



July 1995

The Spruce Railroad

by
Mary L. Stough

The Spruce Railroad was worthy of all the superlatives bestowed on it. It was the most expensive - nearly \$30,000 per mile; the fastest ever built in the United States, 75% faster than any previously laid railroad. But it never hauled a single spruce log for the war effort - the reason for which it was built. The Spruce Railroad was completed 19 days after the World War I Armistice was signed. The need disappeared with the cessation of hostilities. As early as 1916, the Pacific Northwest supplied aircraft quality wood to its allies engaged in the "war to end all wars." The Sitka Spruce, according to Lt. Colonel Brice P. Disque, director of operations of the Spruce Production Division, was better than any other wood for airplane construction. "It had the qualities," he said, "of lightness, strength, resiliency and a long tough fiber that would not splinter when struck by a rifle bullet."

The Spruce Production Division was established by the United States War Department in 1917. Initially, the Spruce Division was assigned 10,000 soldiers from the U.S. Army Signal Corps. Even though the patriotic fervor was high, it did not sit well with private timber companies or the unions to have soldiers in the woods competing for precious jobs.



Tents and teams of horses at encampment near Lake Crescent, WA.
-Bert Kellogg Collection, in the North Olympic Library System, courtesy of Mary L. Stough

Eventually, things worked out better for everyone involved. Colonel Disque wrapped the whole effort in the flag of loyalty to the United States and the necessity to take drastic action in an emergency. He promised that the Spruce Production Division would be used to protect and log the forests, protect the mills from the unions, operate the machinery and supplement the manpower in the mills. For the unions, the soldiers were able to establish an eight hour working day, better wages, and improved living and working conditions. In retrospect, it's probably safe

to say, the army's presence in the woods actually improved labor-management relations for the timber industry for some time after the war.

The spruce forests of the Olympic Peninsula were the wildest and least accessible land in North America. An inventory of the spruce belt by the Forest Service estimated that nearly eleven billion board feet of spruce stood in Washington and Oregon; over five billion of this was on the Olympic Peninsula. The

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The TRAINMASTER

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DEADLINES

The deadline for each issue of *The Trainmaster* is the 20th of the previous month. Submissions may be made on floppy disk, in Wordperfect, MS Word, or ASCII formats. *The Editor reserves the right to edit or hold material at his/her discretion.*

CHAPTER TIME TABLE No. 394

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, July 13, 7:00 P.M., at Room 208, Union Station. Enter through the main entrance, turn right two times, past the magazine stand, first door on left at hallway to Wilfs.

MONTHLY MEMBERSHIP MEETING Friday, July 21, 7:30 P.M., at St. David's Episcopal Church, 2800 S.E. Harrison. The business meeting will start promptly at 7:30, with the newsreel and program following a short break. Refreshments will be available; please bring some money to feed the "kitty," so it can continue to feed us!

WEEKLY NO-HOST LUNCHEON every Saturday, 12:00 Noon, at the Semaphore Restaurant at S.E. 17th & S.E. Holgate Blvd. Our group is in the back. Come on down!

ROLLING STOCK WORK SESSIONS are planned to prepare cars for leases. Contact Richard Gray (452-8936), or Peter Rodabaugh (771-8545) for an update.

LIBRARY/ARCHIVES WORK SESSION: Thursday, July 13, 1:00 P.M. to 4:00 P.M. at Room 1 & 1A, Union Station. Help is needed to get things organized and catalogued. Contact Bob Weaver (654-4274) for more information.

CHAPTER LIBRARY OPEN HOURS Saturday, July 22 & 29, 1:30 to 4:00 P.M. at Room 1, Union Station. Call Jim Loomis (253-3926) for appointments, if this is a difficult day and/or time for you.

EXTRA BOARD

HIGH DESERT STEAM trip to Redmond-Bend: July 22 & 23.

CHAPTER PICNIC, AT THE ANTIQUE POWERLAND, BROOKS, OR August 19. \$2.00 per person. Details in this issue and at the chapter meeting.

SEATTLE -VIRGINIA V-SPIRIT OF WASHINGTON BRUNCH TRAIN-AIR MUSEUM: September 9 & 10.

THE GREAT NORTHWEST MODEL TRAIN SHOW AND SWAP MEET: Saturday & Sunday, October 7, 8 at the Jackman Long Building, Oregon State Fairgrounds, 2330 17th Street N.E., Salem, OR. 10 A.M. to 4 P.M. both days.

