



The Meadowlark

Quarterly Newsletter



Crook County Historical Society
246 North Main Street
Prineville, Oregon 97754

Sept. 1, 2017
E-mail bowmuse@netscape.net
www.bowmanmuseum.org

Quarterly meeting
Sunday Sept. 10, 2017
Crook County History Center 1:00 P.M.

The Spring quarterly meeting for the Crook County Historical Society will be held at the **Crook County History Center** on Sunday Sept. 10, 2017. The meeting will begin with a potluck dinner at 1:00 P.M. Please bring your own place setting. All members and the general public are welcome to attend. Members please bring a guest.

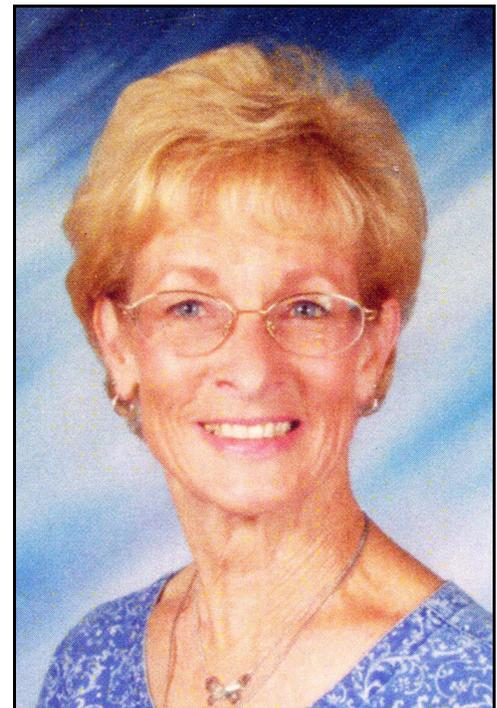
FEATURED PROGRAM

Mary Fitzgerald

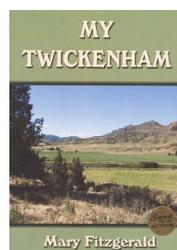
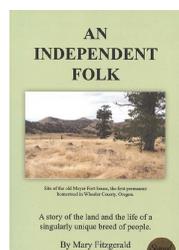
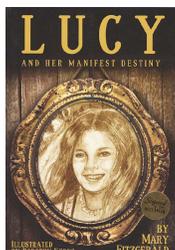
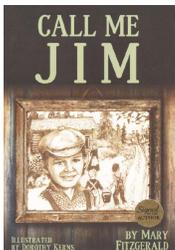
The Love of Lore.....Stories From Twickenham and Beyond

Local author Mary Fitzgerald will discuss her new book *Call Me Jim* which is featured in the new books at museum section of this newsletter. It is a tale of the Applegate family and a sequel to her book *Lucy*. Additionally she will combine stories from her other books which includes *My Twickenham*, *An Independent Folk* and *Lucy*. Her presentation will include some history of the Twickenham area and her historical interpretation of the Applegate family in Oregon based on her two newest books.

Mary is a native of Twickenham in Wheeler County, Oregon and in addition to her writing has contributed to historical preservation in Wheeler County with projects by local students to capture local folklore and was instrumental in renovating the Twickenham School.



Local Author Mary Fitzgerald



Books Written by Mary Fitzgerald

President's Message

Wasn't the Eclipse wonderful? With sixteen relatives and neighbors and three dogs, we climbed to the top of the rimrock to watch, carrying coffee and breakfast rolls with us. The Eclipse experience was truly exciting and it was fun to see the lights of Prineville come on momentarily. My sister, Rosalee Wilson, might take the prize for the "farthest-away" relatives. Ten members of her daughter's family came from the Faroe Islands, a remote island group in the North Atlantic Ocean. They watched from a hill up by Ochoco Reservoir. I think our local and state agencies did a good job helping everything run as smoothly as possible.

