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THE
CLAYTON/DEER PARK
HISTORICAL SOCIETY

Mortarboard

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**THE SPRINGDALE AND LONG LAKE RAILROAD
AND THE DEER PARK RAILWAY COMPANY**

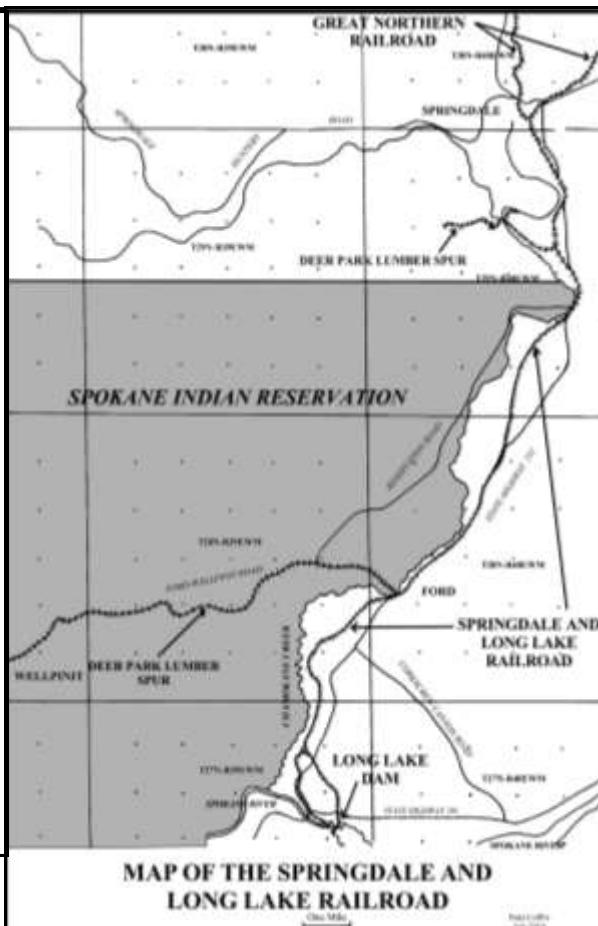
By: Michael Denuty

Free — Take One

**ORIGINS OF THE
RAILROAD**

Washington Water Power Company built the Little Falls Dam and generating station on the Spokane River south of Ford, Washington in the years between 1905 and 1908 and was planning a much larger dam and power generating station in a narrow canyon about 5 miles upstream. A large amount of cement and gravel for concrete as well as heavy turbines and generators would have to be hauled to the remote dam site. In 1911, construction of a 20 mile railroad from the Great Northern Railroad's (Spokane Falls and Northern Railroad) Kettle Falls branch was surveyed and constructed south from Springdale to the new dam site. This new railroad was named the Springdale and Long Lake Railroad. The new dam, named Long Lake Dam, was constructed between 1911 and 1915 with the help of this railroad.

Figure 1:
Map of the area in which the Springdale and Long Lake Railroad was built. The "Deer Park Lumber" routes are only estimates in that no map locating them has yet been found. Literature sources give figures of up to 60 total miles of track for the Deer Park Lumber Company's railroad.



MAP OF THE SPRINGDALE AND LONG LAKE RAILROAD



Figure 2: The Springdale and Long Lake Railroad's road bed is visible leading south from the present day Burlington Northern Santa Fe tracks just southwest of Springdale as an apparent horse path in the upper right portion of the picture. (*Coffin Photograph September 2010*).

successor company to Washington Water Power Company). As surveyed and built, the railroad skirts the eastern edge of the Spokane Indian Reservation and the Chamokane Creek drainage (the Spokane Indian tribe name for the stream and valley is "Tshimikain").

