NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 93001507 **Date Listed: 1/24/94**

Mt. Hood Railroad Linear Historic District	Hood River	OR
Property Name	**County**	**State**

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

for Signature of the Keeper — Date of Action: 1-24-94

==========

Amended Items in Nomination:

Classification/Resource Count:
The historic jitney bus is considered a contributing structure for purposes of the resource count.

U.T.M.:
The UTM coordinate for Point A-Section 1 is revised to read: 10 E615910 N5062700.

This information was confirmed by telephone with Elizabeth Potter of the Oregon SHPO.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)

9300150?

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National Register of Historic Places Continuation Sheet

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REGISTER

Section number 3 Page 1

MT. HOOD RAILROAD LINEAR HISTORIC DISTRICT (1906-1944)
Historic right-of-way from the northern terminus at Hood River to the southern terminus at Parkdale, containing 165 acres, all in Hood River County, Oregon

The purpose of this continuation sheet is to ensure that the cover sheet for the above-named nomination is marked as a nomination at the statewide level of significance based on 1) the rarity of historic logging railroads in continuous regular use in the state and 2) the role played by the Mt. Hood Railroad in developing the Hood River Valley, Lower Columbia River Basin, as one of the principal fruit-growing areas of the region.

Deputy State Historic Preservation Officer

DATE: December 10, 1993

NPS Form 10-900
(Oct. 1990)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

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DEC 13 1993

NATIONAL REGISTER

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Mt. Hood Railroad Linear Historic District

other names/site number Same

2. Location

street & number Historic Right-of-Way of Mt. Hood Railroad N/A not for publication

city or town Hood River, Northern Terminus/Parkdale, Southern Terminus N/A vicinity

state Oregon code 041 county Hood River code 027 zip code 97031

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

James Hamrick November 29, 1993

Signature of certifying official/Title Deputy SHPO Date

Oregon State Historic Preservation Office

State of Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

☑ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register
☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☐ other, (explain:) _____

for Signature of the Keeper — Date of Action

Beth R. Grosvenor — 1-24-94

Mt. Hood Railroad
Name of Property

Hood River, Oregon
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- [x] private
- [ ] public-local
- [ ] public-State
- [ ] public-Federal

Category of Property
(Check only one box)

- [ ] building(s)
- [x] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
	2	buildings
		sites
1		structures
1		objects
2	2	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

1

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation: Railroad, depot

Current Functions
(Enter categories from instructions)

Transportation: Railroad, depot

7. Description

Architectural Classification
(Enter categories from instructions)

N/A

Materials
(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other Rails: Iron
Ties: Wood

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

Description Summary Paragraph

The Mt. Hood Railroad linear historic district encompasses 22.13 miles of the Mt. Hood Railroad main line extending from Hood River, Oregon, to Parkdale, Oregon, in Hood River County. All of the original Mt. Hood Railroad main line is included in the nominated area. The railroad, constructed between 1906 to 1910, passes through the communities of Hood River, Pine Grove, Odell, Winans, Dee, and Parkdale.

The railroad retains its original alignment with the exception of a few sections where the roadbed has been washed out and subsequently realigned. The main line roadbed is generally in good condition. The original rails were replaced with 100 pound rail during the historic period in 1939 and 1944. One third of the ties were replaced in 1975 during the Union Pacific's ownership. The features of the main line include the roadbed, bridges, fills, cuts, culverts, sidings and spurs. The total acreage in the linear district is 165.02 acres. The width of the district varies, following the right-of-way of the railroad, i.e. from 16 feet to 100 feet with the exception of an easement through Dee, Oregon.

Contributing resources within the proposed linear district include the railroad main line and an original passenger bus called the "jitney". The jitney is the only rolling stock original to the Mt. Hood Railroad. The Hood River depot, originally owned by the O.R. & N Company Railroad and built in 1911, is included in the nominated area because of its close association with the Mt. Hood Railroad and its current use by the company. The depot, however, is not counted as a contributing resource in the district nomination because of its previous 1988 listing in the National Register of Historic Places. There are two non-contributing buildings in the district which are both located in the Hood River yards; a clay tile building used by the Army Corps of Engineers for a pumping station and a small maintenance shed once used as the Pacific Fruit Express Company office. The railroad, in its entirety, is owned by the Mt. Hood Railroad Company with the exception of an approximate 1.0 miles section which is owned by Dee Forest Products, Inc. (the Mt. Hood Railroad has an easement through the Dee Mill site).

The five inventoried resources include:

A.	The Main Line Railroad-1906-1910 *Contributing Resource*	Inventory #1
B.	The O.W.R. & N. Depot-1911 *Listed in the National Register of Historic Places in 1988*	Inventory #2
C.	The Hood River Maintenance/Shop ca. 1922 *Historic/Non-Contributing*	Inventory #3
D.	The Pump House in the Hood River Yards-ca. 1950 *Compatible/Non-Historic/ Non-Contributing*	Inventory #4
E.	The Passenger Bus or Jitney-1922 *Contributing*	Inventory #5

General Description of the Mt. Hood Railroad Main Line

The main line of the Mt. Hood Railroad was built in two distinct phases. The first section was constructed from Hood River to Dee, Oregon in 1906. Dee was the site of the Oregon Lumber Company's new lumber mill. Originally conceived as a logging railroad for the Oregon Lumber Company's timber operations, the railroad soon served passengers, mills, fruit growers, and farmers along the route. The extension of the railroad from Dee to Parkdale was completed in 1910 and stretched south into the Hood River Valley six more miles for a total distance of 21.13 miles.

South from its point of beginning in Hood River, elevation 101 feet, the railroad follows the Hood River gorge, climbs the switchbacks to an elevation of 390 feet, and ascends on the rolling orchard lands of the Lower Hood River Valley (Lower Valley). Following a south then southwesterly route, the railroad passes through the communities of Pine Grove (formerly Van Horn), and Odell. From Odell, the railroad stretches across the fertile agricultural lands of Dukes Valley before circumventing the north and west sides of Middle Mountain. From Summit, elevation 868

feet, the railroad continues a southwesterly direction entering the fir forests of the Western Cascades. Near Bloucher Station, MP 11.7, the railroad once again follows the Hood River, passing through the former station stops of Holstein, Winans, and Dee. From Dee, elevation 935 feet, the railroad follows its southern route along the Hood River, crosses the East Fork Hood River near the former Trout Creek Station before climbing to the Upper Hood River Valley. The Upper Valley is generally characterized by rolling hills and orchards. The railroad runs southeasterly through the orchard lands flanking former Woodworth Station site, (elevation 1,484 feet) to its terminus at Parkdale, Oregon, elevation 1714 feet.

The Mt. Hood Railroad is a standard gauge railroad with its rails set 56.5" apart. The line has been in continual operation since its construction with the exception of the section between Dee and Parkdale, which was abandoned between 1980 and 1988, and the section between Odell and Dee abandoned between 1985 and 1988.

Joseph A. West, Oregon Lumber Company engineer, was charged with the original design and construction of the Mt. Hood Railroad. After the valley was surveyed, two main routes were studied; a somewhat shorter route extending up the west side of the Hood River Valley and a longer route that ran through the orchards of the East Valley. Although both routes were viable alternatives considering the terrain and elevation, the east side route was chosen primarily to accommodate the orchardists in the region. Upon completion, the main line railroad extended south and southwesterly into the Hood River Valley for a distance of 21.13 miles.

Engineering Features of the Main Line

Historically, the engineering features of the main line include: the roadbed; trestles, bridges, culverts, and fills; sidings and spurs; stations; and water towers.

A. The Roadbed

The roadbed is perhaps the most enduring part of the railroad. Standard grades for the main line roadbed could not exceed five percent which often posed a challenge for the railroad engineers. The steepest grade on the Mt. Hood line is 3.30 percent. To maintain a standard grade, a series of cuts and fills were

employed. Material was cut from high spots and low areas were filled. These were called earthworks. Curves in the roadbed needed as long as radius as possible to minimize resistance to the trains traveling around them. Since curves were essential to maintain an even grade, however, railroad builders had to trade off between curves and grades (Tonsfeldt, 1987).

Although much of the Hood River Valley consists of gently rolling hills, the railroad passes through steep ravines flanking the Hood River. The switchbacks were built in response to the topography change from the lands along the river bottom to the orchards of the Lower Valley. The switchbacks are a significant feature on the railroad. The train climbs from the banks of the Hood River to the orchard lands of the Lower Valley; an elevation gain of approximately 136 feet in the one mile of switchbacks track.

B. Bridges, Trestles, Fills, and Culverts
The Hood River and smaller tributaries along the railroad were crossed by a system of trestles, bridges, fills and culverts. Originally constructed, culverts were built of wood in the shape of a long rectangular box. Replacement culverts (or newer culverts) were built of concrete or steel due to the material's durability. There are some wooden culvert remaining on the Mt. Hood. The bridges over the watercourses vary in design from simple wooden or steel girder spans to one Warren truss bridge which extends across the Hood River. There were several wooden trestles along the main line which have either been filled or replaced. There is evidence of the Collins Creek trestle (washed out in 1949 and later filled and a culvert installed) west of the current crossing. Large timbers are still visible in the wooded area around the creek. According to past employees of the Mt. Hood, some of the trestles are still in place but have been buried with fill and reinforced.

C. Spurs and Sidings
The Mt. Hood Railroad built spurs to accommodate the various lumber companies and fruit growers/packers along the main line. The spurs varied in length and were generally built and maintained by the railroad. Several spurs remain on the railroad which connect to various propane, lumber, and fruit business.

Sidings are sections of track laid parallel to the main line to aid in the loading and unloading of freight. Sidings on the Mt.

Hood Railroad were located at all the major fruit warehouses, packing plants, and lumber mills. Sidings are still located at the yards in Hood River, Pine Grove, Hanel Mills, Odell, Dee and Parkdale.

Spurs differ from sidings in that a siding has switches at both ends allowing trains to pass and a spur has a switch at only one end.

D. Stations
Stations were generally located at settlements, mill sites, or fruit packing/cold storage warehouses. "Stations included sidings and platforms, depots or station houses, and wyes or loops. A wye is a triangular configuration of track shaped like the letter 'Y' but closed at the top. Wyes allow locomotives to turn around by advancing over the first portion, and backing over the third portion past their starting point" (Tonsfeldt, 1992). A turntable is another method of turning an engine which was employed on the Mt. Hood.

Established stations along the Mt. Hood Railroad main line were Powerdale, the Switchbacks, Sears Wye, Pine Grove, Odell, Mohr, Lentz , Odell, Duke's Valley, Summit, Bloucher Spur, Holstein, Winans, Dee, Trout Creek, Camp No. 1, Woodworth, and Parkdale.

E. Other Engineering Features
Water towers were important to the operation of a railroad during the period of steam engine use. Water tanks along the Mt. Hood line were simple wooden structures and were spaced along the line at Johnson's Cut (approximate MP 1.4), Odell, Dee, and Parkdale. None of the water tanks survive. An oil tank, built ca. 1912, was located at MP .4, just outside the Hood River yards. Only a pipe and concrete foundation remain from the tank location.

Artifacts
Artifacts associated with the main line railroad consist of ties, timbers, fastenings used to secure the rails, i.e. spikes and splice plates, date nails (used to date the ties), and the rail itself.

Ties used on the main line were generally cut 8' and 9' long and ranged in size from 7" by 9" to 6" by 8". Spikes, used to secure

the ties to the rails, were a variety of sizes. The spikes on the main line were generally 7" long and 3/4" square. Another common spike size for the main line was 5 1/4" long and 1/2" square. Rails were held together by 14" splice plates which were comprised of steel straps bolted to each rail at the joint.

The majority of the rail found along the main line is 100 lb. rail made in Illinois between 1921 and the mid-1930s. Seventy-five pound rail can also be found and a section of 20 lb. rail was located in a raised dump area around MP 1.4.

Historic District Boundary Criteria

The Mt. Hood Railroad main line originally consisted of 21.13 miles of track. The proposed linear district encompassed the entire main line as originally built from Hood River, Oregon, to Parkdale, Oregon.

A nominated railroad corridor must display:

1. Integrity of roadbed. This is perhaps the most important feature in the formation of a linear district.

2. A strong association with the communities along the line. Established communities along the Mt. Hood route such as Pine Grove, Odell, Dee, and Parkdale are important to the railroad's significance.

3. Engineering features characteristic of the main line of the Mt. Hood Railroad.

4. A close association with the industries which it served such as buildings associated with the timber and fruit industries.

5. Associations with nationally recognized figures involved in the construction and operation of the line. All portions of the railroad were built under the direction of David Eccles, president of the Mt. Hood Railroad and the Oregon Lumber Company, and a prominent figure in the early industrialization of the west. The railroad is evidence of Eccles' ambition and drive.

(This criteria was derived from the evaluation criteria established for the Sumpter Valley Railroad National Register Linear District authored by Ward Tonsfeldt in 1987).

General Description of Landscape and Setting

The Mt. Hood Railroad stretches 21.13 miles into the scenic Hood River Valley in Hood River County, renown for its productive fruit orchards and timber resources. The county is in the foothills of the Cascade Mountains and comprises 529 square miles. Hood River, with a population of 17,600 (1990 census), is the second smallest county in Oregon.

The Hood River Valley comprises the majority of the county and is in the drainage basin of Mt. Hood. The Hood River drainage system begins on the slopes of Mt. Hood to the south and flows north to join the Columbia River, an elevation drop of 7,500 feet from its source to its mouth. The western slopes of the valley are characterized by dense fir forests, and the eastern slopes are generally drier and more open with scattered stands of Ponderosa pines.

The Hood River Valley is approximately 20 miles long and four to eight miles wide. The valley is separated into two distinct units known as the Lower and Upper Valleys. The Lower Valley, the larger of the units, extends about six miles southward from the Columbia River to Middle Mountain (approx. 2,000 feet high). The Upper Valley, located south of Middle Mountain, is approximately seven miles long and four miles wide and rises in elevation from 1,500 to 3,000 feet. The valleys are characterized by rolling, open orchard lands, forested hillsides, and river drainages. Soil in the valley ranges from loams derived from weathering of glacial material, silty loam deposited by large bodies of water, and gravelly sandy loams derived from stream deposits. The Mt. Hood Railroad transverses both the Upper and Lower Valleys.

From Hood River at the head of the Hood River Valley, the Mt. Hood Railroad runs southeasterly until its crosses the Hood River (MP .5). At that point, the railroad runs southerly. At Powerdale (MP 1.0), a hydro-electric plant, the railroad gradually ascends along the east side of the Hood River. The river canyon is characterized by steep embankments covered with pines, firs, and deciduous trees. The railroad continues south to MP 2.5; the

approximate beginning of the switchbacks. Within a mile, the elevation gains 136 feet from bottom of the switchbacks to the top. After the train ascends the switchbacks, the track crosses Highway 35 (approximate MP 3.5) and continues southerly through the fertile orchards on the Lower Valley; Sears and Pine Grove (formerly Van Grove) stations enroute. The railroad follows a small creek as it passes through the orchard lands. At Lentz Station (MP 7.5), the railroad gradually turns towards the west passing through Odell, Dukes Valley, and Summit.

At Summit (MP 10.5), the railroad passes into the Hood River drainage characterized by fir covered hillsides. The railroad circumvents Middle Mountain or "the Hill", running along the north and west sides of the mountain through Winans (MP 14.5). The railroad continues south paralleling the Hood River at Dee (MP 15.5). At Dee, elevation 935 feet, the railroad starts its gradual climb along the East Fork of the Hood River. Passing through Trout Creek (MP 16.7), the railway continues to climb another 407 feet before moving away from the river to the alluvial plains of the Upper Valley to Woodworth Station (MP 19.5). The railroad passes though the surrounding orchard lands before reaching the end of the line at Parkdale (MP 21.13), elevation 1,743 feet.

Condition of the Main Line

The Mt. Hood Railroad's main line is generally in good condition. The rail was replaced with 100 pound rail in 1939 and 1944 and is still in good condition.

Roughly one third of the ties were replaced in 1975. At the same time, the roadbed was reinforced with ballast. The ties are in good condition with the exception of sections which receive constant moisture. The section from Dee to Parkdale was in the worst condition due to its abandonment in 1980 by the Union Pacific. In 1988 after the railroad changed hands, the Mt. Hood Railroad rehabilitated and re-opened the abandoned section of track.

General Description of the Linear Historic District

The linear district encompasses the original 21.13 miles of the Mt. Hood Railroad main line. The railroad, constructed from Hood River, Oregon, to Parkdale, Oregon between 1906 and 1910, extends south into the Hood River Valley in Hood River County. The width of the linear district follows the railway right-of-way. The right-of-way varies generally from 16 feet to 100 feet, according to the terrain and original agreement with the property owners (the railroad has a one mile easement through Dee). The original alignment of the main line is intact with the exception of portions of track which have been washed out and rebuilt over the years. The total area of the linear district is 165.02 acres, all with-in the linear confines of the main line corridor.

Contributing resources in the district include the Mt. Hood Railroad mainline roadbed including its extant features (outline in the section entitled "Engineering Features of the Mainline") and the passenger bus called the "jitney". The jitney, the only rolling stock original to the railroad, is located in Parkdale at the terminus of the line. Although not counted as a contributing resource in this nomination because of its previous listing in the National Register of Historic Places (listed in 1988), the O.W.R. & N. Co. Depot in Hood River is included in the nominated area because of its close association with Mt. Hood Railroad. The depot was used by the railroad as its headquarters after the Union Pacific razed the original Mt. Hood Railroad depot in 1970. There are two property owners within the proposed linear district, the Mt. Hood Railroad Company and Dee Forest Products, Inc. (the railroad had a one mile easement through Dee).

Non-contributing buildings on the railroad include two buildings in the main railroad yards in Hood River; the maintenance/shop building and a small clay-tile building (constructed 1950s) used by the Army Corps of Engineers as a pump station. The maintenance/shop building once housed the Pacific Fruit Express Office. The company was independent from the railroad but supplied the ice for the refrigerator cars. The company was employed by the railroad to keep the refrigerator cars at the right temperature during shipping. The building was constructed ca. 1922. The integrity of the building has been compromised by the addition of corrugated metal siding. The small clay tile pump house, constructed by the Army Corps of Engineers in the 1950s,

housed the pumps activated when the railroad yard was inundated with water from either the Hood or Columbia rivers.

For discussion purposes, the nominated linear district is divided into four sections based on the major station stops along the line. Although a continuous line, each section will be described independently along with the features of the main line. The condition of each section will not be discussed because of the overall uniform condition of the line (see "Condition of Main Line" previously discussed). These sections are as follows:

Section I	Hood River to Pine Grove (formerly Van Horn)
Section II	Pine Grove to Odell
Section III	Odell to Dee
Section IV	Dee to Parkdale

Section I: Hood River to Pine Grove (formerly Van Horn Station)

General Description of Mainline and its Features

Section I extends from the Hood River depot and railroad yards, milepost (MP 0) to Pine Grove (MP 5.56), the site of the former Van Horn Station. Generally, this section, completed in 1906, runs from the Hood River yards and depot, along the east bank of the Hood River, ascends the switchbacksfrom MP 2.5 to MP 3.5, and then continues across the rolling orchards lands of the Lower Hood River Valley to Van Horn Road in Pine Grove. The inclusive mileage of this section is 5.56 miles.

Hood River, the major terminus, was the commercial hub of the Hood River Valley. The Mt. Hood Railroad functioned as a feeder line, linking with the O.W.R. & N. Co. Railroad (Union Pacific) track and depot in Hood River. Fruit, timber, and other agricultural products were shipped through the valley via the Mt. Hood Railroad to the Hood River station for distribution. By the mid-1920s, fruit related businesses lined the south side of the railroad yards (see attached Sanborn Fire Insurance Maps). Spurs from the Mt. Hood Railroad led to the Hood River Canning Company and the Apple Growers Association's large cold storage warehouse and receiving plant (razed). At that time, the railroad yards consisted of the Mt. Hood Railroad depot (stood east of the present depot; razed in 1971), an engine house, a car barn, and

the Pacific Fruit Express Office. None of the buildings remain except the Pacific Fruit Express building.

The O.W.R. & N. Railroad Depot in Hood River is currently used by the Mt. Hood Railroad and is listed in the National Register. Built in 1911, the depot replaced the original two story O.W.R. & N. Railroad depot. The depot was designed in the Craftsman Style.

The switching track which allowed freight to be transferred to the O.W.R. & N. Railroad track is still present in the yards. Tracks in the yard include 75 lb. track, dating from 1903 (some of the original track), 90 lb. track dating from 1912, and 100 lb track dating from the 1920s. The older spurs and sidings in the yards are usually 75 lb rail.

As the train heads east and then south out of Hood River, the roadbed of the Mt. Hood Railroad is elevated. Originally the roadbed was supported on wooden pilings as it skirted the west bank of the Hood River. Over the years, the pilings were replaced with fill (evidence of the pilings are still underneath the fill) and supported with a concrete retaining wall.

A concrete foundation, on the hillside at approximately MP.4 notes the location of the oil tank which once serviced the trains. The oil reservoir, built about 1912, was filled through a pipeline which could be accessed by the roadway above the tracks. A turntable was also located at this site (removed).

At MP .5, the railroad crosses to the east side of the Hood River. The metal Warren truss bridge, dated 1906 in the portals, spans the river. The bridge is supported at each end with concrete abutments. A low wooden trestle, comprised of wooden bents (vertical members in the shape of an "A") spans a smaller side channel south of the bridge. The original bridge was a wooden Howe truss. The wooden bridge served the railroad until 1964 when a flood washed the bridge down the Columbia River. The wooden bridge was replaced by the current bridge which was purchased by the Mt. Hood Railroad from a small line on the Union Pacific network. The metal bridge is dated the same year as the railroad's completion, 1906. The grade to the bridge from the yards ranges from -1.09% to +1.60% and the sharpest curve is 10 degrees.

Powerdale, MP 1, was the first official station on the line. The site was named for the hydro-electric plant, east of the railroad. The first plant was built on this site in 1904. In 1911 the plant was purchased by Pacific Power and Light Company. In 1923, the original concrete portion of the current plant was constructed. At that time, the plant was the second largest in the state. A spur (removed) on the west side of the track, once brought supplies to power station. Two houses were also located at the site to house the plant's employees.

As the railroad continues it southerly route along the east bank of the Hood River, it parallels a large above ground water pipeline which supplies the power plant with water. The water flows from Copper Dam, approximately four miles from the mouth of the Hood River. Steep embankments characterize both sides of the river.

At MP 1.4, the railroad approaches one of the sharpest curves on the line (14 percent) and a major cut, known as Johnson's Cut. Initially, a tunnel was planned for this section of track known as "Johnson's Point", however, due to the cost and time involved in tunnel construction, the tunnel project was abandoned and the cut constructed. Beyond the cut, a short distance (MP 1.75) stood a water tower. The site of the tower is distinguished by a pile of basalt with a pipe protruding from the center. A debris pile close by includes a section of 20 lb rail. There is no evidence that 20 lb rail was ever used on the Mt. Hood.

The railroad crosses Whiskey Creek at approximate MP 2.13. The simple wooden span bridge is an example of a standard bridge often used by the railroad company. Near the creek on the flood plain of the Hood River, local informants tell of a former Japanese railroad work camp (Murray, Kaufman, 1993). At approximate MP 2.5, the railroad starts its gradual climb up the switchbacks; one of the most notable engineering features of the main line.

Switchbacks are features used by the railroad to ascend and descend a steep grade while maintaining a grade of less than 5%. Switchbacks were used at this location because the train had to climb from the river bottom to the Lower Valley near Hwy. 35, an elevation gain of 136 feet in a short distance. Portions of the embankments between the upper and lower switchbackstracks are reinforced with wooden ties and corrugated metal retaining walls.

The grade ranges from 2.86% to 2.88% and the degree of curve varies from 4 to 14 degrees. The 100 lb. rails date from the 1920s.

The Mt. Hood Railroad was known as the backwards railroad because the engine backed out of the Hood River station, pushing the cars in front of it until it reached the middle of the switchbacks. In the middle, the engine pushes the cars onto a long tail or track extension. The engine reversed and then was switched to the upper track where it proceeded to pull the train up the switchbacks. Switchbacks was usually engineered with two switch tracks, allowing the engine to continue to *pull* the cars once passed the switchbacks. The Mt. Hood switchbacks have only one switch track This unusual design required the engine to push the cars out of the Hood River yards to the switchbacks.

At the top of the switchbacks (MP 3.5), the railroad crosses over Hwy 35. A new bridge replaced the original wooden trestle that spanned Whiskey Creek and the road. The new bridge is constructed of steel and concrete with the exception of wooden bents at the ends and a wooden railing.

The railroad continues its southerly direction entering the rich orchard lands of the Lower Valley. The railroad passes the site of the third station on the line, Sears (MP 4.0), and the former location of a wye and spur. Only an opening in the trees and underbush suggest the location of these features. The train, at one time, served the rich orchards of the Sears and Porter families as well as the Paasch orchards. The Sears, Porter and Paasch families were early settlers in the Pine Grove area, coming to the region in the 1890s.

The railroad follows the low land of a small creek, and passes underneath Paasch Road before coming to the Mason and Well Orchard spur. The spur parallels the railroad track and is next to the orchard's packing house. The railroad, continuing south, crosses Mason Road where another spur extends to a propane storage area (approx. MP 5.35).

At MP 5.5 on the east side of the track, is the former Diamond Fruit Company's packing house. The building is a long, wooden building covered by a gable roof capped with cupolas for ventilation. Large doors open to the spur that led to the

building. The Diamond Fruit Growers cold storage brick warehouse is located on the west side of the tracks before Van Horn Road. A newer corrugated metal clad building has been added on the south end of the building. This building is typical of the early packing houses in the valley. At MP 5.56, the railroad intersects Van Horn Road.

Features of Section I

This section of the railroad includes many features of interest, however, these features are not listed as separate contributing resources in the linear district. The features in this section are included in the main line which, in its entirety, is counted as one resource.

The features of interest on or along the main line in this section include the foundation of the oil reservoir, the bridge over the Hood River (not original to the line), Johnson's cut, the site of the water tank, the switchbacks, the bridge over Whiskey Creek, the site of the former wye at Sears, the spur at Wells and Mason orchards and the Diamond Fruit Growers Association warehouses and the site of the depot.

The original O.W.R. & N. Railroad depot in Hood River, now used by the Mt. Hood Railroad, is included in this section and the district because of its strong associations with the Mt. Hood Railroad's operations. The small maintenance building in the Hood River yards, built during the historic period, is a historic non-contributing resource because of the installation of corrugated metal over the exterior. A small pump house, also located in the yards, is classified as a compatible/non-historic/ non-contributing resource. The pump house was built after the historic period.

Summary of Section I-Hood River to Pine Grove (Van Horn)

* This section had 1 contributing resource, 2 non-contributing, and 1 National Register property.

Contributing Resources	Main Line Railroad (1 contributing feature)

Historic/Non-Contributing in current condition	Maintenance/Shop Building
Compatible/Non-Historic/ Non-contributing	Pump Station
Building previously listed on National Register	The O.R.&.N Depot in Hood River
Length of section	5.56 miles
USGS map reference	Hood River
Area within section	42.13 acres
Condition of section	Good
Date of construction	1906
Notable features destroyed	Depot in Hood River Turntable out Hood River Wooden Hood River Bridge Water Tank Trestle over Whiskey Cr. Sears Wye
Ownership of section	Mt. Hood Railroad Company

Note: The 21.13 miles of the main line railroad is counted as <u>one contributing resource</u>, therefore, it will be <u>only</u> counted in the Summary of Section 1 even though the railroad extends through Sections 1 through 4..

Section II: Pine Grove (formerly Van Horn Station) to Odell

General Description of Mainline and its Features

Section II, completed in 1906, extends from the south side of Van Horn Drive in Pine Grove (MP 5.56) to Odell (MP 8.5). Generally, this section runs southwesterly from Van Horn Drive, under Highway 35, over Neal Creek, and through the orchard lands paralleling Lentz Creek to Mohr Station. The railroad continues south to Lentz Station, passes the loading docks of Hanel Lumber, and then extends into Odell (approx. MP 8.5) at its intersection with the Odell Highway. The inclusive mileage of this section is 2.94 miles.

The Pine Grove Depot (razed in the 1940s) was located on the southwest corner of intersection of Van Horn Drive and the railroad tracks. The depot was a small building covered with a hip roof. Overhanging eaves on the east side (the track side) of the depot were supported with brackets. The Pine Grove Grange, originally on the north side of Van Horn Drive (moved), currently sits west of the former depot site. East of the railroad tracks stood the Pooley Fruit Company offices (built in 1940s) and storage area. The majority of the building was demolished in February 1993; only the newer cold storage section on the south side of the complex was retained. The Pooleys owned large orchards in the Van Horn (Pine Grove) area. The Pooleys merged their operations with the Duckwall Bros. Fruit Company in 1970. Sidings and spurs paralleling the fruit warehouses are located at this station.

The railroad runs in a southwesterly direction from Van Horn Drive, descending what "old timers" call, the Pine Grove Hill, a -3.30% grade. The degree of curve on "the hill" varies between 2 degrees and 6 degrees. At MP 6.02, the railroad passes over Highway 35, and then over the old section of the highway (now Meadowbrook Road). The old highway abruptly ends at the railroad crossing. At one time, a trestle spanned the old highway. Over the years, the trestle was filled in. According to local sources, the trestle is still under the filled section of track (Murray, 1993).

The railroad continues its southwesterly alignment as it crosses Neal Creek (MP 6.25). A simple metal span bridge extends across the creek. As the tracks runs towards the former Mohr Station

(6.62), the land is characterized by rolling hills dotted with orchards and dairy farms. The railroad follows Lentz Creek through the orchards before coming to Mohr Station. A clay tile cold storage warehouse is located at the former station site. The warehouse, located at the intersection of Ehrck Hill Drive, is sited west of the tracks and south the road. Clay tiles were used in early cold storage warehouses because they were good insulators, keeping the warehouses cool in the summer/fall. The warehouse was built by the Mohr family, early orchardists in the area, first settling in the region in the 1880s. A small wait station, constructed in 1911, and a siding, once stood at this crossing.

The railroad continues southwesterly into the valley, following Lentz Creek until it comes to Lentz Station (MP 7.5), also called Sherman Spur. The station was named after the Lentz family (other spelling Lenz) who came to the area in 1900. Lentz Creek and Lentz Butte, west of the station, was also named for the family.

Historically, Lentz Station had only a loading dock. Sidings are located next to the main line and are currently used by the Hanel's Neal Creek Lumber and Chip Mill.

From Lentz Station, the railroad turns to the west, passing the Stadelmans and Duckwall-Pooley fruit companies, and Hanel Lumber Company's main loading dock. The fruit companies share a common siding (Stadelmans' plant built after WWII and Duckwall-Pooley's constructed after 1970), and Hanels have a separate spur (all these spurs are newer installations). A spur also extends to Diamond Central (Diamond Fruit Growers Association). This spur, constructed after the new plant was built in 1969, is the sharpest spur on the line with a 19 degree curve.

The Odell area between (MP 7.5 and MP 8.25) housed mill and fruit company operations. The area more extensively developed after the WWII. The older fruit warehouses (the Duckwall Bros. original warehouse built in the 1920s) were located around the Odell Depot (MP 8.5). The Duckwall Bros. warehouse (now Murray's Trading Post), currently north of the track and east of the highway, was originally on the opposite side of the Odell Highway where the Diamond Fruit warehouse is today. The warehouse was moved to the east side of the highway sometime between 1949 and 1953.

The Odell depot was at the Odell Highway intersection in the commercial center of Odell. The depot and a water tank stood east of the highway, on the south side of the tracks. The depot was constructed with shiplap siding, had a hip roof and was almost square in plan measuring 24 ft. by 24 ft. A small loading dock was on the northwest corner of the building (see historic photos). The Odell depot was constructed around 1912.

The town of Odell developed around the land claim of William S. Odell who came to the area in 1861. Odell's economy was based in the fruit industry. The area was surrounded by productive orchards and town became the site of many packing houses. Today, Odell is considered the hub of the valley's fruit industry as the two major fruit companies have their main operations in the town.

Features of Section II

This section of the railroad includes many features of interest, however, these features are not listed as separate contributing resources in the linear district. The features in this section are included in the main line which, in its entirety, is counted as one resource.

The features of interest on or along the main line in this section include "Pine Grove Hill", the site of the trestle over Neal Creek, Mohr Station site and clay tile warehouse, the site of the Lentz Station, the mills and fruit industries' sidings and spurs and the site of the Odell Station.

There are no non-contributing resources in this section of the railroad right-of-way.

Summary of Section II-Pine Grove (Van Horn) to Odell

Contributing Resources	Main Line Railroad
Non-Contributing Resources	None
Building previously listed on National Register	None

Length of section	2.94 miles
USGS map reference	Hood River
Area within section	18.60 acres
Condition of section	Good
Date of construction	1906
Notable features destroyed	Depot in Pine Grove Wait Station in Mohr Trestle over Neal Creek Water Tank at Odell Depot in Odell
Ownership of section	Mt. Hood Railroad Company

Section III: Odell to Dee

General Description of Mainline and its Features

Section III, completed in 1906, runs from Odell (MP 8.5, elevation 665 ft.) to Dee, Oregon (MP 15.5, elevation 935 ft.). Generally, this section extends west from the Odell Highway at Odell, then northwesterly through the former stations of Duke's Valley (MP 9.4) and Summit (MP 10.5) before running southwesterly along the Dee Highway through Holstein (MP 13.3) and Winans (MP 14.5) stations. At Winans, the railroad continues south to Dee (MP 15.5). The inclusive mileage of this section is 7.0 miles.

From the former Odell Station site, the railroad extends to the west crossing the Odell Highway. A Diamond Fruit Growers Association warehouse is located directly west of the highway and north of the railroad track. A spur runs to the south side of the building. The spur is 75 lb. rail and dates from 1905.