The Quarterly Potluck is 1:00 o'clock Sunday after Labor Day, September 10. We have Mary Fitzgerald from Wheeler County explaining the background to her second book about her relatives, the Applegate children, who came from Missouri with their families to homestead in the Twickenham area.

The Board is excited that the "Caboose Project" continues to move forward. As usual everything is more involved and expensive than anticipated; but the necessary trees have been removed, restrooms demolished, asbestos abated, utilities connected, ground and railbed prepared, ramps designed, fencing decided, repainting of the caboose decided and finally the moving of the caboose through town discussed. Whew!

Finally, I hope to see you at our October Lecture Series. You won't want to miss those.

Jan

Jan Anderson

Caboose Project Fund-raising Campaign (The Hagen Family Will Match the First \$5,000 of Additional Donations)

The Museum's expenses for landscaping a space, preparing the caboose, having it moved and interpreting the history of the City of Prineville Railway caboose continue to rise. We were helped in the effort by a generous direct donation and offer of an additional matching donation by the Hagen family. Three of the family members were long-time Railway employees; Betty Hagen, Albert Steward and Ron Jones.

If you would like to help us in this effort please fill out the donation form included in this newsletter. All donations of \$500 and above will be permanently recognized within the caboose park.

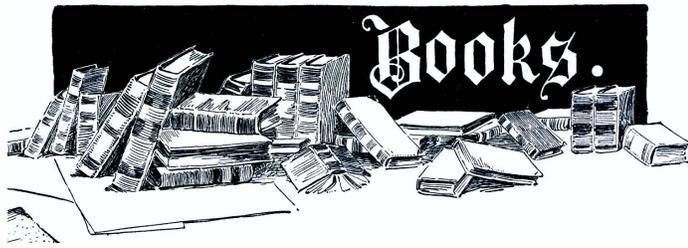
If you would like additional information please contact Gordon Gillespie at 541-447-3715



Architects rendering looking east on 3rd Street



Architects rendering looking west on 3rd Street



New Books at Museum

Members Receive 10% Discount

Little White Man

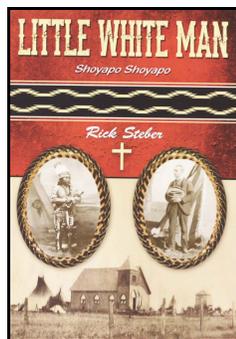
by Rick Steber

\$15.00

Paper

171 Pages

Once again prolific local author Steber has written a historical story of a little known figure in Northwest history. He relates the story of missionary Jimmy Cornelison, known as Shoyapo Shoyapo buy the Umatilla Reservation Indians Cornelison came to the reservation years after the Whitman Massacre of 1847. It is the tale of his perseverance in overcoming many obstacles to minister to the Indians. It is also a tale of the injustices and prejudices suffered by the Native Americans from the Euro-Americans expanding Manifest Destiny in the name of progress. Highly recommended and editor's pick of the quarter.



Call Me Jim

by Mary Fitzgerald

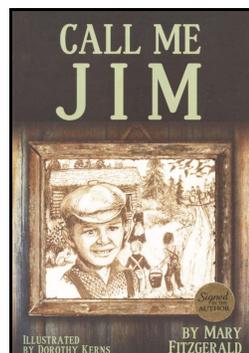
\$15.00

Paper

211 Pages

Local author Mary Fitzgerald from Twickenham continues the story of the Applegate family that she introduced in her previous book *Lucy and Her Manifest Destiny*. This is the story of James Applegate and relates of travels west to Oregon by ox team on the Applegate Trail and growing up in the frontier of Western Oregon. The author does a masterful task of combining historical fact with historical fiction.

It has been a passion of the author in seeking to tell the story of the Applegate family ever since she was a young teenager. Another recommended read from a local author.