Just south of the connection with the Great Northern Railroad the Springdale Siding was constructed to hold 19 forty foot cars and just to the south, in the NE/4 Section 3-T29N-R40EWM, a turning "y" was built. Further south along the main line three

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LOCATION AND CONSTRUCTION OF THE RAILROAD

The railroad right-of-way followed the present day route of Washington State Highway 231 south from Springdale to the Spokane River south of Ford, Washington. Figure 1 is a map of the general area with the route of the Springdale and Long Lake Railroad shown. This map was drafted from the original Washington Water Power survey plats that were graciously supplied by Avista Safety & Health Specialist Kirk Hayfield and Long Lake Chief



Figure 3: South along the remaining Springdale and Long Lake Railroad right of way cut into the steep slopes just north of the Spokane River. The road bed is used as an access road to power lines which take electricity north from the Long Lake Dam. (*Coffin Photograph September 2010*)

Operator Bill Maltby in July of 2010 (Avista is the

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more spurs were built to store cars. The "Phoenix" spur diverged from the main line in the far SE NE corner of Section 15-T29N -R40EWM and made a "j" shaped turn into the E/2 SE/4 of the same section. No car capacity for this spur is given on the survey plats but it is over a quarter mile long. "Spur Number 2" was located in the NE 4 Section 27-T29N-R40EWM with a capacity of 8 cars. "Spur Number 3" was located in the NE NW Section 34-T29N-R40EWM a little over a mile south of Spur #2 and also had an 8 car capacity. Just north of the present town site of Ford, Washington was located the Walker's Prairie Siding (NE SE Section 19-T28N-R40EWM) with a capacity of 7 forty-foot cars. A "spur" is a side track which has a dead end while a siding allows locomotives and cars to return to the main line through another turnout or switch without backing up.

Figure 5: The author standing on the Springdale and Long Lake road bed on top of the bluff just northeast of Long Lake Dam. (Coffin Photograph September 2010)

The railroad split into two branches in the southeast of Section 2-T28N-R39EWM at a point named Gravel Siding with one going southwest towards the Chamokane Creek drainage and gradually descending to the elevation of the river just below the Long Lake Dam site. There a bridge across the river allowed access to the south bank of the river.

The other branch trended south and east to the top of the terrace and dam site some 300 feet above the surface of the river. These branches were connected by a turning "y" that was named Gravel Junction.

Today the route of the railroad is moderately easy to trace. The line is clearly visible for several miles south of Springdale. Quite a bit of minor filling of ravines using adjacent material can be seen and there

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Figure 4: The southern terminus of the Springdale and Long Lake Railroad during construction of the dam with a bridge across the Spokane River. The Long Lake Dam site is just to the right of the picture. (M. Denuty postcard collection)





Figure 6: Long Lake Dam from the tourist overlook. The rock bluff on the left was the terminus of the Springdale and Long Lake Railroads upper spur from Gravel Junction. (*Peter Coffin Photograph September 2010*)



Figure 7: Fill along the railroad right-of-way in Section 14 T29N-R40EWM. Scrub pine forest is typical of this area. (*Coffin Photograph May 2010*)

are several small cuts visible from Highway 231 and several dirt roads trending west from Highway 231. In several places the right-of-way can be seen as ditches on either side of the flat roadbed trending through the scrub ponderosa pine forest. Much of the right-of-way is covered by State Highway #231 which must have been built on the existing road bed. The visible evidence indicates that some care was taken in locating and constructing this railroad when compared with logging railroads built at this time.

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Figure 8: Roadbed cut visible along the edge of a field (SW/4 Section 14-T29N-T40EWM) in the center of the picture. Car to the left is on Washington State Highway #231. (*Coffin Photograph May 2010*)

was, would have been lettered for the railroad company.

THE DEER PARK RAILWAY COMPANY

In another paper, the operation of the Deer Park Central Railroad north out of Deer Park was described. It had been constructed as a logging railroad from the Standard Lumber Company sawmill six to eight miles north from Deer Park into the nearby white pine forests between 1911 and 1913. In 1914 the railroad, saw mill and timber were sold to Leuthold and Wilson and shortly thereafter

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EQUIPMENT OF THE SPRINGDALE AND LONG LAKE RAILROAD

It is uncertain if the railroad simply used rolling stock upon which supplies for constructing the Long Lake Dam were transported, or whether it purchased and lettered its own cars. Peter Coffin's Grandfather, Peter Michie had been a Master Machinist on the Oregon Short Line around 1900. In 1911, Mr. Michie was living in Julietta, Idaho and apparently received a contract to help take delivery, and prepare, a steam engine for use on the Springdale and Long Lake Railroad.