Residential dwellings and orchards dot the landscape as the railroad extends northwesterly to Duke's Valley (MP 9.4). Historically, Duke's Valley was known for its productive fruit orchards and strawberry fields. Saw mills also dotted the valley. A wait station was constructed at this stop. The rails date from the 1920s and were made in Illinois. From Odell, the grade varies from -1.87% to +3% as its reaches the railroad crossing at Wy'East Road (Duke's Valley). The degree of curve on this portion of track is a steady 4 degrees.

The railroad continues its northwesterly course, skirting the north side of Middle Mountain or "Gilhouley Mountain" until it reaches the site of the Summit Station (MP 10.5). At 642 feet siding (used for wood storage for the steam engines) was installed at this station in 1907 (removed) and a small wait station was constructed in 1912 for a cost of $218.60. The station was thought to have been located on the southeast corner of Summit Drive and Gilhouley Drive. An old fruit warehouse is now located south of the tracks near the crossing. In 1935, near the Summit Station, the Galloping Goose (passenger bus) burned.

At Summit, the tracks are below the grade of Summit Drive. The grade between Duke's Valley and Summit stations varies from 0% to 3% (some of the steepest on the line) and the curve of the line ranges between 2 degrees and 4 degrees.

From Summit Station, the railroad changes courses slightly, extending in a southwesterly direction. The railroad begins paralleling the highway as the landscape changes from open valley lands to fir covered hillsides. The railroad passed through Bloucher Station (MP 11.7, elevation 850 ft), the site of a former spur and continues southwesterly as it crosses Collins Creek. The grade between Bloucher and Collins Creek varies little and the curve varies from 2 to 8 degrees.

A trestle once spanned Collins Creek (MP 13). The trestle was washed out in a storm in 1949, and later replaced with fill. The railroad was slightly realigned due to the washout. Timbers from the trestle can still be seen on the west side of the tracks in the creek ravine.

As the railroad passes over Collins Creek (now culverted), the train enters the former station site of Holstein (MP 13.3). A wait station once stood at this crossing. Local residents suggest that the name of the station derived from cows that use to wander on the tracks. Dairy barns, north of the station, attest to the dairy industry which once was a part of the local economy. Early employees of the line called the hill near the crossing "Holstein Hill".

The railroad continues to the south, crossing Iowa Drive as it enters the community of Winans. Winans was platted in 1906 by the Winan family who settled in the area in 1887. The town was platted in anticipation of the railroad, however, it never fully developed. Only a few scattered houses are reminders of the community which once had a three story hotel. The station stop was a popular destination for tourists as a fishing and swimming spot (near the popular "Punchbowl" in the Hood River). A spur (removed) once extended to a small saw mill owned by the Winan family. The Winans also had a large field which was used as a storage field for strawberries and potato awaiting shipment. A small wait station was located at this crossing (MP 14.5).

As the train leaves the site of the former Winan Station, the railroad gradually ascends a small hill. The grade incline changes from about 0.18% at Winans to 2.93% at MP 15, the approximate crest of the hill. A Japanese section crew camp was located around MP 15, just prior to descending into Dee (Murray,

1993). The camp consisted of passenger, dining, and sleeping cars for the Japanese workers and a small house for the head of the section crew. The train continues south another .5 miles, entering the former mill town of Dee.

Features of Section III

This section of the railroad includes many features of interest, however, these features are not listed as separate contributing resources in the linear district. The features in this section are included in the main line which, in its entirety, is counted as one resource.

The features of interest on or along the main line in this section include the spur directly west of the former station sites at Odell (extending to the Diamond plant), the former station sites at Duke's Valley, Summit, Holstein, and Winans, remnants of the trestle at Collins Creek, and the spurs at Blouchers and Winans.

There are no non-contributing resources in this section of the railroad right-of-way.

Summary of Section III-Odell to Dee

Contributing Resources	Main Line Railroad
Non-Contributing Resources	None
Building previously listed on National Register	None
Length of section	7 miles
USGS map reference	Hood River and Dee
Area within section	62.55 acres
Condition of section	Good
Date of construction	1906

Notable features destroyed	Wait Station at Duke's Valley Depot at Summit Spur at Blouchers Trestle over Collins Cr. Wait Station at Holstein Wait Station at Winans Spur at Winans
Ownership of section	Mt. Hood Railroad Company Dee Forest Products, Inc.

Section IV: Dee to Parkdale

General Description of Mainline and its Features

Section IV, completed in 1906 to 1910, runs from Dee (MP 15.5, elevation 935 ft.) to Parkdale, Oregon (MP 21.13, elevation 1714 ft.). Generally, this section extends southerly through Trout Creek, roughly following the East Fork of the Hood River. The railroad starts its climb from the fir covered hills of the Cascades to the orchard lands of the Upper Hood River Valley. The railroad passes through the station sites of Camp No. 1 and Woodworth, before reaching its terminus at Parkdale. The inclusive mileage of this section is 5.63 miles.

Dee was the original southern terminus for the Mt. Hood Railroad and the site of the Oregon Lumber Company's lumber mill as well as the center of their logging operations. The railroad was completed to Dee in 1906 and extended to Parkdale in 1910. The Dee Mill, built in conjunction with Mt. Hood Railroad, was the major impetus for the construction of the railroad. Besides constructing one of the most advanced mills in the Pacific Northwest, the Oregon Lumber Company built a town for the mill workers. Dee, named after Judge Thomas D. Dee of Utah who also was a shareholder in the Oregon Lumber Company, consisted of a two-story hotel, fruit packing warehouse, beer hall, several dozen company houses, and a combination store, post office, and office. The railroad also built a depot in the town and a water tower for the train.

The mill remained in operation (in some capacity) until the 1950s. At that time, a hardboard plant was at Dee and in 1955 the entire mill was sold to the Edward Hines Lumber Company of Chicago (the mill was expanded in 1960, removing the mill town of Dee). The plant, now called Dee Forest Products, recycles bark, chips, and plywood scraps into products and building materials.

Although evidence of the mill buildings and town of Dee have vanished over the years, spurs and sidings are still located in the yards. South of the plant buildings, concrete piers mark the location of a bridge that once spanned the Hood River.

The railroad continues its southern course from Dee along the banks of the Hood River. The railroad crosses the East Fork of the Hood River (new metal bridge over river, MP 16.5), starting its gradual climb to the Upper Hood River Valley. The site of the Trout Creek depot is located east of the Dee Highway and south of the tracks.

As the railroad climbs southeasterly through the fir covered hillsides of Middle Mountain, a steady 2% to 3.25% grade is maintained. The steepest grade on this section is at approximate MP 17.75 when the grade reaches 3.25%. This steep grade continues through the former site of Camp No. 1. The camp (MP 18.5, elevation 1,350 feet) was owned by the Oregon Lumber Company and was the site of a large loading dock used for the company's logging operations. Around 1910, Boneboro Orchard Company received a contract to clear some of the land around the camp and later subdivided the property. The acreage on either side of the track near the camp was subdivided into eight rectangular parcels of land.

Proceeding south for one mile, the railroad crosses Woodworth Road near the site of the Woodworth depot. The land around the area is covered with orchards. Woodworth Station (MP 19.5, elevation 1484 ft.) was a busy station, loading both fruit and timber. Woodworth Park, north of Woodworth Road and west of the railroad, was developed in 1988 for local use and the railroad's excursion trains. Sidings were located at this station (removed).

The railroad climbs another 259 feet through the productive orchard lands of the Upper Valley until reaching its southern terminus at Parkdale (MP 21.13, elevation 1743 ft.).

The town of Parkdale was platted in anticipation of the railroad's extension. R.J. McIsaac, a shareowner of the railroad company, acquired the right-of-way for the extension and platted the original ten-acre Parkdale townsite. The extension of the railroad, completed in 1910, opened up thousands of acres for development. Orchards were planted as well as potatoes and asparagus. Parkdale became the hub of the Upper Valley.

A depot (razed in 1971) stood west of the tracks and north of the McIsaac store near the corner of Second Street and Baseline Roads. The depot which also served as a hotel, was completed around 1910-11. A railroad water tank stood near the station. A turntable, located where the Diamond Pre-Sizing Plant is currently located, was installed in 1916. A clay tile packing house is located on the west side of the railroad, south of Baseline Road.

The railroad extends .13 of a mile south of Baseline Road. A boardwalk runs along the east side of the tracks adjacent the Ries-Thompson House, a National Register building. The passenger bus or "jitney" is stored at the south end of the line.

The jitney, a contributing resource, was constructed around 1922. The new rail bus accommodated 30 people. It served the railroad for 15 years before it burned near Summit Station. The jitney was later rebuilt and sold to the Kinzua Lumber Company for use on the company's small feeder line (Condon, Kinzua, and Southern). After the company abandoned the line, the jitney was put on display in Fossil, Oregon. It was later moved to Heppner, and then Elbe, Washington before the Mt. Hood Railroad purchased the rail car again.

The jitney is constructed of metal and had three windows in the front of the car flanked by two side windows. The original side windows were not rebuilt during the reconstruction. Although the jitney has been modified, the passenger car had strong associations with early passenger service on the railroad. The Mt. Hood Railroad plans to restore the car in the future.

Features of Section IV

This section of the railroad includes many features of interest, however, these features are not listed as separate contributing resources in the linear district. The features in this section are included in the main line which, in its entirety, is counted as one resource. The "jitney" passenger bus is also a contributing resource.

The features of interest on or along the main line in this section include the sidings, depot site and water tank at Dee, Trout Creek depot site, Camp No. 1 site, Woodworth Station site and siding, the depot, turntable, and water tank,at Parkdale, and the jitney.

There is one contributing resource and no non-contributing resources in this section of the railroad right-of-way.

Summary of Section IV-Dee to Parkdale

* 1 contributing resource plus mainline

Contributing Resources	Main Line Railroad Jitney Passenger Bus
Non-Contributing Resources	None
Building previously listed on National Register	None
Length of section	5.63 miles
USGS map reference	Dee and Parkdale
Area within section	41.74 acres
Condition of section	Good
Date of construction	1906 to 1910

Notable features destroyed	Depot, Water Tank in Dee Trout Creek Depot Trestle over East Fork of Hood River Camp No. 1 Loading Dock Depot at Woodworth Depot in Parkdale Water Tank in Parkdale Turntable at Parkdale
Ownership of section	Mt. Hood Railroad Company Dee Forest Products, Inc.

Mt. Hood Railroad
Name of Property

Hood River, Oregon
County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] **B** Property is associated with the lives of persons significant in our past.
- [ ] **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

- [ ] **A** owned by a religious institution or used for religious purposes.
- [ ] **B** removed from its original location.
- [ ] **C** a birthplace or grave.
- [ ] **D** a cemetery.
- [ ] **E** a reconstructed building, object, or structure.
- [ ] **F** a commemorative property.
- [ ] **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

Transportation
Agriculture
Industry/Timber

Period of Significance

1906 to 1944

Significant Dates

1906
1910

Significant Person
(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Joseph West/Engineer

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibilography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
- [ ] previously listed in the National Register
- [ ] previously determined eligible by the National Register
- [ ] designated a National Historic Landmark
- [ ] recorded by Historic American Buildings Survey # _____
- [ ] recorded by Historic American Engineering Record # _____

Primary location of additional data:

- [ ] State Historic Preservation Office
- [ ] Other State agency
- [ ] Federal agency
- [ ] Local government
- [ ] University
- [X] Other

Name of repository:
Oregon Historical Society

Statement of Significance

The Mt. Hood Railroad meets National Register Criterion A in its association with the broad pattern of events in the regional history of Hood River County. The railroad is historically significant in the development of the county, an area over 529 square miles encompassing some of the most fertile orchard lands and scenic areas in the country. Built between 1906 and 1910, the Mt. Hood Railroad extended 21.13 miles from Hood River to Parkdale, Oregon, passing through the communities of Pine Grove, Odell, Winans, and Dee. During its peak years of operation, 1906 to the 1950s, the railroad provided an important transportation link between the valley's industries and their markets.

Initially conceived by the Oregon Lumber Company as a logging railroad for timber operations at Dee, Oregon, the company realized the railroad's potential as a carrier of people and fruit as well as timber and lumber. The Hood River Valley became known for its timber resources, highly productive fruit orchards (the leading fruit producing area in the state), and as a tourist destination. Because of the high volume of fruit shipped on the line, the railroad became known as "The Apple Belt Line". The Mt. Hood Railroad serviced the valley industries, contributing substantially to the economic growth and viability of the county.

The Mt. Hood Railroad is one of last surviving railroads of its type in Oregon. Once hundreds of small logging railroads crossed Oregon as the timber business became one of the largest industries in the state after the turn of the century. There were approximately 584 logging railroads built in the state from the 1880s to 1959 (Adams, 1959). Only four of the railroads, besides the Mt. Hood Railroad, are functioning in some capacity at the present time. These are the Sumpter Valley Railroad (built between 1891 and 1910, listed in the National Register of Historic Places); the Condon-Kinzua & Southern Railroad (constructed 1927, presently for sale); the Klamath North Railroad at Gilchrist (constructed in 1938); and the Weyerhauser Company Klamath Falls Railroad (built in 1928). The Mt. Hood Railroad persevered while other small lines vanished. The railroad continues to serve the Hood River Valley after eighty-seven years of operation.

Also of interest is the Mt. Hood Railroad's strong association with David C. Eccles (1849-1912), founder of the Oregon Lumber

Company and the Mt. Hood Railroad. Eccles, of Utah, was an important individual in the regional and national scene and was known as one of the great American capitalists. Involved in the construction, lumber, railroad, sugar beet, and banking industries in many states, Eccles is credited with being the driving force in the construction of the Mt. Hood Railroad.

The period of significance dates from 1906, the date of construction, to 1944, the last occasion of major repair (during the historic period) on the railroad.

Development of the Hood River Valley

Captains Meriwether Lewis and William Clark noted the geographic features of the Hood River region on their exploratory mission to the Pacific Northwest in 1805. The party reached the banks of the present-day Hood River on October 29, 1805, and called the waterway the Labeasche River. Between Lewis and Clark's journey and the 1840s, only trappers, hunters, and Native-Americans frequented the Hood River Valley, and knew of its natural beauty and resources.

In 1842, the first wagon train traveled overland to the Oregon Country, ushering in the Great Western Migration. Hundreds of pioneers crossed the continent in search of free land, blazing the Oregon Trail as they traveled. The Mid-Columbia River area developed more slowly than other regions in the state primarily due to the topography of the land and the harsher winter weather. The Oregon side of the river was characterized by steep terrain, and shaded parcels of land which were not particularly conducive to agricultural pursuits. Early claims on the south side of the river were few with the exception of those around The Dalles.

News spread of the Hood River Valley's fertile lands and moderate climate by cattle drivers who passed through the valley in the 1840s and 1850s. A game trail, often used by the Native Americans, had been established around the east side of Mt. Hood which later became known as the Lee Cattle Trail or Lolo Pass Road (*History of Hood River Co.*,Vol. II, 1987: 49-50).

Nathaniel and Mary Coe were the first permanent settlers to move to Hood River. By the fall of 1854, they had staked out a claim in the community that would later become Hood River. By 1858, the

Coes sold apricots, meat, melons, peaches and vegetables on The Dalles market; a testimony to the rich soil of the region. The Coe's successful farmstead, and beautiful gardens and orchards attracted new pioneers who pushed further south into the Hood River Valley (*History of Hood River Co.*, Vol. I, 1982: 11-12).

In the 1860's, the community of Hood River was still isolated and dependent on the Columbia River steamboats for transportation, mail, and supplies. By 1867, however, a wagon road and bridge over the Hood River were built linking the neighboring communities and making the Hood River Valley more accessible for settlement. Other small settlements in the Hood River Valley developed during the 1850s/60s including the present-day towns of Pine Grove (Van Horn district), Odell, and Mt. Hood and the areas that would later become Winans, Dee, and Parkdale.

The decades of the 1870s and 1880s brought two new industries to the region: the wheat industry of Eastern Oregon and fish canneries of the Columbia River. As these two industries prospered, new settlers and businesses were attracted to the Mid-Columbia River region. As lands in the Hood River Valley were cleared, fledgling orchards appeared, marking the beginning of what would later be one of the state's most prosperous industries. By the end of the 1870s, schools, businesses, and churches were constructed reflecting the new influx of people.

The O.W.R. & N. Co. Railroad reached Hood River in November, 1882, ushering in a new period of development for the Hood River Valley communities. The following year the transcontinental railroad was completed, further linking the Columbia River Gorge with Eastern and Western cities. In 1881, in anticipation of the railroad, Hood River Valley residents planned the site of the O.W.R. & N. Co. Railroad station and depot. The town of Hood River, a four block area south of the depot, was also platted at the same time. Hood River was officially incorporated in 1894. New businesses developed as the population more than tripled from 201 in 1890 to 622 in 1900.

By the turn of the century, Hood River was an active community boasting of all sorts of professional offices and businesses as well as "civilized" amenities. The small agricultural communities in the valley gradually developed by 1900 and usually consisted of a post office, store, and blacksmith shop. The accessibility of

the valley, made possible by the advent of the mainline railroad, also stimulated the development of the tourism industry in the region. The Hood River Valley became recognized for its scenic beauty, mild climate, and destination resorts. Climbers regularly ascended Mt. Hood in the last two decades of the 19th century. Lost Lake and Cloud Cap Inn (established in 1889) in the Upper Hood River Valley, became popular camping and resort destinations. Fishing, hunting, sailing, horseback riding, bicycling, skiing, camping and hiking were all part of the activities available to visitors of the valley.

The Burgeoning Fruit Industry

The Hood River Valley became one of the major fruit producing regions in the United States. The valley afforded the right combination of natural factors needed to produce some of the world's top produce. Temperate climate and rich soil were excellent for growing strawberries and apples. Prior to the turn of the century, the fruit industry in the Hood River Valley gradually grew, as a result of improved rail and river transportation systems combined with more sophisticated irrigation methods. The better transportation systems provided access to markets all over the country.

T.C. Coon realized the area's potential as a prime horticultural center and started marketing strawberries in other states in the late-1880s. Peter Mohr planted the first extensive apple orchards near Pine Grove in the lower Hood River Valley in 1886, launching the beginning of what was to become 'the apple capital of the world'.

Hood River apples received attention in the World's Columbia Exposition of 1893, getting more awards than any other exhibit in the state. The same year, the Hood River Fruit Growers Association was organized, the first of its kind in the Pacific Northwest. The cooperative was established to bring order and control in the marketing of their produce. By the turn of the century, the strawberry and apple industries began to gain notoriety throughout the state.

The completion of the Cascade Locks in 1896 and an irrigation ditch in the Hood River Valley in 1897 stimulated the fruit industry in the valley by providing quicker means of

transportation and more water for orchard lands. Water became available to 10,000 acres of land in the valley making land prices rise substantially.

The Lewis and Clark Fair in Portland, perhaps, did more for the promotion of the Hood River Valley and it's fruit industry than any other advertising campaign in the history of the valley. A large number of awards were given to Hood River orchardists. The Exposition in Portland created further interest in the Hood River Valley and it's fruit industry. Record number of Hood River residents visited the fair, continually promoting the beauty and the productive orchards of the region. Hood River Day at the fair was a great success in October 1905 as 1200 residents rode special excursion trains to the fair. Echos of a special chant was heard throughout the train and the fairgrounds as Hood River residents chanted,

> Sacajawea-Jawa-Jawa!
> Apples and strawberries we do grow!
> Who are we?
> You can guess- Hood River! Hood River!
> Yes! Yes! Yes!"

In a January 1905 edition of the Hood River paper, the headlines read, "Mayor Wants Clean Yards" (*Hood River Glacier*, January 12, 1905). Months before the opening of the fair, residents were urged to clean up their yards as to make a good impression on the Easterners that would visit during the summer. During the four months of the fair, special sight-seeing trips by train and boat brought thousands of visitors to the Columbia River Gorge. The flurry of tourist activity also stimulated land sales and building in the area as evident in the number of commercial and residential buildings constructed in the years immediately following the exposition. Wealthy Easterners and Portlanders began building vacation homes in Hood River and the surrounding countryside as well as investing in orchard lands.

Apples and strawberries were the principle crops grown in the valley. By 1905, 7,000 acres were cleared in the valley: 2,800 planted to apples, 800 to strawberries, and 2,600 in hay (*Hood River Glacier*, January 19, 1905). Land speculators, more so than ever, realized the potential of the region and began investing in lands as well as the stands of timber yet to be harvested.

The Early Hood River Valley Timber Industry

By the turn of the century, attention focused on the forests of the Pacific Northwest as stands of timber in the East and Middle West were depleted (Johansen and Gates, 1957: 461). The timber industry in the Hood River region began to develop in the mountainous areas south and west of Hood River, however, it remained relatively small in scale because of problems in transporting the timber to the mills. Prior to the coming of the mainline railroad (1882), most of the timber was floated down tributaries or flumed to points along the Columbia River for milling and shipping. A company was formed around 1898 to free the Hood River of obstructions so logs could be driven down stream to the mouth were they could be milled or shipped. One hundred and fifty residents of the valley were stockholders in the company (Hood River Directory, 1900). The company was somewhat successful in clearing the river of obstructions, however, the timber supply was not keeping up with demand or the capacity of the mills. The larger mills supplied railroad ties, cedar posts, and cordwood to other communities in the state. Local businesses utilized smaller mills located in the valley.

Several small mills were in operation in the last two decades of the 20th century in the Hood River region including the Nicolai-Cameron mill, Tucker mill, the Harbison Brothers mill on Neal Creek, and the Tomlinson Brothers mill. The Davenport Bros. Lumber Company, operating at Greenpoint and the Belmont District, was one of the largest lumber companies before the turn of the century. The mill had a capacity of 75,000 board feet per day. In 1898, the Lost Lake Lumber Company (later owned by the Oregon Lumber Company) was established by Payton Davidson, and F.H. and Ethel Button. Davidson promised Hood River residents that the mill would be one of the largest mills in the Pacific Northwest. The company, organized on December 13, 1898, was located at the mouth of the Hood River. The construction cost was estimated just over $100,000 and milling capacity estimated at 400,000 board feet every 22 hours (*Hood River Glacier*, August 1899). The business was expected to employ close to 400 people (Pope, 1992: 40).

The first push to supply the new mill with timber occurred in the winter of 1899-1900. The Winans, who owned large tracts of land in the upper valley, were the first to float large quantities of logs down to the new mill. This, perhaps, demonstrated that it

was possible to ship logs down the Hood River, however, logs could only be floated a few months out of the year due to low water levels (Pope, 1992: 41). Splash dams were built on the East and West forks of the Hood River, These dams were constructed in an effort to create a large head of water which would be released periodically, flushing the logs down the river. This system worked relatively well but problems often occurred with snags and log jams. Once the logs were down river, there were other problems regarding storage of logs. After the logs descended the river, they would be shunted into the slackwater of the Columbia River for storage. Problems occurred when the water levels fluctuated as much as 50 feet, stranding logs on sandbars. The combination of limited periods when logs could be floated down the Hood River and storage problems lead to financial difficulty for the new mill.

In the spring of 1901, Davidson asked David C. Eccles, of the Oregon Lumber Company, for a loan of $35,000 in exchange for the mortgage on all the holdings on the Lost Lake Lumber Company and a one year option to purchase one-half interest in the company (Pope, 1992: 42). Two years later (1903), David Eccles purchased the Lost Lake Lumber Company renaming it the Mt. Hood Lumber Company. In June of 1904, the Mt. Hood Lumber Company was absorbed by the Oregon Lumber Company. This marked a new era in the Oregon Lumber Company's involvement in the Hood River Valley.

David C. Eccles

The Entrepreneur

David C. Eccles was known by many throughout his illustrious career as a hard working, intelligent man who was frugal and fair in his business practices. An opportunist, stemming from his poverty stricken childhood, Eccles had the knack for taking advantage of business opportunities. Early in his career, Eccles seized an opportunity for profit by supplying lumber to the construction boom which occurred in Ogden, Utah after the completion of the Pacific Railroad in Odgen, the Denver & Rio Grande Western Railroad in Eastern Utah, and after the opening of coal mining operations in the Utah and Idaho (Arrington, 1975). He similarly was involved in operations in Oregon. These early business ventures were indicators of his entrepreneurial skills and ability to turn a profit.

Eccles success may be a by-product of Mormon family life which cultivated strong family and community ties, and religious beliefs (Arrington, 1975). Because of his father's blindness, the responsibility of the family fell on David's shoulders, the oldest male child. This reliance developed Eccles' independence and leadership qualities which he carried into his adult life.

Eccles was a shrewd business person who avoided speculative ventures and borrowing. He believed that "a business, like an individual, could remain free only if it kept out of debt" (Arrington, 1975). Eccles' great wealth may be attributed to his ability to capture opportunities, hard work, and paying attention to small details. He knew the internal working of all his business ventures and received great pleasure from "seeing the fruits of his efforts" (Arrington, 1975). Eccles believed in taking the profits from one business and investing in a similar venture. An associate, H.C. Whitney, wrote of Eccles:

> No one who knew Mr. Eccles could doubt that he was one of the most remarkable men in the West, especially as a financier. While he had no technical knowledge of bookkeeping, his ability to analyze a ponderous and intricate financial statement, detecting its strong and weak points and reducing it to a plain a-b-c proportion, was marvelous. His business associates, many of whom were the keenest and brainiest men in the community, always respected his ideas and deferred to his judgement (Arrington, 1975: 199).

Eccles' keen sense of business and analytical mind combined with his natural leadership qualities and Mormon values contributed to his great financial success. Eccles died in 1912 leaving a long list of businesses. Throughout his life time, Eccles was involved in twelve major lumber operations in Utah, Oregon, Idaho, and Montana; seven railroads in the states of Oregon, Utah, and Nevada; eight sugar beet refineries in Utah, Oregon, Idaho, and Canada; various food processing companies including the Utah Condensed Milk Co., Utah Canning Company, Ogden Milling and Elevator Company, and Shupe-Williams Candy Company; several large construction companies; seven major banking and insurance companies; and several other independent land and livestock projects (Arrington, 1975).

Eccles and the Oregon Lumber Company

(This section on David Eccles and the Oregon Lumber Company was quoted directly from a draft report prepared by William Carr, Archaeological Technician for the Estacada Ranger District entitled, "The Oregon Lumber Company: A History of Logging and Lumbering at Dee, Oregon", February 1991).

David C. Eccles, who would become a lumberman, railroad builder, banker, industrialist and multi-millionaire, was born in Paisley, Scotland on May 12, 1849. At the age of fourteen he arrived in Ogden, Utah with his parents, William and Sarah Hutchinson Eccles, along with a wagon train of Mormon pioneers. Since his father had been blind for many years, David had become the head of the family early in life. In 1867, he decided to move his family to Oregon City, Oregon where he had acquired contracts to furnish cordwood to the Oregon Woolen Mill. Built near Willamette Falls at Oregon City in 1865, the Oregon Woolen Mill would eventually become the largest of the woolen manufacturing plants in Oregon (Carr, 1991: Lomax, 1941).

After working for two years at Oregon City, David and his family moved back to Ogden where he remained the rest of his life. Shortly after returning to Ogden and probably because of his experiences in Oregon, David's attention focused on the lumber industry. David acquired contracts to furnish logs to sawmills around Ogden and engaged in the milling business for several years. In 1873, he formed a partnership with J.E. Gibson and William T. VanNoy. The partnership lasted for three years and in 1876 the firm became known as Gibson & Eccles with the departure of VanNoy. Gibson and Eccles remained partners in the business until 1880, then David operated the business by himself up to 1890 under the title, David Eccles and Company. Around 1890, David formed the Eccles Lumber Company which would become one of the leading milling and lumber companies in Utah (*Timberman,* Dec. 1912: 64H).

In 1875, David married Bertha Marie Jensen. Through the succeeding years this marriage would produce twelve children. In 1885, following his Mormon beliefs, David entered into a second marriage while still keeping Bertha as his first wife.

His second wife was Ellen Stoddard, daughter of David's partner, John Stoddard, a pioneer who had come to Utah in 1856. Ellen would eventually bear nine children and spend most of her life in Baker City, Oregon. Bertha would remain in Ogden. This arrangement would prevent David from being prosecuted as a bigamist and avoid any potential jealousies between the two wives or their numerous children.

Almost two decades after working in Oregon City, David made his first investment in Oregon. In 1883 he purchased from his future father-in-law, John Stoddard, a small sawmill at North Powder, Oregon (about 20 miles north of Baker City) that was cutting railroad ties. The expansion into Oregon may have been brought about by the Timber and Stone Act and the Timber Cutting Act that had both been enacted in 1878. The Timber and Stone Act prohibited the shipment of timber from one territory to another. David was operating a mill at Beaver Canyon, Idaho (a territory) and under the provision of the Act could not ship lumber from his mill to his yards in Odgen, Utah. Also under the Act, settlers could clear their 160 acres of land and use the trees to build their houses and farms, but no provisions were made for lumber companies to utilize the timber lands. To get around the Act and acquire vast areas of timber, 'entrymen' were paid $50 to $150 to file for the 160 acre tracts. Then the lumber companies would have the lands turned over to them by the 'entrymen' and could then begin logging the timber. (David Eccles was indicted in the early 1900's for employing such tactics to acquire his vast holdings, but the suit was dismissed by the Supreme Court in 1922 on the technicality that the United States Government had waited too long to indict Mr. Eccles).

In 1887 David completed an incorporation with Thomas F. Hall, O.N. Ramsey, and H.H. Spencer, known as Spencer, Ramsey, and Hall, that was the parent organization of the Oregon Lumber Company. Mr. Spencer had been the Manager of the Beaver Canyon, Idaho, sawmill and would be David's representative in the corporation. In the spring of 1889, David, his father-in-law, John Stoddard, and Charles Nibley consolidated David's Oregon properties under the title of the Oregon Lumber Company with a capital investment of $75,000. David had the majority of the stock, with Charles Nibley having 10 percent and John Stoddard a small but undisclosed amount

(Arrington, 1975). The Oregon Lumber Company would eventually grow into the largest lumber concern in the state of Oregon. Headquarters for the new company was Baker City. Also in 1887, David started up a planing mill operation near Viento, west of Hood River, Oregon, on the Oregon-Washington Railway and Navigation Company's Line (Union Pacific). He also began operating two saw mills on the north side of the Columbia River at Chenowith, Washington. The bigger sawmill had a capacity of 65,000 board feet of ties and lumber per day while the smaller one cut only ties and produced about 40,000 board feet. Each sawmill flumed the rough cut material down to the Columbia River using two flumes that were 2 1/2 and 5 miles in length. At the river, the lumber was made into rafts and then towed across the Columbia by steamship to Viento. Here the lumber was cut into finished products and loaded onto railroad cars for shipping to lumber markets throughout the United States.

On August 15, 1890, the Sumpter Valley Railroad was established. David was president; Joseph A. West, superintendent; and a Board of Directors consisting of: David Eccles, Charles W. Nibley, John Stoddard, William H. Eccles (brother of David) and F.M. Shurtliff. At the same time, David acquired a number of shares of stock in the Union Pacific Railroad and through his connections with some of his Mormon friends would exert a compelling influence over this railroad company. The construction of the Sumpter Valley Railroad would open up timberlands between Baker City and Sumpter and provide the logs necessary to run the company's mill now under construction at Baker City. Always a shrewd business person, David planned the Sumpter Valley Railroad as a narrow gauge line (three feet wide between the two rails) to take advantage of equipment being surplused by the Union Pacific which was changing its lines to standard gauge (4 feet 8 1/2 inches wide between the two rails). David was able to acquire from them a small 4-4-0 Baldwin locomotive in late Summer of 1890. This narrow gauge engine was used in the construction of tracks around the mill and mainline into the timber. David also obtained 60 rail cars of all descriptions from the Union Pacific which would provide the Sumpter Valley Railroad its rolling stock for the next ten years (Ferrell, 1967). On August 1, 1891, the first train of logs steamed into the mill at South Baker. In the years to

come, the narrow gauge line would eventually extend eighty-four miles from Baker City to Prairie City, Oregon.

Incorporated in 1899 by Captain Davidson of Wisconsin, the Lost Lake Lumber Company constructed a double band saw mill during the year at the mouth of the Hood River on the banks of the Columbia River (The Columbia River and Oregon Timberman May 1900:12). The company had title to nearly 1600 acres of timber in the Hood River area. The band mill manufactured railroad ties and timbers and used the Union Pacific Railroad to ship its products to other states in the country. The Lost Lake Lumber Company began having financial difficulties in 1901 and borrowed $35,000 from its neighbor at Viento, David Eccles. Along with the loan, David took out an option to purchase half of the company. In March 1902 David purchased the holdings of the Beaver Flume & Lumber Company (of Portland) that were located near Runyon Station, Oregon, on the Astoria & Columbia River Railroad. A new townsite was established for the milling operations and was named Inglis for David's cousin John Inglis. John became the first postmaster for the new post office that was established at the mill town on September 30, 1902 (Helbock). David's brother William was named manager of the new Wm Eccles & Company mill that resulted from the remodelling of the Beaver Flume & Lumber Company's plant. The following year David bought the Davidson Lumber Company holdings at Hood River (that manufactured boxes and crates for fruit and strawberries) and then decided to purchase the other half of the Lost Lake Lumber Company. Following numerous negotiations, Leslie and Truman Butler finally sold all their holdings for $130,000 and two weeks later David merged Wm. Eccles & Company with Lost Lake and formed the Mount Hood Lumber Company on April 4, 1903. David Eccles was president of the new enterprise. The stockholders, who also had stock in the Oregon Lumber Company, included: David and William Eccles, Charles Early, John Inglis, Thomas Dee, H.H. Spencer, George Romney, W.W. Riter, and Henry Rolapp. The Mount Hood Lumber Company operated on it own until June 18, 1904 when it merged with the Oregon Lumber Company.

