Larry Tuttle explained the need for an "Enterprise Account" at Rogue Federal Credit Union to facilitate online sales of Chapter merchandise and surplus as well as to handle credit and debit card transactions at the food stand, show and other venues. Account information would be linked to Pay Pal, eBay, Visa, Master Card, etc. and would be separate from the Chapter's other accounts. Jerry Hellinga moved to have an Enterprise Account created at RFCU with Allen Dobney, Larry Tuttle and Jerry Hellinga as signers. John Powell seconded the motion which passed unanimously.
 - b. Board Approval to create Mission Fish Account to raise funds on eBay: Larry Tuttle reiterated that for the Chapter to effectively sell merchandise and surplus material, an eBay account would be needed.

Creating a Mission Fish account with our 501(c)(3) status will allow most listing and sales fees to be waived as well as allow direct donations into Pay Pal. To do this the Board must approve the creation of a Mission Fish account on eBay. Larry Tuttle offered to do this and be the authorized representative of this account. John Powell moved to approve the creation of a Mission Fish fundraising account on eBay and appoint Larry Tuttle as the authorized representative for this account. Jerry Hellinga seconded the motion which passed unanimously.

- c. Board Approval of officers authorized to sign checks and other documents on existing accounts at Premier West: Jerry Hellinga reviewed the need to formally approve which officers are delegated to sign checks at the existing accounts at Premier West Bank. Larry Tuttle moved to approve Allen Dobney, Ric Walch and Jerry Hellinga to sign on all Premier West accounts, including checking, savings (money market), CD's and safe deposit box access. John Powell seconded the motion which passed unanimously.
- d. Board Approval of officers authorized to sign checks and other documents on existing accounts at Rogue Federal Credit Union (RFCU). Jerry Hellinga reviewed the need to formally approve officers designated to sign checks at RFCU. Larry Tuttle moved to approve Allen Dobney, Ric Walch and Jerry Hellinga as check signers on all RFCU accounts. John Powell seconded the motion which passed unanimously.
- e. Review presentation & planning for Butte Falls meeting: Allen Dobney announced that a meeting is being planned with the Butte Falls Mayor and Town Council for late January. Allen went through a draft PowerPoint presentation and sought comments and suggestions from the Board and members.

9. Good of the Order (none)

10. Adjournment: Jerry Hellinga moved that the meeting be adjourned. John Powell seconded the motion which passed unanimously. The meeting was adjourned at 8:07 PM.

Larry Tuttle, Secretary

Next Regular Membership & Board Meeting: February 12, 2013, 7:00 PM

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 Advisor	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

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.

March 12, 2013, 7:00PM @ Model Railroad Clubhouse: NRHS membership / board meeting. Entertainment: **"Ben Holladay and His Oregon & California Railroad"** In this illustrated lecture, railroad historian Larry Mullaly, describes the fabulously wealthy stagecoach and shipping magnate, Ben Holladay. Based on recently discovered documents in the National Archives, the talk tells how the man known as the "Prince of the Plains," co-opted the Oregon legislature, and began an aggressive building program south from Salem toward California in 1870. Aided by Chinese labor, millions of dollars in German bond sales, and hopes of a fortune to be made in land sales, Holladay's Oregon and California Railroad reached Roseburg two year's later. The result was a critical link in a line that if completed could have radically changed the history of Southern Oregon.

Larry Mullaly, a Central Point resident, has written extensively on western railroad topics and is a member of our chapter of the National Railway Historical Society.

April 9, 2013, 7:00PM @ Model Railroad Clubhouse: NRHS membership / board meeting. **THE CRIME OF THE d'AUTREMONT BROTHERS** is a one-hour documentary detailing the "last great American train robbery." On October 11, 1923, Ray, Roy, and Hugh d'Autremont held up Train #13, of the Southern Pacific Railroad just outside of Ashland, Oregon. Four trainmen were murdered. The brothers were found nearly four years later and sentenced to life in prison. The story is told by their lawyer, Noreen McGraw, who fought for their parole, and a documentary filmmaker, Jerry Schneider, who made a 1973 documentary for the 50th anniversary of the crime.

Tom Olsen, Jr., has been making documentaries for 10 years. His other films include KILLINGSWORTH and POLITICS OF SAND. He is a graduate of Chapman University's MFA film program. Tom teaches film at PCC and Warner Pacific University, and serves as the Multimedia Production Specialist at the University of Western States. THE CRIME OF THE d'AUTREMONT BROTHERS premiered at the 39th Northwest Filmmakers Festival, and was a recipient of a 2012 Oregon Film Award.

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.

The Oregon Rail Heritage Center is Now Open!

**FREE
ADMISSION!**

**Get up close and personal with
Portland's famous steam locomotives!**

**A fantastic adventure and learning
experience for kids of all ages!**

Located across from the
OMSI Portland Streetcar
near SE Caruthers and
Grand Ave.

**Hours: 1-5pm
Thursday-Sunday!**

**For more information visit:
www.orhf.org**



OREGON RAIL HERITAGE FOUNDATION