One would assume that the engine, whatever type it



Figure 9: Deer Park Lumber's right of way between Wellpinit and Ford, Washington. In the area of the photograph many large boulders of basalt had been blasted out of the road bed cut and pushed onto the steep south facing slope. (*Coffin Photograph September 2010*)

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the Deer Park Railway name was given to the railroad operation, and the saw mill was renamed Deer Park Lumber Company. Newspaper reports indicate that by July 8, 1916, the Deer Park Lumber Company had hired timber cruisers to evaluate the timber on the Spokane Indian Reservation. At that time it was also proposed that a branch from the existing Springdale and Long Lake Railroad be built onto the Reservation. In another newspaper article dated February 2, 1919, it was reported that Deer Park Lumber had purchased the timber on 52,000 acres of land on the east end of the Reservation for more than \$600,000. This article indicated that the company had 12 miles of track in the Deer Park area and that approximately 60 miles of main line and spurs were planned for construction to harvest the timber. Mileage went up and down from year to year in the period from 1917 to 1936. Main line mileage ranged from 20 to 27 miles and total mileage from 30 to 52 miles.

It is unclear to me exactly when the Deer Park Railway Company began to use the Springdale and Long Lake Railroad. I am also uncertain whether or not the Deer Park Railway Company purchased the railroad or merely leased it for logging the Spokane Indian Reservation. The transition of the railroad from a construction operation to a logging railroad began in about 1917 and must have been formalized by 1919 and the beginning of logging operations.

At that time logging in the woods was done with horses in the flatter areas and steam donkey operations on the steeper slopes. Logs would be hauled by horse team to the railroad and loaded onto flat cars to be hauled to the mill.

As an interesting side note, there is a story told by some local residents about a Deer Park Lumber locomotive that left the tracks and slid down a steep canyon. Parts of it is supposed to be there today with a tree growing up through the cab. I have not been able to con-

firm this story nor locate the remains of the locomotive.

EQUIPMENT ROSTER

No equipment list is available for the Springdale and Long Lake Railroad. From the comments of Peter Coffin about his Grandfather Peter Michie, it seems that there was at least one locomotive dedicated to moving freight from Springdale to the Long Lake Dam site.

For the Deer Park Lumber Railway a partial list of equipment can be assembled. The following is a list of locomotives known to have been used on the Deer Park Lumber Railroad:

- #1 Unknown type
- #2 4-6-0 Baldwin (either an Ex-Great Northern or Spokane Falls and Northern engine)
- #? Class B Lima Shay (2 truck, builder's number 2219)
- #? Class B Lima Shay (2 truck, builder's number 2715)
- #? Class C Climax, 70 ton (3 truck, builder's number 1596)

Other railroad equipment know to be owned by the Deer Park Lumber Railway included 22 to 50 logging flat cars, 5 to 12 moving cars, some office cars, one tank car and 2 speeders.

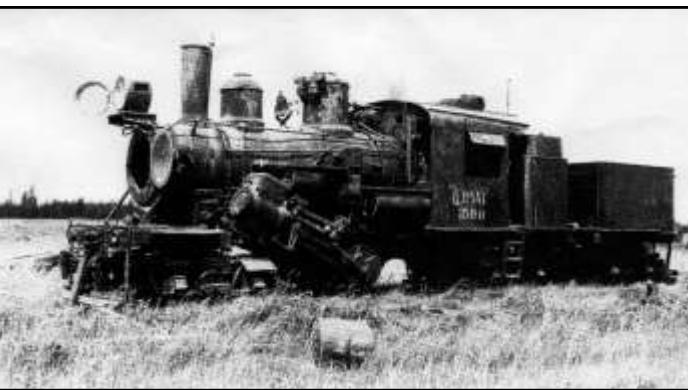


Figure 10: Climax #1596 sitting derelict at the Deer Park Mill site in 1947. (Courtesy D. S. Richter and W. C. Casler)

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Figure 11: The water tank from Climax #1596 sitting in the woods east of Loon Lake on Clifford Meyers farm in 2010. Cliff is leaning against the tank. (*Coffin Photograph*)



Figure 12: One of the Class B Shays operated by the Deer Park Lumber Railroad. (*Lawrence Zimmerer Collection*)

TERMINATION OF RAILROAD OPERATIONS

During the 1930s trucks and tractors became more capable of hauling the heavy loads of logs over improving roads. These developments brought an end to operations of the Deer Park Lumber Rail-

way. The portion of the railroad from Ford to Long Lake Dam had fallen into disuse relatively early but by 1936 the entire railroad south of Springdale was abandoned. Only a short portion of the Deer Park Lumber Company railroad was used from 1936 to 1939 before it was abandoned.