This merger marked the beginning of Mt Hood Railroad.

The Mt Hood Railroad

Plans for the construction of the Mt. Hood Railroad were announced by David Eccles at the end of 1904. David Eccles, had been previously involved with the development of three other railroads in Oregon: the Sumpter Valley Railroad, 1891-1909; the Astoria and Columbia River Railroad, 1893; and the Utah and Pacific, 1897 (Pope, 1992: 46). Eccles was never short on ingenuity when it came to organizing and building railroads. According to the *Hood River Glacier*, dated November 10, 1904, Eccles had announced that the Oregon Lumber Company would build a steam railroad. After the announcement, survey crews, under the direction of chief engineer for the company Joseph West, were immediately sent out in December 1904 to explore the possible routes for the railroad on both sides of the Hood River Valley.

Two main routes, on the east and west sides of the valley, were studied. It was determined that a west side route would be shorter and less expensive, however, it would bypass some of the most productive fruit orchards in the valley. An article in the February 16, 1905, *Hood River Glacier* states that a railroad route had not been selected but the board of directors were leaning towards the west side because it was four miles shorter and an easier grade. Upon hearing of the possible decision, influential orchardists such as "C.R. Bone, W.H. Sears, C.K. Marshall, Burt Van Horn, William Kennedy and others have taken with their neighbors in offering the company inducements in the shape of right of ways for building up the east side" (*Hood River Glacier*, February 16, 1905). This was a major factor for choosing the eastern alternative. By doing so, Eccles would also receive additional revenue from shipping fruit, hay, and cordwood out of the valley. The estimated cost of the project was set at $250,000 to $300,000.

Engineer Joseph West believed that building a railroad up the Hood River Valley would "open up a part of the valley to settlement where land is cheap" and "is too far to haul fruit and other produce to market" (*Hood River Glacier*, February 16, 1905). He continued that he firmly believed that the railroad would be the making of the upper valley (*Hood River Glacier*, February 16, 1905). At the same time, rumors were circulating that Portland investors were interested in building an electric railroad in the valley. Some local farmers wanted to hold out and support an electric train rather than a steam railway. By March 9, 1905,

however, bids were being solicited for grading the line by the Oregon Lumber Company. Mason, Giebisch, & Joplin, a Portland firm, were chosen and signed a contract on March 18, 1905 (Holst, 1971). Work on the railroad was slated to begin on April 1st and be completed by July 1, 1905, under the terms of the contract (*Hood River Glacier*, March 23, 1905).

Six work camps had been established by the middle of April along the grade. There were 150 people working on the grade and the tunnel at Johnson Point (*Hood River Glacier*, April 13, 1905). The contractors were bringing fifty more teams of horses from The Dalles area to help in the monumental undertaking. The work quickly progressed when it was determined that a tunnel was not needed at Johnson Point (Pope, 1992, 49). In May, Engineer West was asked how the work was progressing on the grading and he responded by saying, "We are making the dirt fly" (*Hood River Glacier*, May 11, 1905).

The small community of Odell, which was along the proposed railway, was named at this time. Several hundred acres were purchased near the forks of the Hood River and new developments were planned in anticipation of the railroad. The May 25, 1905, edition of the *Hood River Glacier* cites an increase of 25 people during the past week in the valley. Four families, from the Mid-West and East, purchased orchard lands on the east side of the valley. A number of Portland developers purchased land in the valley. The Hood River Valley residents were gearing up for the anticipated development. The population of Hood River tripled from 622 people in 1900 to 1906 people in 1906.

Although work was progressing on the grade at a steady pace, the July 1st deadline stipulated in the original contract passed. The delay was due, in part, by right-of-way problems. By the end of May there were still four parcels of land which were still in the process of negotiation. Two of the most serious right-of-way problems occurred between the railroad and the Winan family and Mrs. Mattie Oiler. After months of negotiations, and even a lawsuit, the right-of-way issues were settled by the first of November, 1905. Work immediately began on the railroad bridge near the mouth of the Hood River. As forty men drove pilings around Winan's Point, plans for placing the wooden Howe Truss railroad bridge over the Hood River were progressing. The bridge was in place by December 1, 1905.

Eccles purchased a Number One Shay and two Baldwin locomotives for the railroad; the Number One Shay locomotive was used in the construction of the line and later for logging. Eccles fired up the Shay engine and pulled the train a short distance out of town attracting a great number of spectators. The *Hood River Glacier* dated November 30, 1905 states that the train was "liberally patronized as half the town of Hood River was on the engine and the other half were along the tracks as spectators." The railroad line was a major attraction for the area's residents. "The track of new road is quite popular as a promenade by Hood River residents Sunday, and many pedestrians can be seen going back and forth over the line inspecting it and seemingly taking a great interest in its construction" (*Hood River Glacier*, January 4, 1906).

By the beginning of January, 1906, a four miles section of track had been laid. L.G. Taylor, from the Sumpter Valley Railroad and a veteran of the O.R.& N. Railroad, was appointed foreman of the steel gang (Pope, 1992: 50). Japanese, Chinese and even Hindus from India were hired as graders and track layers by the railroad (Carr, 1991). Laying the rails was not without problems. Plagued by slides, construction of the steep grade known as the switchbacks progressed slower than anticipated.

An eight and one half mile section of track was completed to the small community of Odell in the beginning of February, 1906. The line was completed to its terminus sixteen miles up the valley and regular service was established to the newly constructed mill town of Dee (the terminus) by the middle of March, 1906. The journey from Hood River to Dee, at an average speed of 10 miles per hour, took an hour and one half. An October, 1906 ledger of the Mt. Hood Railroad states that the construction cost totaled $236,154.34; three months later another $84,000 was added to the tally pushing the construction cost up to $320,000. The business people of the valley, especially those in the timber and fruit industries, were excited about the small feeder line reaching into the Hood River Valley. Their products could be shipped through the valley to waiting ships or to the O.R.& N. mainline railroad in Hood River which connected to cities throughout the United States.

Station shelters or depots were planned the distance of the line. Plans for a Hood River depot were prepared by P.M. Hall-Lewis, a local architect. Ground was broken on the station in May, 1906, for the 19 foot by 45 foot, two-story depot. The lower floor of the depot was divided into two rooms; one for passengers and one other for freight. The upstairs was divided into an office and living quarters for the agent. The Hood River depot was completed for $2,000 (Pope, 1992: 51). As the line developed and regular schedules were established, small stations were built. In 1906, the first timetable was published and listed the following station stops: Powerdale (1.0 mi.), Switchbacks (2.5), Sears (4 mi), Van Horn (now Pine Grove, 5.6 mi), Lentz (7.5), Odell (8.5), Dukes Valley (9.4), Bloucher (11.7), Winans (14.5), and Dee (15.5). Some of the stops had small shelters or stations. The Van Horn station was constructed for a cost of $500 and measured 12 feet by 30 feet and the stations at Winans and Odell cost $800 and measured 14 feet by 24 feet and 24 feet by 24 feet respectively (Pope, 1992: 51). The plans for the stations were usually drawn by P.M. Hall-Lewis and built by contractor Frederick and Arnold. Later timetables show the additional stops of Mohr (MP 6.8), Summit (MP 10.5, station built 1912),and Holstein (MP 13.3).

Although the Mt. Hood Railroad was completed as far as Dee in 1906 (the terminus and site for the Oregon Lumber Company's new mill), work continued on the line as repairs and additional track were needed. Washouts, slides, widening fill areas, and building ditches for drainage kept crews busy in the first year of service. The 1907 annual report stated that spurs were added in Hood River (extending to the woodshed) and Winans City, sidings (or extensions to sidings) were laid at Summit, Odell, Mohr, and Van Horn, a planer track built at Dee, and the mainline was extended 250 feet. The Mt. Hood Railroad had a total of 8,211 feet of sidings and spurs: 3,816 feet of sidings and 4,395 feet of spurs. Receipts for 1907 show that a total of $57,134.22 was collected from freight ($43,357.34 of which was the revenue collected from the Oregon Lumber Company mill at Dee for lumber shipments which included lumber, wood, posts, pilings and poles) and $6051.03 was collected from passengers (Annual Report of the Mt. Hood Railroad, 1907). Rolling stock included two locomotives (No. 1 and 2), three box cars, three stock cars, four flat cars, two hand cars, two push cars, a rail car, two passenger coaches, and one observation car. Even though plagued by heavy rainfalls and

snowfalls causing slides and delays in the early part of the year, the railroad reported a gain of $3,774.24 for the year 1907.

In 1908, the year Hood River County separated from Wasco County, the railroad began running special excursion trains to promote ridership on the railroad. Sunday trips were advertised, luring fishers and picnickers out with their families. During the first two years of operation, rumors were circulating that Eccles was planning to build an electric train up the valley. Electric railroads, connecting small communities, were being constructed throughout the United States at this time. The papers reported that an electric railroad was being planned south from Dee, cross Lolo Pass Road and extending to a Portland line. Another rumor indicated that the line would extend south from Dee and eventually turn east, linking with the Sumpter Valley Railroad (Pope, 1992: 55). Even though numerous articles appeared in the local newspapers about the electric line, nothing came of the grand schemes. An extension, however, was being planned for the Mt. Hood Railroad which would push south another six miles.

Although plans for the southern extension to the railroad began in 1907-08, construction did not start until 1909. Upon hearing the plans for the extension, investors purchased land in the vicinity of the present-day town of Parkdale. G.D. Woodworth, a former president of the Apple Growers Union in Hood River, purchased a large tract in the Upper Valley with New York investor Robert Loomis (*Oregonian*, 30 March 1908). Anticipating the railway expansion he commented, "While this section in the past has been somewhat isolated, the new railroad is giving us a daily transportation service and we will be able to ship our fruit out so as to avoid long hauls by wagon"(*Oregonian*, 30 March 1908).

Approximately 68 people from the eastern states came to the Parkdale area from 1902 to 1918 to invest in the orchard lands: seven arrived prior to 1909 (*Hood River News*, April 26, 1979). Numbers increased substantially with the advent of the railroad. "Easterners" buying land in the area included Henry and C. Steinhauser, George Blodgett, and Gearhart Wertgen.

The new terminus of the railroad was at Parkdale, Oregon. R.J. McIsaac, a shareowner of the railroad company, acquired the right-of-way for the extension and platted the original ten-acre Parkdale townsite (Rumbaugh, nd: 1; *Hood River News*, 10 February

1909) He also built a general merchandise store which later served as a post office and community hall.

In the spring of 1909, the extension of the railroad began. The contract for the construction was awarded to the Portland firm of Johnson and Anderson (Pope, 1992: 55). The line was completed by August 1909. The November 3, 1909 *Hood River News* stated, "The extension of the Mt. Hood Railroad, which will give transportation six miles up the valley is almost complete...The grounds have been purchased, and a new town, which has been named Parkdale, is being laid out at the end of the road. Plans have been made for a store building, and a hotel....Hundreds of acres of fruit land have been bought in the vicinity of the new railroad terminus this summer by well-to-do Eastern people, much of which has been cleared and set to trees and many handsome homes have been built." The extension of the railroad opened up thousands of acres for development.

By May, 1910, the new line to Parkdale was in service. Three stops were constructed between Dee and Parkdale: Trout Creek (MP 16.7); Camp No. 1 (MP 18.5); and Woodworth (MP 19.5). A combination depot and hotel was completed at Parkdale in May 1912. The hotel consisted of 12 rooms renting from 50 cents to $1.00 per night (Pope, 1992: 57).

Although many of the valley's residents backed the railroad, a group of locals, called the Upper Hood River Progressive Association, were not so impressed. The group filed a formal complaint with the State Railroad Commission in the fall of 1910 stating that service was inadequate. "This was the second complaint filed against the railroad. The first had been a year or so previous when Bridal Veil Lumber Company complained about the rates. The new complaint was more disturbing. The railroad had just arrived and already was being accused of poor service, but there may have been some justification" (Pope, 1992: 57). The association felt that the three hour and fifteen minute one way trip from Hood River to Parkdale was too long and could be shortened to accommodate business schedules. After a hearing in Hood River, the State Railroad Commission refused to require the railroad to shorten the schedule but suggested that a better run might be instituted (Pope, 1992: 57). In May, 1911, the new railroad schedule had cut travel time by one hour in an effort to accommodate the residents. Chas T. Early, superintendent of the railroad, tried once again to appease the residents and growers by

lowering freight rates in 1911. Business continued to increase and a second train was scheduled for Parkdale in 1912 (Pope, 1992: 58).

David Eccles Sr.died suddenly in 1912 in Utah, causing numerous legal battles. At the time of his death, Eccles estate was valued at $6,034,554. Eccles owned property in seven states and Canada. After the legal battles were over, it was decided that the Oregon Lumber Company, the Mt. Hood Railroad and the Sumpter Valley Railroad belonged to members of the family under the auspices of the David Eccles Corporation; there was little change in the railroad operations (Pope, 1992: 59).

In the year of Eccles death, 1912, the Mt. Hood Railroad's Annual Report recaps the first seven years of operation:

Year	Receipts	Disbursements
1906	$23,833.56	$20,236.02
1907	$65,201.42	$66,982.67
1908	$63,893.00	$58,739.54
1909	$85,908.50	$52,238.58
1910	$86,866.18	$60,285.25
1911	$77,787.82	$74,196.00
1912	$73,491.99	$67,152.55

In the early years of the railroad, the Dee Mill was supplying a majority of the railroad's revenue. Gradually, as the fruit industry expanded, a shifted occurred: the revenue generated by the fruit industry started surpassing the timber revenues. Figures indicate that the total freight revenue generated by the Dee mill timber products from 1907 to 1911 are as follows: 1907, 70% of the total freight; 1908, approximately 73% of the total freight; 1909, 70.5 %; in 1911, 54.8%; and in 1912, approximately 35%.

Passenger revenue doubled from 1907 to 1912. The passenger revenue for the six year period is outlined below:

Year	Passenger Train Revenue
1907	$6,051.03
1908	$7,335.30
1909	$9,898.80
1910	$12,842.56
1911	$14,384.95
1912	$13,980.30

Disaster struck the line in 1913 when fire destroyed a large portion of the Oregon Lumber Company mill at Dee. The loss was estimated at over $100,000. The mill was rebuilt and operational by December, 1913. Other disasters kept the crews constantly working on the line. The winter of 1915/1916 was especially taxing for the railway company. Heavy rains damaged the bridges across the Hood River and at Dee, and slides occurred at the switchbacks, causing wash outs or coverage the tracks. Because of heavy snow causing washouts, a portion of the track on the lower river had to be replaced with a trestle. Rail service was stopped for three weeks to Dee and Parkdale was isolated for 42 days during this winter (Pope, 1992: 62).

In 1916, the Rail-Auto was added to the line to accommodate passenger traffic. The ride to Parkdale took one hour and fifteen minutes and by the end of the year, the Rail-Auto left three times a day from Hood River. A turntable was constructed at the switchbacks because it was somewhat disconcerting to the passengers that the Auto-Rail would run backwards for a portion of the journey. The 1916 annual report states that there was a total of 24,796 passengers who used the line: a 10,563 increase over the previous year. The railroad had also showed an increase in freight of 25,000 tons or 800 car loads (*Mt. Hood Railroad Annual Report*, 1916). By February of 1917, a new auto-rail was added to the line made by White Motor Company. The new machine could accommodate 26 passengers and ran on a 45 horsepower engine. At the end of 1917, another passenger run had been added, making four runs a day.

Hood River winters were often trying for the Mt. Hood Railroad. The harsh winters of 1919 through 1923 were particularly hard for

the railroad. Record rainfalls, low temperatures (below zero), and snow kept the crew of the small line working. The winters brought locomotive derailments, bridge failings, and two thousand feet of track replacement. The heavy snow caused roofs to collapse and water tanks to leak. The cost of repairs increased in the first few years of the 1920s.

Despite the setbacks caused by the weather, the railroad shipped record boxes of produce in the early 1920s. By this time, the original locomotives had all been sold and in 1920 the Mt. Hood Railroad acquired its first new engine: a 2-8-2 Baldwin #11. Two years later another Baldwin was added to the line. Even though these locomotives usually were adequate for the line, several rental locomotives were leased due to the increase in freight traffic especially during the harvest season and when the weather put extra demands on the line.

Management also changed in the 1920s. In the summer of 1921, David Eccles Company (owner of both the railroad and the Oregon Lumber Company) deposed David C. Eccles, Jr.(son of David Eccles Sr.) as head of the holdings. Charles Early, manager of the Mt. Hood Railroad, resigned and William Geddes replaced him (Pope, 1992: 67).

Increase in passenger and freight traffic continued throughout the 1920s. A new Auto-Rail was also added in 1922 and in 1927 a second transfer track, with a capacity of 26 cars, was added in Hood River (Pope, 1992: 70). The Hood River Valley became a conduit for tourist and outdoors people making their voyages to the glaciers of Mt. Hood and the various resorts in the region. Many visitors rode the Mt. Hood Railroad to destination points where they would transfer to other modes of transportation which would take them to their point of destination.

The Mt. Hood Railroad had settled into a routine in the 1920s; even the weather didn't seem to effect the line as much. Other small mill owners also used the railroad for shipping as well as the larger mills in the region. The prosperity of the 1920s gave way to the decline that occurred in the 1930s as a result of the Great Depression.

"In 1932 it became common knowledge the Mt. Hood Railroad was in trouble. The papers reported the ICC had allowed the line to

issue $500,000 in 6%, 20 year refunding bonds. The bond trade had been allowed because 99% of the bondholders had approved and it would avoid costly foreclosure and receivership proceedings. It was also agreed the bondholders would forgo two years interest that had lapsed since the original bonds had matured" (Pope, 1992: 71). The Butler Bank in Hood River, which had served the community for over 25 years, shut its doors the same year. In the next two years, the county felt the effects of the Depression as the tax delinquency rate reached nearly 60%. The appropriation of monies for the construction of the Bonneville Dam saved the Mid-Columbia River region from economic disaster (Pope, 1992:71).

A.C. Lighthall was appointed the new manager of the Oregon Lumber Company and the railroad. The lumber mill and railroad were struggling and bad weather in 1933 once again taxed the small line. The railroad lost two bridges, fill was washed away, a foot bridge was destroyed at Dee; and the new boiler room at the mill was extensively damaged by flooding (Pope, 1992: 71).

The passenger car or "jitney" or "Galloping Goose" as it was also called, burned near Summit Station marking an end to the declining passenger business. Better roads (the Loop Highway) and the automobile had slowly replaced the need for the once thriving passenger service. Labor problems, echoing the labor unrest of the West Coast lumber industry, started at Dee in 1935. The State Police was called in at the management's request. The mill did go back into operation but orders were low and production slow and sporadic (Pope, 1992: 72). In September 1935, the Oregon Lumber Company was reorganized under the National Bankruptcy Act. Although the railroad was not included in the filing, the suit caused concern for the railroad; the Dee Mill was a primary source of income for the railroad. Although the Mt. Hood Railroad remained in operation, the activities of the railroad substantially decreased in the last years of the depression.

The Dee Mill and Logging

The Mt. Hood Railroad was inextricably connected with the Oregon Lumber Company. David Eccles, president of the Oregon Lumber Company, initially planned the Mt. Hood Railroad as a logging railway. The company's mill at the mouth of the Hood River (formerly the Lost Lake Lumber Company) was having difficulty in receiving enough timber: transporting the logs from the forested

lands of the Hood River Valley was a continual problem. Eccles decided to built the railroad in response to the supply and demand problems of the Hood River mill.

> By the end of 1904, David made the decision to move the sawmill from the Columbia River into the Hood River Valley. His move was based on a number of factors (Arrington, 1975). Timber near the mills at Viento and Hood River were almost depleted. The sawmill at Hood River, located on the edge of the Columbia, had been flooded and production stopped during periods of spring runoffs and winter high water. The mill could have been moved to higher ground but David felt that in the long run it would prove to be more economical to move the entire operation closer to his timber holdings on the forks of Hood River. Another probable motivation for moving was the animosity of some of the Hood River townspeople towards David Eccles and his Mormon associates. To accomplish his move David incorporated the Mount Hood Railroad Company, a standard gauge line that would haul products from his new mill to the Oregon-Washington Railway & Navigation Company line at Hood River (Carr, 1991).

The new mill and terminus for the railroad was called Dee.

The Oregon Lumber Company's land holdings and lumber production at the time of the move was substantial. Besides the plant in Hood River, the company had mills in Baker City, Sumpter, Chenowith, and Inglis; production was estimated at over one billion board feet annually (Pope, 1992: 45; Tonsfeldt, 1987). The lumber industry was rapidly developing into a major force in the economy of the Pacific Northwest. By 1900, attention focused on the vast forest of the Pacific Northwest as stands of timber in the Mid-West and East were cut (Johansen, 1957: 460). Immense amount of acreage passed into public domain as lumber companies purchased the forested lands of the West.

The timber industry of the Pacific Northwest blossomed due, in part, to the demand for lumber from the Eastern and Mid-West states, and the improved transportation systems and logging equipment. A 1909 brochure published by the Commercial Club of Hood River states that Oregon had, "vast forest of the finest timber in the world, the immensity of this timber wealth being

such that with only a bare beginning made manufacturing, the lumber cut in 1907 was more than 2,000,000,000 board feet" and Portland cut more lumber than any other city in the world in 1906. The brochure further stated that the lumber industry in Oregon from 1904 to 1909 leaped to first place among the natural resources "at our command." The attitude of the day, that timber was to be exploited to the fullest, was stated simply by a resident of Hood River, "There is so much of this timber available from Hood River that the two largest sawmills in the valley have sufficient supplies to last them for 30 years at the present rate of manufacture, and as the supply diminishes in other parts of the country, the present generation will see no lessening in the flood of money annually turned into Hood River by the industry" (Hood River Commercial Club Brochure, 1909). The Hood River region possessed the two main requirements for establishing successful lumber mills: adequate timber resources and an abundance of water (water used for generating electricity for mills, fire protection, and steam production).

The Oregon Lumber Company opened up the vast timber resources of the Hood River Valley by constructing the Mt. Hood Railroad. Even though federal laws such as the 1891 Forest Reserve Act were making timber lands less available in the first decade of the 20th century, thousand of acres were purchased for logging activities by the Oregon Lumber Company. Under the Forest Reserve Act, forests of the West could be withdrawn from public entry and large tracts of land were set aside under the management of the federal government. This act was disliked intensely by the timber companies, with the Oregon Lumber Company being no exception. Lumber companies were charged with acquiring land illegally including "bogus claims for mining, fraudulent claims on 160-acre Timber and Stone Act, illegal purchases of state school sections, and other expedients" (Tonsfeldt, 1987:8-13).

The Oregon Lumber Company was cited in a report prepared by Federal Forest Inspector H.D. Langille in 1906 for claiming land surreptitiously (Tonsfeldt, 1987). The report states that:

> The Oregon Lumber Company (which had recently absorbed the Grande Ronde Company) has it headquarters and mills at Baker City, and logs are brought to them over the Sumpter Valley Railway which was first built to Sumpter but has now been extended to Whitney to reach the timber

> belt of that section. All along the line of this road the destruction of the timber is almost complete.
>
> During the past twenty (20) years this Company has been actively engaged in acquiring title to timber lands, not only in this part of the state, but elsewhere. It is common knowledge that their employees have been supplied with funds with which to purchase lands under the Timber and Stone Act, and it is a matter of record that these claims have been transferred to the Company on the same day or the day following the receipt of patent. In this way large areas of timber land which are now included within the temporary withdrawal of the reserves are held by this Company. If these lands are retained in the reserve, the timber will be stripped off and the lands relinquished for Scrip (Quoted by Hodgson,1913: p.15, Tonsfeldt 1987)

These allegations and pending lawsuits did not dissuade the Oregon Lumber Company (the company was indicted for past offences in 1911). The company was expanding their holding in the Columbia Gorge region and in central Oregon in 1906. Five miles of track was being laid along the White Salmon River for the company's mill at Chenowith, and the Sumpter Valley railroad was being extended from Tipton into the John Day region. The sawmill at Baker City was completely overhauled and a new planing mill and box factory constructed (Carr, 1991). The Oregon Lumber Company had a general merchandising store, specializing in logging equipment on the southeast corner of First and Cascade streets in Hood River. The company store was next to the O.R.& N. Co. depot.

The new Dee mill and Mt. Hood Railroad were built simultaneously; the Dee mill townsite being the terminus for the railroad. The mill town was named after Thomas D. Dee, vice-president and shareholder of the Oregon Lumber Company, and Eccle's legal advisor. The town was touted as one of the largest in the Northwest by local news sources. Construction of the mill and town site started in 1905. According to a December 1905 paper, the mill was to be 60 feet by 276 feet long with the first story rising to a height of 28 feet (*Hood River Glacier,* December 7, 1905). Five-hundred board feet of lumber was used to construct the mill which had a capacity of manufacturing all types of lumber from 80 foot timbers to dressed lumber to lath. The mill capacity

was estimated at 300,000 board feet a day, and at full operating capacity the plant would employ about 500 people. Nelson Moon was charged with the construction of the plant (*Hood River Glacier,* December 7, 1905).

The plant was in full operation by August, 1906. The mill was equipped with a single eight-foot band headsaw, a Allis double-cutting band headsaw, and two gang edgers (Carr, 1991). Most of the equipment was electric, each machine having an independent motor (Carr, 1991). One half of the equipment for the Dee mill had been transferred from the company's mill at the mouth of the Hood River before that mill was disassembled. The town consisted of a hotel (Colonial style), a post office, the mill, and a boarding house for the mill workers. A dam and a bridge were built south of the mill over the East Fork of the Hood River. Later additions to the mill town included a company store and worker houses (Carr, 1991). The machinery was run by electricity, generated either by the dam or steam. William Eccles, David's brother, was appointed manager of the Dee Mill.

Even though the mill was only in full operation for five months in 1906, the mill produced 9,000,000 board feet (bf) of lumber that year. This compares to 19,500,000 bf produced by the Oregon Lumber Company's pine lumber mill in Baker City. By May 1907, the mill was producing 125,000 bf of lumber a day. A new planing mill and water tank was added that year.

The Oregon Lumber Company added logging spurs west and south of Dee. The railroad crossed over the log pond, went west along the ridge and then onto the Dee flats where the timber was cut (Carr, 1991). In 1907, 1,500 acres of logged land was put on the market for development (Carr, 1991). This land was often purchased by employees at a fair rate and developed into orchards and agricultural lands. As the Dee mill developed, the Oregon Lumber Company slowly disposed of their property and mills on the Washington side of the river (the Chenowith mill was destroyed in a 1911 fire and the company decided not to rebuild).

"Endless varieties of wood" including foremost Douglas fir, was harvested in the Hood River Valley" (Commercial Club Brochure, 1909). The Hood River Valley timber industry placed an estimated $1,000,000 a year in circulation and was a "powerful factor in the commercial life of the place, and its influence is felt in all

lines of trade" (Commercial Club Brochure, 1909). The Hood River Valley was in a good location for the timber industry. Large stands of timber covered the valley and cheap water power made the cost of manufacturing lumber relatively low. The abundance of timber in the valley was also valuable to the fruit growers in the region. Box factories opened in the area, providing the growers with inexpensive fruit boxes and crates. In 1909, the Dee Mill was the largest mill in the valley.

In 1912, Charles Early took over management of the Dee mill (David Eccles Jr. was temporarily managing the mill while William Eccles was away). Early was also the superintendent of the Mt. Hood Railroad. The 1912 market was slightly depressed so the mill did not open until later in the spring. The mill was still able to produce 18,500,000 bf of lumber in 1912 which was only 500,000 less than 1911.

On December 5, 1912, David Eccles died leaving the company in a state of disarray until, under the leadership of William Eccles, the family sorted out the holdings and finances of David Eccles (it took almost a year to settle the estate). David C. Eccles was elected president of the Oregon Lumber Company after the death of his father. At the time of Eccles' death, the Oregon Lumber Company held bonds and cash worth $750,000 (Pope, 1992: 80). The Oregon Lumber Company was involved in a lawsuit which stated that it had conspired with individuals to secure land patents for the purpose of logging. These activities were alleged to have taken place between 1902 and 1907 (Pope, 1992: 80-81). The company got off easy and was fined a nominal amount. Several other cases of fraud were filed against the company in the years to come.

In 1913, another disaster struck the company; the Dee mill was completely destroyed by fire. Loss to the company was estimated at over $100,000. David C. Eccles Jr. arrived in Dee three days after the fire and announced that the mill would be rebuilt. When the mill was rebuilt it was constructed to run completely on electricity; the first mill on the West Coast to do so (Carr, 1991). The Oregon Lumber Company continued to expand their operations. In 1914, the general headquarters were moved from Baker City to Hood River (head offices in Utah), and a sales office was opened in Portland and Chicago (Carr, 1991).

By 1914, practically all the company's timber holdings on the east side of the Middle Fork Hood River was logged. After the reconstruction of the mill, logging operations started in two directions: south of Dee between the East and Middle forks of the Hood River and west of Dee between the Middle and West forks of the Hood River known as Dee Flats. A logging railroad pushed westward along the West Fork of the Hood River from Dee. In 1915, the mill broke new production levels, producing a little over 150,000 bf of lumber in a 10 hour period.

The Hood River Lumber Manufacturers' Association was organized in 1916 to better protect interests in the lumbering business, especially shipping rates. The Mt. Hood Railroad also served many of the smaller mills along the line, building spurs to the mill sites. The Hood River Lumber Manufacturers' Association was comprised of members of the mills in the region. The mills included the Hood River Forest Company (40,000 bf a day), Stanley-Smith Lumber Company (100,000 bf a day), Hood River Lumber (40,000 bf), J.R. Phillips (5,000 bf), S.B. Hicks & Sons (15,000 bf), J.S. Simonton (20,000 bf), Michell's Point Lumber Company (30,000 bf), the Oregon Lumber Company (150,000 bf), Paul Winan Lumber Company (10,000 bf), and Pine Grove Box Factory (15,000 bf) (Carr, 1991). The timber industry had become one of two major industries in the valley: the other being the fruit industry.

World War I increased the demand for lumber all over the United States. Production at the Dee mill increased, producing 24,052,039 bf of lumber in 1918: a 2,000,000 increase over 1917. The Oregon Lumber Company's eastern Oregon mills were busy producing lumber needed in the production of airplanes. The Douglas fir mills, including Dee, produced lumber for military camps and construction of steamships (Carr, 1991). The profits for the Oregon Lumber Company's mills at Dee, Inglis and Baker City during the war years and the post-war era are as follows (Tonsfeldt, 1987: 8-17, 18).

	Dee	Inglis	Baker City
1917	$95,555	$120,700	$265,399
1918	$103,753	$47,266	$138,056
1919	$96,846	$2,001 (loss)	$127,636
1920	$88,804	$2,510	$376,271

By 1920, a logging camp (Upper Camp), had been established which stretched west into the lands above Dee. Upper Camp was established on a parcel of land which was purchased in 1919 by the Oregon Lumber Company from John Palmer. Palmer purchased the 27,000 acres from the Forest Service, later selling it to the Oregon Lumber Company. Despite the lumber companies large holdings, lumber production fell: production for 1920 was 16,000,000 bf; for 1921, 12,500,000 bf and for 1922, approximately 14,000,000 bf. The Mt. Hood Railroad was completely halted for weeks on end during these years primarily due to the harsh winters.

The years 1923 and 1924 showed a slight increase in revenue for the mill. The Hood River Interstate Bridge was constructed over the Columbia River. The Dee mill produced most of the lumber for the project which included large quantities of pilings and timbers. In 1924, the Dee mill installed a box factory which further helped the fruit growers in the area, and the mill. Despite the mills increase in production, timber products only generated 30% of the railroad's freight revenue. In 1929, the year marking the beginning of the Great Depression, the mill received a contract to supply timbers, 125 feet in length, to Henry Ford for his business ventures in New Jersey (Carr, 1991). After 1929, the mill's production began to decline as the Great Depression hit the nation.

By 1931, production at the mill dropped to 16,000,000 bf of lumber for the year (Carr, 1991). The Lumber Code under the National Recovery Act of 1932 helped restore production in the lumber industry. Production was up in 1932; the mill produced 21,000,000 bf of lumber for the year. The box factory was the most productive part of the mill.

The Dee Mill was shut down in 1935 for an extended period of time because of labor disputes and the fact that the Oregon Lumber Company faced the threat of bankruptcy. The company refinanced itself and the Dee mill resumed production. On October 3, 1935, the box factory and planer were destroyed by fire. The company rebuilt the plant and started manufacturing boxes within a week. Lumber production for the following two years (1936,1937) were up, producing 38,000,000 and 35,000,000 respectively. By the end of the 1930s, however, the "glory days of logging were fast disappearing" (Carr, 1991).

By 1942, the upper camp at Dee was closed and eventually the buildings burned and tracks (for logging spur) removed. This ended the company's logging operations on the West Fork of the Hood River. It's box factory shut down in 1947 but the mill continued operating into the 1950s. By the early 1950s only about three dozen of the 3,000 logging railroads remained that once stretched across the continent (Adams, 1951: 131).

A hardboard plant was built in 1950 at Dee and in 1955 the entire mill was sold to the Edward Hines Lumber Company of Chicago (the mill was expanded in 1960, removing the mill town of Dee. Only portions of the concrete dam are visible from the historic period). The Oregon lumber company sold their holdings in eastern Oregon and ceased operations. The year, 1955, marks the end of the Oregon Lumber Company, however, the Mt. Hood Railroad continued to ship lumber (from the Dee Forest Products Plant) and fruit through the valley.