A Place of Her Own

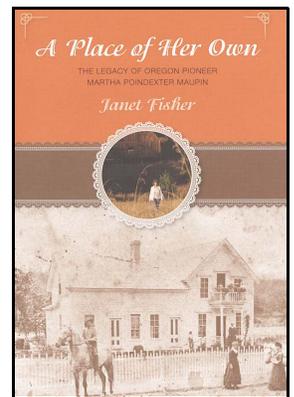
by Janet Fisher

\$16.95

Paper

239 Pages

This is the true story of Martha Poindexter Maupin. She left home at a young age and defied her parents by marrying Garrett Maupin. Her thrilling life led to making the journey on the Oregon Trail to a new life in Oregon. Her husband died in 1866 leaving Martha alone on the frontier with many children. She bought her own farm and is one of the few Century Farms in Oregon to be named for a woman. She was related to the Maupin's that settled in the Ashwood vicinity but lived her life in Western Oregon.



A History of the Chinese in the West: 1848-1880

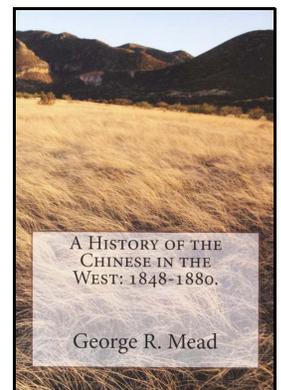
by George R. Mead

\$15.00

Paper

203 Pages

This book relates a concise history of the Chinese in California, Oregon and Idaho from 1848-1880. The author discusses why the Chinese came to the West, what they did after they arrived and the reactions to them during this period of time. Although many were hard working and worked at labor intensive tasks they faced a terrific prejudice against them by the Euro-Americans. They not only faced racial prejudice but prejudice about their country of origin.



The Spaldings of the West

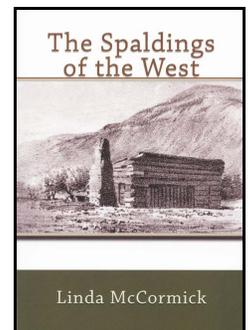
by Linda McCormick

\$12.95

Paper

141 Pages

The author has done extensive research to tell the tale of early missionary Henry Harmon Spalding and his family. Spalding and his wife Eliza had come to the Oregon country with Dr. Marcus Whitman. They divided missionary work and Spalding became very successful in his endeavors. After the Whitman Massacre of 1847 his mission at Lapwia, Idaho was closed. Little is known of the Spalding family after they left the mission. This relates the story of the family in those missing years. Daughters Eliza Spalding Warren and Martha Spalding Wigle came to live in the Prineville vicinity and played a prominent role in the settlement of the region. Young Eliza was a survivor of the Whitman Massacre.



Collections Corner

From the Desk of Museum Collections Manager, Sarah Baylinson

You may have heard, we're adding our largest artifact yet to the Bowman Museum, the City of Prineville Railway caboose! As with most trains they live a long life before coming to their final stop, our caboose is no exception. The City of Prineville Railway caboose began its life in Sayre, Penn. When it was built for the Lehigh Valley Railroad (LVRR) around 1945. The LVRR was originally built to haul anthracite coal in the mid 19th century and became known as the "Route of the black diamond" because of its cargo. When the company's founder died in 1879 LVRR was shipping 4.4 million tons of coal annually. The LVRR survived through economic downfalls and bankruptcies and by 1944 had gross revenues of almost \$100 million. Eventually, the highways stretching across America in every direction would be the demise of the LVRR. In its heyday, LVRR built engines, boxcars, and cabooses. The caboose coming to the museum is from phase 2, lot 6 of the Lehigh caboose builds. There were only 45 cabooses built by Lehigh in phase 2, all were in the distinctive Northeast style with a steel cupola.

The cupola style caboose was invented by T.B. Watson when he was forced to use a boxcar as a makeshift caboose. The boxcar happened to have a hole in the roof that Watson used as a viewing port by stacking boxes up to the roof. Later he asked for the opening to be enclosed with a glass window in front, which became his pilot house.