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JUSTICE BOYS MOVE THE RAILROAD DEPOT

By: CARL JUSTICE



Figure 1: The original Spokane Falls and Northern Railroad's Deer Park depot in about 1908. The brick building behind and to the right is the Kelly Mercantile and the white steeple just below the eaves at the left of the depot is the Congregational church. (*Photograph courtesy of the Northwest Room of the Spokane Public Library*)

In the 1920s the Great Northern Railroad wanted to move the original Spokane Falls and Northern Railroad's Deer Park depot from its original location just west of the Kelly Building and north of Crawford Street to a new location about 200 yards to a location just south and east of Main Avenue. My uncle James Logan and my father Thomas Henry Justice were hired to do the work.

The old depot had to be jacked up off its foundation and moved the 200 yards to the new location where it would be used as the freight storage area on the south side of the new depot.

My uncles had a unique plan to move it to the south side of the new depot. At the time, moves of such a large building were quite an undertaking. Very few wagons were built for such heavy loads as the depot. After the building was jacked up, long slim timbers were placed under the building at right angles to the railroad tracks. Then the logs with the building on top of them were pulled by a horse team westward until the building and logs were balanced on the steel rails. The rails were coated with grease applied by a paint brush tied to a stick. Now the horse team could pull the logs

Figure 2: Below: The front of the Great Northern (Burlington Northern) Deer Park Depot in June of 1971. The doors and windows have been changed so it is difficult to see what remains of the old depot. (*P. Coffin Photograph*)



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Figure 3: The east side of the Great Northern Deer Park depot in June of 1971. (P. Coffin Photograph)



Figure 4: The present day (2010) Burlington Northern Railroad Depot which houses a beauty shop and a tattoo parlor. (P. Coffin Photograph)

and the building down the tracks to a point just west of the new location. Then the process was reversed with the depot and logs being pulled off the tracks onto the new site.

Many townspeople were impressed that two men ("Hillbillies") and a team of horses could move such a building so easily.

Much later, the depot would move again to a location just east of US Highway 395 and north of H Street just south of the then Excell / Rosauers grocery store.

When the building was first moved it became a Century 21 Real Estate Office, but today (2010) it is a beauty shop. About all that is recognizable of the original building now is the bay window and the word "depot" in the name of the beauty shop. After 100 years the building is still in commercial use.

Clayton/Deer Park Historical Society

The 2011 Clayton/Deer Park Historical Society Cookbook, "A Collection of Recipes and Stories" is now available ... pick up your copy from two locations in Clayton---**The Pizza Shoppe** and the **Clayton Drive-In**, both on Railroad Avenue and three locations in Deer Park--- **GardenSpot Floral** on First Street, and **Odynski's Accounting** on Main Street, and the **Salty Dog** on South Main Street. This 60-page cookbook has over 200 recipes and is full of historical information. The purchase price is \$10.00. Cookbooks will also be on sale at **Winterfest, Settlers' Day, Brickyard Days**, and the **Clayton Fair**. All profits go to the C/DPHS, a non-profit organization.

LOCAL RESIDENTS REMEMBER THE PAST..... Perhaps you know something that we don't...

(C/DPHS has not verified the information below. It is based on memory of the submitters.) Please submit your memories of the past for future publication

***Ace Hardware—Louis Olson Builders & Supplies sold the store to Dave Lane, then to Jack Bristol. That's when it became Ace Hardware. Jack Bristol built it and moved it to "H" Street and Highway 395. Tom Meredith is the current owner.

***South Plaza Mall—A longtime ago, the property was owned by O.A. Peters. First it was an IGA Store, then Johnson's Hardware Store, then Double Eagle Pawn. Ben Franklin was in the middle, then Evelyn's Furniture Store. Radio Shack and Appearance Salon & Spa was on the Southside. A long time ago, it was vacant scrub with lots of pine trees. It was owned by E. C. Owen. Then perhaps Don Lenhard bought the property and built the

mall. The South end is now The Double Eagle Pawn, Quilt Shoppe, Marketplace Unicorn, etc.

