KLAMATH COUNTY HISTORICAL SOCIETY TOUR OF 1995.
SUNDAY, JUNE 25th.

As usual we met at the Klamath County Museum, on the Spring Street side at 8:30 am to form our caravan. We car-pooled for those not wishing to drive their cars or just to be able to visit with others on the 30 mile drive north to Collier State Park.

Verland Huff had reserved a picnic area for us and it was a delightful place along Spring Creek under the trees where we could catch a breeze and watch the ripple on the clear water after we had walked through all of the exhibits. The day was warm and we were happy there were so few mosquitoes.

When we set the date for our annual tour we did not know The Friends of Collier Park were going to hold their Living History Day at the same time. It turned out extremely well. The Friends were dressed in period clothing and were stationed at various sites to give some of the history. Some of our Historical Society members also belong to the Friends of Collier Park and were there to help.

Andrew "Andy" Collier came to Klamath Falls in 1913 after graduating from the University of Oregon to work at the First National Bank. He became vice president of the bank and later served as a director. Andy Collier was involved in many things in the basin and one of the things was to help select a young school teacher from Iowa, Miss Georgia Porter, to teach at Mills School. Both were members of the First Presbyterian Church and Miss Porter taught Sunday School classes. In 1916 they were married.
Alfred "Cap" Collier, Andrew's brother, graduated from the University of Oregon in 1914 as a Civil Engineer and served during World War I in command of a company building bridges and fighting.

After the war while surveying the marshlands for his uncle, E.P. McCornack who was involved in the development and draining of the that location for cousin Ed Geary, Alfred was impressed by the Klamath area. He acquired an interest in timber land in the Swan Lake area and started a logging operation in March 1919. On July 17, 1919 Alfred married Ethel Foster also of Eugene. They lived on Canby Street and "Cap" commuted from Swan Lake.

In 1923 "Cap" founded Swan Lake Moulding Company; a moulding plant and lumber yard at 3226 South Sixth Street. He never lost his interest in early day logging, however.

Both Andy and Alfred Collier were deeply involved in numerous ways in the development of the Klamath area. It would take a book by its self to tell about all of them.

In the 1940's about 600 acres of land on Spring Creek on highway 97 west of its present location was bought by "Cap" and Andy Collier when the highway was relocated. They felt this land should be given to the State for a park as a Memorial to their parents Janet McCornack Collier and Charles Morse Collier. The Logging Museum covers about 146 acres.

"Cap" and Lowell Jones spent years trying to locate old logging equipment and then trying to persuade the owners to give it to the park. Then came the task of persuading others to help move it and set it up in the park.

Starting at the Gift Shop and Museum and walking up the hill to the first equipment shelter one sees a steel oxen yoke. Next:

SHOEING STOCKS

Barkley Shoeing Stocks, used for shoeing oxen, horses and mules. This was used in Blacksmith shops, logging camps and large ranches all over the United States. It was most widely used from 1850 to 1920.

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"TIRE AND AXLE UPSETTER AND WELDING MACHINE--HEAVY DUTY

Used to make loose tires smaller in diameter so they will
shrink on tight. Used to weld on new spindles to axles replacing worn ones. Used to hold tires while being welded. Will upset tires up to 8 inches in width and 1 1/2 inches in thickness."

"LARD AND CIDER PRESS"

It was used in early days to render lard and maybe cider. It was used in the old Chiloquin Store to press lard out of the cracklings. Then they would sell the cracklings for dog and chicken feed."

"SOLID WOODEN WHEEL LOGGING WAGON"

This wagon was used for hauling logs with oxen. Used mainly between 1880 to 1920. Note wedges driven into wheel to tighten. Wheels were kept as dry as possible so they would not shrink."

"10 FOOT HIGH WHEELS WITH STINGER TONGUE"

Used locally until about 1920. Could haul up to 800 feet of logs. The Stinger Wheels had no brakes so on steep ground the horses had to outrun the load."
"LUMBER DOLLIES"
Jacks were put under each end of these Dollies. Then lumber was stacked on them to be moved around the mill.

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In the next shelter: "CANTHOOK"
Regular Canthook with handle still in it. Which is imprisoned in the fork of a willow tree which has grown around it. There is also a rock that the tree has grown around.

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"HOLT-TRACTOR-CATERPILLAR TWENTY-TWO"
Built about 1925 and used to replace the cat 30 and horses. About 45 HP and could haul up to 1,200 feet of

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"SOLID WOODEN WHEEL WAGON"
A heavy duty wagon that was used to haul logs from the woods to the mills. Wheels are sections of logs bound with iron ties. First used with oxen then a team of 16 horses. This was used from 1880 to 1920.

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"4-HORSE LOG TRUCK"
This truck most widely used between 1920 and 1940. Iron Railroad Rails were used for log bunks when heavier logs were brought in.