Hood River Fruit Industry and the Mt. Hood Railroad

The Mt. Hood Railroad played an important role in the development of the Hood River Valley's fruit industry. Although the railroad was built primarily as a logging railroad servicing the Oregon Lumber Company's Dee Mill, the railroad soon became an important link between the orchardists and their markets. Large tracts of land owned by the Oregon Lumber Company were sold for development after the company logged the land; a large percentage of these once timbered lands were planted to fruit. Thousands of acres were opened up for development as the railroad stretched 21 miles into the Hood River Valley.

Orchardists in the valley lobbied the Oregon Lumber Company to construct the railroad through the established orchards on the lower east side of the Hood River Valley; a shorter route than the proposed west side route. David Eccles recognized the railroad's potential not only as a logging railroad but as a railroad carrying other freight, particularly fruit, and passengers. The railroad afforded an easier and faster means of transporting the fruit from the valley to Hood River. Fruit and other produce such as potatoes could be shipped by the railroad to the O.R.and N. Railroad's mainline in Hood River or off-loaded to steamers ready to transport the fruit to market. Many acres were sold to

investors as news of the railroad spread. Between 1905 and 1910, land prices in the Hood River Valley reached an all time high.

Investors hearing of the rich volcanic soil, mild climate, and productive orchards, came to the valley to purchase land. Hood River fruits were gaining recognition all over the United States. Numerous awards, given to Hood River orchardists in the 1905 Lewis and Clark Exposition, further stimulated interest in the Hood River Valley. Apples, strawberries, and hay were the principle crops in the valley at the time of the exposition. At this time there was an *estimated* 50,000 tillable acres in the valley; only a small section of the valley had been cleared and cultivated (*Hood River Souvenir*, 1905). As stated in a 1905 promotional publication, "Not withstanding the small area, comparatively, devoted to growth of fruit, Hood River stands without parallel as the greatest apple district of the world, judged by the quality of fruit" (*Hood River Souvenir*, 1905).

The Lower Hood River Valley (Lower Valley) gained international notoriety for its quality of fruit. *The Morning Oregonian* stated Wednesday, May 8, 1907, "This fruit district has made remarkable growth in the last seven years. Its apples have spread its fame over the world and its strawberries over America. The profits of the apple business are so large that they have raised prices of orchards to phenomenal figures." The success and optimism created by fruit industry and high land prices spurred Hood River Valley residents to lead a successful petition forming Hood River County from Wasco County in 1908. The optimism continued as the Hood River Valley's reputation drew investors from the East, purchasing the farms planted by earlier pioneers.

The railroad further stimulated interest in the productive orchard lands of the Lower Valley. In 1906, the year the railroad was completed to Dee, the valley produced the largest apple crop to date (*Hood River News,* May 31, 1908). The following year, the fruit crop's estimated value was $400,000; a substantial amount when compared with the nationally depressed fruit markets. Yellow Newtowns ranked first in popularity followed by the Spitzenberg apple. Strawberries and pears also contributed to the overall revenue of the industry. By comparison, the local lumber industry was valued at $750,000 in 1907. A year later, the apple industry had generated $500,000, a gain of $100,000 over the previous year.

There was also a marked increase in the number of trees planted in the valley from the time the railroad was completed to 1908. In 1908, an estimated 82% of the apple trees in the valley had been planted from 1905/06 to 1908 (Commercial Club, 1908). This percentage reflects the influx of investors into the valley after the Mt. Hood Railroad began servicing the area. Only one fifth of the 50,000 tillable acres was under cultivation in the valley in 1908. The Mt. Hood Railroad soon coined the name the "Apple Belt Line" due to the large volume of fruit shipped. "The Apple Belt Line" was used in its promotional material and logos.

Hood River strawberries also produced a high yield on markets all over the country. Strawberries were often used as an interim crop, planted in young orchards. This would supplement the orchardists' income while the trees came to bearing age (usually five years). An estimated 756 acres of strawberries were planted in the Hood River Valley in 1908; 532 of those acres were planted in orchards (Portland Chamber of Commerce, 1908). Blackberries, cherries, and raspberries were also grown in the Hood River Valley. The first shipment of pears left the valley in 1909, headed for markets in New York where they were sold for a high profit. This was the beginning of the pear industry which would later supplant the strawberry industry. D'Anjou and Comice varieties were among the first pear grown. Although the pear trees took two years longer to mature, returns were usually greater than for apples.

The orchardists transported the fruit from the orchards to the warehouses along the Mt. Hood Railroad where they awaited packing and shipping. Station's, sidings, and spurs were built along the line to accommodate the fruit freight. Fruit warehouses and sidings were constructed at Van Horn (Apple Grower's Assoc. Warehouse), Mohr, and Odell. Spurs were also constructed extending to large packing houses on private orchards. These spurs were generally built at no cost to the orchardists. By 1910, standards were set for sizing and packing apples to assure a quality product, some of the first of such standards in the country. Hood River apples were shipped overseas to cities in England, China, Siberia, Germany, and Japan.

New industries developed as a result of the fruit industry. C.J. Calkins started plans for opening a vinegar factory, the Hood River Apple Vinegar Company, in August of 1909. The Vinegar

Company offered to pay freight charges for growers if apples could be procured to help start the business (*Hood River News*, August 11, 1909). The business opened the following year and handled cider and canning apples from the valley, as well as from White Salmon and Mosier. By November, 1910, the vinegar company added a canning department, developing into an important local industry. Companies specializing in various wrapping papers which helped preserve the fruit during shipping also developed along with companies specializing in sprays for the orchards. Box factories also developed around the fruit industry. New cold storage and packing plants, and warehouses were constructed along the O.R. and N. Railroad and the Mt. Hood Railroad. A wall of warehouses lined the O.W.R. & N. Railroad line in Hood River; the fruit was transferred to the buildings from the Mt. Hood line. An ice making machine, with the capacity of producing up to six tons of ice daily, was installed by the Apple Growers Association to help cool the cars during shipping.

The Mt. Hood Railroad was completed to Parkdale in 1910, making more lands available for cultivation. After the Oregon Lumber Company logged forested land near Parkdale, they generally sold the acreage for development. Much of the land was purchased, cleared, and planted to orchards. The town of Parkdale, the terminus of the Mt. Hood extension, was platted in anticipation of the railroad. East Coast investors purchased large tracts in hopes of developing the land. Many well-to-do Easterners and Portlanders built summer homes in Parkdale. Upon hearing of the Parkdale extension, the president of the Apple Growers Association, G.D. Woodworth, commented, "While this section in the past has been somewhat isolated, the new railroad is giving us a daily transportation service and we will be able to ship our fruit out so as to avoid long hauls by wagon" (*Oregonian*, March 30, 1908: one of the stations between Dee and Parkdale was named after Woodworth). Parkdale became the center of the Upper Valley and by 1912, land values in Hood River County were one of the highest in the state, only surpassed by Multnomah County (*Hood River News*, February 7, 1912).

The Apple Growers Association was organized in 1913 from the four major shippers in the region (the Apple Growers Union and Davidson Fruit were the two largest concerns). The organization formed in an effort to consolidate and coordinate various shipping groups, eliminate haphazard marketing, and reduce overhead expenses (*Hood*

River County History, 1982: 445). The association became a cooperative in 1914, entirely controlled by the members (currently Diamond Fruit Growers).

The Mid-Columbia Experiment Station was established in 1913 to help the local growers manage and protect the orchards from disease and insect damage. The Hood River Valley had become the major fruit growing region in the state (the experiment station is still active in the valley). The majority of the fruit shipped from the valley to the O.W.R. & N. line (Union Pacific) in Hood River was transported by the Mount Hood Railroad. The fruit industry continued to grow throughout the teens, surpassing railroad freight revenues generated by the timber industry. The table below shows the gradual increase in fruit production in Hood River County by the number of car lots of fruit shipped.

Car Lots of Fruit Shipped from Hood River County
(*Hood River, Oregon Agricultural Economic Conference*, 1924)

Year	Pears	Apples	Apple Culls	Cherries	Strawberry	Car Lots
1915	64	725		6	104	899
1916	93	1678		4	99	1874
1917	56	1204		6	81	1374
1918	132	1641	128	18	71	1990
1919	113	2502	180	8	92	2895
1920	76	1693	103	16	84	1972
1921	121	2691	147	5	93	3057
1922	246	2274	253	7	114	2894
1923	314	2742	270	8	88	3422

Hood River's fruit industry grew at a steady rate from 1915 to 1923 with the exception of the winters of 1919/1920 and 1922 when severe weather killed many of the valley's fruit trees. Due to these harsh winters, pears trees gradually replaced many of the damaged apple orchards. Pears were hardier than most varieties of apples. Pears orchards would eventually out number apple orchards. In 1924, Hood River had the largest number of fruit bearing trees of any other county in the state with an estimated 623,773 trees; 22% of the total for the state (*Hood River, Oregon Agricultural Economic Conference*, 1924). Oregon ranked sixth in the total apple crop production in the United States in a study

which examined a seven year period from 1917 to 1923 and averaged the apple crops by state. Washington ranked first, followed by New York, Michigan, Virginia, California,and Oregon (*Hood River, Oregon Agricultural Economic Conference*, 1924). The railroad provided the major means of transporting the fruit to Hood River for distribution.

Because of the depressed national fruit market in 1923, orchardists negotiated lower freight rates and the Union Pacific Railroad pitched in by promoting the fruits of the Hood River Valley. The railroad produced a brochure entitled "150 Receipts for Apple Dishes" (*Hood River News*, November 9, 1923).

In 1924, it was estimated that 33 fruit trees out of 43 fruit trees in the state were in Hood River County (*Hood River News*, May 5, 1924). An Economic Agricultural Conference was held in 1924 with 150 growers in attendance. The conference discussed the present state of the various fruit industries in the valley including the apple, pears, cherry, raspberry, and strawberry industries. Other agricultural groups were discussed such as the dairy farming in the area. Potato and poultry production which were also prevalent in the Hood River Valley. Hood River County harvested 3,368,932 bushels of apples out of the 5,989,885 harvested in the state in 1924, capturing 56% of the total bushels harvested in Oregon (U.S. Census of Agriculture, 1925).

By the late 1920s, apples, pears, cherries, strawberries, asparagus and potatoes were the principle crops in the valley (apple and pears were the major two crops). The fruit was sold fresh to markets or canned in canneries. The major cannery in the valley, was established by the Apple Growers Cooperative in 1929. The cannery processed apples, strawberries, cherries, and pears. Hood River Valley gained national and international recognition for their excellence quality of winter pears. Pears began gradually replacing many of the apple orchards because of their hardiness.

The national depression of the 1930s was hard on the fruit industry in the valley, however, the major growers and packers still found markets for their fruit, especially on the foreign markets. The depression brought many people to the West Coast. Many of these people found employment picking in the orchards ; some stayed after the depression and purchased land. The Hood

River Distillers, incorporated in 1934, make wines and brandies. Much of the second rate fruit and excess fruit went to the distillery.

The international fruit markets remained relatively strong during the depression. In 1937/38 over one million boxes of fruit were sold overseas by the Apple Growers Association. The Duckwall Bros. (now Duckwall-Pooley Fruit Co.) also shipped fruit to markets in Europe and the Mediterranean. In 1936, Duckwall Bros. purchased a tile warehouse in Parkdale (next to the Mt. Hood Railroad) for use as a packing plant. They also expanded their operations in Hood River during the 1930s. The last few years of the depression were hard for the growers as well as the larger packing and shipping companies, however, the industry survived.

During WWII demand for food was high. The fruit industry in the valley progressed at a steady rate even though some of the foreign markets were eliminated. Retirees, school children, and visitors helped pack fruit during the war. The railroad was still the major means of transporting the fruit to market.

The post-War economy was strong and the fruit industry reflected the national economic upswing. Many new cold storage plants were built in the late 1940s and 1950s along the railroad line as the Hood River Valley's fruit industry prospered. Although the Hood River Valley remained the number one fruit producing area in the state, by the mid-1960s, the trucking industry started replacing shipping on the Mt. Hood Railroad. Diamond Fruit Growers (formerly the Apple Growers Association), one of the largest fruit packers/distributors, moved to Odell in 1969 in an effort to centralize their operations. This further deceased the freight generated from the Parkdale stop. The Mt. Hood Railroad continued to carry some fruit to markets. The Hood River Valley still is the leading fruit growing area in the state and produces about 30% of the United States' winter pears and 2% of the nation's apples (*Hood River News*, 1992). Approximately, 14,770 acres are planted in orchards: 5,850 acres to winter pears; 3,100 acres to apples; 3,400 acres to Bartletts; 700 to cherries; 40 to peaches; 10 to Asian Pears; 1,670 to non-producing orchards (Seavert, 1993: 1). Today, the Mt. Hood Railroad handles only a small percentage of the fruit shipped out of the valley.

Decline of the Mt Hood Railroad

The development of better roads, the trucking industry, and the depletion of the forest in the valley caused the gradual decline of the Mt. Hood Railroad.

The Great Depression seriously affected both the lumber and fruit industries; the decrease in both the industries and an end to the passenger service put a strain on the Mt. Hood Railroad in the 1930s. By end of the decade, the railroad faced the prospect of major repairs; the railroad was over thirty years old. In 1939, a decision was made to replace all the rails to Dee: 16 miles of track. This was a major undertaking for the railroad in the last years of the depression. In 1944, the remainder of the rail to Parkdale was also replaced with 100 lb rails.

The railroad purchased a larger, more powerful Baldwin engine in 1947 to replace the smaller Baldwin that had been used on the line for 25 years. The larger Baldwin, however, turned out to be a white elephant for the railroad. On its initial journey before getting out of town, the new engine spread the rails because of its weight: the incident was repeated on the second journey. The engine was stored in the yard and eventually sold for scrap in 1954 (Pope: 1992, 72). In 1950, the age of steam ended on the railroad. The first diesel engine was purchased from the Newburgh and Short Railroad in 1950; Engine #51, an Alco HH-1000. The new engine seemed inadequate for the job and a short time later a new diesel was purchased which was well suited to the railroad's needs.

According to a long time employee of the Mt. Hood Railroad, the railroad was still going "great guns" in the 1940s, 1950s and early 1960s (Nebeker, 1993). Although the passenger service had been discontinued and most of the small depots dismantled in the post war era, the fruit and timber industries kept the railroad in service. Several lumber companies with sidings along the route included the Parkdale Lumber Company, the Newell Brothers Lumber Company, the Bodell Lumber Company, Hanel Lumber Company, Louis Rupp's lumber operation, and the Neal Creek Lumber Company (Murray, 1993). The hardboard plant at Dee, a profitable new industry, shipped a majority of their hardboard by rail. Many new fruit packing and cold storage plants were constructed during this time and new sidings constructed to accommodate the fruit growers

in the valley. The railroad was still a driving force in the economy of the Hood River Valley.

The Eccles and Lighthall families owned the largest shares in the company after WWII. By 1950, the Lighthall family had acquired the controlling interest in the Oregon Lumber Company (still the parent company to the Mt Hood Railroad). The Oregon Lumber Company was sold in 1955 to the Edward Hines Company. The Hines Company, however, did not want the Mt. Hood Railroad. The orphaned railroad continued to operate under the management of A.C. Lighthall Jr. until the Union Pacific Railroad purchased the railroad in 1968 (the U.P. changed the name to the Mt. Hood Railway). By this time, a larger percentage of the products of both the timber and fruit industries were shipped by truck. Trucks provided more flexibility in delivery schedules and were quicker than the railroad. Railroad traffic was reduced to one trip a day, with an average of nine cars. The railroad carried fruit, lumber, fertilizer, and liquid gas.

In 1969, one of the major fruit companies, Diamond Fruit Growers Association, moved their operations from Parkdale to Odell in an effort to centralize their operations. The other major packing/distributor, Duckwall-Pooley Fruit Company, also expanded their operations in the 1970s in Odell. Due to the lack of freight generated from the Parkdale station, the Union Pacific petitioned for the abandonment of the line at this time. The local Port Authority temporarily persuaded the Union Pacific not to abandon the line. In 1979, however, the railroad line above Dee was closed due to the recession that hit the lumber related industries causing the closure of the large lumber companies in the valley. Rail service was reduced to around three runs a week or as needed (Pope, 1992: 73).

In the mid-1980s, the Union Pacific was concentrating efforts on their transcontinental lines and divesting itself of many of the small feeder lines; the Mt. Hood Railway was put up for sale. A group of local investors was formed with the intention of purchasing the railroad for use as an excursion line for tourists as well as a functioning freight railroad. After extensive negotiations with the Union Pacific, the railroad was sold to the investment group in 1987 for $650,000. The company rehabilitated the abandoned section of track between Dee and Parkdale and the railroad, under its new management, made its first run in 1988.

The Mt. Hood Railroad Today

The eight-seven year old Mount Hood Railroad continues to operate as a tourist excursion train and a working freight line. The railroad generally runs three times a week in the winter months; two freight runs and one excursion train. During the summer months, the train runs six or seven days a week. The number of employees varies: in the summer approximately 25 people are employed and the winter seven. Although the freight service has decreased in the last two decades, the Mt. Hood Railroad still services many of the same fruit and timber businesses it did during the historic period as well as still carrying passengers through the scenic Hood River Valley.

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Mt. Hood Railroad
Name of Property

Hood River, Oregon
County and State

10. Geographical Data

Acreage of Property 165.02

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing
1			
2			
3			
4			

☐ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Sally Donovan/Historic Preservation Consultant

organization Donovan & Associates date 2/26/93

street & number 111.5 Third Street telephone 503 386-6755

city or town Hood River, state Oregon zip code 97031

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Mount Hood Railroad Co.
Dee Forest Products, Inc.

street & number 110 Railroad Avenue
4780 Dee Highway telephone 386-3556
354-1711

city or town Hood River
Odell state Oregon zip code 97031
97044

Verbal Boundary Description

The proposed 21.13 mile linear district corridor is made up of the entire Mt. Hood Railroad unbroken main line extending from Hood River, Oregon to Parkdale, Oregon in Hood River County. The width of the district varies with the railroad right-of-way from approximately 9 feet (the width of the tracks and ties) to 100 feet with the exception of an one mile easement through Dee, Oregon which is solely owned by Dee Forest Products, Inc. The width of the right-of-way through Dee is limited to the width of the track and ties*. Because the right-of-way varies in width, the corridor is more particularly defined as follows:

Mile Post			Right-of-Way	Ft from Centerline
Depot to E. Line Coes DCL (approx. 275 ft.). See Legal Description of depot and yards				
.05	to	5.30	60 feet	(30 ft each side)
5.30	to	5.60	16 feet	(8 ft each side)
5.60	to	6.00	40 feet	(20 ft each side)
6.00	to	7.40	60 feet	(30 ft each side)
7.25	to	7.35	28 feet	(14 ft each side)
7.35	to	7.65	50 feet	(25 ft each side)
7.65	to	8.25	40 feet	(25 ft W side/ 15 ft E side)
8.25	to	10.25	60 feet	(30 ft each side)
10.25	to	10.40	40 feet	(20 ft each side)
10.40	to	13.40	60 feet	(30 ft each side)
13.40	to	15.05	100 feet	(50 ft each side)
15.05	to	16.05	9 feet	(Dee easement*-see explaination above)
16.05	to	17.85	60 feet	(30 ft each side)
17.85	to	18.85	60 feet	(30 ft each side)
18.85	to	21.00	60 feet	(30 ft. each side)
21.00	to	21.13	31 feet	(15 1/2 ft. ea side)

The Mount Hood Railroad main line in Hood River, Oregon, crosses the legal subdivisions. The railroad transverses the following areas within the Willamette Meridian:

Subdivision	Section	T/R	Main Line (ft)
Lots 8 & 9	25	3 North	10 East
NE 1/4, SE 1/4	36	3 North	10 East

NE 1/4, SE 1/4	1	2 North	10 East
NE 1/4; SE 1/4 NW 1/4; N 1/2 SW 1/4; SE 1/4	12	2N 10E	10 East
E 1/2 NE 1/4; SW 1/4 NE 1/4; W 1/2 SE 1/4	13	2 North	10 East
NW 1/4 NE 1/4; E 1/2 NW 1/4 SW 1/4	24	2 North	10 East
E 1/2 NW 1/4; NW 1/4 SW 1/4	25	2 North	10 East
SE 1/4 NE 1/4; N 1/2 S 1/2	26	2 North	10 East
NE 1/4 SE 1/4; S 1/2 NE 1/4 S 1/2 NW 1/4	27	2 North	10 East
NE 1/4	28	2 North	10 East
SW 1/4 SE 1/4; S 1/2 SW 1/4	21	2 North	10 East
SE 1/4 SE 1/4	20	2 North	10 East
NE 1/2; SW 1/4 NW 1/4; N 1/2 SW 1/4; SW 1/4 SW 1/4	29	2 North	10 East
SE 1/4 SE 1/4	30	2 North	10 East

N 1/2 NE 1/4; SW 1/4 NE 1/4; NW 1/4; NW 1/4 SW 1/4	31	2 North	10 East
E 1/2 SE 1/4	36	2 North	9 East
E 1/2 NE 1/4; NE 1/4 SE 1/4	1	1 North	9 East
W 1/2 SW 1/4	6	1 North	10 East
	7	1 North	10 East
E 1/2 NW 1/4; SW 1/4 NE 1/4; SE 1/4	18	1 North	10 East
S 1/2 SW 1/4; SW 1/4 SE 1/4	17	1 North	10 East
E 1/2	20	1 North	10 East
E 1/2	29	1 North	10 East
E 1/2	32	1 North	10 East
NW 1/4 NE 1/4	6	1 South	10 East

Legal Description of Railroad Yards in Hood River including depot. The O.W. R. and N. Co. Railroad Passenger Depot , currently the Mount Hood Depot, was previously (1988) listed on the National Register of Historic Places. A fraction of the property described herein includes the depot.

EXHIBIT A

All right, tile and interest in and to the right-of-way, trackage, facilities and appurtenances of the Union Pacific Railroad Company in, over and across an irregular shaped tract of land situate in the Nathaniel Coe Donation Land Claim No. 37, Lot 8 of Section 25, T. 3. N., R. 10 E. of the Willamette Meridian in Hood River County, Oregon, more particulary described as follows:

Beginning at a point in the east line of said Nathaniel Coe Donation Land Claim No. 37, that is 404.5 feet north, measured along said east line, from the south line of said Section 25;

thence north along the east line of said Donation Land Claim, a distance of 176.8 feet;

thence southeasterly along a curve to the left, having a radius of 716.78 feet and a chord that bears S. 53°13' E., an arc distance of 253.0 feet to a point on the northwesterly right-of-way line of the Mount Hood Railway Company;

thence northeasterly along said northwesterly right-of-way line, which is a line drawn radially to the end of the last described curve, a distance of 81.0 feet;

thence southeasterly along the northeasterly right-of-way line of said Mount Hood Railway Company to a point that is 50.0 feet distant northeasterly, measured at right angles from the centerline of main track of said railway company;

thence northwesterly along a straight line parallel with the tangent portion of said centerline of main track extended northwesterly to a point that is 20.0 feet distant southwesterly, measured radially, from the centerline of the southwesterly side track (formerly the main track) of the Oregon-Washington Railroad and Navigation Company, as now constructed and operated;

Legal Description of Railroad Yards in Hood River including depot (cont.)

thence northwesterly along a line that is parallel and/or concentric with, measured at right angles and/or radially, from said centerline of side track, to a point in the west face of the Second Street overcrossing in the City of Hood River;

thence south along said west face of the Second Street overcrossing to a point that is 100.0 feet distant southwesterly, measured at right angles, from said centerline of side track;

thence southeasterly along a line parallel with and 100.0 feet distant southwesterly from said side track, a distance of 110 feet, more or less, to an iron rail;

thence southeasterly along a tangent curve to the right, having a radius of 1,046 feet, an arc distance of 640 feet, more or less, to the Point of Beginning.

Excepting therefrom any portion thereof lying within Cascade Avenue and First Street, as both are now located in the City of Hood River.

Office of AVP-Engineering Services
Omaha, Nebraska
October 5, 1987

Legal Description of Railroad Yards in Hood River including depot (cont.)

EXHIBIT B

A strip of land 30.0 feet wide situate in the Nathaniel Coe Donation Land Claim No. 37 and Lot 8 of Section 25, T. 3 N., R. 10 E. of the Willamette Meridian in Hood River County, Oregon, said strip lying between lines that are parallel and/or concentric with and 20.0 and 50.0 feet distant southwesterly, measured at right angles and/or radially, from the southwesterly side track (formerly the main track) of the Oregon-Washington Railroad & Navigation Company, as now constructed and operated, and extending southeasterly from the west face of the Second Street overcrossing in the City of Hood River to a straight line drawn parallel with and 50.0 feet distant northeasterly, measured at right angles, from the tangent portion and its northwesterly extension of the centerline of main track of the Mt. Hood Railroad Company, as located in the year 1987.

Office of AVP-Engineering Services
Omaha, Nebraska
October 5, 1987

Boundary Justification

The Mt. Hood Railroad Linear District encompasses the original 21.13 miles of the main line railroad from Hood River, Oregon to Parkdale, Oregon. With few exceptions, the right-of-way has remained as originally engineered. The district also includes the original O.W.R. and N. Railroad depot which was not historically owned by the Mt. Hood Railroad but was closely associated with the Mt. Hood line as well as representing the major theme of transportation. The depot and a small parcel of the railroad yards were earlier (1988) listed on the National Register of Historic Places. The depot and associated land have been included in this district nomination.

The only contributing architectural feature in the nomination is the O.W.R. & N. Railroad Depot and the only example of original rolling stock is the "jitney" passenger bus. Although various fruit packing and storage warehouses have been mentioned throughout the nomination, none of the buildings are included in the nominated area. The buildings are under different ownership.

Mt. Hood Railroad Linear Historic District, Hood River County, OR

END-TO-END UTM REFERENCES

Map 1 of 3, USGS Topographic Quadrangle: Hood River, Oregon 1:24000

Section I - Hood River to Pine Grove

A	Z10	E615910	N5063050	Northern Terminus
B	Z10	E616500	N5062360	
C	Z10	E616420	N5062100	
D	Z10	E616200	N5061930	
E	Z10	E616200	N5061050	
F	Z10	E616360	N5060900	
G	Z10	E616130	N5060180	
H	Z10	E616240	N5059800	
I	Z10	E615690	N5058560	
J	Z10	E616420	N5059520	
K	Z10	E616490	N5059110	
L	Z10	E616140	N5058300	
M	Z10	E616410	N5057490	
N	Z10	E616300	N5056420	

Section II - Pine Grove to Odell

A	Z10	E616290	N5056250
B	Z10	E615440	N5054880
C	Z10	E615450	N5054060
D	Z10	E615030	N5053440
E	Z10	E613740	N5053390

Section III - Odell to Dee

A	Z10	E613340	N5053720
B	Z10	E612300	N5053580
C	Z10	E611160	N5054480
D	Z10	E610570	N5054620
E	Z10	E610190	N5054420
F	Z10	E608940	N5053120

Mt. Hood Railroad Linear Historic District, Hood River County, OR

END-TO-END UTM REFERENCES (Continued)

Map 2 of 3, USGS Topographic Quadrangle: Dee, Oregon, 1:24000

Section III - Odell to Dee

G	Z10	E607220	N5051570	
H	Z10	E606960	N5051320	
I	Z10	E606950	N5050210	
J	Z10	E607160	N5049600	
K	Z10	E607140	N5049230	
L	Z10	E607260	N5048670	

Map 3 of 3, USGS Topographic Quadrangle: Parkdale, Oregon, 1:24000

Section III - Odell to Dee

FF	Z10	E608940	N5053120	
GG	Z10	E607220	N5051570	
LL	Z10	E607260	N5048670	

Section IV - Dee to Parkdale

A	Z10	E607360	N5047640	
B	Z10	E607840	N5047050	
C	Z10	E609320	N5046420	
D	Z10	E609750	N5046020	
E	Z10	E610120	N5042910	
F	Z10	E609700	N5041500	
G	Z10	E609710	N5041160	Southern Terminus

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number Photos Page 1

Photographs

The following information is the same for all the photographs:

Name of District and Location
Mt. Hood Railroad Linear District
Hood River County, Oregon

Photographer
For Photographs numbered 19 to 54
Sally Donovan
Donovan and Associates
1615 Taylor Street
Hood River, Oregon 97031

Date of Photograph
Photographs numbered 19 through 54 were taken in February 1993

Location of Photographic Negative:
Photographs numbered 1 through 5 and 7 through 18-Historic Photos
Hood River County Museum
Port Marina Park
Hood River, Oregon 97031

Photographs numbered 19 to 54-Current Photographs
Sally Donovan
Donovan and Associates
1615 Taylor Street
Hood River, Oregon 97031

Photographic Key:

The photographs are organized as follows:
A. Historic photographs
B. Photographs 19 through 23 depict the five inventoried resources (Inventory # 1 through 5)
C. Photographs 24 through 54 depict the features of the line (Inventory # 5 through 36)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number Photos Page 2

Historic Photographs

Name of Photographer:
Sally Donovan
Donovan and Associates
1615 Taylor Street
Hood River, Oregon 97031

Date of Photographic Copy: February 1993
Date of Letter and Logo: ca. 1910
Historic Photograph:
Mt. Hood Railroad Letterhead
1 of 54

Name of Photographer: Unknown
Date of Photograph: ca. 1907
Historic Photograph:
Mt. Hood Railroad Depot and O.R. & N. Railroad Depot/Train
Looking West
2 of 54

Name of Photographer: Unknown
Date of Photograph: 1906
Historic Photograph:
Mt. Hood Railroad Depot and Locomotive
Looking Southeast: West and North elevations
3 of 54

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number Photos Page 3

Name of Photographer: Unknown
Date of Photograph: ca. 1907
Historic Photograph:
Mt. Hood Railroad Depot and Passenger Train
Looking East: West elevation
4 of 54

Name of Photographer: Unknown
Date of Photograph: ca. 1907
Historic Photograph:
Mt. Hood Railroad Depot and Passenger Bus, "the Jitney"
Looking Southwest: North elevation of depot
5 of 54

Name of Photographer: Unknown
Date of Photograph: 1906
Negative Location:
Oregon Historical Society
1200 SW Park Avenue
Portland, Oregon
Negative No. #002632
Historic Photograph:
Mt. Hood Railroad: Switchbacks
Looking North
6 of 54

Name of Photographer: Unknown
Date of Photograph: no date
Historic Photograph:
Mt. Hood Railroad Mainline and Unknown packing warehouse
Direction: Unknown
7 of 54

Name of Photographer: Unknown
Date of Photograph: no date
Historic Photograph:
Mt. Hood Railroad: Odell Depot
Looking Southeast
8 of 54

Name of Photographer: Unknown
Date of Photograph: ca. 1915
Historic Photograph:
Mt. Hood Railroad: Dee Mill
Logs loaded on flatbed cars
Looking Easterly
9 of 54

Name of Photographer: Unknown
Date of Photograph: ca. 1909
Historic Photograph:
Mt. Hood Railroad: Dee Mill
Vignettes of logging operation
10 of 54

Name of Photographer: Unknown
Date of Photograph: ca. 1935
Historic Photograph:
Mt. Hood Railroad: Near Dee Mill, Shay Steam Engine
Prominent citizens tour logging operations
11 of 54

Name of Photographer: Unknown
Date of Photograph: ca. 1913
Historic Photograph:
Mt. Hood Railroad: Parkdale Depot (razed 1971)
Looking West on East elevation of Depot
12 of 54

Name of Photographer: Unknown
Date of Photograph: no date
Historic Photograph:
Mt. Hood Railroad: Engine No.1
Direction and Location: Unknown
13 of 54

Name of Photographer: Unknown
Date of Photograph: no date
Historic Photograph:
Mt. Hood Railroad: Engine No.1 with Passenger Cars
Direction and Location: Unknown
14 of 54

Name of Photographer: Unknown
Date of Photograph: no date
Historic Photograph:
Mt. Hood Railroad: Engine No.1 over Collins Creek Trestle
Looking Northeast on West side of Trestle (destroyed)
15 of 54

Name of Photographer: Unknown
Date of Photograph: no date
Historic Photograph:
Mt. Hood Railroad: Engine No. 11 hauling logs
Direction and Location: Unknown
16 of 54

Name of Photographer: Unknown
Date of Photograph: no date
Historic Photograph:
View of Lower Hood River Valley
Looking South
17 of 54

Name of Photographer: Unknown
Date of Photograph: no date
Historic Photograph:
Hood River Apples from Davidson Fruit Company
Looking Northeast: Loading docks in Hood River
18 of 54

Current Photographs listed by Inventory #

Inventory #1
Representational example of main line track
Looking South on site of the former Powerdale Station

19 of 54

Inventory #2
Mt. Hood Railroad Depot (former O.R. & N. Railroad Depot); Hood River yards
Looking West; East and South elevations

Previously listed (1988) on the National Register of Historic Places

20 of 54

Inventory #3
Maintenance/shop building (former office of Pacific Fruit Express); Hood River yards
Looking Easterly on West and North elevations

Historic/Non-Contributing

21 of 54

Inventory #4
Pump House in Hood River yards; Compatible/Non-Historic/Non-contributing resource; leased by the Army Corps of Engineers

22 of 54

Inventory #5
Looking Southeast on "jitney"/passenger bus; stored at the end of the line in Parkdale

23 of 54

Inventory #6
Looking Northwest on Hood River yards from Hood River Highway Bridge

24 of 54

Inventory #7
General view of hillside outside of Hood River
Looking West: Foundation of Oil Reservoir on left side of photograph on hillside

25 of 54

Inventory #8
Looking West on Warren Truss bridge over the Hood River Hydro-electric plant's water tank, left hand side of photo

26 of 54

Inventory #9
Looking North on Warren Truss bridge over the Hood River
Wooden trestle over small slough next to main channel