***April Garden Center at Hwy 395 & Cleveland was the Kilgore Farm.

Note to the Editor

*Hi Sharon,
A nice quiet day-after-Christmas afternoon and I spent it reading the 3 issues of Mortarboard you gave me at a Westerners meeting, including the one where I saw my name in the minutes after we talked. I especially enjoyed Judy's article on "Growing up in the Short Boardinghouse." I visited Hayden's when in grade school and that house was fascinating.*

I have been making plans for a celebration of Williams Valley Grange's 100 birthday on February 11, 2011, so would the February meeting be a possible time to have a joint get together? We decided to celebrate in April because of questionable weather. I would like to place a notice in the Society Want Ads, a call for pictures, stories etc to help with the celebration. Our sister grange, Garden-spot, 100th birthday slipped by quietly, but at William Valley's it will be referred to.

I am working on old cars from pre 1911 and/or early 1930's when the current hall was built. State Master will be invited as well as neighboring county granges. We plan to make it an interesting and entertaining afternoon. I think we are quietly within your historical area, not as much going on as in Clayton and Deer Park. Another short-lived grange was named Lost Springs, I think south on Short from Gardenspot.

Ann Fackenthall

Ann submitted two Want Ads that I placed on the back page of this Mortarboard. She also requested membership information that I will send to her.

Your editor,
Sharon Clark

Clayton/Deer Park Historical Society

Clayton/ Deer Park Historical Society Minutes, December 11, 2010

In attendance: Grace Hubal, Pete Coffin, Bill Sebright, Mark Wagner, Sharon Clark, Warren Nord, Lorraine Nord, Bob Clouse, Mary Clouse, Don Ball, Marilyn Reilly, Roxanne Camp, Lonnie Jenkins, Ella Jenkins, and Sue Rehms. Society president, Bill Sebright called the meeting to order at 9:01 AM.

Treasurer, Mark Wagner reported that there is \$2072.70 in checking. Activity included \$89.00 deposit and a \$500.00 check to Clayton Drive in for landscaping.

Grace reported on the progress of the cookbook as follows:

Grace met with Sandra Davenport at the Deer Park School District Printing Department and showed her a rough draft of the C/DPHS cookbook. Sandra gave a printing estimate of approximately \$71.00 for 100 books, based on 90 pages of recipes back to back, front and back cardstock cover, 11 cardstock section dividers, and a comb binding. Sandra suggested using a heavier weight cardstock for the front and back cover. The golden color is preferred. White cardstock is of lesser weight and ideal for the section dividers.

Sandra set up January 10, 2011, to have 300 cookbooks printed and January 11, 2011, to have them bound. Grace volunteered to help Sandra bind them. So far Grace has reservations for 70 copies of the cookbook.

Grace has set up five locations to sell the cookbooks: 2 businesses in Clayton at the Clayton Drive-In and The Pizza Shoppe and 3 businesses in Deer Park at Odynski's Accounting, the Garden-Spot Floral Shoppe, and the Salty Dog. She figured that each would have 10 cookbooks on hand. Virginia Odynski suggested we make a display sign for the cookbooks so they won't be mistaken for free.

The cookbook costs \$10 and will be on sale at Winterfest on 1-22-11. The price is printed on the top right corner of the cookbook cover. Society members can purchase a copy for \$5. Please reserve a copy of the cookbook today. Monies will be collected upon delivery.

Pete Coffin offered to pay for an advertisement in the *Deer Park Tribune* to help promote our cookbook. The advertisement has been drafted.

Should we place an ad in the *Deer Park Gazette* as well? Discussion followed with the possibility of Tom at the Tribune running an article instead of us placing an ad. Also, we talked about placing an ad in the *DP Gazette*. She will make some phone calls on Monday.

The response from numerous businesses was totally awesome. Most were ecstatic to purchase such inexpensive advertising. Grace sold 60 business card size advertisements (7 on each page) and still has 10 ads pending. Free advertisements and cookbooks will be given to the Clayton Drive- In, Long Excavating, Knight Construction, Dawson Trucking and DTI Ready Mix, Inc. for all their support with the terra cotta eagle project. Businesses that placed an advertisement were given the special price of \$5 for the cookbook.

