



John Ekman, President
www.goldfieldhistoricalsociety.com

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Joan Sieber, Editor

We have another successful Goldfield Days behind us. It was fun as usual with a lot of effort by some of our members to make it happen. We have a few new members to welcome as well.

Our membership stands at 202 paid members. We welcome our new members listed below:

Benjamin Appel, NV Don & Diane Higgins, NV Pelloth Family, CA

We've also made a change to our membership fee for life members. If interested, check out our website – it's on the downloadable membership form.

High School Update - We recently submitted the Preliminary Scope of Work and Preliminary Budget for the Sloped Roof Replacement to the State Historic Preservation Office (SHPO) for review. They've approved both documents and we're now working on the final versions. Once those are completed, we'll re-submit to SHPO so that a funding agreement can be signed, the grant funds released and the work scheduled.

Award - The Goldfield Historical Society has received the Preserve Nevada Organization Award in recognition of our continuing efforts to preserve Goldfield's history. Preserve Nevada, based out of the UNLV Department of History, is a statewide 501(c)3 nonprofit organization dedicated to the preservation of Nevada's cultural, historical and archeological heritage. The Society was presented the award this past September 23 at Preserve Nevada's annual in-person meeting in Winnemucca.

Photo by John Ekman



In Remembrance – Donald Brawley sent a check for \$300 in remembrance of: John and Muisto (Mickey) Brawley and sons John and Mike; Peter and Gwendolyn Breen and Henry and Frances Carlson. They were part of Goldfield's history at different times between 1907 and the late 1950's. All were devoted to the history and improvement of Goldfield, Esmeralda County and the State of Nevada.

Donations – **Stanley & Amy Davis** have generously donated \$3,500 to the Society. As always, it is much appreciated. Thank you so much.

The **Mozart Tavern** has written us a check for \$100 which is also much appreciated. Thank you **Gina**.

Kim & Phil Henrick have donated a set of Sanborn Fire Insurance Maps dated 1905-1906, 1909 and 1917. These are very interesting and will be useful for research. They indicate where buildings sat on property in Goldfield and what materials were used to construct them.

Photo provided by Terrene, Inc.



One of our members has designed and cast a commemorative coin for us to sell as a fundraiser. They are 2" diameter, stainless steel, laser cut, tumbled for a smooth finish and laser marked. We're selling them for \$20 each and we sold several during Goldfield Days. If anyone is interested in purchasing one, please send a check for \$20 to the Goldfield Historical Society, P.O. Box 393, Goldfield, NV 89013 with a note that it is for the commemorative coin and we'll send one out to you. Would make a nice Christmas gift!

Photo by Jim Price



We've also received a couple of school desks. These were donated by **John Ekman**. Maybe we'll eventually have enough desks to furnish another room! Thanks, John.

Robert Stoldal sent us \$1,000. Half is designated for the High School Preservation fund and the other half is for our General Fund. Thank you Mr. Stoldal.

T&T Museum – The Tonopah & Tidewater (T&T) model railroad display, has now vacated the Roaring Camp building and has been moved to Diamondfield. Ron Matheny is now the caretaker.

Phraseology Change – It has come to our attention that we've been using the "World's Greatest Gold Camp" on most of our materials. Apparently, this belongs to Cripple Creek, CO. Therefore, it was decided that we need to change our phrase to the "Greatest Gold Camp Ever Known". Goldfield was known by this phrase since at least 1904 and all thru the boom years. The newspapers of the time all used that phrase. We'll continue to sell our T-shirts, since they were just printed and our brochures until they run out. After they are gone, they will be printed with the new phrase on our materials. So, I've been busy having the files converted so we'll be ready for the next printing.