The position of the cupola varied wildly depending on the rail line's preference. Conductors could refuse to be assigned a train if the cabooses weren't turned to face the direction they preferred.

Our Northwest style caboose was originally painted bright red with white handrails and white lettering that read "Route of the Black Diamond." The phase 2 cabooses were also distinctive for their rain guards over the side windows. The caboose originally numbered LV 95043 was acquired by the City of Prineville Railway and became the COP #201 sometime between the 1960's and 1970's. It was then given a fresh coat of COP yellow paint. We look forward to learning more about the life of this artifact, sharing it with the community and hearing your Prineville railroad stories!



Memorials Since May 26, 2017

Dick Bartlett

by Steve Lent & Barbara Fontaine

Bonnie Smith

by Jerry & Eloise Brummer

Lola Weaver

by Snoden and Pat DeBoard
Lawrence & Carol Weberg

Glen Hopkins

by Snoden & Pat DeBoard

Norm Thompson

by Robert & Renee Horton
Don & Dee Berman
Fred & Betty Bushong
Ernest Edwards
Lawrence & Carol Weberg

Tip Proctor

by Phyllis Short
Fred & Betty Bushong
Ruth Proctor
LaVonne Ritches
Helen Schnabele

Anna Everson

by Phyllis Short

Bob Pierce

by Snoden & Pat DeBoard
Lawrence & Carol Weberg

Betty Claypool

by Susan S. Fischer

Vern Atwood

by Dale & Nancy Conlee

Rollin Baker

by Steve Lent & Barbara Fontaine
Jerry & Eloise Brummer
John & Lynne Breese
Andrew & Susan Hermreck
Helen Schnabele
Lawrence & Carol Weberg
Phyllis Hoffman
James & Debra Hoffman
Daniel & Janyce Courtney
Darrell Otley
Shirley McCullough
Naida Miller
Earlene Ervin
Gary & Cheryl Ervin
Snoden & Pat DeBoard
Richard & Jeannine Erhart
Jacob & Brandee Hoffman
Bill & Jacey Brown
Rollin & Caroline Ervin
Garet & Alicia Ervin
Dax & BreAnn Ervin Borgaard
Susan & David Leedom
Chuck & Diana Giovanini
LaDonna Baker Family

Janie Foss

by Helen Schnabele

Earl Cordes

by Helen Schnabele
Lawrence & Carol Weberg

Joyce Fearrien

by Lawrence & Carol Weberg

Lil McCoy

by Lawrence & Carol Weberg

Bill Clements

by Lawrence & Carol Weberg

Hazel Denton

by Naida Miller

Artice Allen

by Naida Miller

Thelma Robertson

by Naida Miller

Lois Gerety

by Lawrence & Carol Weberg

Wilma Flegel

by Jerry & Eloise Brummer
Shirley McCullough
Gilbert & Jessie Sharp
John & Lynne Breese
Tom & Beverly Wolverton
Wayne & Donna Breese
Chuck & Diane Giovanini

Tom Condron

by A.M. & S.K. Fickenscher
John & Lynne Breese
Jerry & Eloise Brummer

Dan Ream

by Jerry & Eloise Brummer

Welcome New Members

Shari A. McCall	Naomi & Larry Price
Sean & Sarah Callaghan	James Boyden & Alisa Plant
Pamela Henry	Deborah Brock
Martha Banyas & Michael Hoeye	Dale & Nancy Conlee
Zeta Seiple	Heidi Howard
Buzzy Nielsen	John Thomasson
Brenda Hagins	James Toby Hoffman
Bill Werner	Gerald & Donna Bishop

Field Trip Notficiation

Due to high smoke levels and continued fire danger in Central Oregon and predictions for little change in the weather forecast it has been decided to not have a Fall historical tour. Next Spring it is intended to have a tour at the Watson Battle site near Paulina. Hopefully we can return to our schedule of two tours a year next year.