27 of 57

Inventory #10
Railroad and water pipeline near Powerdale Station
Looking south

28 of 54

Inventory #11
Johnson's Cut (MP 1.4);
Looking South

29 of 54

Inventory #12
Bridge over Whiskey Creek, MP 2.13
Looking Southeast

30 of 54

Inventory #13
Switchbacks
Looking North from switchbacks

31 of 54

Inventory #14
Top of Switchbacks
Looking North; detail of main line

32 of 54

Inventory #15
Bridge over Highway 35 (approx. MP 3.5)
Looking Northeast

33 of 54

Inventory #16
Looking North from Paasch Road bridge on main line

34 of 54

Inventory #17
Looking South from bridge over Paasch Road on main line railroad

35 of 54

Inventory #18
North of Mason Road Crossing looking North
Wells Packing House

36 of 54

Inventory #19
Diamond Fruit Growers Assoc. Packing Plant
Looking South from Mason Road crossing

37 of 54

Inventory #20
Pine Grove Station (Van Horn)
Looking North from Van Horn Road on main line and Diamond Fruit Growers Association warehouse

38 of 54

Inventory #21
Looking West from Meadowbrook Drive on former location of trestle and old highway; railroad elevated above grade

39 of 54

Inventory #22
Mohr Station (MP 6.8)
Looking West from Ehrck Hill Drive
Mohr clay tile warehouse building and crossing

40 of 54

Inventory #23
Looking South on main line and siding at Hanel's Neal Creek Lumber plant at Lentz Station

41 of 54

Inventory #24
Looking West on main line and sidings at Stadelmans Fruit Company plant building and Hanel's main loading dock

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number Photos Page 11

Inventory #25
Looking East from the Odell Highway at crossing; former site of depot

43 of 54

Inventory #26
Intersection of Wy'East Road and main line; former site of Duke's Valley Station site; looking East

44 of 54

Inventory #27
Looking East from Summit Drive on the former Summit Station site; main line below road grade

45 of 54

Inventory #28
Looking North from intersection of Dee Highway and main line; Bloucher Spur site

46 of 54

Inventory #29
Looking North from intersection of Dee Highway and main line; the former Holstein Station

47 of 54

Inventory #30
Looking South from intersection of main line and Iowa Drive; Winans Station

48 of 54

Inventory #31
Looking South from center of the Dee Forest Products, Inc.; looking south on plant buildings and siding

49 of 54

Inventory #32
Looking West from the Dee Highway on the new railroad bridge over the East Fork of the Hood River; concrete piers from former bridge in streambed

50 of 54

Inventory #33
Looking Southeast from Dee Highway on site of Trout Creek Station; East Fork Hood River, left hand side of photograph

51 of 54

Inventory #34
Looking South from Woodworth Road on main line, Woodworth Station site; fruit orchards flank tracks

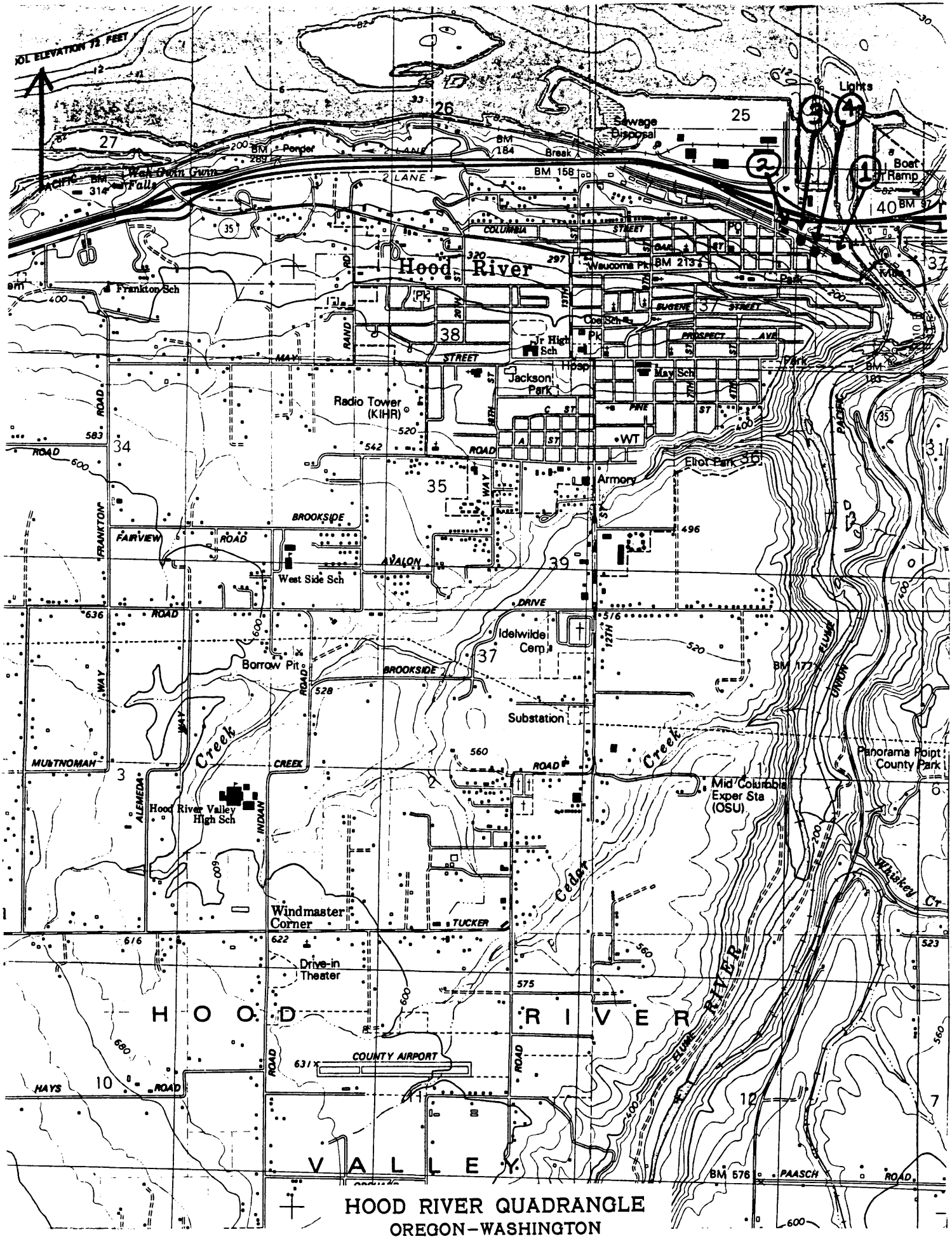
52 of 54

Inventory #35
Looking South from Bassler Road on tracks; Mt. Hood in background

53 of 54

Inventory #36
Looking Northwest from Second Street at site of former Parkdale depot (left side of photo); fruit picking crates in background

54 of 54



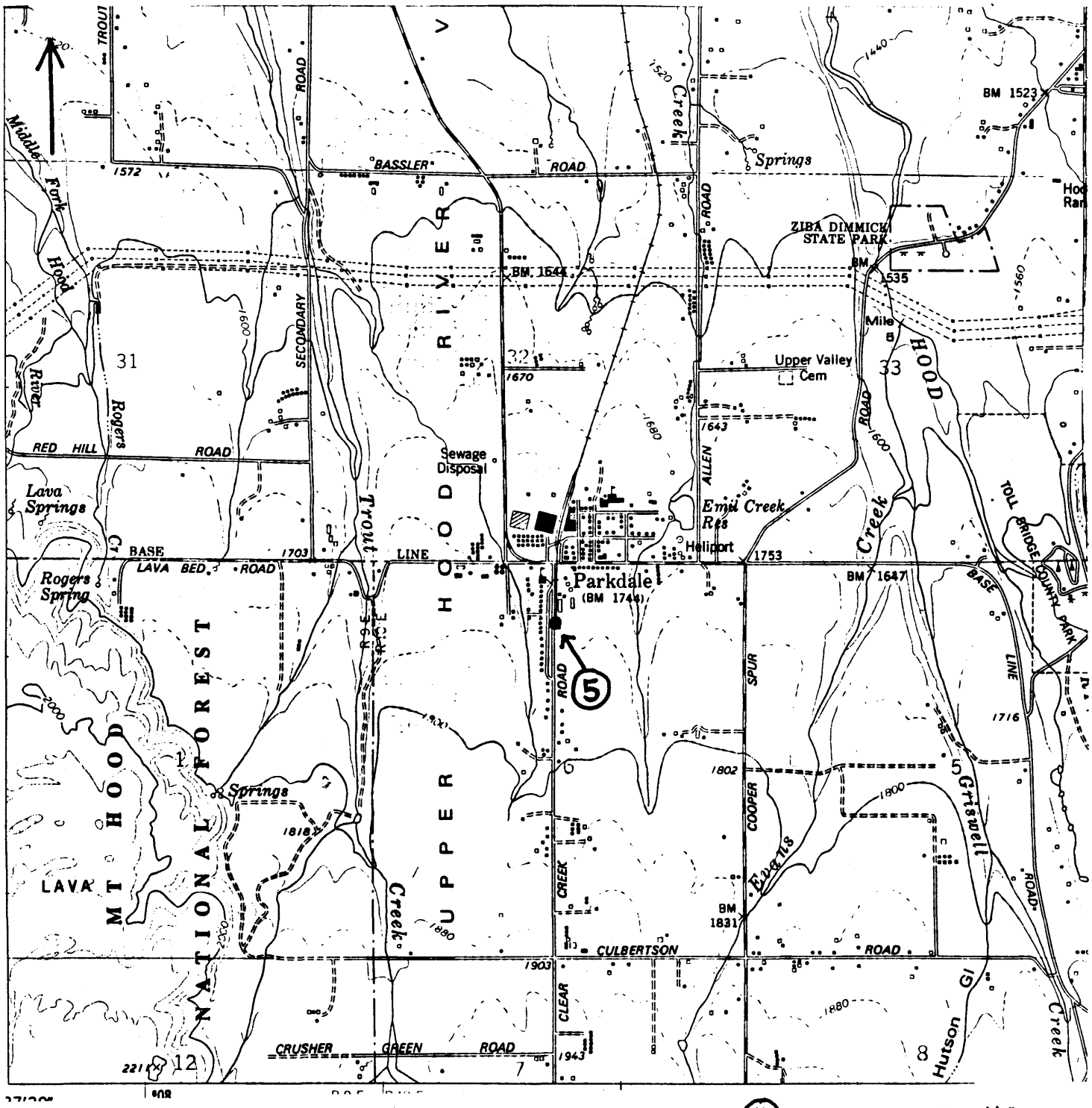
HOOD RIVER QUADRANGLE

OREGON–WASHINGTON

7.5 MINUTE SERIES (TOPOGRAPHIC)

NE/4 HOOD RIVER 15' QUADRANGLE

(#) INVENTORY NO.



(#) INVENTORY NO.

PARKDALE QUADRANGLE

OREGON—HOOD RIVER CO.

7.5 MINUTE SERIES (TOPOGRAPHIC)

SE/4 HOOD RIVER 15' QUADRANGLE

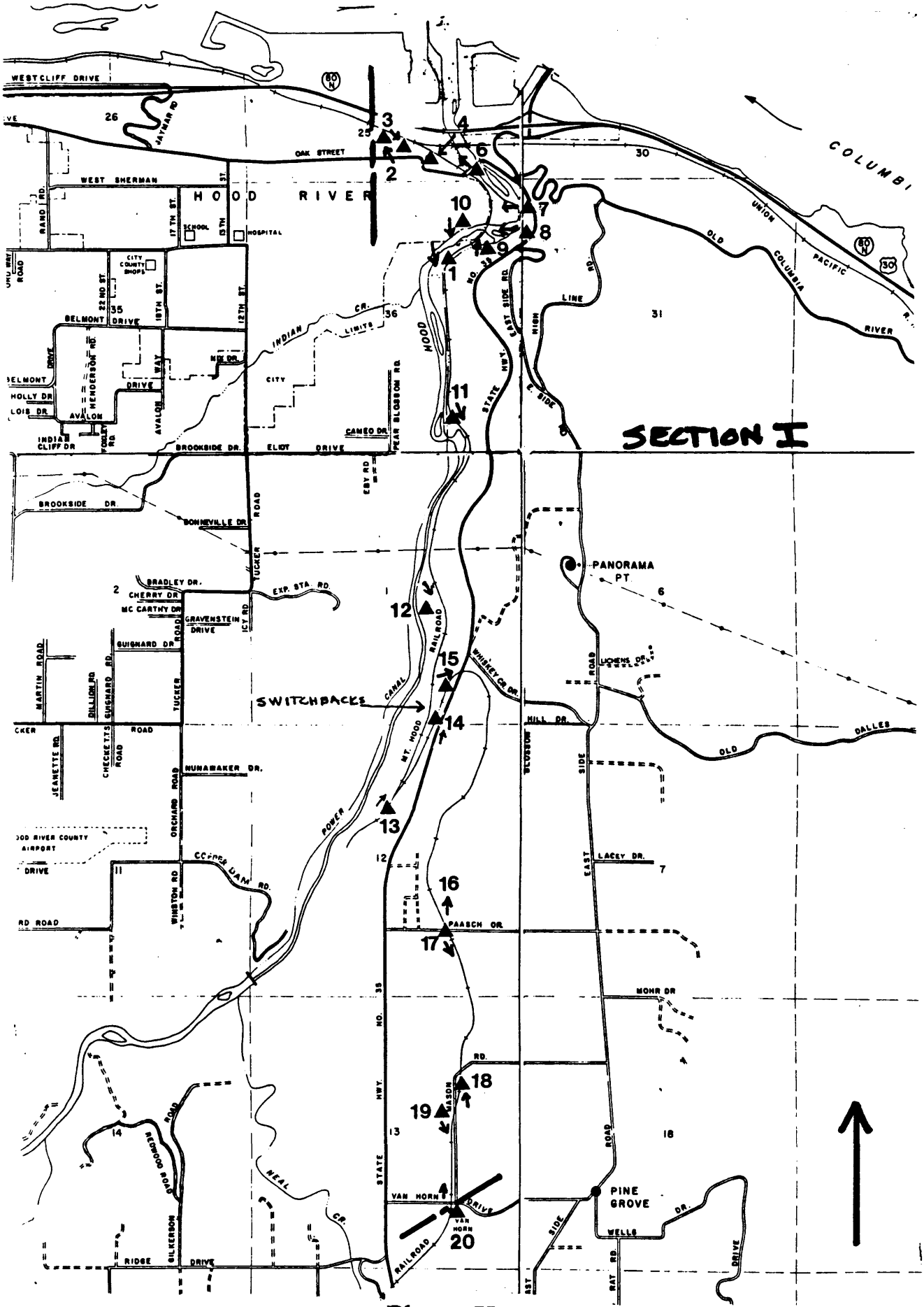
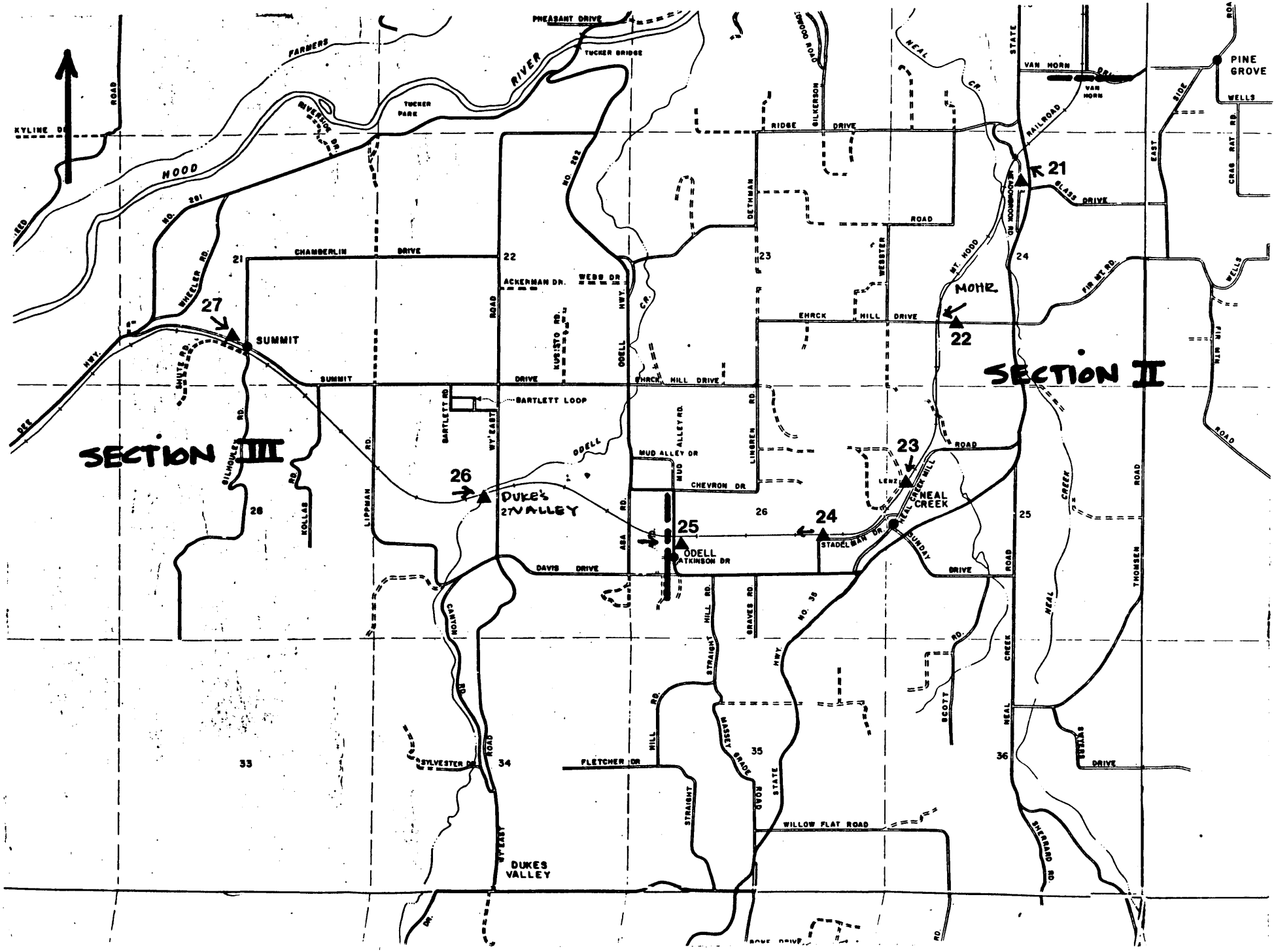


Photo Key

Hood River County Roads Map, 1979


SECTION III
SECTION II
27
SUMMIT
26
DUKE'S VALLEY
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ODELL
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NEAL CREEK
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22
MOHR
21
PINE GROVE
DUKES VALLEY
FARMERS RIVER
HOOD
PHEASANT DRIVE
TUCKER BRIDGE
TUCKER PARK
RIVERSIDE DR.
KYLINE DR.
WHEELER RD.
CHAMBERLIN DRIVE
ACKERMAN DR.
WEBB DR.
BARTLETT LOOP
SUMMIT DRIVE
EHRCK HILL DRIVE
MUD ALLEY DR.
CHEVRON DR.
DAVIS DRIVE
STADELMAN DR.
SUNDAY DRIVE
RIDGE DRIVE
GLASS DRIVE
FLETCHER DR.
SYLVESTER DR.
WILLOW FLAT ROAD
DETHMAN ROAD
WEBSTER ROAD
LINGREN RD.
BRAVES RD.
STRAIGHT HILL RD.
MASSEY BRADY ROAD
SCOTT RD.
THOMSEN ROAD
SHERARD RD.
LIPPMAN RD.
CANYON RD.
KOLLAS RD.
BARTLETT RD.
ODELL HWY.
MT. HOOD HWY.
NO. 211
NO. 35
STATE
RAILROAD
VAN HORN
NEAL CR.
MT. HOOD RD.
FIR MT. RD.
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WELLS
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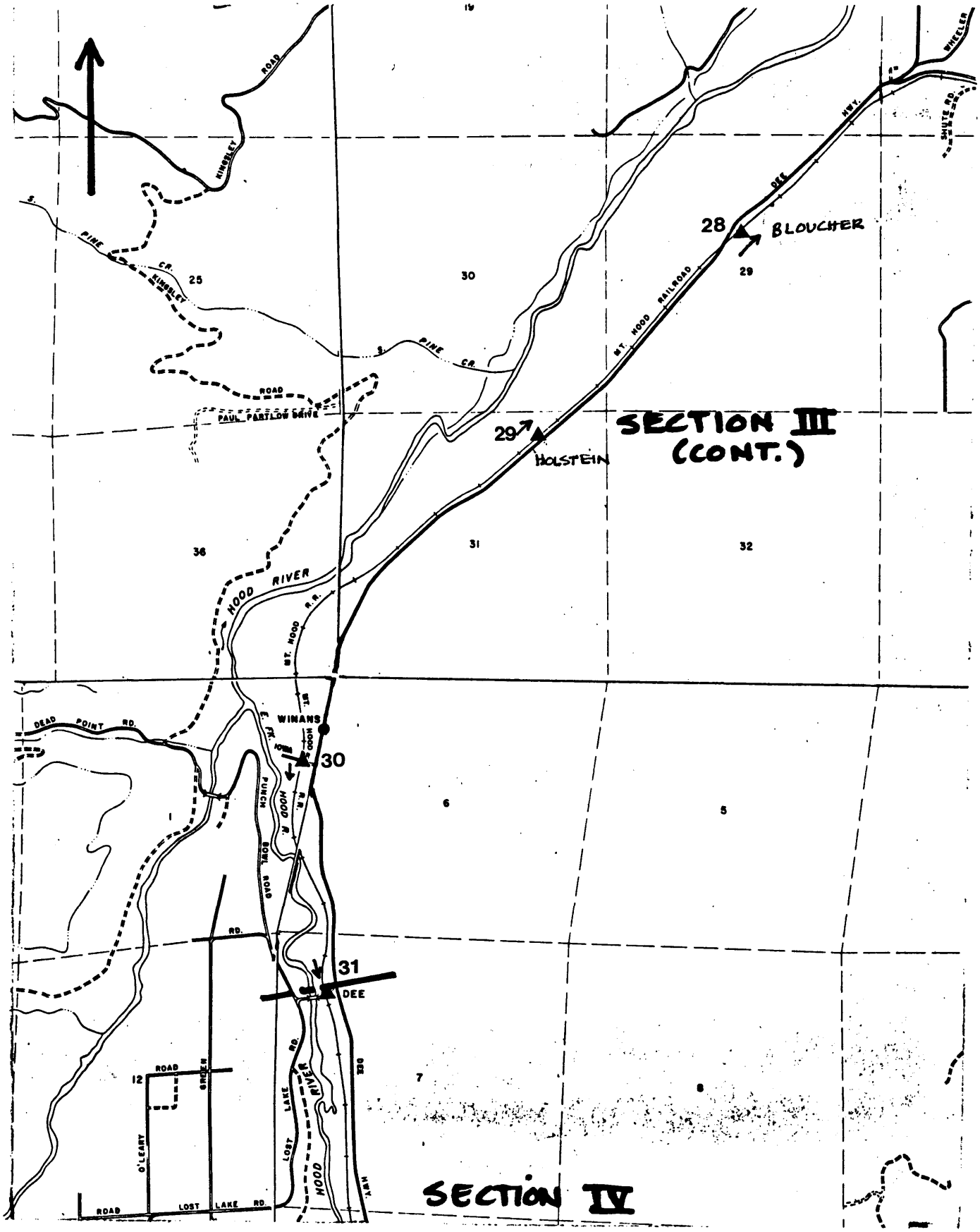
Photo Key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ROAD
PAUL PARTLOW DRIVE
S. PINE CR.
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ST. HOOD RAILROAD
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SHUTTE RD.
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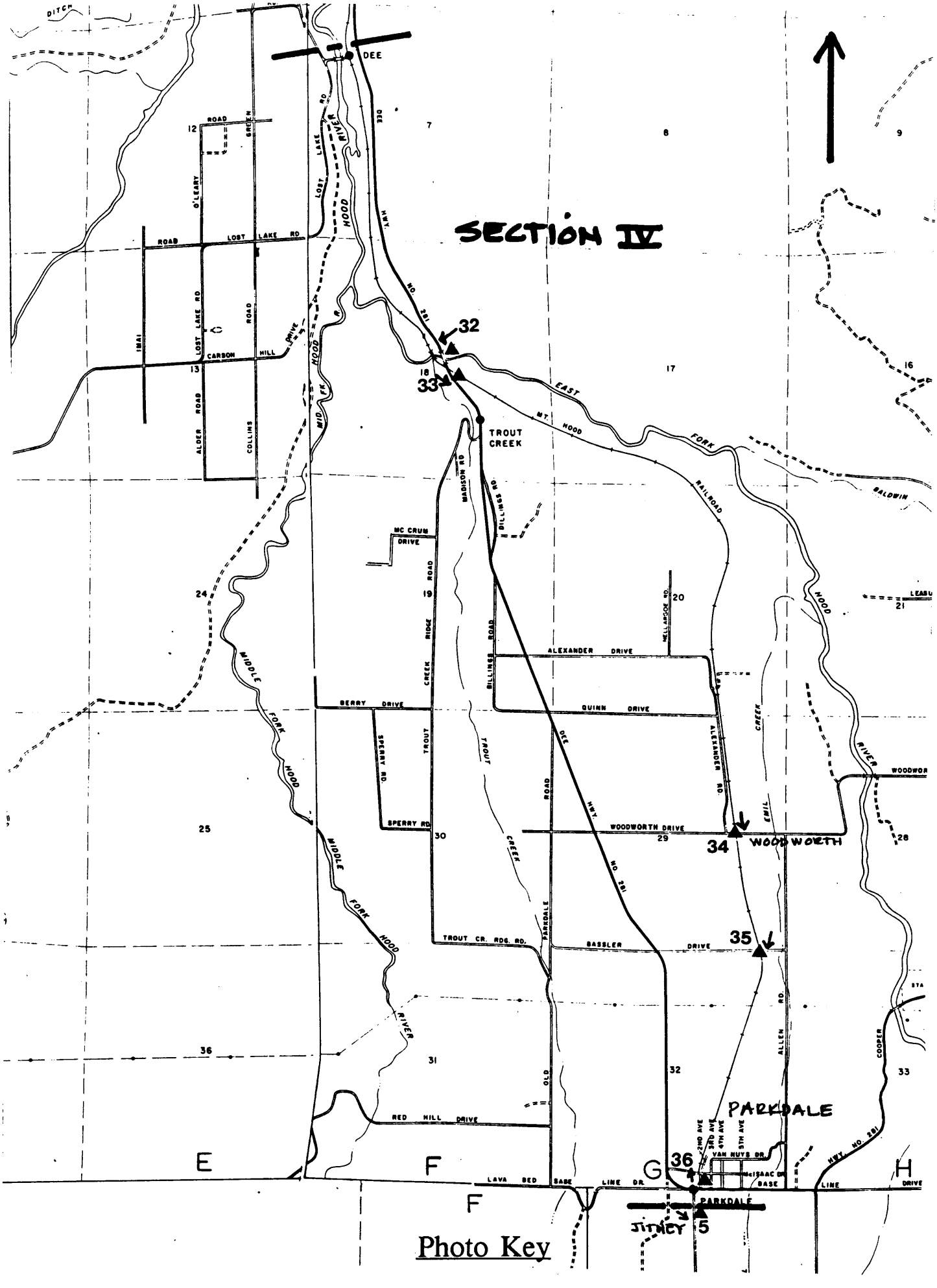
Photo Key


SECTION IV
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WOODWORTH
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Photo Key
HOOD RIVER
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MIDDLE FORK HOOD
EAST FORK HOOD
TROUT CREEK
LOST LAKE RD
CARSON HILL DRIVE
ALDER ROAD
COLLINS ROAD
O'LEARY ROAD
MC CRUM DRIVE
BERRY DRIVE
ALEXANDER DRIVE
QUINN DRIVE
SPERRY RD.
WOODWORTH DRIVE
TROUT CR. RDS. RD.
BASSLER DRIVE
RED HILL DRIVE
VAN NUYS DR.
HWY. NO. 281
RAILROAD
BALDWIN
COOPER
ALLEN RD.
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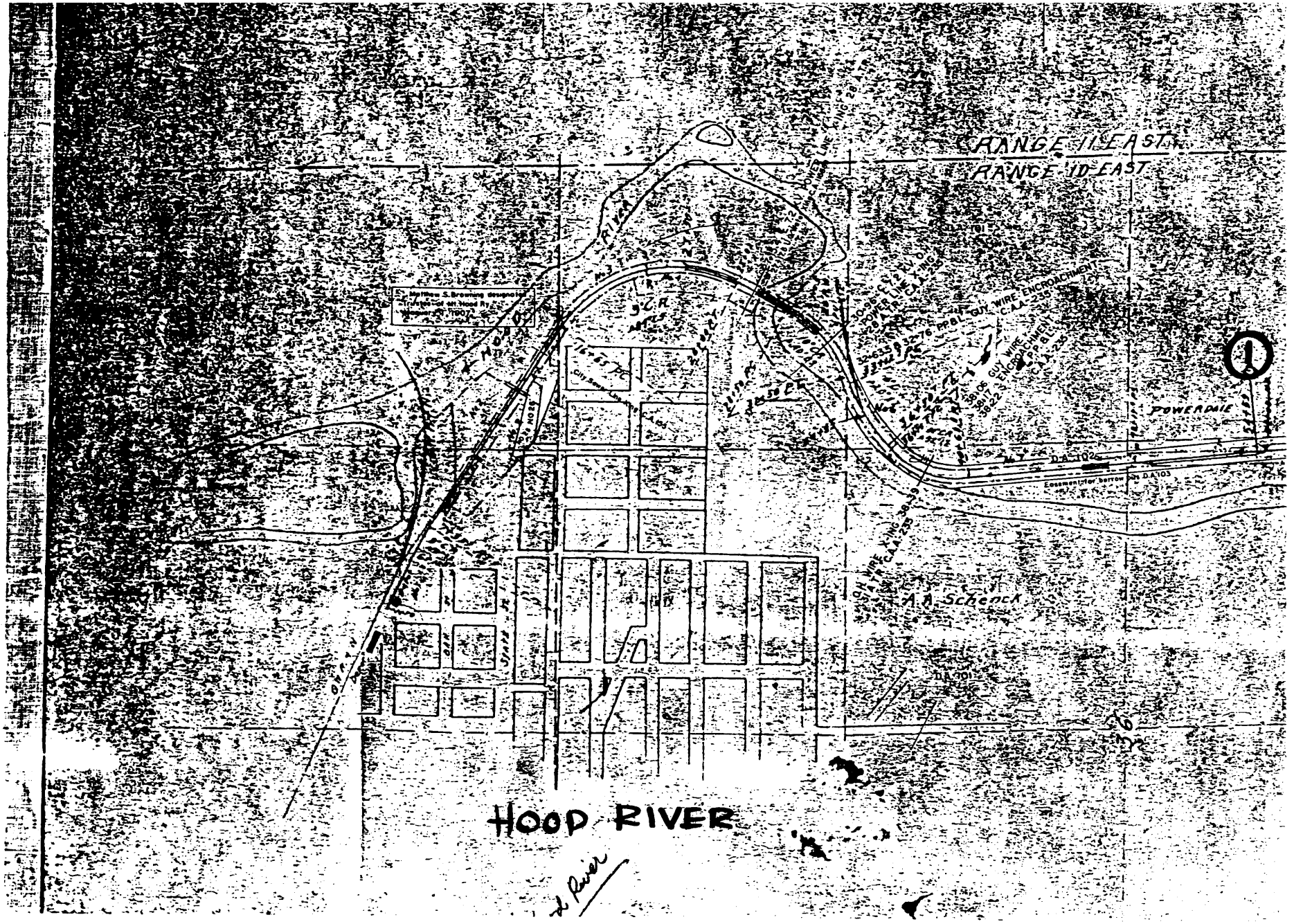
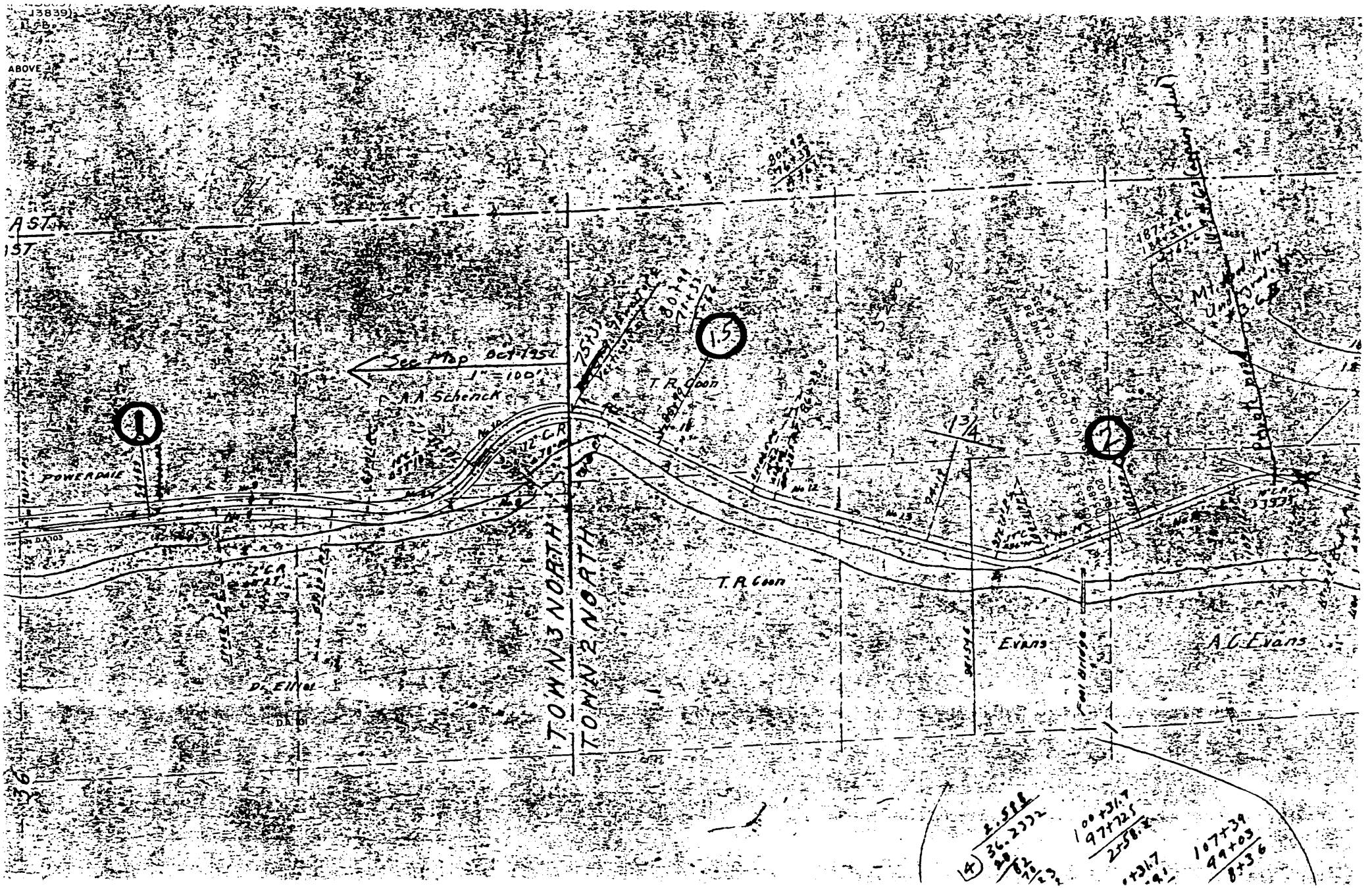
1916 Railroad Survey Maps