COLUMBIA GORGE MODEL RR CLUB ANNUAL SHOW: November 4-5, 11-12, 18-19, 25-26, at 2505 N. Vancouver Ave., 10 A.M. to 5 P.M. Adults \$3 kids under 12 \$1 or free with can of food for the Sunshine Division. Contact Phil Maggs, 2925 SE 164th Ave., Portland, OR 97236 (503) 761-9527 or (503)288-7246 for information.

JULY MEETING PROGRAM

Program begins after business meeting
Maintenance of Way Equipment

To be presented by:

Bob Terkelsen

AUGUST MEETING PROGRAM

Mt. Rainier Triple-Header

To be presented by:

Dick Ordway

NOTICE: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a Chapter meeting, please contact the President.

CHAPTER BUSINESS

Summary of Minutes Pacific Northwest Chapter Board of Director's Meeting June 8, 1995

The meeting was called to order by President Terkelsen at 7:15 P.M.

Present:

Board: Ackerman, Edgar, Larson, Mack, Miller, Reese, Rodabaugh, Schuler, Terkelsen.

Members: John Bartles, Chuck Bukowsky, Irv Ewen, Richard Gray, Ralph Johnson, Jim Loomis, Richard Parks, Frank Weiler.

Minutes: The May minutes were accepted after corrections were noted in the official minutes.

Treasurer's Report: Maxine Rodabaugh reported the balances of the accounts. Tillamook proceeds from the excursion last fall have been transferred in. Discussion followed relating to expenses and railroad liability insurance. Railroad liability insurance is expensive, and hard to find.

President's Report: Bob Terkelsen commented briefly on the potential museum site. More in the "Museum" report.

STANDING COMMITTEES

Finance Committee: Marilyn Edgar said the committee met on June 5. There was some income from the spaghetti feed and the swap meet food service. The treasurer presented a computer-generated report about finances. Small shares of stocks in railroad spin-off companies are being sold back to the issuing companies, with the approval of the committee and the board.

MSC Ackerman/Mack that the treasurer be authorized to sell the shares specified in the official minutes.

Excursions: Irv Ewen reported. He thanked Jim Loomis for the good-looking brochure for the High Desert Steam Trip. Ticket requests are already being received. The Seattle trip brochures will be the next mailing and they need to go soon. An explanation was given as to the necessity of using buses instead of trains. The U.P. trip is being arranged, with a limited number of seats available. Brochures will be prepared for this trip soon.

Shortline Excursions: Bob Terkelsen is investigating the Mt. Rainier trains. Bob also noted that the Washington Park Zoo train is a possibility for a chapter excursion, as well as the Lewis & Clark Railroad.

Rolling Stock: Bob Terkelsen asked Richard Gray if replacement trucks for the 6200 would be more cost-effective than repairing the swing hanger. Richard answered if the trucks had good brakes, they would. Ed Ackerman has offered to arrange the making of new hanger parts for the 6200 if Pete Rodabaugh can provide the information about them. An offer of purchase of a RDC was discussed, but was not considered, because the offer is for an "A" unit. Ours are both "B" units (no control cab). Requests for lease of chapter cars in 1996 are coming in, and are being considered. Repairs to the windows on the damaged cars is awaiting disposition by the insurance carrier. Several board members surveyed the stored cars, and were satisfied as to security. The flanger at Sherwood still needs roof repairs. A request to lease the Mt. Hood was discussed, and was declined due to the short lead time and distance involved.

Activities: Darel Mack reported the chapter picnic is set for August 19 at Brooks (Editor's Note: see details elsewhere in this issue). He asked if the board wanted potluck or barbecued chicken or hamburgers as suggested. Providing the food requires ticket sales now to all involved to determine the quantity of food needed. The consensus was for barbecued chicken.

Public Relations: Gerald Schuler reported that Jim Loomis said a local T.V. station will broadcast the NRHS videos as a public service announcement.

Museum: Chuck Bukowsky reported on research Dave Van Sickle and he have been doing for the past few years. This research has yielded a potential museum location in Portland. The committee is investigating the feasibility of this site. Another site, south of Portland, in the valley, is still being researched. Any museum site may involve other groups, and have its own board of directors.

Library: Jim Loomis reported the committee is making contingency plans, should our present office, library and archives need to be relocated.