Early History of The City of Prineville Railway

by Frances Juris

Note: The following is an excerpt from an article written by Frances Juris in 2002. It has been edited to include only the period up to the time that the major mills left Prineville and only covers the early years of the railway.. Frances has recently celebrated her 100th birthday. This story is being re-published to commemorate the City of Prineville Railway caboose being moved for display at the Bowman Museum.

In the year 1900 the city of Prineville, county seat of Crook County Oregon, sat snugly (some might have said smugly) in the beautiful Crooked River/Ochoco Creek valley, the only city in the vast region between The Dalles on the north, Klamath Falls on the south, Eugene City on the west and Canyon City on the east. Prineville was founded in 1868, and by 1880, when it was incorporated, it had become a busy frontier town of 200 people, furnishing the necessities, such as sugar, flour and whiskey and a few niceties such as church services and band music, to everyone in the thousands of square miles of emptiness which was Central Oregon.

By 1900, all roads led to Prineville and the community, which had grown to 600 people, felt secure in the knowledge that Prineville would continue to be the hub around which the activities of the whole area would center, even though small settlements were springing up at Bend, Redmond, and Madras.

Problems? Yes, there were some -- memories of the violent vigilante days of the late 1800's, with the shootings and hangings, were still strong when the sheepmen/cattlemen wars began. The townspeople tried hard to remain neutral amidst the fury and the hatred which culminated in the slaughter of thousands of sheep, the killing of many men and open defiance of all law by a group calling itself "Crook County Sheep Shooters Association." The war ended in 1905 only when national forests were created and the Federal government took over the allocation of grazing rights.

In the midst of the more urgent problems, the people were becoming increasingly concerned by the handicap caused by lack of transportation to outside markets. Cattle and sheep had to be trailed long, slow, dusty miles to the nearest railhead, Winnemucca or The Dalles, and all supplies and merchandise had to be freighted in from The Dalles, 150 miles by wagon, a trip that might take two weeks round trip, depending on the season of the year.

Most Prineville people were confident that the railroad magnates could not continue to ignore the possibilities for hauling the products of Crook County, which included millions of board feet of prime ponderosa pine timber from the Ochoco Mountains. As early as 1890, hopes for a railroad had mounted when Col. T. Egerton Hogg had started construction on his Oregon Pacific, which was to run from Yaquina Bay on the Oregon coast east to Ontario, along the route of the Willamette Valley Cascade Mountain Wagon Road. Disappointment wasn't too great when Col. Hogg stopped before he reached Idanha, because by that time there was action in another direction. The Columbia Southern Railroad had been constructed and was in operation to Shaniko, just 60 miles north of Prineville.

Things were really looking up. Now it only took 12 hours by fast stage to cover the 60 miles to the railroad. And besides, all the talk indicated that the CS would continue south to Antelope, thence to Prineville and would answer all problems of reaching

markets. However, the extension of the CS was never to be. In the first place, the extremely steep grade from Shaniko to Antelope, provided serious construction and operational obstacles, which would have made it prohibitively expensive to continue the railway south. Then in the second place, why should the owners of the CS spend all that money to take the railroad to the territory south when all the freight was already being brought to them at Shaniko with no effort on their part and little choice on the part of the shippers? So, the Columbia Southern never passed Shaniko and another dream died.

For the next ten years there were dozens of rumors of railroads coming to Prineville. Such reports were so numerous that the Crook County Journal even started a column called "Railroad Rumors" to consolidate all the information in one place. Then in 1909, things took a serious turn. E. H. Harriman of the Union Pacific announced he would build a railroad south down the Deschutes Canyon. Then, Jim Hill of the Great Northern, entered the picture and the battle was joined. The many stories of the war down the Deschutes Canyon, with dynamite, trickery, guns and pickaxes as favorite weapons, are well known as the last of the great railroad epics.