Photo by Edie Koepnick



Jim Price & Joan Sieber in the Goldfield Day Parade 2023

Goldfield Days – Goldfield days was August 4-6 this year. **Jim Price** and I were in the parade this year. It was a bit of a last minute decision, so we just walked carrying the Historical Society banner between us. The Poker Walk was a huge success, as usual this year. We sold 75 hands, the most we've ever had, and collected \$1,125 for our efforts. **Edie Koepnick** did the lion's share of the work in setting it up. **Brenda Gleffe** and **Ernie Ganem** opened up the envelopes and helped participants assemble their poker hands. Everyone seemed to have a good time. Steve Foutz gave several tours of the High School.

The Best Poker Hand in the event went to Goldfield resident, **Delia Brown**. Second Best Hand went to young, **Tristan Fitch** of Tonopah. Interestingly, Tristan won second best in last year's event. Third Best Hand was brought in by **Kathleen Bernache** and **Jim Price** had the worst hand! However, he generously donated his winnings back to the Society. Thanks **Jim**. And again, we sincerely thank the **Best in the Desert Racing Association** for providing the funds for our Poker hand winners!

Photos by Edie Koepnick



Delia Brown



Tristan Fitch



Kathleen Bernache

Photo by Joan Sieber



**Losing Hand – Jim Price
With Edie Koepnick**

Photo by Jim Price



Ernie Ganem & Brenda Gleffe



Photo by Floyd "Mac" McDaniel

Goldfield Historical Society Lots – They're sold! We were offered \$4,000 for the lots owned by the Society at Crystal and 5th St. Therefore, they were sold and off our list providing us with additional income for the Building Fund.

Sharon Artlip has agreed to take over answering and paying for the phone line that rings in the Chamber office. Thank you **Sharon** for taking care of this issue.

Properties Around Town – **Edie Koepnick** reports that she has acquired 3 five panel doors for her brothel. These are not particularly easy to find.

John Ekman has hired someone to rebuild the Lind/Carney house porches.

The Major Stanton House work continues. **Bill & Sandy Beltz** are doing a great job.

Steve & Cindi Chase also continue to improve their property – the R.B. Wampler House. Looks better each time I see it.

KGFN Expanding - KHRM 90.3 FM is now on the air! Broadcasting to Hadley/Round Mountain and Carvers, Nevada.

Goldfield Birthday – Again, we'll celebrate Goldfield's Birthday on October 21, 2023. This will be the 120th. It will be held at the Community Center. We'll have the usual cake and punch as well as historical displays.

Goldfield Historical Society Meeting – The next meeting will be held on October 10 at 7 p.m. at the Goldfield Chamber building.



The following information was provided by **Mr. Ottemann** of San Diego, CA regarding Pope Hartford automobiles:

Pope Hartford automobiles apparently were popular in the mining operations around Goldfield. We know they were used in a "stage" business to and from Goldfield in the early 19 teens. A couple of the old stage cars were found in the area and restored in the 50's or 60's. At that time it was discovered that there was a junkyard in Goldfield that had been operated on the flood plain of the river in the teens and 20s. When the

river flooded in the mid 20s the old cars were apparently buried in sand and abandoned. A group of San Diego enthusiasts went up to Goldfield in the 60's to see what they could find in the sand. One of the things they found was the chassis of a 1903 Pope Hartford car missing the engine. After 60 years and 4 owners the car has finally been restored! Here is a picture of it today.

The Horseless Carriage Gazette May-June 2023 issue printed an article about the Pope-Hartford cars that were used on the Tonopah Goldfield Stage Company. I contacted the Editor and received permission to share the following article with our members. Since it pertains to Goldfield, thought it might be of interest.

Please let me know if your e-mail or address changes, so that I can update the membership list and you'll continue to receive our newsletter. For those who continue to receive a printed newsletter, if you can provide an e-mail address we would appreciate it as it would save us money on postage to send you the newsletter by e-mail.

If you have any comments or suggestions regarding the newsletter, please send them to Joan Sieber at jcsie@pacbell.net.