AD HOC COMMITTEES

Membership: We have 252 members, plus chapter-only and family members.

Concessions: Concessions must work out a plan for carrying stock and selling it on bus trips. Bob Terkelsen suggested we need new varieties of stock to sell, too. Marilyn Edgar said new sweatshirts were needed by September.

"TRAINMASTER": Bob Terkelsen reminded that we need a new editor, as the present editor is suffering from a lack of energy due to surgery. One candidate has declined, another is still being pursued.

Programs: June: Darel Mack presents "Cab Forward Over Donner." July: Bob Terkelsen presents "Railroad Maintenance of Way Equipment." August: Dick Ordway presents "Mt. Rainier Triple-Header." Bob Terkelsen said anyone with a program to present will be most welcome.

OLD BUSINESS:

1. **MSC Rodabaugh/Edgar** that the following wording be substituted for the portion of the Finance Committee report relating to the bond repayment in the 5/11/95 minutes: "that another 10% of the outstanding bonds be redeemed as of June 30 using the remaining half of the July 1995 lease of the 6800 by Daylight Locomotive, the lease payment for the 6800 by the Golden Gate Railroad Museum, Port of Tillamook Bay RR lease payments, matching funds from {a local corporation}, and possibly some of our savings."

2. **The Planning Committee** for the 1997 NRHS National Spring Board Meeting agreed that they are not ready to report plans.

NEW BUSINESS:

Performance Bond: This suggestion was discussed, and will be investigated further.

GOOD OF THE ORDER:

The discussion in the May board minutes about the number of buses required for the High Desert Steam Trip was explained to board members.

The meeting was adjourned at 10:40 P.M.

Respectfully submitted,
Joyce E. Reese, Secretary

CHAPTER BUSINESS

PACIFIC NORTHWEST CHAPTER Summary of Minutes June 16, 1995 Chapter Meeting

President Bob Terkelsen called the meeting to order at 7:45 PM. He welcomed members and guests. Previous minutes were posted on the back wall.

Treasurer's report: In Maxine Rodabaugh's absence, Marilyn Edgar reported on the accounts. Paid up memberships include 252 full members and 66 family members.

National Director: Jerry Schuler will be attending the NRHS Convention in Lancaster, PA and will have a full report on his return. Bob Terkelsen read a little item that appeared in the NRHS NEWS and was credited to the Blackhawk Chapter and Ottawa Valley Assoc Railroaders newsletters. It bears repeating:

"Operation Lifesaver Sidethought"

A man appeared in court charged with careless driving after his car hit a train at a level crossing controlled by a wig-wag warning system. He was not injured and entered a plea of "Not Guilty." At the conclusion of the hearing the judge asked some questions:

Q. Didn't you see the train?

A. No, your honor. The sun was in my eyes and it blinded me.

Q. Didn't you see the wig-wag?

A. No, like I said, I was blinded by the sun.

Q. When the wig-wag is going, there's a bell that clangs very loudly. Didn't you hear that?

A. No, I didn't, sir.

Q. Why not?

A. Because of all the noise from the train whistle.

President Bob T. also announced that some of the chapter board members and other interested members visited Antique Powerland in Brooks, Oregon at the invitation of Oregon Electric Railway Assn. A full report will be given under Museum Committee.

Finance Committee met and discussed several items including moving an agreed-to amount into the savings account from the investment account to be available to cover car repair costs if needed.

Rolling Stock: The Port of Tillamook RR is requesting move of the #6800 from Hunters Point so they can lease it for their summer runs. Pete Rodabaugh is seeking the type of steel needed for the swing hanger repair on the #6200 so replacement parts can be made. Port of Tillamook RR has offered a hospital move for the #6200 so repair work can be done in Tillamook as soon as parts are available. Also, we are awaiting a letter of intent from Dan Wilkinson who has called to request use of some rail cars in 1996. Repair work on the roof of the flanger is partially completed, thanks to Darel Mack. With additional material, it will be completed on the next trip.

Excursion Committee: Irv Ewen reported that the High Desert Steam Trip is over half sold, so members were urged to get their orders in soon. Brochures for the September 9 and 10 Seattle Steamship/Brunch Train Trip are almost ready for the printer and should be in the mail in a couple of weeks. Irv also mentioned a sign-up sheet for those interested in the Union Pacific Deschutes Special September 30-October 1, 1995. The chapter has reserved a 44-seat car and those passengers will also have a motel room as part of the chapter package. The estimated price will be \$250.00 ppdo. If you are genuinely interested in this trip, please let Irv Ewen know right away.