Individuals who submitted recipes for the cookbook will also be given a free cookbook.

Grace also reported that Gloria from Les Schwab mentioned that she had heard that the Deer Park Civic Center was quite possibly "the oldest standing high school gymnasium in America." She asked if we could find out more information. Gloria would like to see the civic center on the National Historical Registry. Much discussion followed regarding the condition of the building. Sue Rehms mentioned that the Civic Center foundation is just as strong as the Clayton School's foundation.

Sharon Clark handed out *Mortarboard 32*. She needs articles for upcoming issues. Let Sharon know if you have ideas.

Pete Coffin, Vice President, reported that he talked to several real estate people in Deer Park. Six possible sites were considered. The CDPHS would need to dedicate about \$5,000 per year for a temporary museum. Pete came up with questions we need to answer as we consider a museum. How do we pay for a museum? How large, large enough for large displays such as farm machinery? Will it be open all year, how often? How many members are willing to staff a museum? Would CDPHS be willing to compromise ownership and reach an agreement with the Clayton Fair Board if a long term lease agreement could be arranged? Is Clay-

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Clayton/Deer Park Historical Society

Special Thanks to this month's volunteer proofreaders—Jay Hubal, Peter Coffin, Chuck Stewart, Grace Hubal

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ton the best place to locate a museum from the standpoint of visitor traffic?

Bob Clouse, Webmaster reported that he was unable to get a hold of the owners of the property next to the Clayton Drive-In. He did report, however, that the Longs will consider his plan for a museum by the Eagle.

Winterfest is on January 22, 2011. We will be setting up a booth. Pete, Sharon, and Grace so far have offered to help with setting up and man-

ning the booth. We will finalize a schedule at our next Society meeting.

An Eagle maintenance fee was discussed. Mark will talk to the Longs to find out an amount.

Other: Much discussion followed regarding to historical information to be put in the cookbook. Particularly the page titled: Now in 2010, then in 1950.

Next meeting- January 8, 2011

Meeting adjourned at 9:59 AM.

Respectfully submitted by Grace Hubal, Secretary

Editorial Policy Regarding Correcting Errors and/or Omissions

Information published here is compiled from many sources, including personal memories. It is often difficult or impossible to verify such recollections through outside documentation. Our editorial policy toward the veracity of personal recollections tends toward the casual – since little harm is normally done by such errors. But our editorial process also invites public review and input regarding the accuracy of the information we publish, and when such review either suggests or reveals errors or items open to dispute our “Letters” department will act as a forum allowing the airing of such disagreements in an effort to ascertain the truth and correct any probable or demonstrated errors. We also believe it’s important that such disagreements be recorded, even if they can’t be settled to the satisfaction of all parties.

We encourage everyone to submit any arguments as to fact to the editor in writing — since the written form reduces the chance of further misunderstandings. As is standard policy, all letters will be edited for spelling, word usage, clarity, and — if necessary — contents. If advisable, the editor will confer directly with the letter writers to insure that everyone’s comments and corrections are submitted in a literate, polite, and compelling manner — as best suits the editorial image of this Society’s publications.

Society Want Ads

WANTED: Information and photos regarding the history of Trysil/Zion Lutheran Church.

WANTED: Any stories and photos of your family's history in connection with their occupations and settlement in the Clayton/Deer Park Area.

WANTED: Any stories and photos from Williams Valley #452 and Gardenspot #278 Granges

WANTED: Any information on the Williams Valley Grange Orchestra
Contact: Ann Fackenthal, WVG (Rollosdotter@gmail.com) 466-3564.

WANTED: Any stories, photos, or examples of traditional methods of quilt making.

FOR SALE: The 2011 Clayton/Deer Park Historical Society Cookbook, “A Collection of Recipes and Stories” (see our ad on page 406 for details.)

Society Contacts

C/DPHS, Box 293, Clayton, WA 99110

Bill Sebright, president — (sebrightba@wildblue.net)

Peter Coffin, vice president — (pcffn@q.com)

Bob Clouse, webmaster — (ramclouse@q.com)

Sharon Clark, editor — (sharonclark@centurytel.net)

Grace Hubal, secretary — (hubals@msn.com)