The Goldfield Historical Society, P.O. Box 393, Goldfield, NV 89013

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A Pope Gold Rush

By James Ogden



The story of this article's photos goes back to 1957, when my father, John Ogden, got a lead on three 1913 Pope-Hartford cars that might be available. Long-time HCCA member Frank Stokes, owned chassis #15121, #15622, and #15656. Frank started the restoration of #15121, but he had been diagnosed with cataracts in both eyes. This was before cataract surgery, and Frank decided to trade one of the Pope chassis for a restored car. He talked to local Southern California HCCA members, including Herb Prentice, who passed the lead to my dad. Father offered our 1913 Model T, "Old Tom," borrowed a trailer, and headed for Los Angeles. Dad returned with #15121, partially assembled as a speedster, but still carrying a 1917 Los Angeles County Motor Bus tag. According to Frank Stokes, the three Popes had been run as stages in Los Angeles. But they had originally come from what he called the Tonopah-Goldfield Stage Company in Nevada.

Fast forward to June 1964 and the HCCA Reno tour. At age 14, this was my first and only Reno tour, and I had succeeded in convincing my parents to detour to Goldfield and Tonopah on the way home to San Diego. I wanted to see where our car came from. We couldn't get into Tonopah, so we continued south on Hwy 95 to Goldfield. I remember that the town was on a high bluff curving around a dry creek to the east and then southeast. We crossed over the dry creek on a low bridge, then pulled the trailer off the road and parked on the south side. The creek bed was full of Pope fenders, just sticking out of the sand, and the south bank was covered in Pope body parts. We counted twelve fenders in the creek bottom, plus a Roi-des-Belges (King of the Belgians) aluminum back seat and several bronze castings on the bank that looked like Pope-Toledo. Out came the camera.

At the next Saturday HCCA La Jolla Regional Group lunch, we showed our slides from the tour, after deleting those that were potentially useful for the annual dinner program. We

concluded with the Goldfield slides, and the decision was to go back and dig up the cars. That is exactly what E.R. Bourne, his son Richard, and some very hard-working guys went and did. At the time, the three stacked 1910 Model T Pope-Hartford chassis went up in the ceiling of E.R.'s garage, and the Pope-Toledo body parts were set aside.



Twenty-five years passed, and Temple Baldwin made an offer to E.R. Temple would make three sets of sheet metal, new bodies, fenders, hoods, radiators, etc. E.R. would supply the chassis, engines, and all the other parts he had been able to acquire. Temple would complete three cars, including paint but less upholstery. E.R. would get his choice, and Temple would get the other two. So the three original 1910 Goldfield Pope stages were rebuilt. Along the way Temple got an original body from Chile—oddly, the second 1910 Pope body from Santiago. Mr. Konwiser, your car got the original body. The second car, painted dark green, went back to Mr. Bourne and was sold at auction after his son's death to Messrs. Biondi, Tockett, and Anderson. Temple had lost track of the third since he sold it, but it now belongs to Mr. John West, of Tacoma, Washington.



Top row: The overgrowth in the creek bed camouflages fenders and a backseat in photos 1-2. Bottom row: Can you imagine the amount of excitement at these discoveries in photos 3-4?



Wherever they are now, once upon a time, the sign on the rear door probably read: "Goldfield-Tonopah & Bull-Frog."

The Pope-Toledo seat in the picture can be seen on the rear of Bill Evans' 1905 Toledo, and if you look closely, you can probably see that some of the bronze castings in the rear doors show signs of considerable weathering.

What happened to the three 1913s? Number 15121 has passed from father to son, and with much work by Larry Hansen, has just had an original set of fenders and splash aprons mounted. Numbers 15622 and 15656 were purchased

by E.R. Bourne from Frank Stokes, resold to Hayden and Frank Taliaferro, and restored as Portola-type speedsters. Frank retains the red car, redone as a fire chief's car. The second car, painted yellow, has been resold several times. A recent for sale offer claimed the car to be a 45-hp ex-Indianapolis racer. Maybe the guy should list it as "The Bull-Frog Special"?

If you try to find the dry gulch, be sure to note the complete re-alignment of the southbound approach of Hwy 95 to Goldfield since 1964.

(Photos by James Ogden)