Activities Committee: Darel Mack announced the chapter picnic will be held Saturday, August 19, at the Antique Powerland site in Brooks, Oregon. We have invited the Willow Creek Railroad, Yaquina Pacific NRHS chapter in Toledo, Willamette Valley Model Railroaders, and last, but not least, Oregon Electric Railway Assn, who not incidentally, have consented to prepare the BBQ chicken for everyone. Details for this event will be out shortly, but put it on your calendar NOW!

Museum Committee: Bob Terkelsen, in Dave Stimac's absence, reported regarding the board's visit to see the property being discussed at Brooks Antique Powerland. This was a fact-finding only event. A joint board meeting with Oregon Electric will be held on June 28 at 7:30 PM at Market Street Cafe for further discussion. Members are welcome to attend.

Membership: Sara Ackerman introduced guest Ken Krause, Louise Ives' new husband.

"Trainmaster": A special thanks to Jim Loomis for his excellent work on the "TRAINMASTER." It was stressed that a new or co-editor is needed right away, since Jim really needs some relief from the pressure.

Programs: June, July and August are all set, but future programs are needed right away. See Bob Terkelsen.

Old Business: Jerry Schuler had no new information on the 1977 National Spring Board meeting that we will host here in Portland. We will need help on committees, so please be thinking about what part you might play. We'll be asking Ken Peters asked for the CPR question to be removed from the table. It was not brought up at the June board meeting, but the proper route for the question is to the Excursion Committee first, then to the board, including a conference with our medical advisor. Suggested we table for one more month and send the question through proper channels.

New Business: Nominating Committee will be appointed at the August chapter meeting. Anyone interested in serving should let Bob Terkelsen know. Rich Carlson mentioned a call and subsequent visit from a lady who has about 14 corporate seals from railroads and shipping lines in Oregon, Washington and Idaho. These were used at the turn of the century to imprint contracts, leases, etc. She is interested in selling some of them plus a donation. Finance Committee will consider the sample materials left at Room 1, then make a recommendation to the board. Terry Parker has done some investigation and says there is value to be considered. Terry Parker mentioned that a GP-9 owned by Burlington Northern, built in 1977, is 1st generation SP&S, and we should seek donation of same.

GOOD OF THE ORDER: Flimsie May 30 has article about being a photographer even on public property for railroad picture taking can get you in trouble with RR Security. They are enforcing new rules for Santa Fe/BN. Remember, safety is foremost anytime you are around railroad property for any reason!!!

Meeting adjourned at 8:45 PM
Marilyn Edgar, Secretary pro tem

Car 6200 Revisited

A big thanks goes to Wally Burton & Norm (last name unknown) of the Nehalem Bay Speeder Association. They transported myself, Pete Rodabaugh, and Sara Ackerman to Enright (on the Port of Tillamook rail line) to work on car 6200. This occurred on May 12, 1995. They wouldn't accept any gas money.

-Ed Ackerman, rolling stock committee

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PNWC-NRHS ANNUAL PICNIC

Our picnic will be held this year at the **Antique Powerland**, just off I-5 at the Brooks exit. Date: August 19th, Time: 11:00 A.M. The **Yaquina Pacific Chapter, The Willamette Valley Model RR Club** and **The Live Steamers** have been invited to join us. Also, the **Oregon Electric RR Museum** group will join us and has agreed to barbecue chicken for those who would like it. Cost will be **\$2.00** per person. This will be a potluck picnic, so please bring your favorite dish. Soft drinks and coffee will also be available. We plan on eating around 1:00 P.M. If you have any questions, call **Darel Mack** at (503) 654-5017.

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Library Committee Report

-James Loomis, chair

The committee is making contingency plans in the event development at Union Station forces the chapter to relocate. A meeting was set for June 17, but a lack of attendance prompted a re-scheduling to Saturday, July 8, at 9:00 A.M., in Room 1. The committee is also looking at possible expansion, as we continue to receive donations of materials to the archives.

