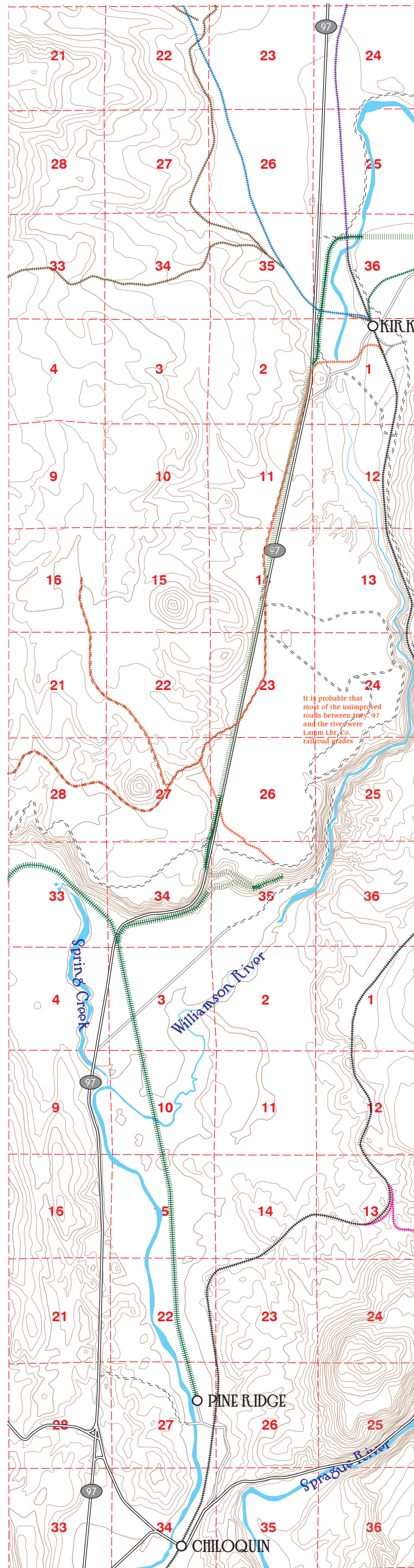


Map of the Modoc Lumber Company Narrow Gauge Railroad

by Scott Gavin 2018



- Southern Pacific 1909-1912
- Southern Pacific 1922-1998
- Braymill White Pine Lbr. Co. (Std. Gauge) 1927-1929
- Paved Highway
- Secondary Road
- Unimproved Road
- Modoc Lumber Co./Williamson River Logging Co./Forest Lumber Co. Narrow Gauge (1918-1924) Location confirmed by examination
- Modoc Lumber Co./Williamson River Logging Co./Forest Lumber Co. Narrow Gauge (1918-1924) Location unconfirmed
- Forest Lumber Co. Standard Gauge (1924-1939) Location confirmed by examination
- Lamm Lumber Co. Standard Gauge (1920-1929)
- Shaw-Bertram Lumber Co. Standard Gauge (1920-1928)
- Pelican Bay Lumber Co. Standard Gauge (1919-1929)
- Braymill White Pine Lumber Co. Standard Gauge (1927-1929)

Joint trackage with Shaw-Bertram Lbr. Co. 1921-1925

It is probable that most of the unimproved roads between Hwy. 97 and the river were Lamm Lbr. Co. railroad grades

Railroad grade locations confirmed through visual examination by Jack Dowden, Scott Gavin, Randy Gavin, Lloyd Palmer and Terry Cookin and by examination with a magnetometer.

The route of the railroad between Kirk and the top of the switchback on Spring Creek Hill has been severely impacted, having been damaged by Lamm Lumber Company's railroad, disrupted by the construction of Highway 97 and the burying of underground cables and pipelines along this portion of the route. The ground on both sides of Hwy 97 was examined, but virtually no trace remains of the railroad over most of this portion.

Little trace of the middle portion of the switchback on Spring Creek Hill could be found, which suggests that the railroad crossed the ravine at that point using two trestles rather than extensive cuts and fills.

Information on the narrow gauge railroad is sparse. It may seem odd that the lumber company would build its own railroad line in parallel to the SP line between Chiloquin and Kirk. The explanation seems to be that the narrow gauge line was constructed and extended as needed to reach the company's timber holdings.

At some time between 1922 and when the Pine Ridge mill burned in 1924, the narrow gauge railroad was abandoned and the company shipped its logs between Kirk and Pine Ridge over the Southern Pacific tracks. It was probably at this point that the company built an extensive system of standard gauge logging railroad lines eastward from Kirk.

The mill at Pine Ridge burned again in 1939, the second fire destroying the town of Pine Ridge as well as the mill.