= Mile Markers


RANGE 11 EAST
RANGE 10 EAST
POWERDALE
A.A. Schenck
HOOD RIVER
Hood River


TOWN 3 NORTH
TOWN 2 NORTH
See Map
1" = 100'
Oct 1954
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T. R. Coon
A. C. Evans
Evans
POWERDALE
D. Elliot
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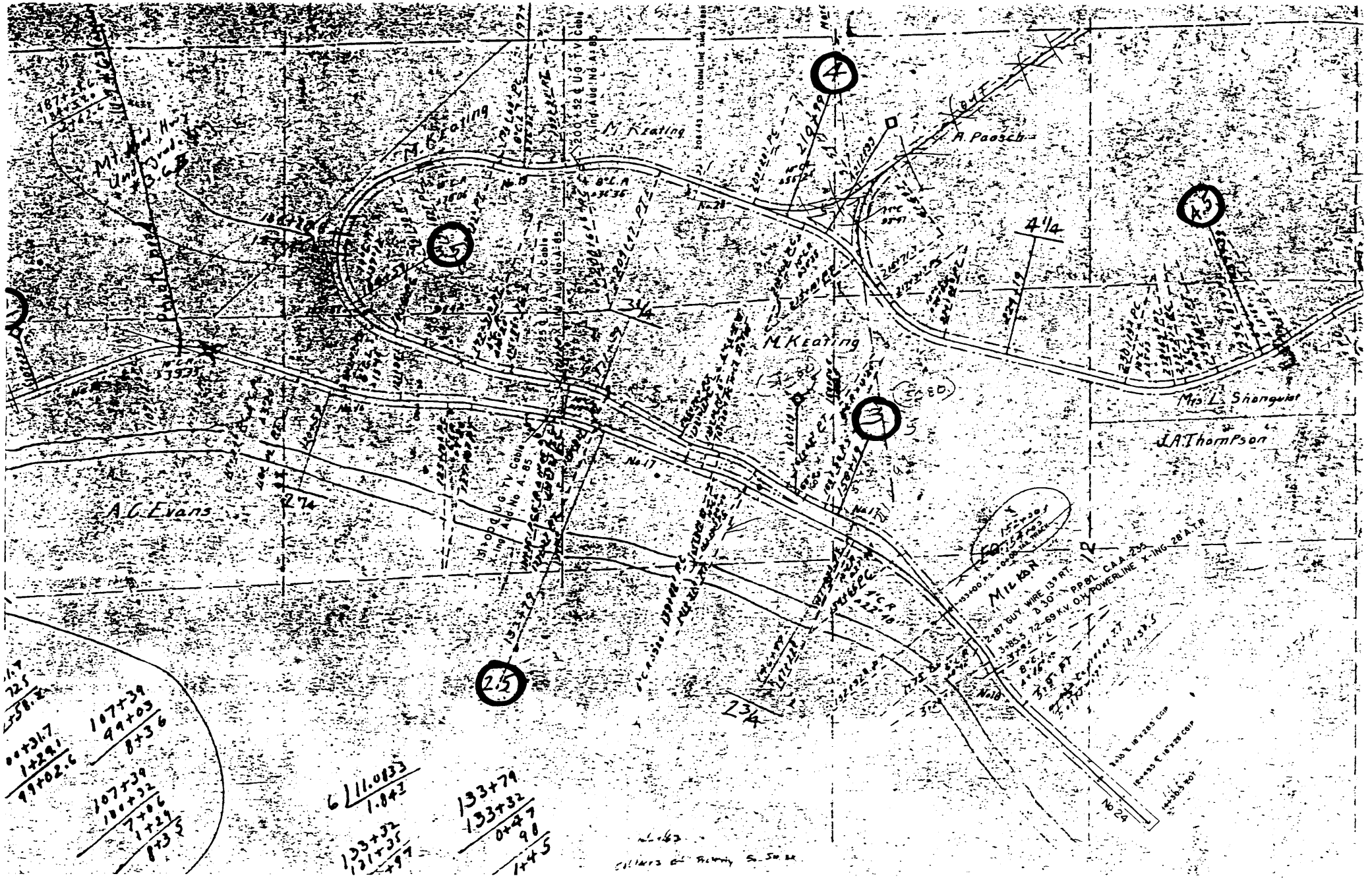
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M. Keating
M. Keating
C. A. Paasch
Mrs. L. Shanguist
J.A. Thompson
A.C. Evans
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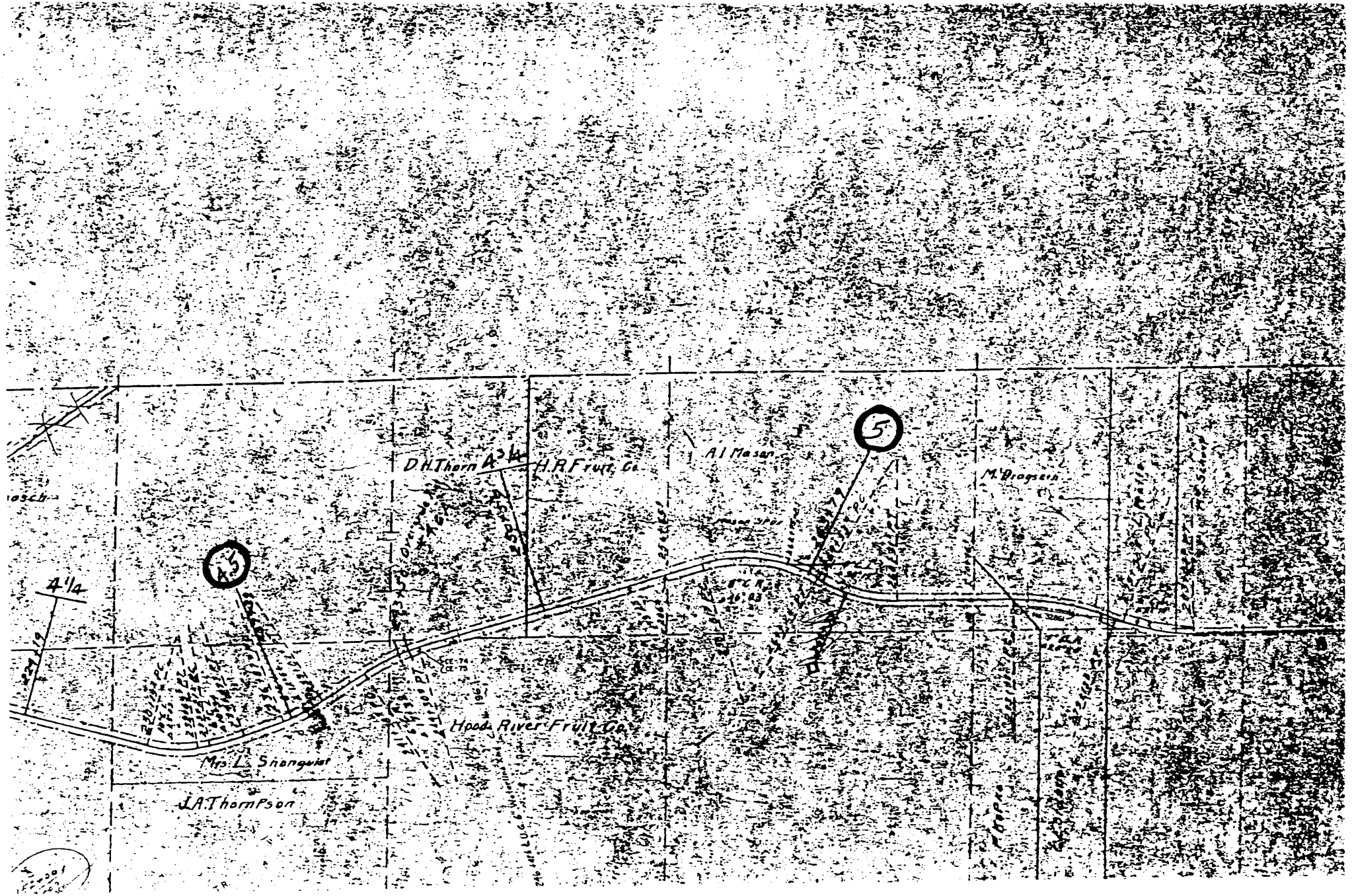
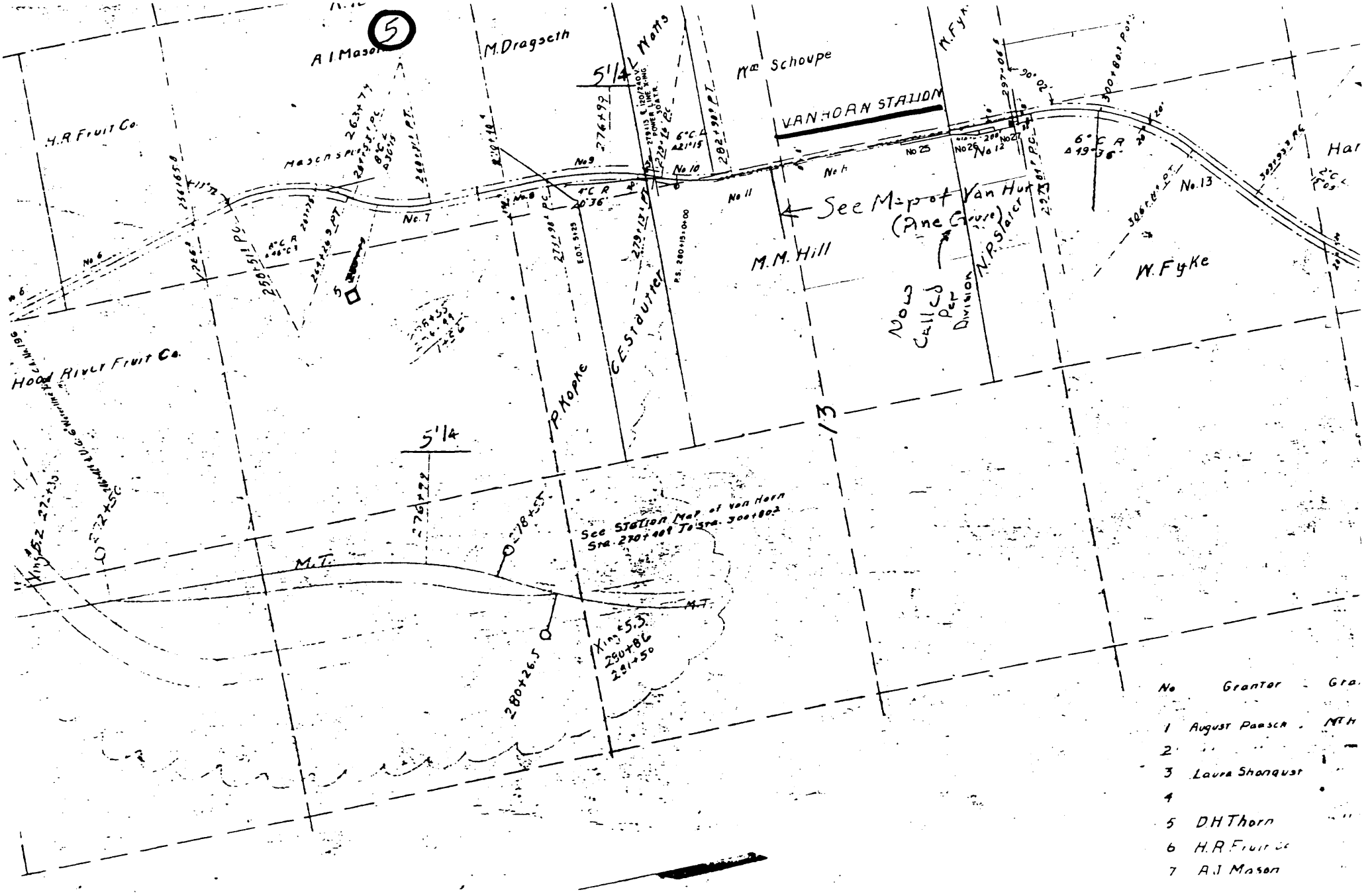
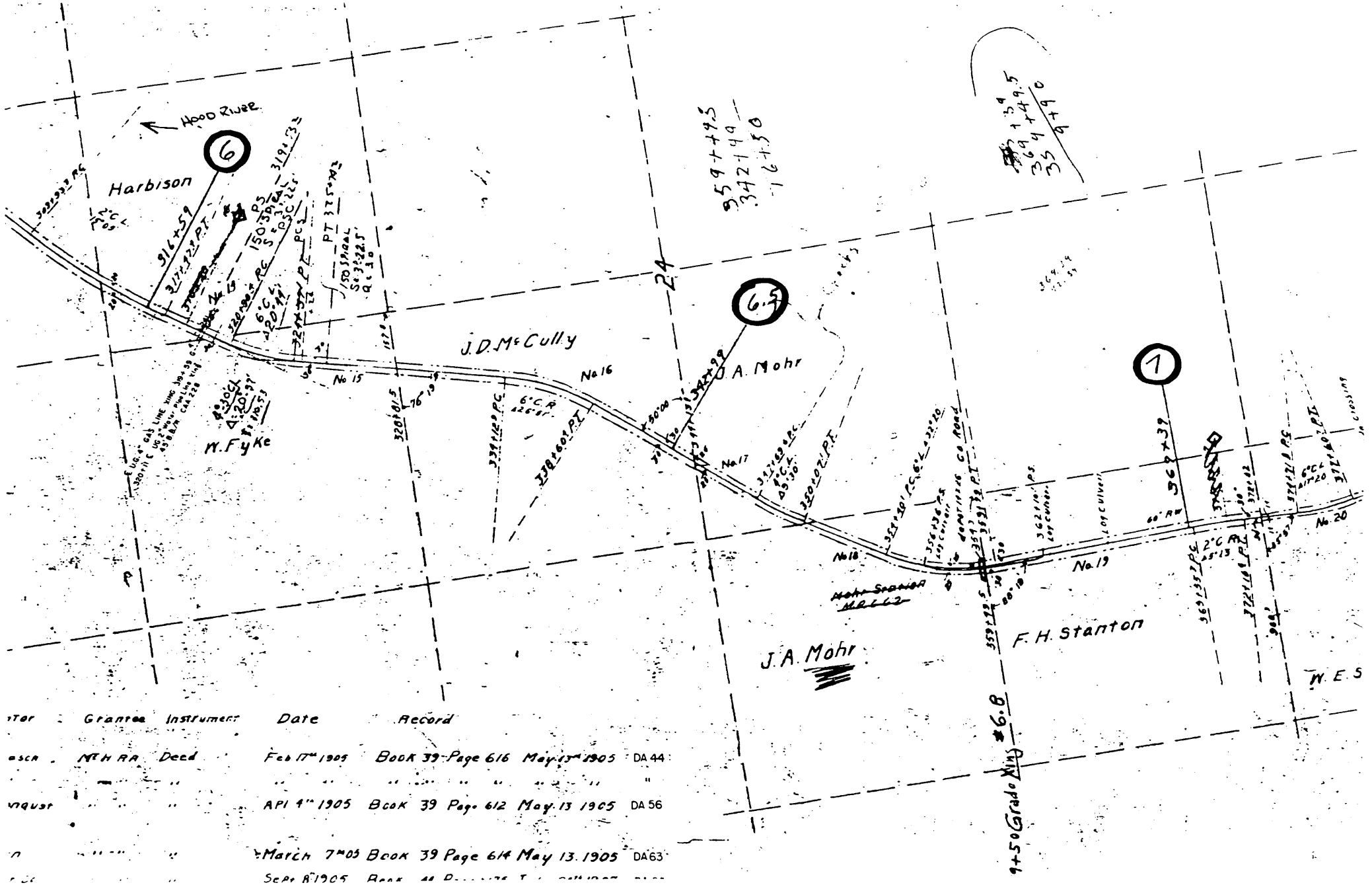
No. 932
No. 933
No. 934
No. 935
No. 936
No. 937
No. 938
No. 939
No. 940
No. 941
No. 942
No. 943
No. 944
No. 945
No. 946
No. 947
No. 948
No. 949
No. 950
No. 951
No. 952
No. 953
No. 954
No. 955
No. 956
No. 957
No. 958
No. 959
No. 960
No. 961
No. 962
No. 963
No. 964
No. 965
No. 966
No. 967
No. 968
No. 969
No. 970
No. 971
No. 972
No. 973
No. 974
No. 975
No. 976
No. 977
No. 978
No. 979
No. 980
No. 981
No. 982
No. 983
No. 984
No. 985
No. 986
No. 987
No. 988
No. 989
No. 990
No. 991
No. 992
No. 993
No. 994
No. 995
No. 996
No. 997
No. 998
No. 999
No. 1000

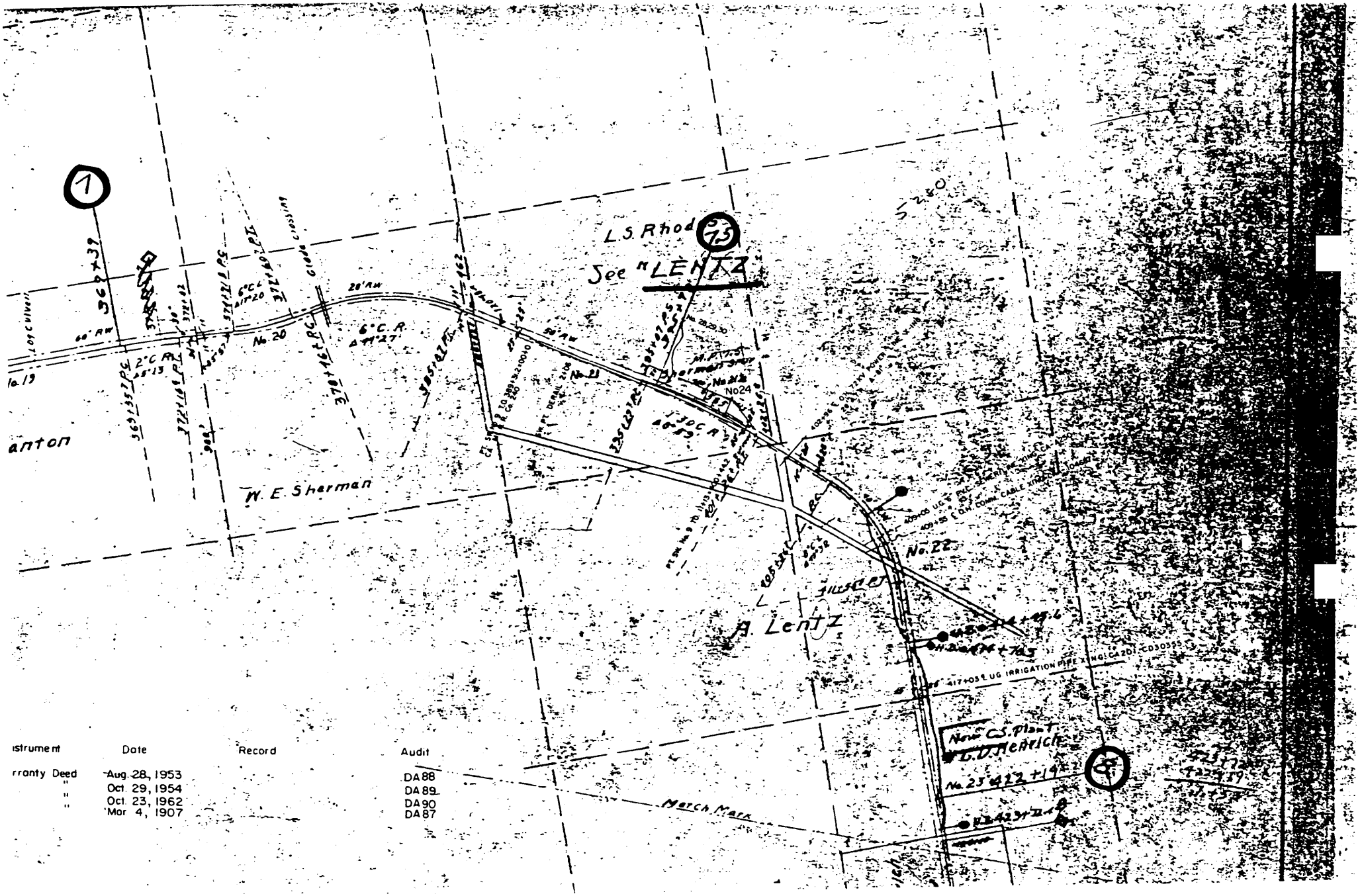

D.H.Thorn
H.R.F Fruit Co.
A.I Mason
M'Dougall
4 1/2
Hood River Fruit Co.
Mrs L. Shanguist
J.A.Thompson


August Pausch
No. 1
No. 2
No. 3
No. 4
No. 5
No. 6
Mrs Laura Shonquish
J.A. Thompson
M. Kearing
Hood River Fruit Co.
12

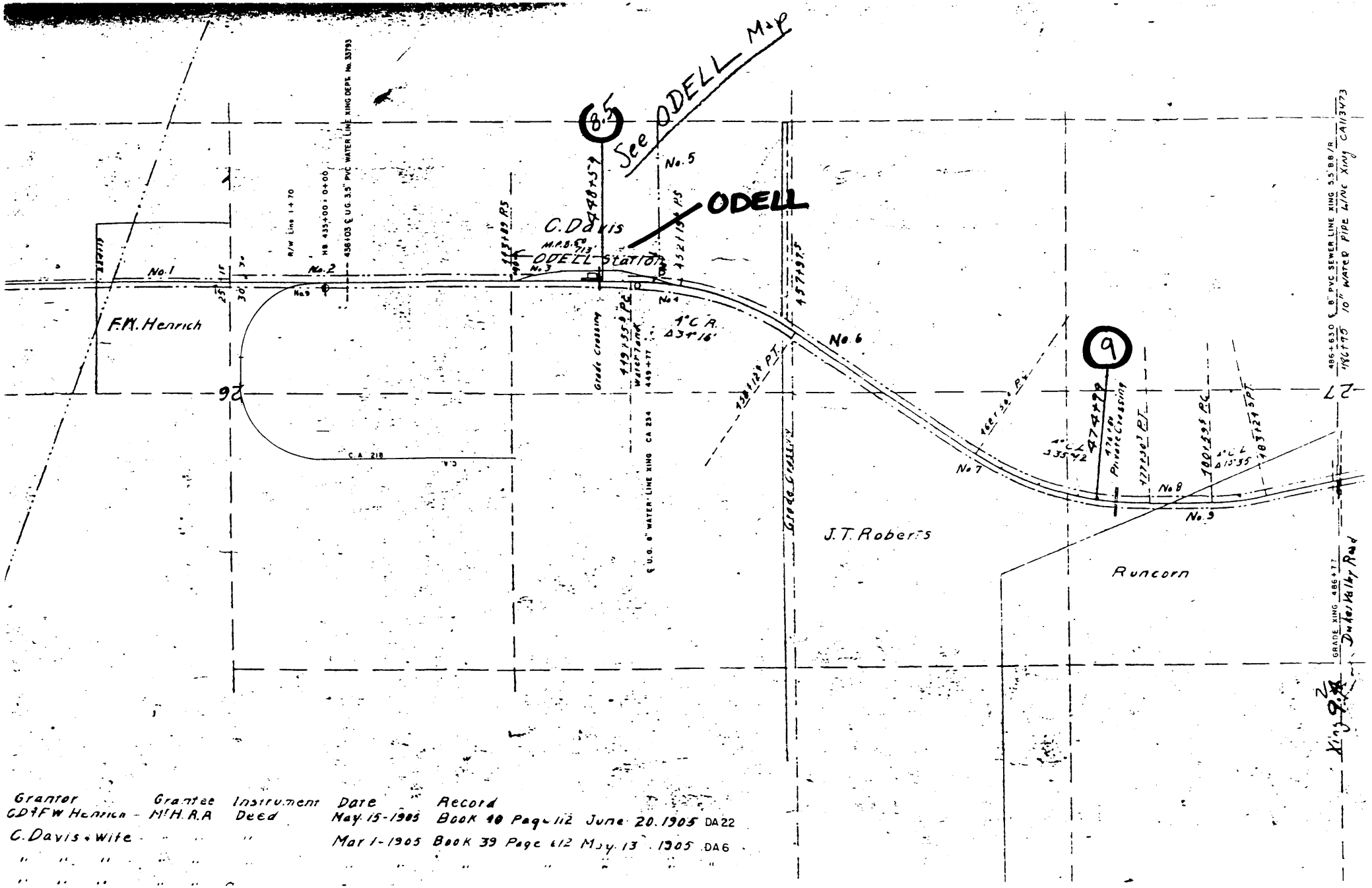

A.I. Mason
M. Dragseth
Mrs Schoupe
VAN HORN STATION
H.R. Fruit Co.
Hood River Fruit Co.
M.M. Hill
W. Fyke
See Map of Van Hut (Pine Grove)
See Station Map of Van Horn Sta. 270+00 To Sta. 300+80
5'14
13
No 1 Grantor
1 August Paasch
2 " "
3 Laura Shanquist
4
5 D.H. Thorn
6 H.R. Fruit Co
7 A.I. Mason



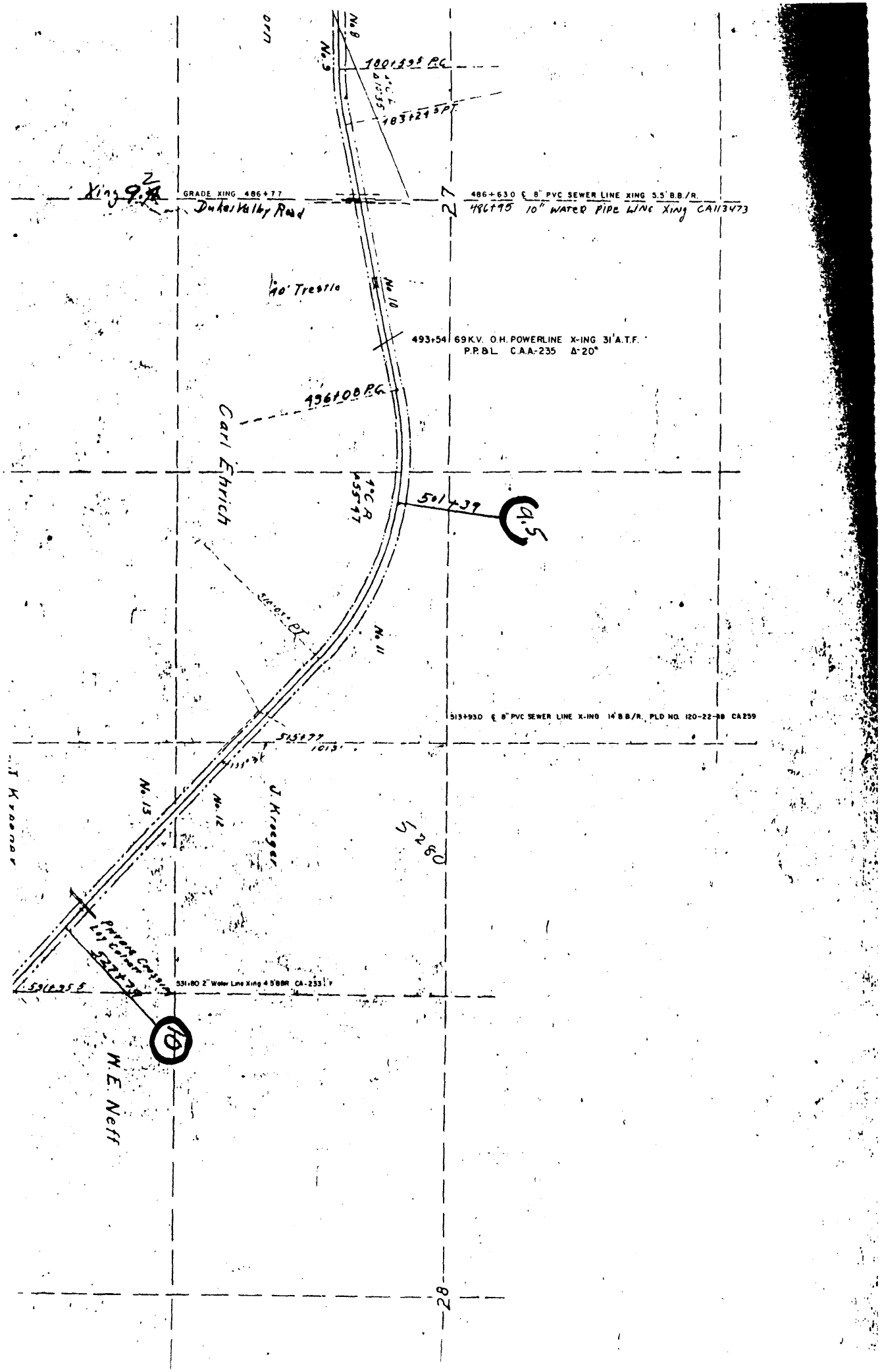
...tor	Grantee	Instrument	Date	Record	
...esca	Mt H RR	Deed	Feb 17th 1905	Book 39 Page 616 May 13th 1905	DA 44
	"	"	"	"	"
...nquer	"	"	API 4th 1905	Book 39 Page 612 May 13 1905	DA 56
...n	"	"	March 7th 05	Book 39 Page 614 May 13. 1905	DA 63
	"	"	Sept 8 1905	Book ...	...

