



Yamhill County Museum, 6th and Market Street, Lafayette, Oregon

OFFICERS 1987

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Harvey Stoller, James Vincent
- MUSEUM CURATOR Roma Sitton
- NEWSLETTER Margaret Roghair
- SUMMER

MUSEUM HOURS: Wednesdays thru Sundays
1 - 4 o'clock
(except by appointment)

Built in 1892 by Rev. C. C. Poling, Ph.D., president of Lafayette Seminary, the Yamhill County Historical Society purchased the building in 1969 for a museum. It is open every Saturday and Sunday, 1 to 4:30, plus ~~4~~ days a week during the tourist season.

MAY YAMHILL COUNTY HISTORICAL SOCIETY 1987
NEWSLETTER

MEETING: Tuesday evening, May 12, at Community Christian Church, 2831 N. Newby, McMinnville.

POT LUCK SUPPER at 7 o'clock. Bring own table service. Visitors are welcome and encouraged to attend.

PROGRAM: Lucy Skelstad, director of Horner Museum at Oregon State University will speak on the subject of the importance of historical museums.

We will be voting at the meeting, on the proposed new fee structure for membership in our historical society.

MUSEUM NOTES by Roma Sitton

We were closed on Easter Sunday. Had a full house on the Saturday and Sunday the next weekend. Some in Lafayette have just found us! The 17th of June we return to our summer hours (note above). Please give of your time to help keep the Museum open whenever you can. Give a call: 472-7935. This will be the last newsletter until we announce the September meeting. At the upcoming meeting the date and place of the summer picnic will be set. Have a good summer!

Be sure to stop at the County Court House to see our display there.

HISTORICAL BRIEFS by Ruth Stoller

For years (before 1905) the railroad from Portland through Newberg and Dundee crossed the Yamhill River just east of the present Yamhill River bridge at Lafayette and continued south through Dayton Prairie, joining the main north-south railroad at Whiteson. In 1905 the railroad company decided to extend the line west of Lafayette, having it join the other railroad at St. Joe. This made the Lafayette-Whiteson line obsolete.

The DAYTON HERALD of Tuesday, November 24, 1905, announced that "On Monday, last, track laying between Lafayette and St. Joe was finished".

On March 9, 1906, an interesting article appeared in the DAYTON HERALD:

Taking Up of Old Narrow Gauge

That part of the Yamhill Division of SPRR from Lafayette via Dayton Prairie to Whiteson is a thing of the past, and is being impelled out of existence. We are informed that a wrecking crew has been at work tearing up the track--all the rails and ties; and taking down all bridges along that portion of the railroad. Since the cut-off from Lafayette to St. Joe on the West Side line has been built all traffic over the Yamhill Division to McMinnville, Whiteson, Sheridan, and other parts up the Valley, is carried by way of St. Joe. The Yamhill Division, when constructed under the supervision of Joseph Gaston of Gaston, Washington Co., was known as the Dayton, Sheridan & Grand Ronde Road. William Reed of Portland, through a Scotch Company, got control of the road. The narrow gauge road was an independent line from the Oregon & California, the first railroad built in Oregon under the supervision of the noted Ben Holliday (a peculiar character and a recognized boss, in more ways than one in the early days of Oregon). Dundee, five miles from this city, which was named after Dundee in Scotland (and which in time, it was thought by the promoters, would become a city in every way equal to the parent city) was the junction of another line from Woodburn and Silverton, Marion County, and which extended further south. After operating several years, on an irregular schedule and slow speed, the line to Woodburn was abandoned and the track torn up. A large hotel was built at Dundee, which for a number of years, was a popular place for passengers and other people to take meals. After the S.P. Co. leased the Oregon & California lines, that Company also secured control of the Oregonian Railway, known as Reed's narrow gauge road. The little narrow gauge line, although a "slow coach" and the road bed, at this season of the year (until within the past year) in a very soft and precarious condition and rough to ride over, has been quite a convenience to this part of Yamhill County and other sections. The new arrangement makes but slight difference as to the accomodation of traffic, except in the immediate vicinity of Sully Station.

(The only remaining remenants of this line are occasional elevated road beds and a few pilings, spikes, etc. at the sites of some of the old bridges.)