ALL ABOARD **SAMTRAK**



RIDE SAMTRAK BETWEEN OAKS PARK AND OMSI

BOARD AT OMSI,
1945 S.E. Water Ave.,
(south end of OMSI parking lot)
OAKS AMUSEMENT PARK,
(S.E. Oaks Park Drive) or
SPOKANE STREET
(under east end of Sellwood Bridge)

LEAVE SPOKANE STREET
STATION ON THE HOUR
LEAVE OMSI STATION ON THE
HALF HOUR
WITH A STOP AT OAKS PARK
EACH WAY

Enjoy the activities at Oaks Park or OMSI, catch a later train back or just enjoy a train ride. Round-trip tickets: 5 years and older \$4.00; 1 - 4 years \$1.50; 0 - 1 free. Seating in caboose cupola \$1.00 extra (all ages). Handicap boarding facility provided at OMSI Station only.

Enjoy lunch at the Willamette Anchorage Restaurant Board at the OMSI Station at 11:30 or 12:30. Upon request Samtrak will take you or your group to the Anchorage for lunch and pick you up at 1:00 or 2:00. Please let conductor know at time of boarding. Groups make arrangements in advance to insure seating on train and at the Anchorage. Some restrictions apply.

CHARTERS AVAILABLE

Contact Donna Samuels,
(503) 659-5452

All trips make a stop at Oaks Park each way at approximately ten minutes before each hour (southbound) and five minutes after each hour (northbound). Schedule and fare subject to change at any time and subject to delays due to freight operations, equipment availability and weather conditions.

SAMTRAK

1995 SCHEDULE

JUNE 20 —

OCTOBER 15

SUMMER SCHEDULE

June 20 thru

SEPTEMBER 4, 1995

(Does not operate on Mondays
except for holidays)

Tuesday thru Sunday:

11:00 - 5:00**

Tuesday Special

\$3.00 ages 5 & up,

\$1.00 ages 1-4

(Does not include cupola seats)

Monday, Labor Day:

11:00 - 5:00**

**Last round-trip departs
OMSI at 4:30

FALL SCHEDULE

SEPTEMBER 9 thru

OCTOBER 15, 1995

Sept. 9 thru Sept. 30:

11:00 - 4:00**

Saturday and Sunday only.

Sept. 21-24:

Reserved for

Oktoberfest shuttle.

SAMTRAK WILL NOT operate

on its regular schedule.

SAMTRAK will shuttle

passengers to Oaks Park for

OKTOBERFEST.

Call 659-5452 daily schedule for

Oktoberfest information.

Oct. 1 thru Oct. 15:

12:00 - 4:00**

Saturday and Sunday only

WEATHER PERMITTING.

Call 659-5452 for daily schedule.

**Last round-trip departs OMSI
at 3:30

The Spruce Railroad

--continued from page 1

Under Colonel Disque's direction the Spruce Production Division penetrated the wild spruce belt in Clallam County. To accomplish this feat meant building 175 miles of railroad and two saw mills. The projected route of the main line railroad extended from the Seattle, Port Angeles and Western Railroad near Joyce, Washington; southwest through the Lyre River Canyon; along the shoreline of the twelve mile long Lake Crescent; west to the valley of the Soleduck River and on to Lake Pleasant.

Working against time, eleven subcontracts were awarded to different companies and work progressed on several sections simultaneously. The line was broken up into one and a half to five mile segments; in some areas they worked around the clock in three shifts. Fourteen months after initial construction work began in July 1917, thirty-six miles of main line track and various sidings and graded paths for spur lines were completed ahead of schedule. The heaviest work on the thirty-six mile line was done along the steep banks of the north shore of beautiful Lake Crescent. In two places where granite rock abutted the lake, it was necessary to bore tunnels into the mountain.

After the war, ownership of the railroad went to two private corporations; subsequently it was renamed the Clallam County Railroad. During World War II, the first wartime shipment of logs was via this railroad. Finally, after a serious fire and costly lawsuits, the original Spruce Production Railroad #1 was abandoned and rails were torn up for scrap.

David Morris, Superintendent of Olympic National Park, relates that the "staff of the Olympic National Park completed the conversion of the abandoned railroad bed into a trail in 1981."