The people of Prineville entertained Hill and then Harriman and listened appreciatively to their orations detailing the virtues of Crook County. At that time Crook County included all of what is now Jefferson, Deschutes and Crook Counties, but it didn't occur to the Prineville group that the orators might be speaking of any but their own Crooked River Valley. As the two rail lines reached the Agency Plains, Prineville waited and watched to see the rails veer to the east toward Prineville. Finally, when the Deschutes Railway and the Oregon Trunk settled their differences, sharing the Crooked River Gorge bridge and one line south, it became painfully obvious that proud Prineville, Mother City of Central Oregon, was being bypassed and ignored. To add to the ignominy, the people of the fast-growing towns of Bend, Redmond and Madras were becoming impatient at having to travel to the county seat at Prineville to conduct business, so in 1914, the northern part of Crook County was separated to form Jefferson County, then in 1916 another section was severed to form Deschutes County.

Still, Prineville people were not noted for giving up easily, and they thought that either the Deschutes Railway, which was taken over by the UP, or the Oregon Trunk would build a branch up Crooked River, but this was not to be either. It seemed that the Oregon Trunk and the Deschutes would share equally in any freight that might develop from a line into Prineville, so there was no incentive for either of them to invest the money necessary.

The next few years were ones of high hopes and deep disappointments.

Numerous proposals were made for railroads into Prineville, most of them made by promoters who solicited local people for funds. As 1916 began, the city leaders finally acknowledged that if there was to be a railroad, the city would have to build it. This wasn't such a revolutionary idea at the time. Roseburg, Klamath Falls, Grants Pass, Medford, Burns and even Bend had bonded themselves to build railroads, or were contemplating doing so. Roseburg, Klamath Falls and Grants Pass

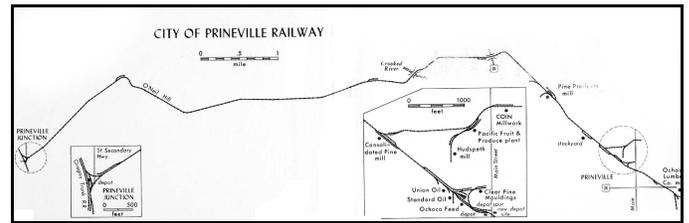
actually did build their roads, but they disposed of them as quickly as they could.

In February 1916, when the City Council proposed that Prineville build its own railroad, the idea caught hold immediately and when the first \$100,000 bond election was held, the voters, in an amazing display of almost unanimity, voted 355 to 1 for the bonds. The first bonds could not be sold, so it was necessary to vote again in September 1916. The local newspaper editor pleaded for complete unanimous approval, but in spite of his plea, that voter wouldn't change his mind, and this time the vote was 358 to 1. There was much speculation as to whom this one miscreant could be and it's been said that he was hanged in effigy. He must have been able to conceal his feelings pretty well, or he might have easily found himself hanged in person.

Early in 1917 construction on the nineteen mile line, which joined the OT and UP main line at a point 4 miles north of Redmond called Prineville Junction. Optimism reigned, dampened only by the beginning of World War I. However, before long trouble clouds appeared and it soon became evident that more money would be needed for the railroad. A third election was held, with a comfortable majority favoring another \$100,000 bond issue. When it became necessary to hold a fourth, and then a fifth election, the small voter turnout and the smaller favorable majorities told a sad story. The people of Prineville were no longer so enthusiastic or so optimistic, but they couldn't stop now. This was to be the story for the next 25 years.