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"CATERPILLAR SIXTY"
This cat weighs 21,000 pounds and was used with Hydraulic Lift High Wheels. It replaced the old "30" cat and Slip-Tongue High Wheels. Built in 1928. The "60" Cat first used the Hydraulic Lift High wheels and later with an Arch Mounted on Crawler Wheels. The "60" was used almost universally throughout Klamath Basin.

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"SAWDUST CART"
This horse drawn wagon was used to haul sawdust from conveyor bins at Savage Brothers Mill. Later Big Lakes Box Factory.

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"BEST ARCH WITH HYDRAULIC OIL LIFT"
Hauled loads up to 6,000 feet in the winter on icy roads.
Used just a short time around 1924 until outmoded by arches with Caterpillar treads."

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In equipment shelter #4: "MACK BULLDOG GASOLINE TRUCK"
Four cylinder engine made by International Motor Co., New York. Chain drive and solid rubber tires. Body weight 2,100 lbs. Capacity 5,000 lbs. Chassis weight 9,500 lbs. It was used for up to 35 years in logging in Klamath County beginning in 1916.

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1945 4-7 CATERPILLAR TRACTOR"
Donated by Gene Pickett. Purchased for Wolf Creek Logging Co. of Tillamook, OR for $9,996.00. Moved to Humbolt Co., CA. in 1950. Retired from logging in 1960 and donated to Collier State Park Logging Museum on November 1973. To that day it was still running.

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In shelter #5: THIS TUG BOAT IS ONE OF TWO OWNED BY O.K. PUCKETT.
Both were powered by diesel motors and were used to tow long rafts from Agency Lake Landing to Algoma Lumber Co. located 22 miles to the south on Upper Klamath Lake.

O.K. Puckett contracted to unload the logs from trucks at Agency Lake Landing and to raft and tow them to the Algoma Plant from April 1937 to October 1943.

It is said of O.K. Puckett that he did not ride inside the cabin during these hauls; instead he was out on the raft and all over it "like a cat" and he didn't think he was wet until his hat
floated."

The average time to move a raft from Agency Landing to Algoma was about 20 hours. The largest raft moved contained 1,800,000 board feet. The logs were mostly Ponderosa Pine.

The boat hull was donated to Collier Park Logging Museum by Alan N. and Robert Garrett, Dan Brown Logging Co. hauled the boat to the park, and Rick Bauman placed the boat in its cradle.

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Then there is "THE DOLBEER "DONKEY".

In 1882 John Dolbeer patented a unique steam power log skidding machine to replace the oxen and horse teams at the logging site. Nick-named the Dolbeer "Donkey", it was basically a small high pressure steam engine which turned through a set of gears, a spool that could reel in rope or cable with the power of many oxen. Donkey engines were continually made bigger and more versatile and remained the best power source in the woods until replaced by the internal combustion engine in the 1930's.

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In shelter #6:  "WOOD BURNING LOCOMOTIVE"

This locomotive was nick-named "G.O.P." (Get Out and Push)
because it derailed quite often. The locomotive was designed to haul 70 gross tons of car and cargo up a 4% grade. This engine was used in California redwoods and around Mt. Shasta from 1890.

VITAL STATISTICS:

Guage: 4 feet 8 1/2 inches Fuel: Wood or soft coal
Boiler diameter: 38 inches Tank capacity: 600 gallons
Cylinders: 13 inches by 20 inches Steam pressure: 130 lbs.
Weight: 45,000 lbs. Built: 1884.

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"WESTINGHOUSE UPRIGHT STEAM ENGINE
10 HP engine and built 1884. Used from 1880 to 1900."

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"CASE STEAM ENGINE
10 HP portable steam engine. 120 lbs of steam pressure. Horse-drawn - used in Sawmills and also threshing. Bought new 1878."

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Setting outside between shelters #6 and #7: "LUMBER CARRIER

Was used prior to 1957 to move lumber around the yard at the Weyerhaeuser Mill in Klamath Falls, Oregon built by the Hyster Mfr. Co. It has 4 cylinder engine and chain drive to the wheels and the left apparatus. It was often called a "Straddle" Carrier because it first straddled the lumber then lifted it up into its body cavity and hauled it away with ease."

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Then there were sleds: HOMEMADE "SLED"

This logging sleigh, similar in design to popular McClaren "Sleds" was built in 1920 at Swan Lake Lumber Co. by Cap Collier and crew. Sleighs were horse drawn on roads intentionally iced to provide extra support for heavy loads to make hauling easier on the team. Gift of Alfred "Cap" Collier

MCCLAREN LOGGING SLEIGH:

This type of log hauling sleigh was built by McClaren Co. of
Oshkosh, Wisconsin for use in Great Lakes States where winter was the primary logging season. Called "Sled" by loggers, they were generally pulled by 4 horse teams and were also used in this area until the late 1920's for winter logging operations.