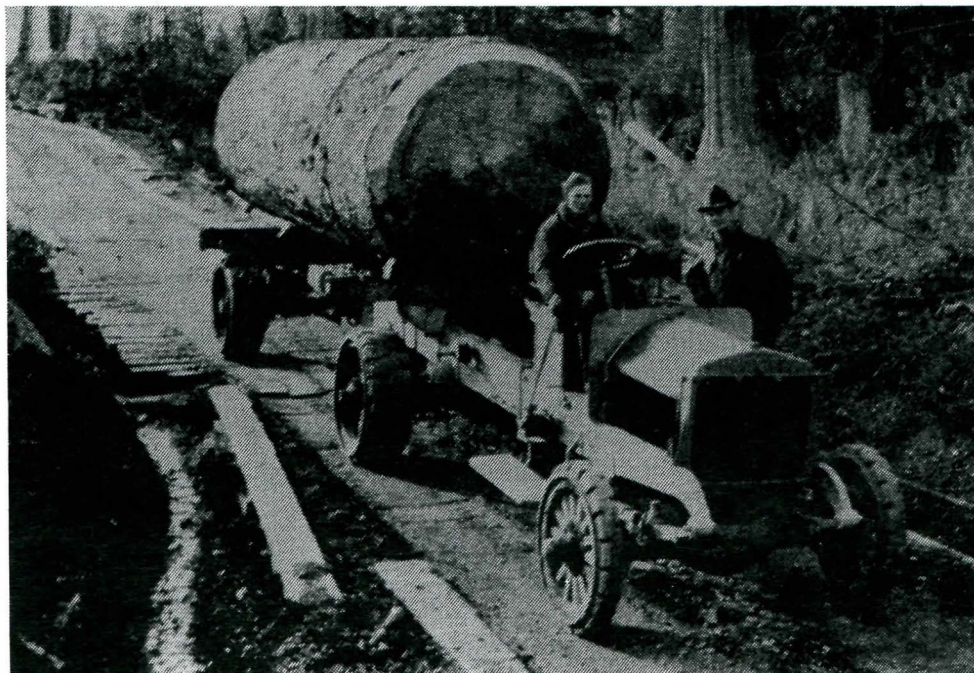
"According to maintenance division records the bridge, at the Devils Punchbowl along the trail, was constructed during the 1970's to reroute the trail past a hazardous tunnel." He concludes that between 7500 and 10,000 people use the trail each year.

This may not be "swords into plowshares", but converting a railroad that was constructed for the "war to end all wars" into a hiking trail has a certain amount of poetic justice to it.

-All information is from Historic Resource Study Olympic National Park, Washington by Gail Evans (author) and T.A. Comp (project supervisor).

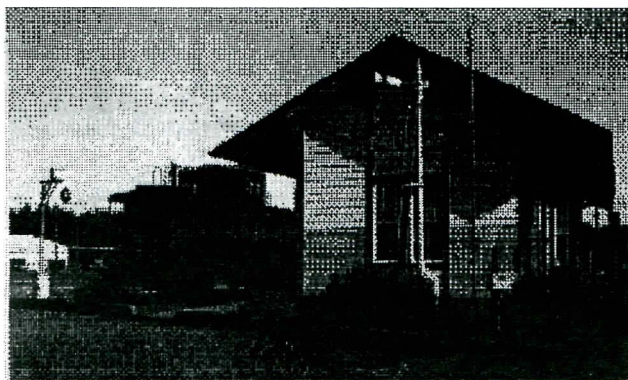
Over Here, Over Here: The Army's Spruce Production Division During "The War To End All Wars." by Gail Evans and Gerald W. Williams.

Correspondence: David K. Morris, Superintendent, National Park Service, Olympic National Park.



Soldiers from the Spruce Production Division established in 1917.

-Bert Kellogg Collection, in the North Olympic Library System, courtesy of Mary L. Stough



Depot Museum in Canby, Oregon
-courtesy of Darel Mack

CANBY DEPOT MUSEUM

CANBY HISTORICAL SOCIETY operates the Canby Depot Museum. Its location is in the century-old railroad station which Southern Pacific, its owner since 1887, said in 1978 was the oldest remaining in Oregon. It is in view of Pacific Highway 99E and the main Portland-to-San Francisco railroad's freight and the Amtrak lines.

THE OREGON & CALIFORNIA railroad was incorporated March 17, 1870 after its predecessor, Oregon Central, had completed the first 20 miles of rail line from East Portland to Parrott Creek. That spring the railroad bought land on Baker's Prairie from pioneer settlers Philander Lee and the Knight family and surveyed, mapped and named the 24-block town. Tracks soon were laid across the prairie and a bridge was built over the Molalla River to the west. The first O&C steam train whistled up the Willamette River south from Portland to Salem and through Canby Sept. 29, 1870. The first freight train ran from Portland to Albany the following December and passenger service began early in 1871.