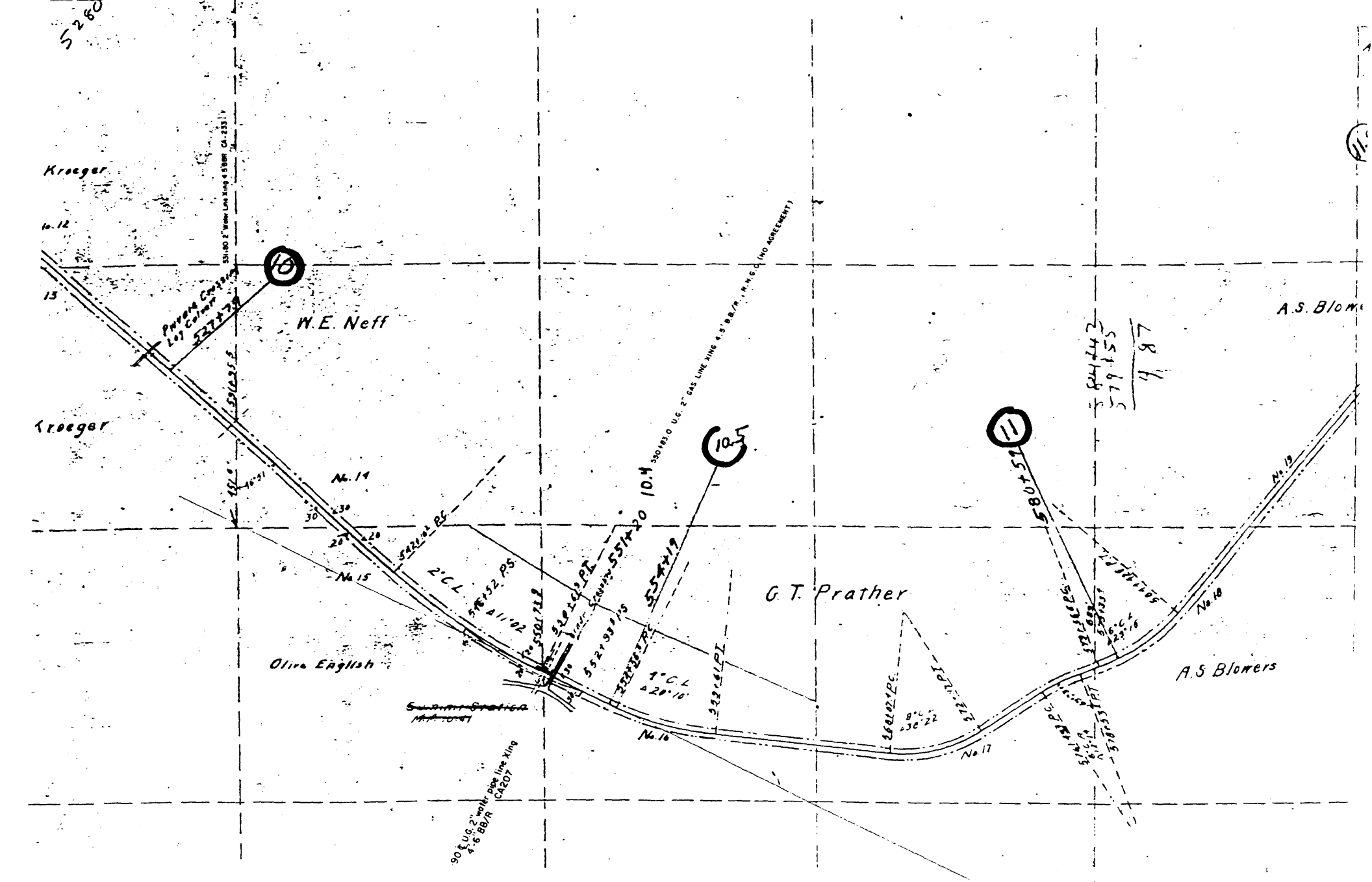


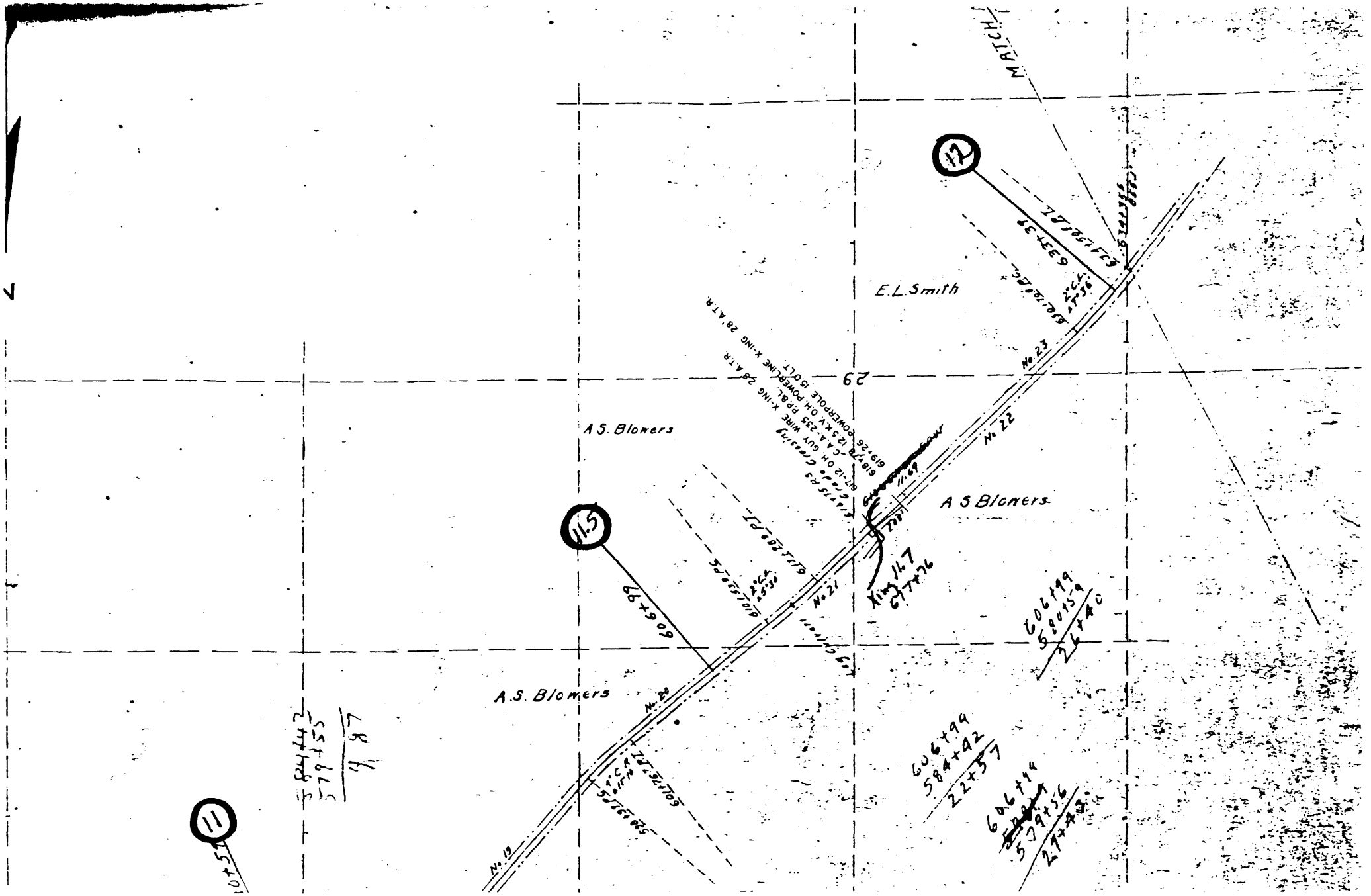
Instrument	Date	Record	Audit
Warranty Deed	Aug. 28, 1953		DA 88
"	Oct. 29, 1954		DA 89
"	Oct. 23, 1962		DA 90
"	Mar 4, 1907		DA 87



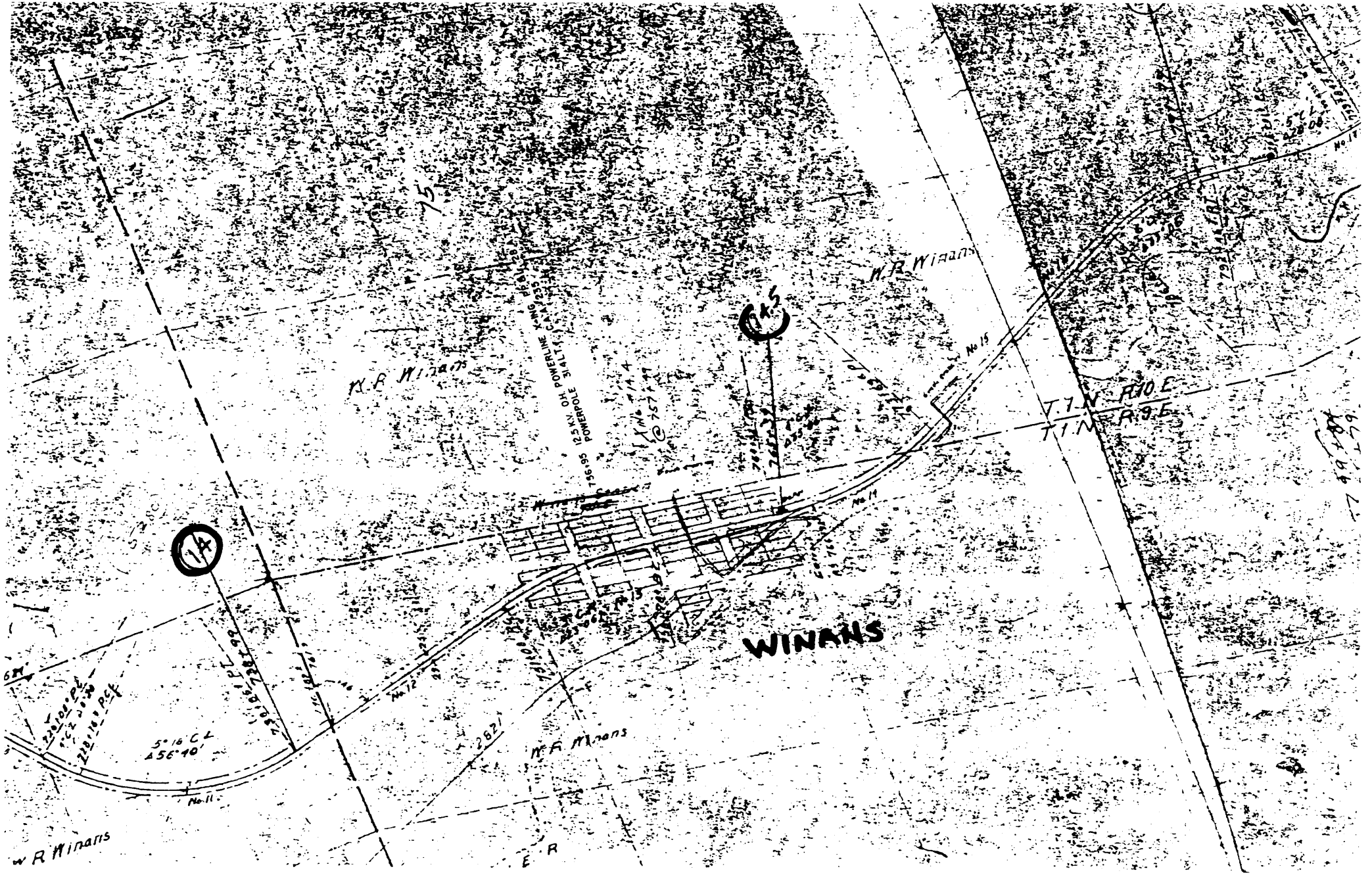
Grantor	Grantee	Instrument	Date	Record
C.D. & F.W. Henrich	M. & H.R.A.	Deed	May 15-1905	Book 40 Page 112 June 20. 1905 DA22
C. Davis & Wife	"	"	Mar 1-1905	Book 39 Page 612 May 13. 1905 DA6
" "	"	"	"	" " "
" "	"	"	"	" " "

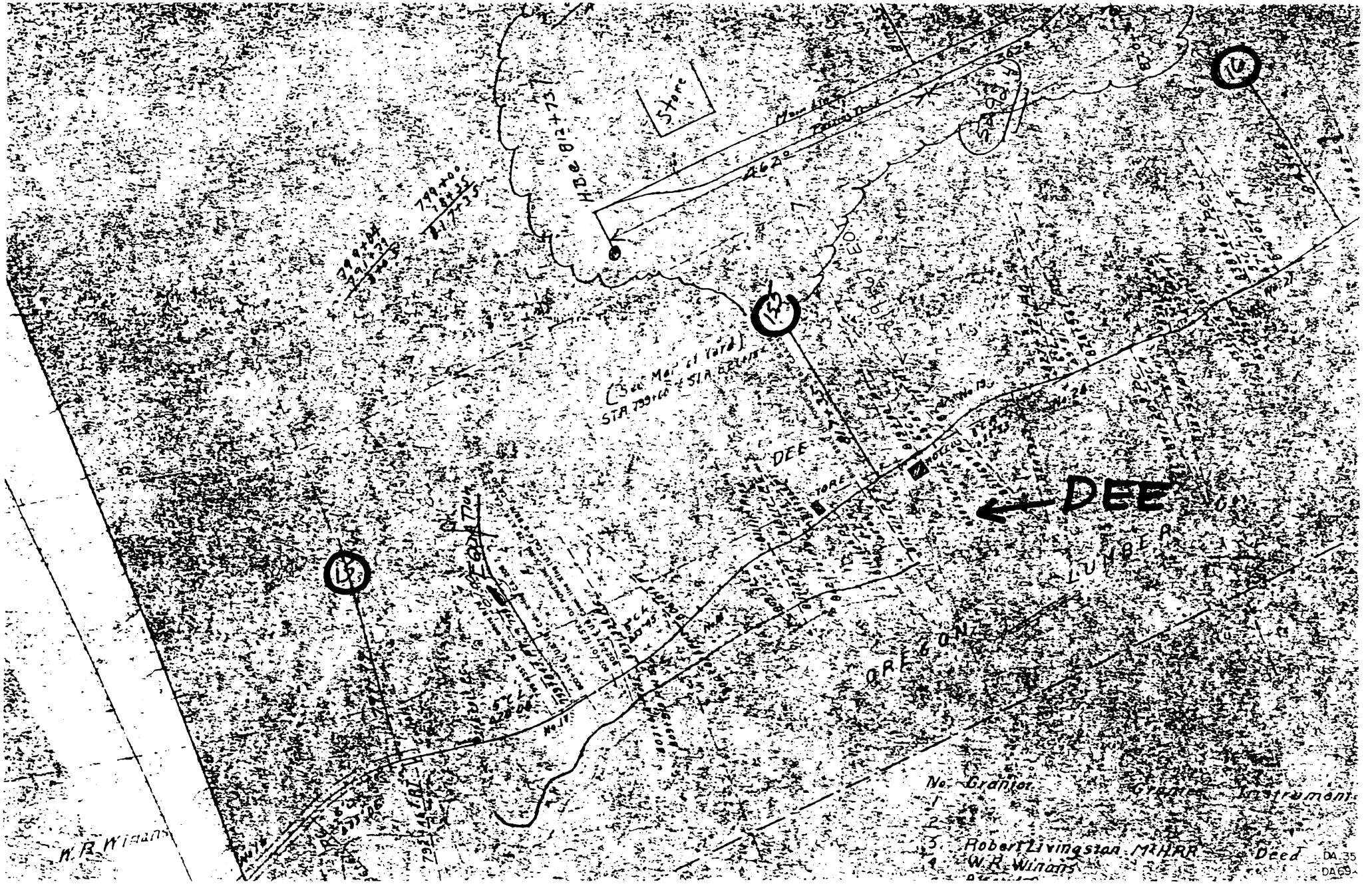

No 8
No 9
100+29.5 P.C.
183+29.5 P.T.
Xing 9.2
GRADE XING 486+77
Dukes Valley Road
486+63.0 ℄ 8" PVC SEWER LINE XING 5.5' B.B./R.
486+95 10" WATER PIPE LINE Xing CA113473
27
40' Trestle
No 10
493+54 69 K.V. O.H. POWERLINE X-ING 31' A.T.F.
P.P. & L. C.A.A.-235 Δ-20°
496+08 P.C.
Carl Ehrich
19C & 55+47
501+39
9.5
No 11
513+93.0 ℄ 8" PVC SEWER LINE X-ING 14' B.B./R. PLD NO. 120-22-88 CA259
525+77
101.3
No. 13
No. 12
J. Kroeger
28
Property Corner
Lot 522+39
531+80.2" Water Line Xing 4.5' BBR CA-233.1
10
W.E. Neff

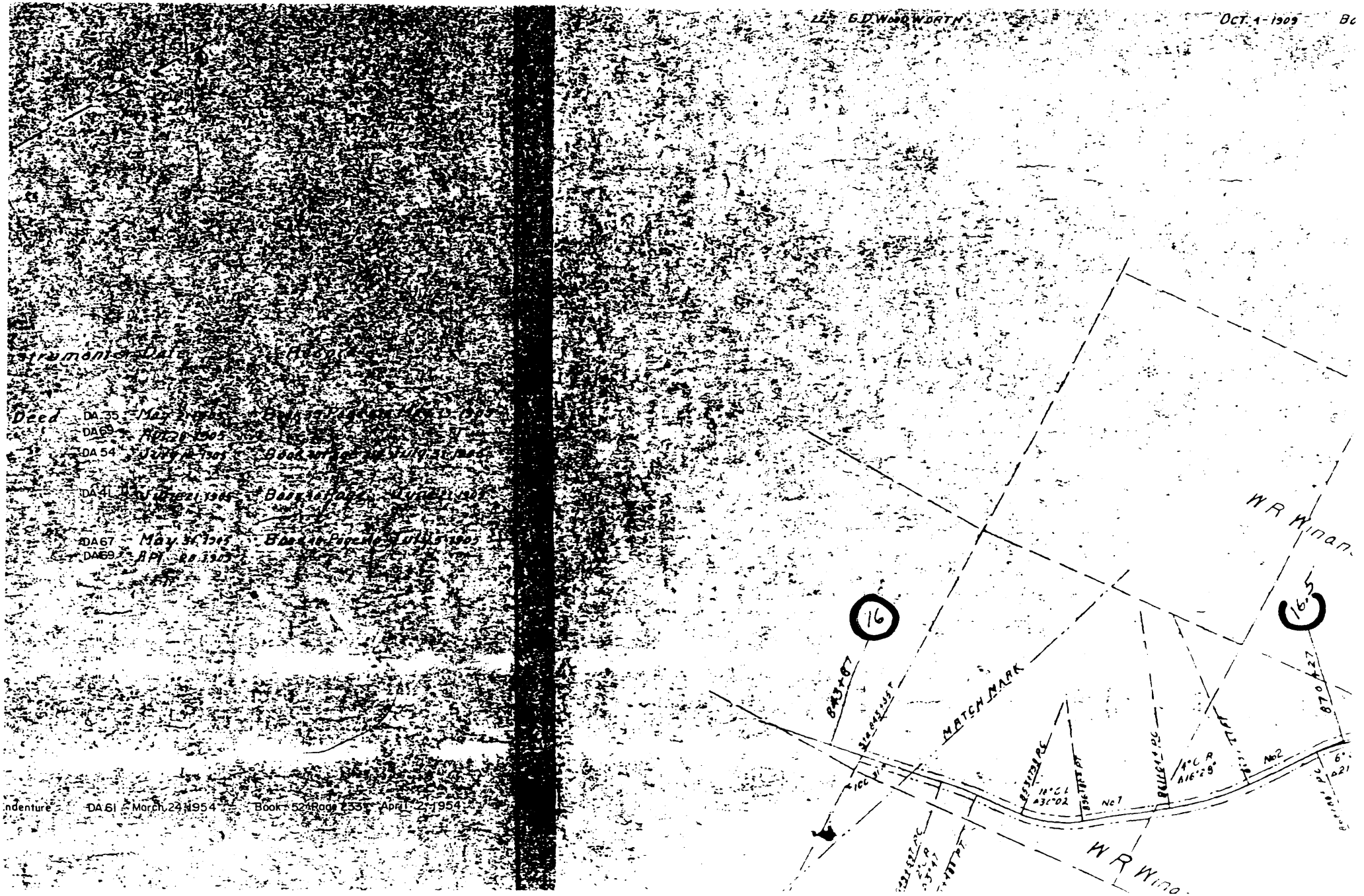

Kroeger
No. 12
No. 13
W.E. Neff
Kroeger
No. 14
No. 15
Olive English
G.T. Prather
A.S. Blomers
No. 16
No. 17
No. 18
No. 19
10
10A
11
531+80 2" Water Line Xing 4.5' BB/R CA-2331
Property Corner Lot Corner
531+25.5
15°
10.9
350+85.0 U.G. 2" GAS LINE XING 4.5' B.B./R. (NO AGREEMENT)
554+20
554+19
576+52 P.S.
Δ 11°02'
2° C.L.
Δ 20°16'
Δ 30°22'
580+57
90 L.F. U.G. 2" water pipe line Xing 4.6' BB/R CA207

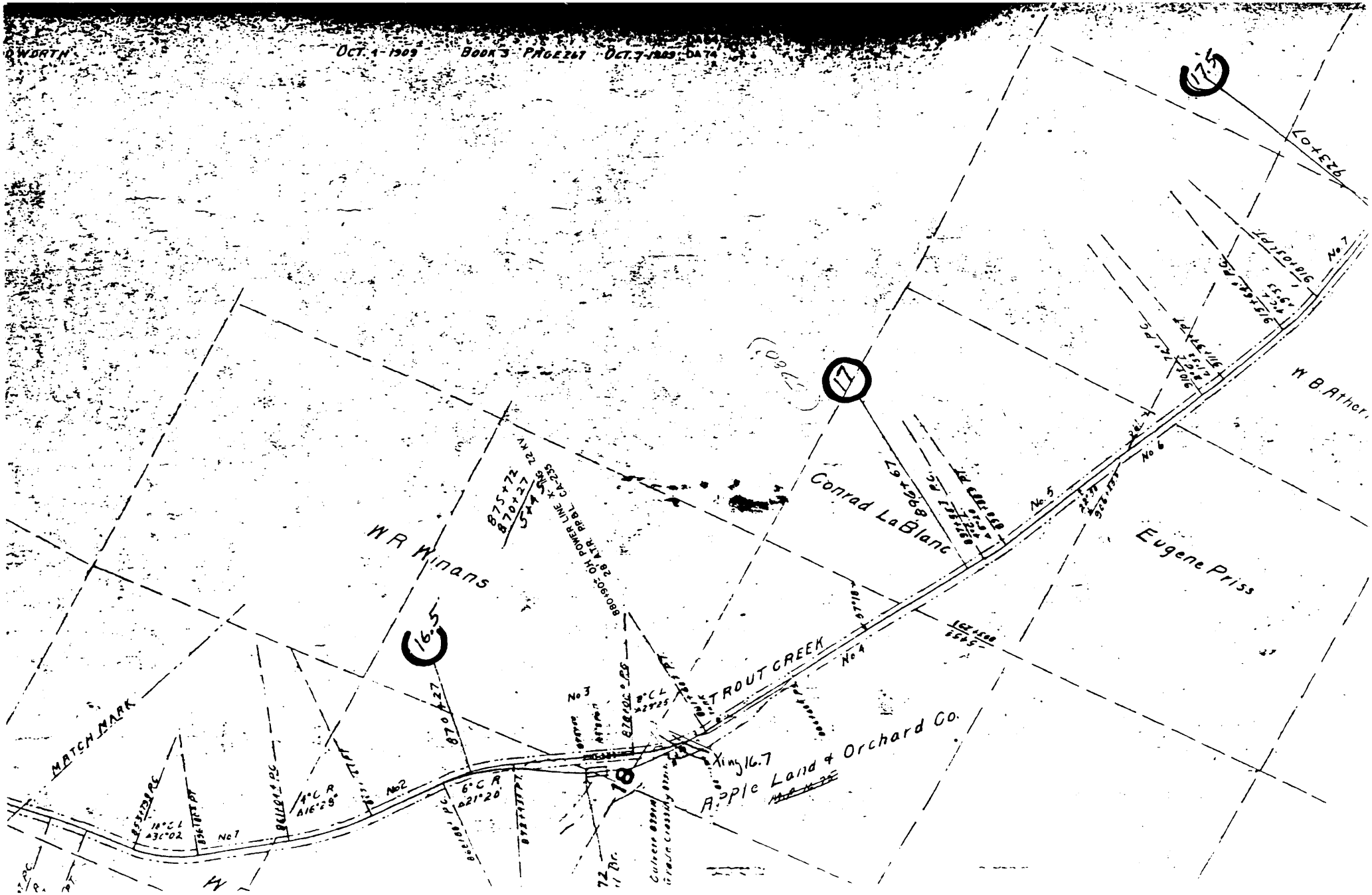

MATCH L
12
633+32
E.L. Smith
29
No. 23
No. 22
A.S. Blowers
11.5
609+99
No. 21
A.S. Blowers
606+99
584+15
22+40
606+94
584+92
22+37
606+94
579+36
22+45
No. 20
No. 19
11
101+55

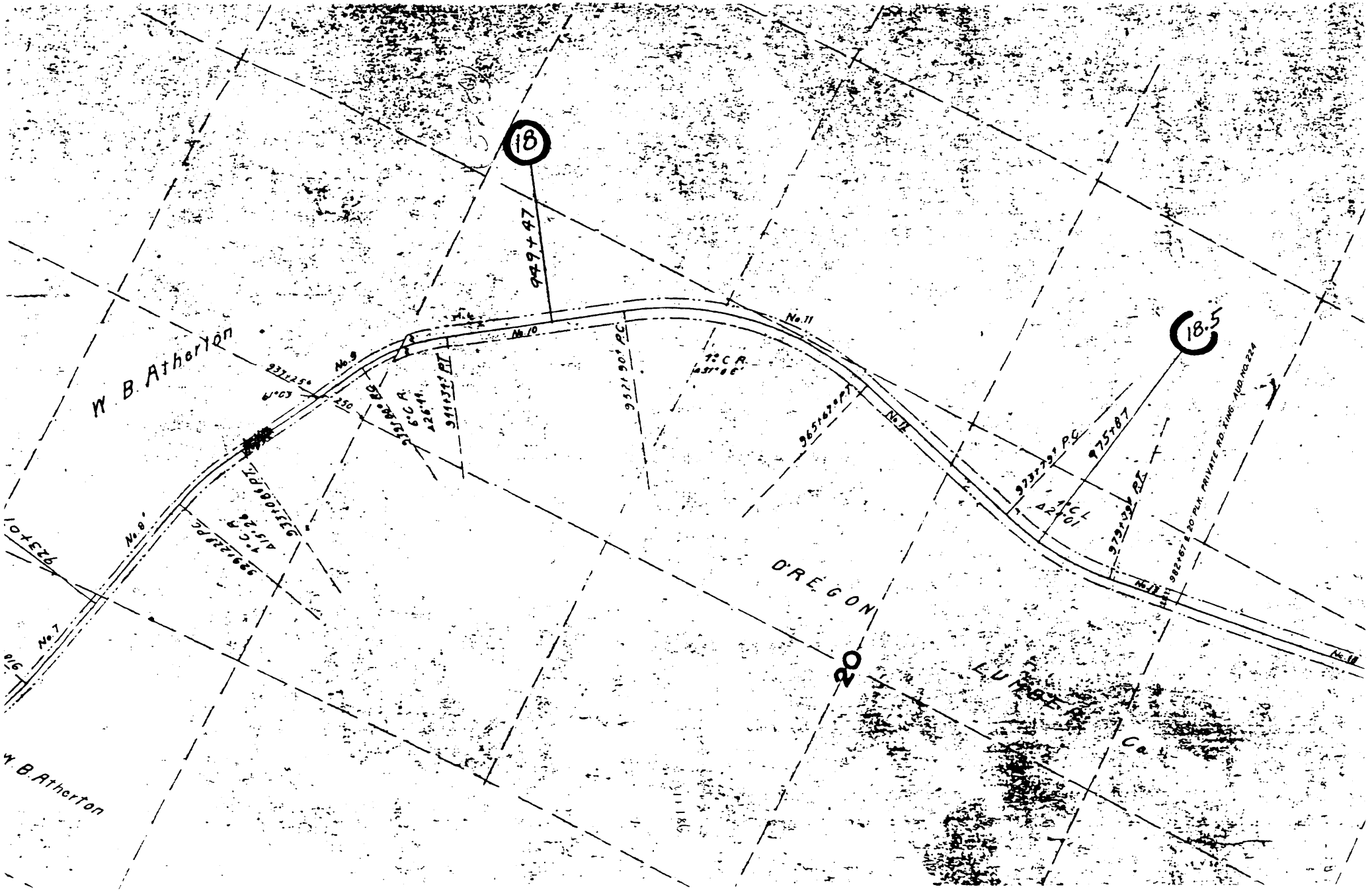
E.L. Smith
A.S. Bioneers
No. 22
No. 23
No. 21
29
Existing R.S. 618/78 Conn. Co. 618/12 OH. GUY 618/26 POWERPOLE
C.A.-235 12.5 KV. OH. GUY
POWERLINE
C.A.-235
ING 31 AT R63

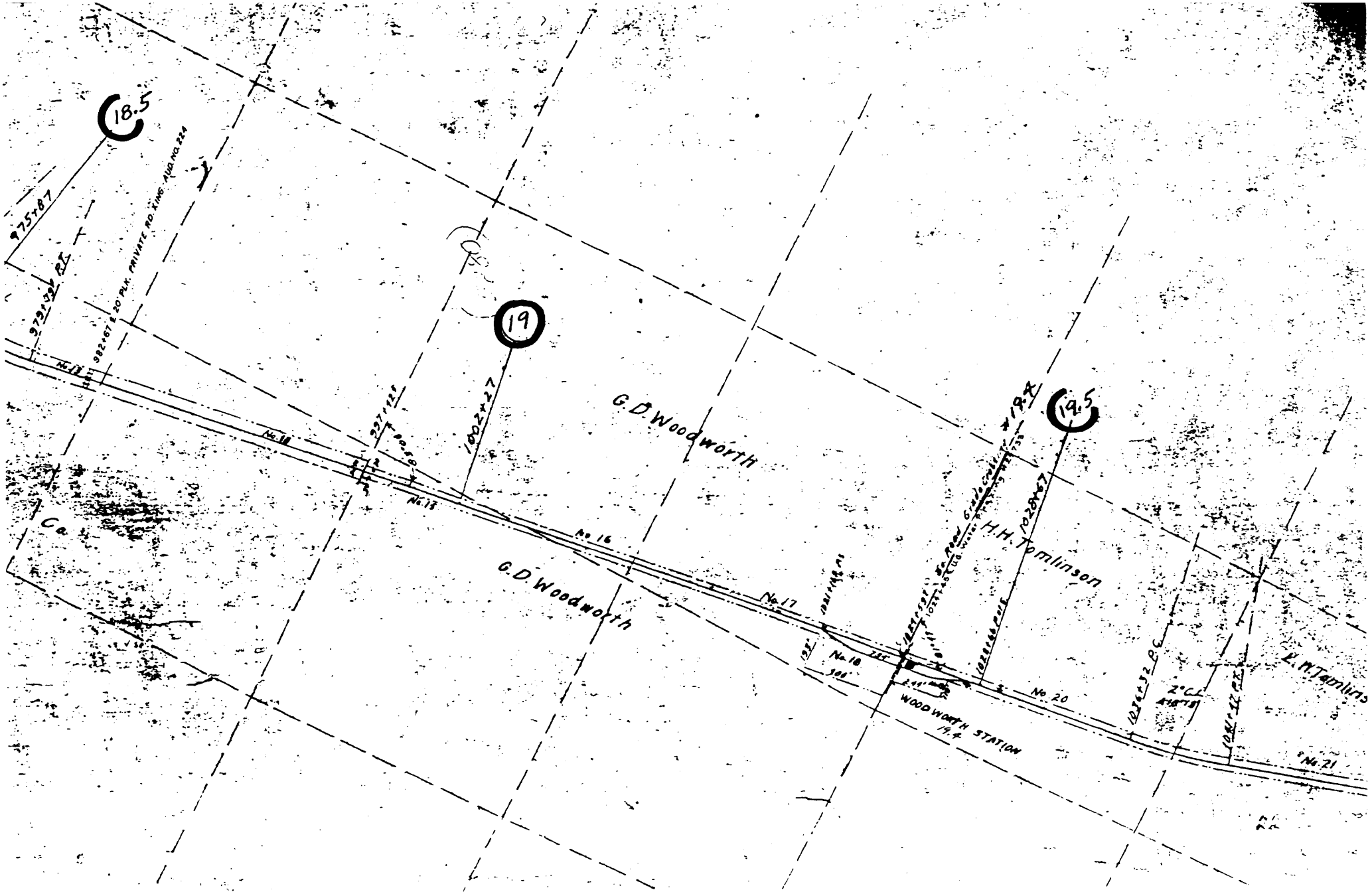

W.R. Winans
W.R. Winans
W.R. Winans
W R Winans
15
14
15
No. 15
No. 14
No. 13
No. 12
No. 11
T.1.N. R.10.E.
T.1.N. R.9.E.
WINANS
756+95 12.5 K.V. OH POWERLINE X-ING C.A.A.235 POWERPOLE 31.4 LT.
Line #14 @ 757+99
5°16' C.L.
Δ 56°40'
730+02.61 P.T.
738+99
2821
E R


Store
DEE
DEE
No. Grantor
Grantee
Instrument
1
2
3 Robert Livingston Mt HRR
4 W.R. Winans
Deed
DA 35
DA 69
W.R. Winans

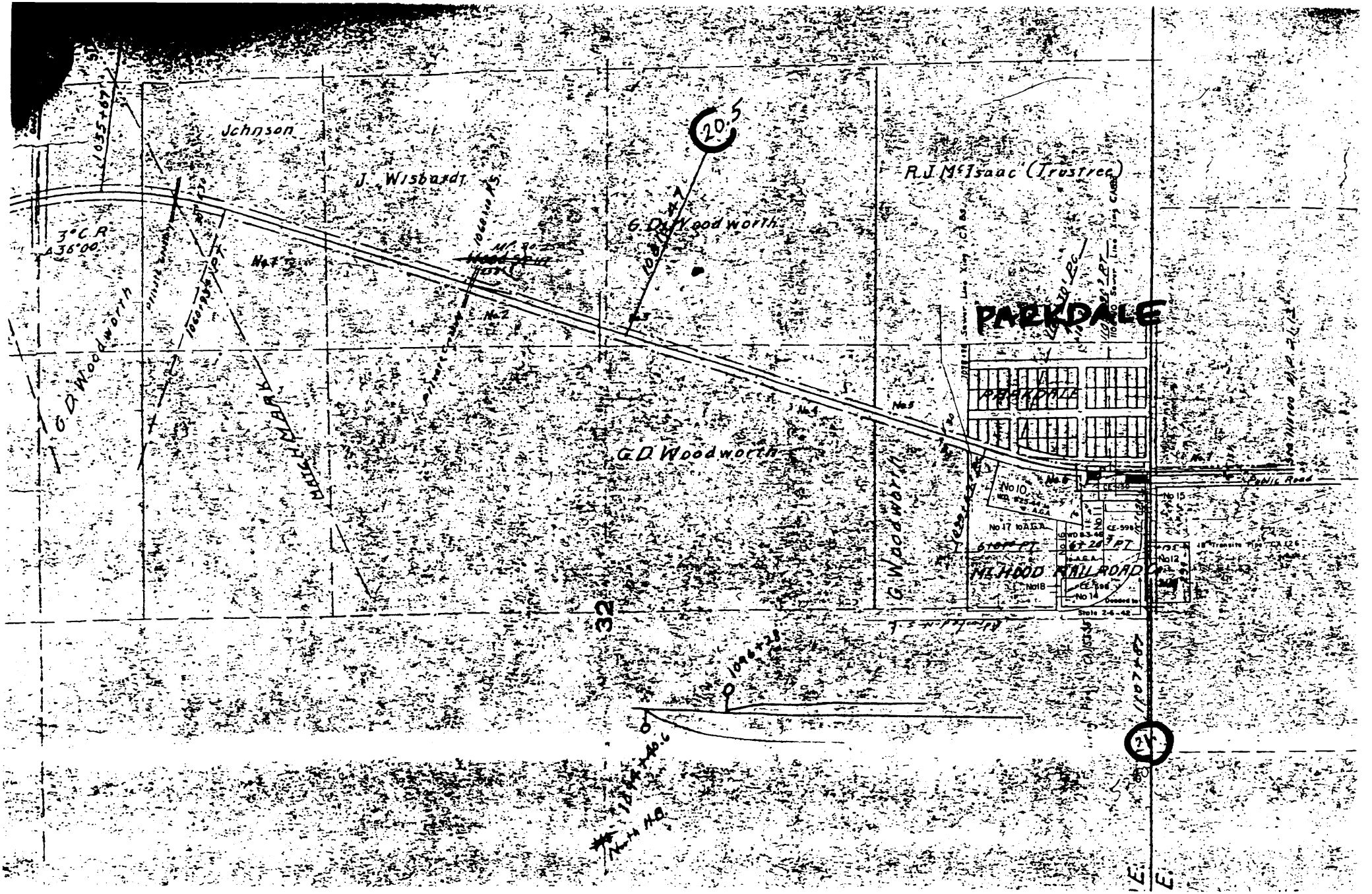

Deed
DA 35
DA 39
DA 54
DA 41
DA 67
DA 69
ndenture
DA 61 March 24 1954
Book 524 Page 233
April 2 1954
16
16.5
MATCH MARK
WR Winan
WR Wino