After the road was finished in 1918 and operation started, things went pretty well for the first couple of years. Passenger traffic was good and freight traffic, mostly livestock, provided enough business so that the C of P ran four trains a day to Prineville Junction. The C of P did own a locomotive which was used for heavy traffic, but the "Galloping Goose", a gasoline driven combination freight and passenger car, made most of the trips. This strange contrivance, which couldn't haul enough freight to make it worthwhile, and which certainly didn't provide anything in the way of passenger comfort, served for many years as the mainstay of the C of P. The "Galloping Goose" is still remembered by old timers who made the bumpy-bumpy ride down Crooked River Canyon, through the fields, past the childhood home of Governor Tom McCall, up O'Neil Hill past spectacular Smith Rocks to the Junction. Too soon, with the advent of the automobile, fewer and fewer people rode the "Goose". Freight traffic fared a little better, but truck transportation soon began to cut into this business too.

E. J. Wilson, the first railroad manager, died in 1924. C. W. Woodruff was appointed second manager and to him fell the difficult task of keeping the railroad going for the next 20 years. The people of Prineville had bonded themselves for \$322,000 with the expectation that the railroad would soon be sold, but no sale materialized. Even if the railroad was abandoned, the heavy bonded indebtedness would still have to be paid, so the C of P had to operate. For year after year, the people taxed themselves to pay the interest on the railroad bonds. The Depression piled trouble on trouble and many embittered taxpayers cursed the railroad and those who had conceived the idea, without stopping to realize that the railroad was the means of keeping Prineville alive. Without the City of Prineville Railroad, the timber from the Ochoco's would have been hauled to Redmond, and Prineville would surely have met the same fate as Shaniko and Antelope. Those towns had been bustling centers of activity until the OT and Deschutes (UP) railroads started service to Madras, and then, overnight the towns died, to be added



to the list of Oregon's ghost towns, visited only by a local rancher or occasional tourists.

In the late 1930's things began to brighten up a bit as the sawmills started to come in. At last, the long awaited activity in the lumber business was beginning and the construction of the C of P was justified, but, even after the long 20 year struggle, troubles were still not over. The railway had been built cheaply to start with, there had been no money for proper maintenance, so that the untreated ties were rotten, the ballast was almost gone and the light rails were twisted and crooked. The situation could hardly have been worse. Here was the traffic which was so badly needed, but the railway couldn't handle it. Rarely was a trip made to the Junction without a costly, time consuming derailment. The railway limped through the next few years, which, with the beginning of World War II, brought more pressure from the Government and the mills for more efficient service.

Drastic measures were necessary. C. C. McGlenn was chosen to tackle the monumental task of rebuilding the railroad. The railway had no funds with which to work, but the sawmills made loans, the City advanced funds and the OT and UP cooperated, so that, gradually, over the next few years the roadbed was rebuilt, new ties laid, new bridges constructed, and the 60 lb. rail replaced. The steam locomotive was put into good operating condition so by the end of 1950, things were going smoothly.

The 1950's and 1960's were prosperous ones. Seemingly, Crook County was isolated from the rebellion and unrest which plagued the rest of the nation, beginning in the 1960's with the assassinations of President Kennedy, Martin Luther King, Jr., Robert Kennedy and the acceleration of the Vietnam War.

During the 1950's the C of P Railway was able to pay all its debts, and to transfer substantial sums to the City's General Fund to be used to build parks, a swimming pool and a City Hall, and to begin a reserve fund for future needs.

For five years, from 1964 through 1968, the City did not levy property taxes, much to the envy of other Oregon cities.

In 1968, the 50th anniversary of the completion of the Railway, a new depot was constructed, said to be the first railroad depot to be built in the U.S. since the early 1900's.

In 1969 the City began to levy property taxes again. In that year the levy was \$28,799, which was the maximum allowed under Oregon law. For the next 14 years the City was fortunate in that the taxpayers approved tax levies and the City was no longer dependent on the Railway for operating funds. In 1984 the taxpayers approved a new tax base, so it is no longer necessary to go to the voters every year for funds with which to operate the City.

In 1971 Railway shipments reached their zenith when 10,076 carloads, mostly lumber, were shipped to Prineville Junction. From that time on, for the next 30 years, car loadings leveled, then gradually, steadily, then precipitously, declined until, in 2001, only 798 carloads were shipped out.