NAMED CANBY, the townsite map was filed Aug. 9, 1870, at Oregon City, seat of Clackamas County. This city is the only place in the world to be given the name of Brigadier-General Edward Richard Sprigg Canby in his lifetime (1817-1873). General Canby was a friend of the O&C Railroad's chief, Ben Holladay, and a veteran of Seminole, Civil and Mexican Wars, he had arrived in Oregon the week before Canby was mapped, to serve the Pacific Northwest as the U.S. Army's Columbia Department commander. Canby is the second oldest city in Clackamas County, incorporated Feb. 15, 1893. First settlers came in the mid-1840's to Baker's Prairie and surrounding area. In 1990 over 8,300 people lived in town and thousands more in the vicinity of Canby.

BEFORE HIGHWAYS were built and the motor vehicle came into common use, Canby's railroad station was the hub of commerce. For 90 years, mail in and out of Canby and nearby post offices moved through the station. Trains were frequent, carrying merchandise for stores, supplies for farms and homes, and passengers. Shipped by rail

from Canby for many years were prime agricultural products - milk, cream, eggs, grain, potatoes, prunes, turkeys, rhubarb, lumber, livestock, bulbs, flowers, nursery stock - to name a few.

THE STATION CLOSED Aug. 4, 1976. In 1978, Southern Pacific offered the building to Canby's people, provided that it be relocated away from its original site next to the heavily-used tracks. The City Council in October 1978 designated the building an historic structure, deeming it worthy of preservation as a heritage of the community.

GAINING WIDE SUPPORT was a citizens' effort begun that fall to relocate, restore and preserve the original station and its 1891 warehouse addition for museum purposes. More than \$22,000 to "Save the Depot" was contributed by individuals, organizations, business firms, and as memorials in the five-year effort. Many individuals and suppliers gave services, materials or money to the restoration project which included a concrete foundation, new heating and plumbing systems and sewer connections. Exterior paint, new roof and gutters, and architect's services for the historic building were financed by a Community Block Grant.

THE MUSEUM'S SITE is a former county road right-of-way given to the City, which later deeded it to Canby Historical Society. The building was relocated Aug. 4, 1983. Volunteers razed the 1907 warehouse addition and used its materials in restoration of the older portions. Now several blocks distant from its original site, the station still occupies a small portion of the Philander Lee Donation Land Claim.

TWO LONG TIME Canby residents, both natives and from two unrelated pioneer families, confirmed in their later years that Canby's depot had been on the scene as early as 1873. Some of the square nails in its construction, a framed linen copy of the 1870 townsite map of Canby, and one of the white cedar blocks which supported the building in its first century are in the museum. Many mementos from bygone years given by descendants of early residents, furnished from Oregon pioneer homes and farms, and many other items also are exhibited.

THE STURDY, CAREFULLY restored station began new life October 6, 1984, as Canby Depot Museum. The building is a reminder of the vision of the 1870 railroad promoters and of the railroad's role in the first century of the Canby area's development. The Museum's contents afford a glimpse of 19th century life in this community.

THE MUSEUM IS OPEN TO THE PUBLIC WITHOUT CHARGE, DONATIONS ACCEPTED.

Museum closed Monday, Tuesday, Wednesday each week, open 1 - 4 p.m. Thursdays, Fridays, Saturdays and Sundays. Other times by appointment.

(Submitted by Darel Mack, society president)

COMMITTEE CHAIRS

Activities: Darel Mack, 654-5017
Meeting Program Coordinator: Bob Terkelsen, 399-1882
Bylaws: Janet Larson, 253-7436
Concessions: Jim Edgar, 236-7271
Excursions: Irv Ewen, 232-2441
Finance: Marilyn Edgar, 236-7271
Library & Historical Foundation: Jim Loomis, 253-3926
Membership: Sara Ackerman, 649-6000
Museum: David Stimac, 656-9392
Public Relations: Gerald Schuler, 285-7941
Publications: *Vacant*
Rolling Stock: Richard Gray, 452-8936
Chief Mech. Off.: Peter Rodabaugh, 771-8545
Car Rental Agent: Bob Jackson, 231-4808
Ad Hoc Property Development: *Vacant*
Ad Hoc "Union Station": Terry Parker, 284-8742
Chapter representative, Portland Rail Equipment Advisory Group: Frank Weiler, 774-3319

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