Gift of Alfred "Cap" Collier.

Starting back at the Visitor Center parking lot: There are huge sections of logs: Clatsop Fir and Douglas Fir (not a true fir).

Donated by Loren Palmerton.

The "Fairlead Logging Arch--- was introduced in 1933. These arches made high wheels obsolete by skidding up to 5,000 board feet at once. Tractor drawn, they utilized a winch and cable from the "Cat", for lifting front of logs off ground. This "Fairlead - System eliminated much of log bunching costs. Durability and low upkeep made such Arches popular until 1960."

There is also an Early Hydraulic Lift Logging Arch.

There are Steam Engines and Steel Wheel Logging Wagons built in 1830 and used in 1910 to 1930.

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MCAVAY LOG LOADER

Popular log loader used in many logging operations from 1930 to 1960. Built in Klamath Falls and used throughout Southern Oregon and Northern California. Donated by Bruce Blue.

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BELOIT TREE HARVESTER BUILT IN CANADA

It would de-limb trees up to 62 feet high and a 24 inch ground butt. Then reached out 20 feet on either side of its center line and bunch the trees together. With its weight of 40,000 lbs it averaged cutting and bunching 400 to 600 trees per day.

(picture follows)

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"STOUT ABNER"

Gift of International Paper Co., "Cap" Collier and Friends

Also a Power Saw display under the same shelter.

Along Spring Creek are the Cabins: An Explorer Cabin built on Crescent Creek. Built by one of the men with John C. Fremont.
Gift Brooks-Scanlon Inc. and Alfred D. Collier and Friends

A Trappers Cabin. Gift of Kenneth Emery and "Cap" Collier and Bill Davis.

HOMESTEADERS CABIN

Hewed from Juniper logs by Fred Dingler, homesteader in Antelope Valley, Klamath County, OR. Gift of Douglas Whiteline and "Cap" Collier.

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CHIC SALES CASTLE
("B - Y - XABUS")
Complete with old catalog.
Gift of Everett Dennis
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HOMESTEADERS BARN
Hewed from Juniper logs by Fred Dingler, homesteader in Antelope Valley, Klamath County, OR.
Gift of Collier and Whiteline
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HOMESTEADERS SMOKE HOUSE
Used to smoke meat, fish, pork etc. Homesteaders had to have a Smokehouse, as there was no other way to preserve meat unless you wanted to eat "Jerky" all the time. The Smokehouse allowed the early settlers a method of preserving another of man's basic needs - food.
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SHEEPHERDERS LOG CABIN
Hand hewn log cabin built about 1890. Used as the Sheepherders living quarters.
(quite comfortable living quarters with a stove and oven.)
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NEIL BANTA LOG CABIN
A one room, hand hewn log cabin was built in the early 1890's and was used as a homestead living quarters. It is a good example of the maximum shelter for the minimum of effort and expense.
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JIM REDDEN LOG CABIN
A one room hand hewn log cabin originally used on one of the oldest ranches in Bly Valley. Built in 1870 and occupied until 1955.
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BEAR FLAT STORE

Built in 1908 for travelers going to the Silver Lake Settlement. Many a pound of dried apricots and prunes passed over the counter. The extension of the roof in the back was a shelter for hanging hides and storing firewood. Give a thought to the pioneers of yesterday. Coming by foot or horse to shop at the Bear Flat Store.

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GILCHRIST LOG CABIN

A one room hand hewn cabin was to have been used as a homestead house, but the Pioneer who was in the process of building it was killed by Indians. No attempt will be made to complete the cabin, as it tells a story of the hardships and dangers faced by the early Pioneers just the way it is.

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Then swinging back towards the Visitors Center there were Catapillers: D8 D7 with blade A Deisel 50 and Graders

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SAWBONES

The Village Physician am I, and I go where they call me. To blame or extol me my calling is noble, humane and grand. The richest has need of me. I answer the poor man's plea. The high and the low wherever I go a welcome give to Sawbones.

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LATE SWING BOOM McGIFFERT LOG LOADER
Built by Clyde for Big Lakes Box 1926. Used until 1947 by Palmerton, Weyerhaeuser until 1961. "May you also enjoy honorable retirement after a life full of work for your fellow man".

Gift Lowell Jones, Grant March, Ernie Darst, G.N.Upington, Weyerhaeuser and "Cap" Collier.

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AMERICAN LOG BUNCHER
Made by American Hoist and Derrick Co. - St. Paul, Minnesota March 1926.

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After lunch as we sat talking and watching the rippling of the stream several people told of their experiences of years past. A good time was had by all.

Sources of information: Klamath Country History Book, Collier State Park pamphlets and plaques.

Mae L. Smith