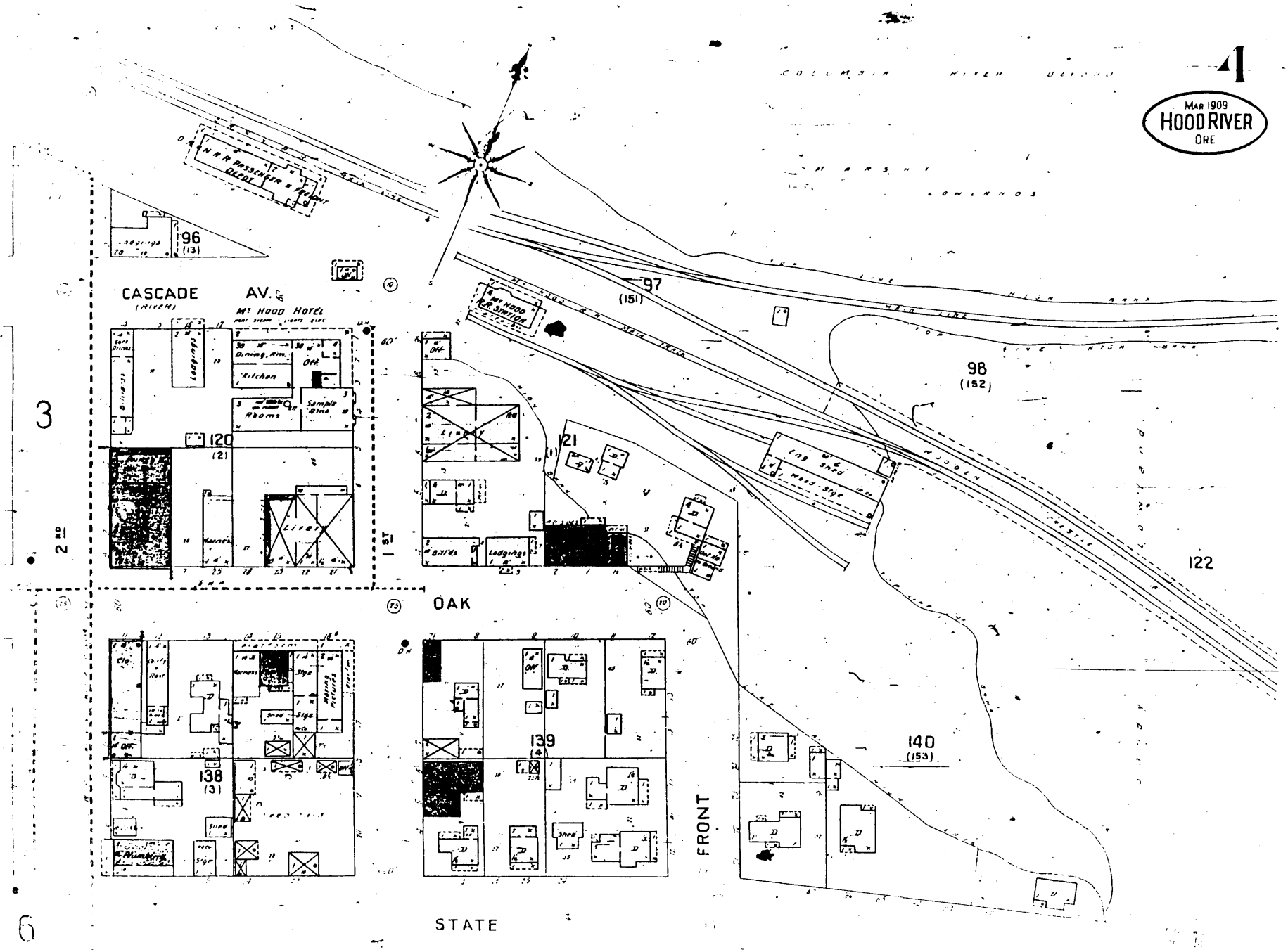

OCT. 1-1909 BOOK 3 PAGE 267 OCT. 7-1909 DA 74
17.5
17
16.5
18
Conrad LaBlanc
W R Winans
Eugene Priss
W B Ather
Apple Land & Orchard Co.
MATCH MARK
TROUT CREEK
Xing 16.7
No 1
No 2
No 3
No 4
No 5
No 6
No 7
22 KV
2 Ø


18
947+47
18.5
W B Atherton
No. 9
No. 10
No. 11
No. 12
No. 8
No. 7
No. 6
9321.90' P.C.
9651.67' P.T.
9732.39' P.C.
975.87
9791.39' P.T.
982.67 & 20' P.U. PRIVATE RD. KING AUD. NO. 224
OREGON
20
LUMBER Co
W B Atherton

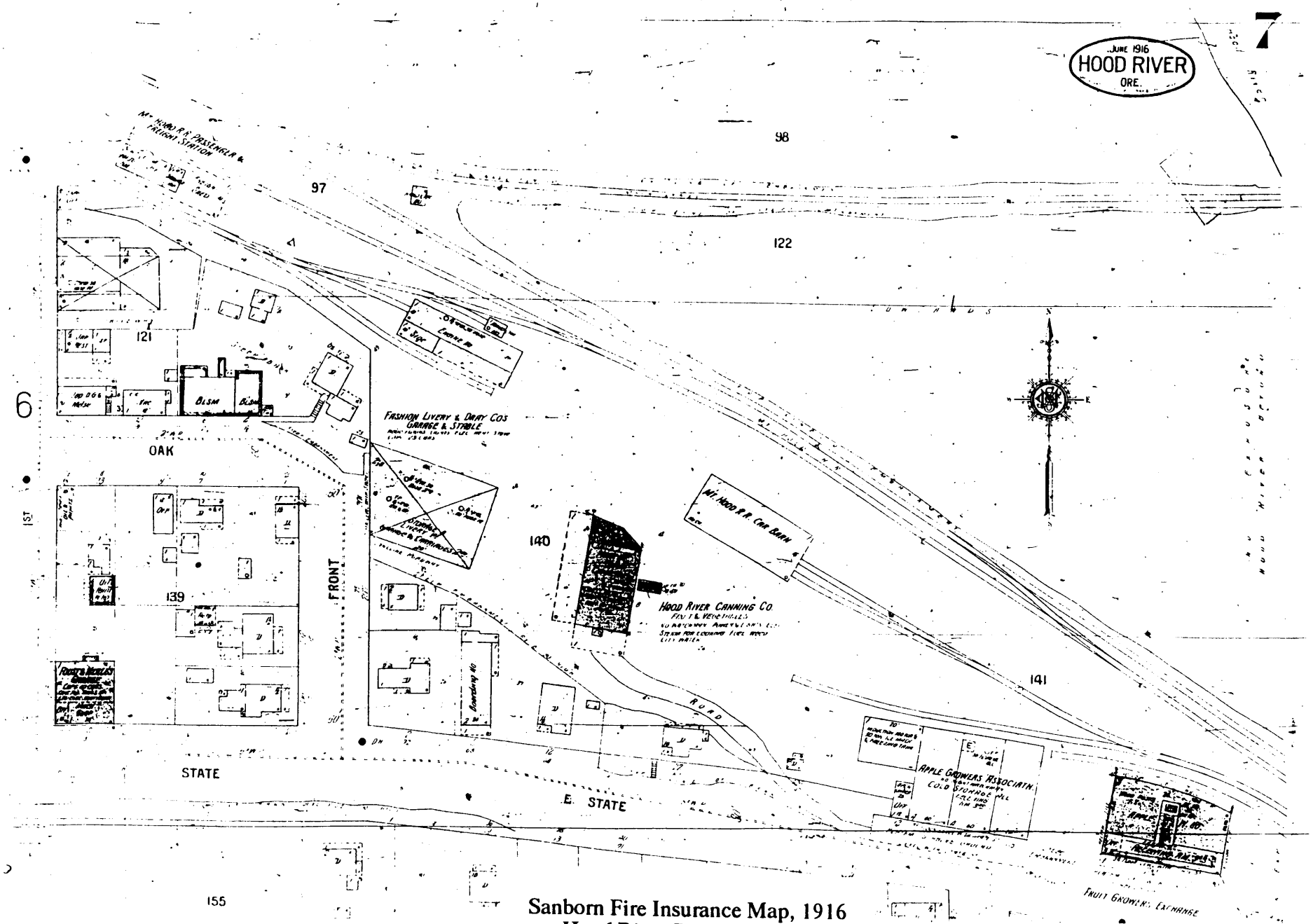

18.5
19
19.5
19+
975+87
982.67 & 20' PUB. PRIVATE RD. XING AHD NO. 224
No. 18
No. 17
No. 16
No. 15
No. 20
No. 21
G.D. Woodworth
H.H. Tomlinson
WOODWORTH STATION
19+
Ca


H.H. Tomlinson
L.W. Tomlinson
Johnson
C.A. Woodworth
20
STA. 1068+63
#129
1052+10
1035+07
3°C.R.
Δ 36°00'
1048+93 P.C.
1060+93 P.T.

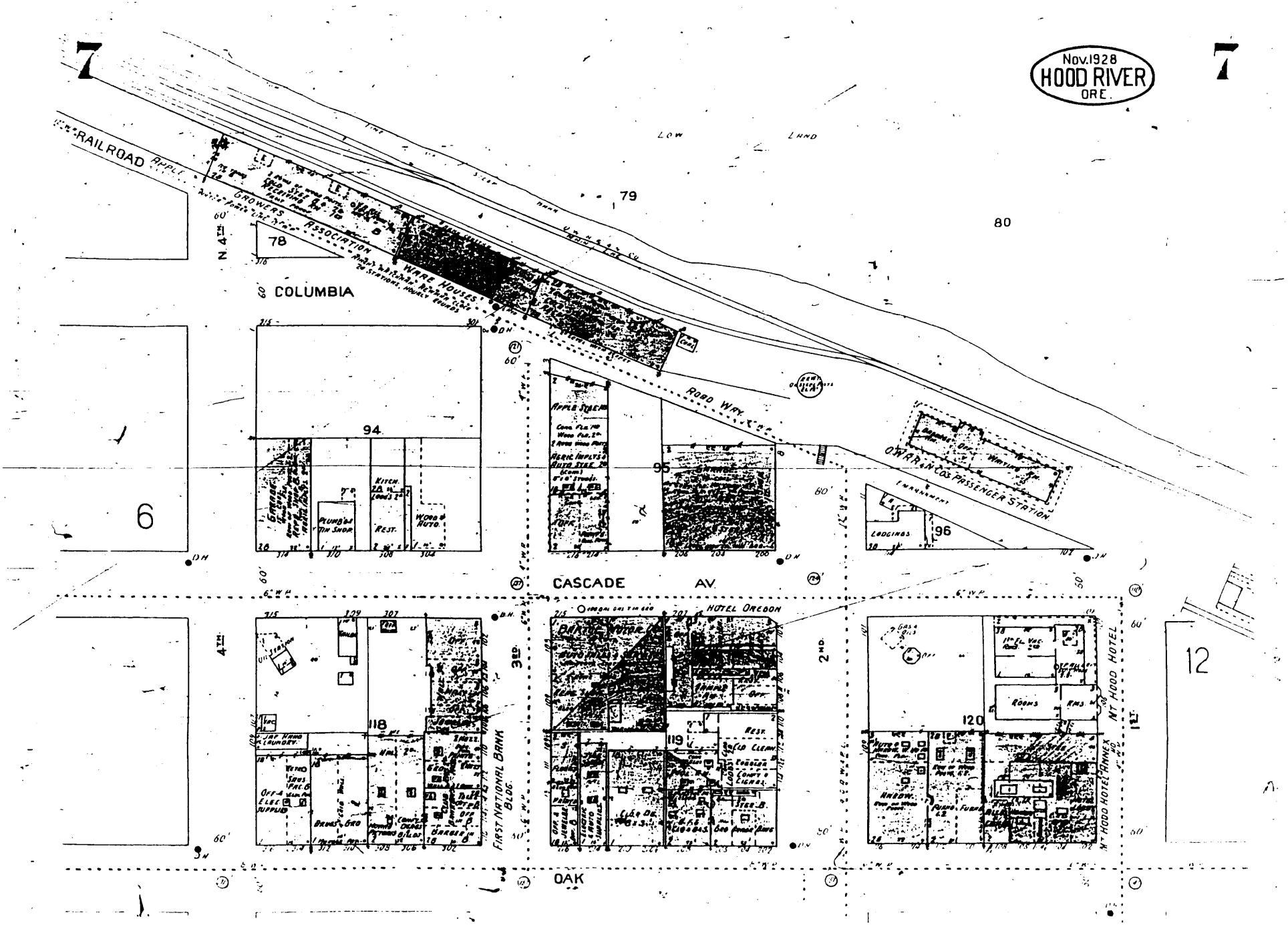

Johnson
J. Wisbaudt
R.J. McIsaac (Trustee)
G.D. Woodworth
3°C R
A 36°00'
PARKDALE
Public Road
No 10
No 17
No 18
No 14
No 15
No 12
MILWOOD RAILROAD
Scale 2-6-42
32
20.5



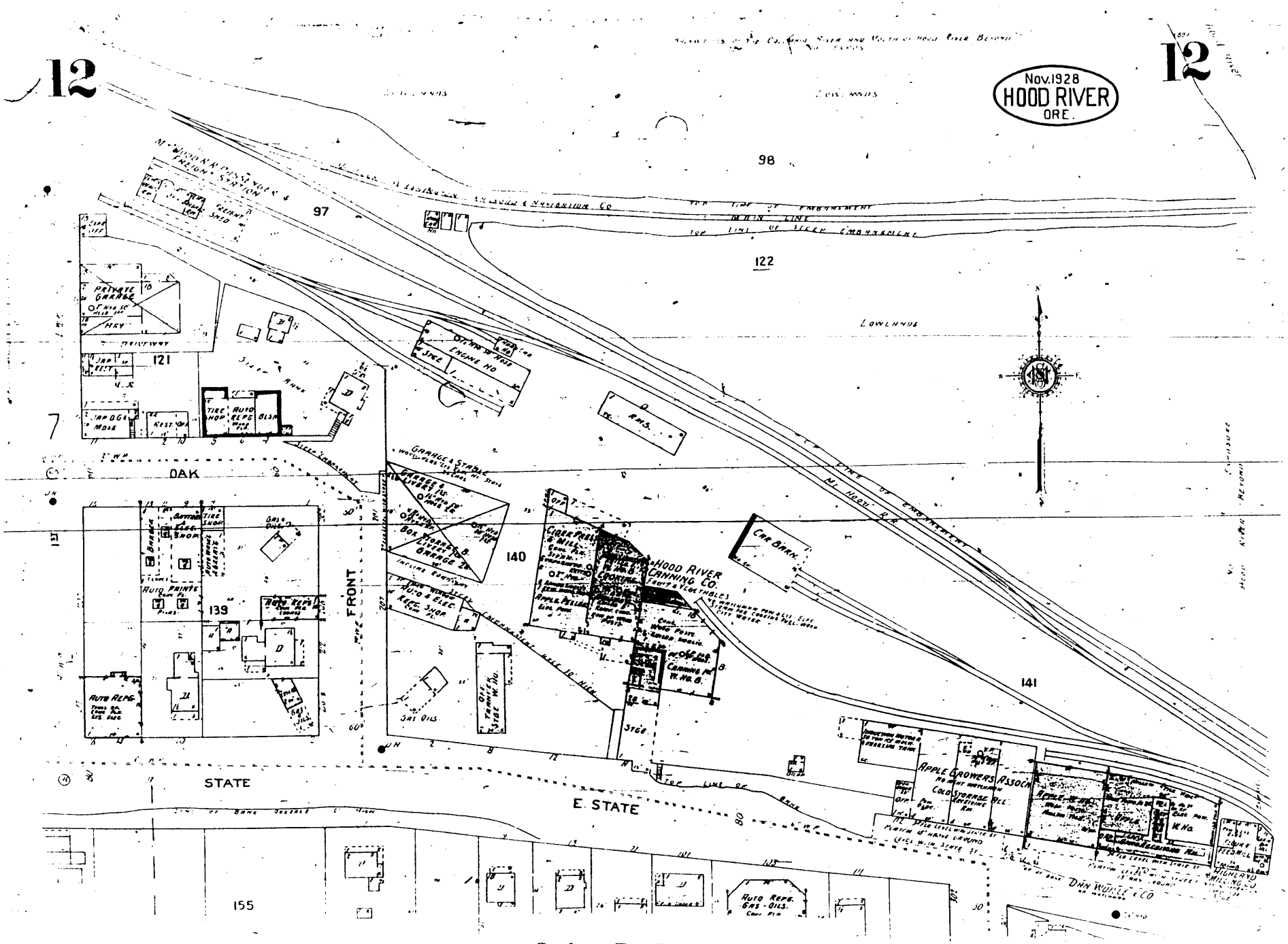
Sanborn Fire Insurance Map, 1909
Hood River Railroad Yards



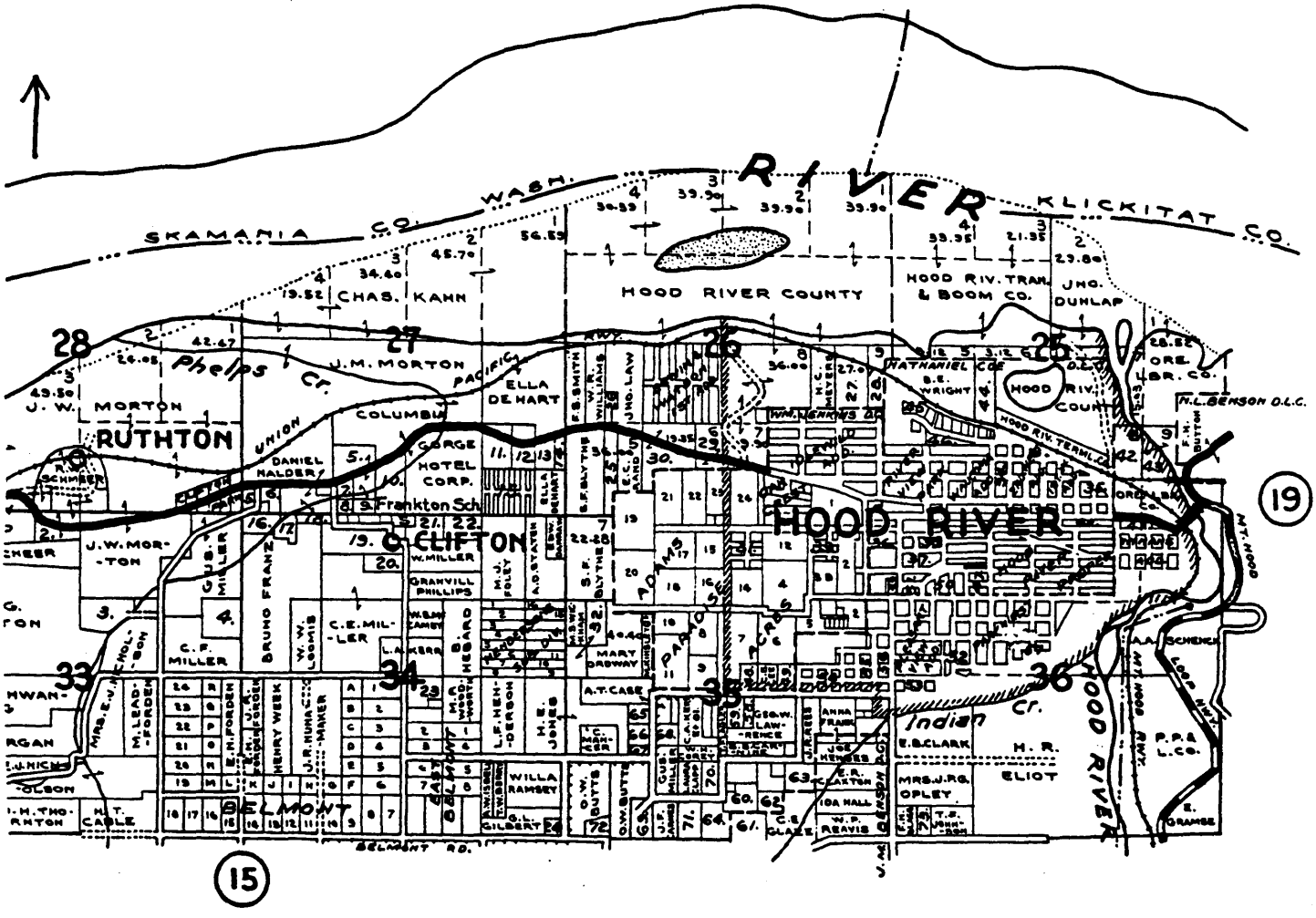
Sanborn Fire Insurance Map, 1916
Hood River Railroad Yards



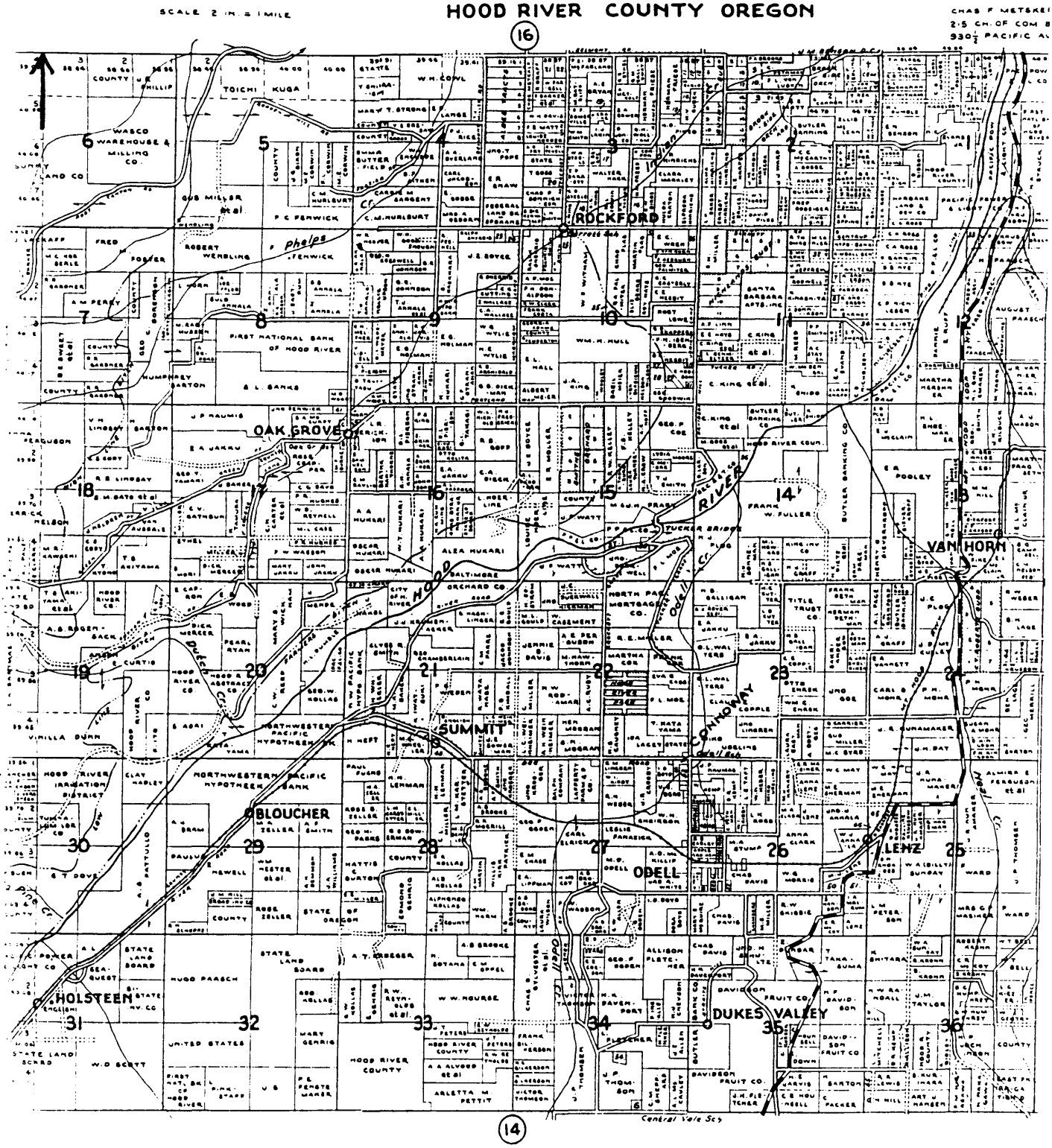
Sanborn Fire Insurance Map, 1928
Hood River Railroad Yards



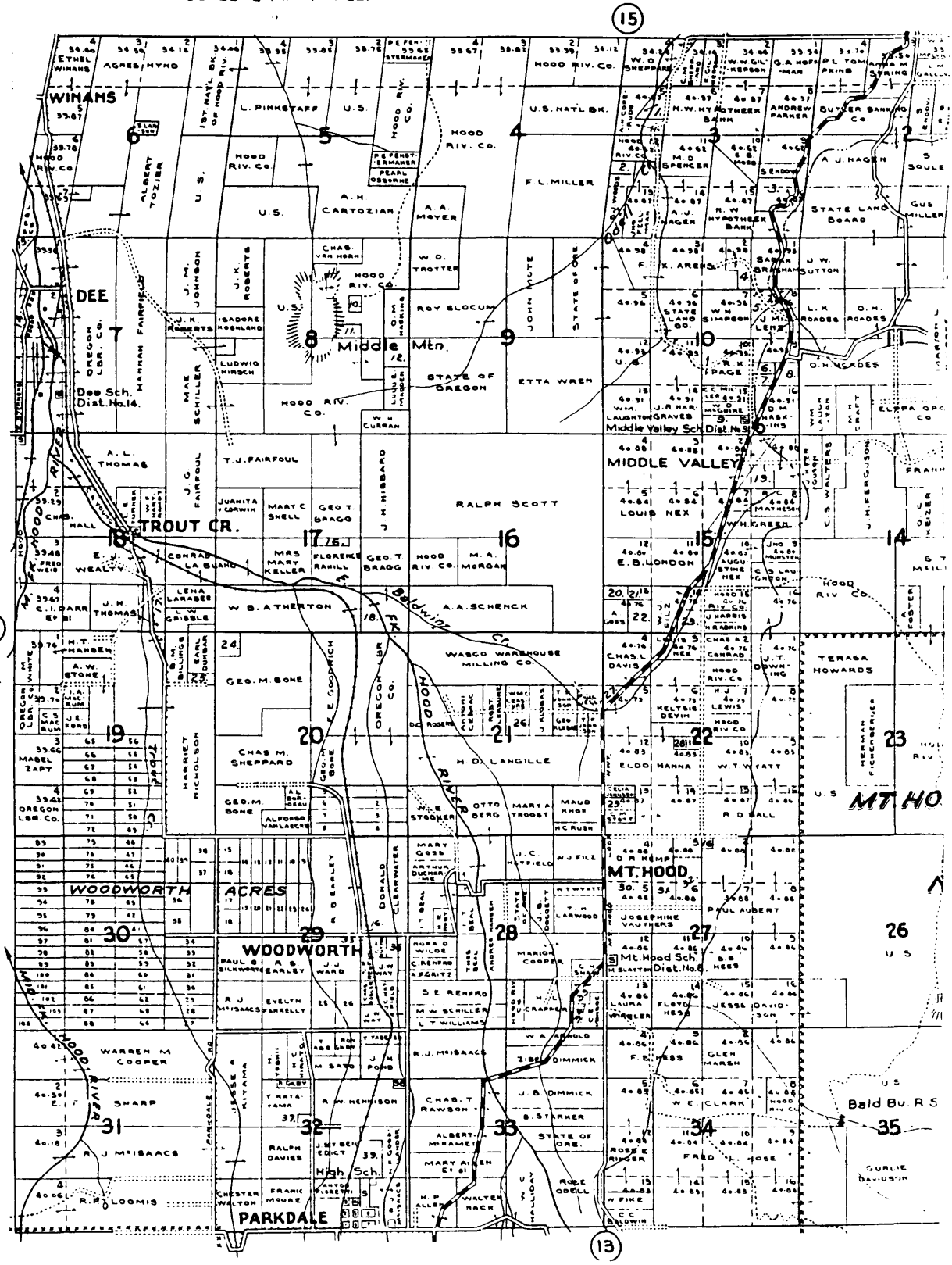
Sanborn Fire Insurance Map, 1928
Hood River Railroad Yards



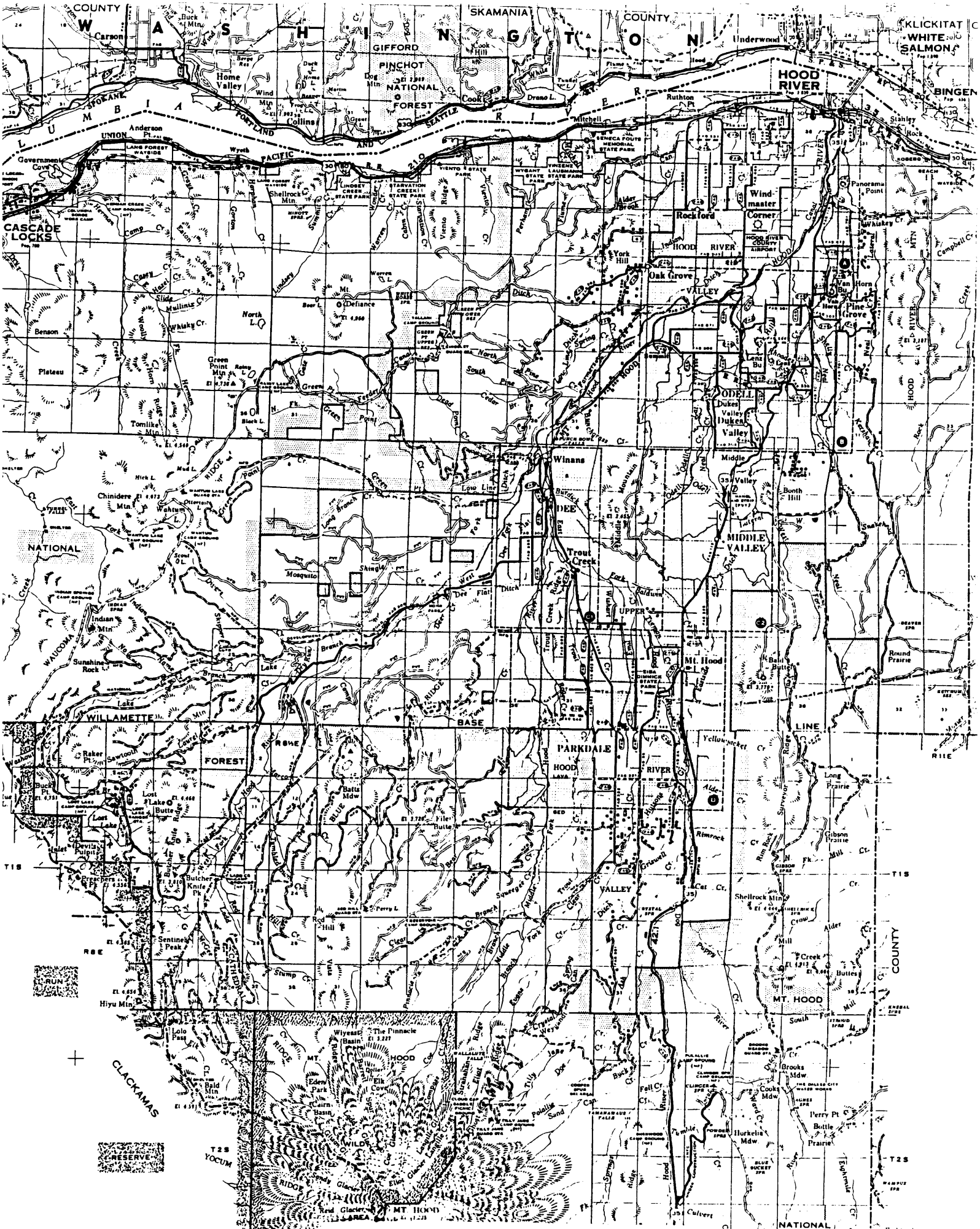
METSKER'S MAP, 1931



Metsker's Map, 1931



Metsker's Map, 1931



General Highway Map, Hood River County
Oregon Highway Department, 1966