

The C/DPHS is an association of individuals dedicated to the preservation of the history of our community. To the preservation of the region's oral history, literary history, social history, graphic and pictorial history, and our history as represented by the region's artifacts and structures. To the preservation of this history for future generations. To the art of making this common heritage accessible to the public. And to the act of collaborating with other individuals and organizations sharing similar goals.

THE
CLAYTON/DEER PARK
HISTORICAL SOCIETY

Mortarboard

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RAILROAD REMEMERBRANCES

By Peter Coffin

Free — Take One

From 1943 to 1965, I lived in a small house on south Main Street, just north of what is now the Real Estate Marketplace (the old John Roll house) and south of the Inland Agronomy warehouse. This house was burned down in April of 2004 for fire department practice. From this house, I saw the end of steam locomotives on the Kettle Falls Branch of the Great Northern Railroad and the beginning of the diesel era.

The steam locomotives were very noisy machines, usually pulling the northbound trains completely through Deer Park, stopping only when the caboose was next to the depot, just east of the present tracks and south of the Fred Reynolds/Carl Justice's garage. (The depot was moved to Fir and H Streets, just south of Rosauers in the mid 1980s, where there have been several businesses since that time). After stopping to let the conductor off, the train then backed down the track until the locomotive was in front of the depot.

Occasionally, my mother, brother, and I would have to pass the locomotive in order to go shopping at Yokes or Young's grocery store or to get the mail. Both grocery stores were on the west side of Main Street, just north of Crawford. The post office was in the northwest corner of the Hotel building, just south of Mix Drug store (part of Mix Drug store is now

a computer repair shop). I was always terrified when the locomotive blew down the cylinders as it sat in front of the depot. The steam was expelled in great clouds on both sides of the locomotive, swirling around the three of us with an accompanying loud and explosive hissing sound. In addition, the air compressor sometimes kicked in with a great pounding noise and another cloud of steam. Of course,



Photograph 1. The Great Northern Railroad Depot in June of 1971. The bulk oil distribution plants west of the tracks are visible in the right background.

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the electric generator continuously whined from its position on top of the locomotive, which was in front of the cab, with a small column of steam rising from it. All in all, this was a frightening thing for a 4-year old.

When the locomotive needed water, it uncoupled from its train and pulled forward to the intersection of First Street and Railroad Avenue (behind the Deer Park Heating and Cooling building) where a water tank once stood. I have seen pictures of another water tank located somewhere south of the depot, but don't ever remember seeing it. When the engine tender was full of water, the locomotive backed up and coupled up to the train. If the train was short and the conductor had walked to the depot the locomotive then commenced backing up to the train in order to put some slack between the cars before starting the train. The locomotive then moved forward successively taking up the slack between each car with a loud bang, while gaining enough momentum to pull the train. This all ended with the first diesels. They were so powerful that if they had backed up putting slack between the locomotive and the train, they would have pulled it in two. The diesel engine just increased its engine speed to give the traction motors more current, thus allowing it to slowly move the whole train.

As 10 to 12-year old boys, my friends and I played around the tracks and on the train cars which were parked on the siding and spurs, much to my mother's dismay. Once we discovered a bum's abandoned dwelling made up of pine tree limbs, just east of the tracks, which certainly gave Mother much concern for our safety. Other times, we released the air and manual brakes on cars on the spur behind the old Arcadia Orchard packing house (main Deer Park Fair building) and let them roll for 50 or

60 feet. It took some time and experimentation for us to discover that a small lever on the side of the train car could be pulled and held open to release the air in the car's brake tank, thus causing the brakes on the wheels to release. I am sure we would have been blistered had we been caught. Of course, this was extremely dangerous. Had one of us fallen under the moving car, we could have had a limb amputated or even worse been killed.

The main line through Deer Park is much the same today as it was in the late 1940s. However, now the passing siding ends just short of Main Street, which used to go north almost to Fourth Street. The existing team track spur (a team track is one that allows cars to be parked for unloading and a spur is a track that dead ends) and turnout (switch) north of H Street served the old fair building (originally the Arcadia Orchards packing house), a Tidewater Oil bulk storage oil tank farm (later Getty Oil, operated in my memory by Dave Lane), a Chevron Oil bulk tank farm (operated by Henry



Photograph 2. Laswell Grain/Fox Milling warehouse and grain elevator in June of 1971.

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Alm, and later by Bob Warner---in my memory) and ended just short of the depot at the unloading ramp beyond where it ends today. In the early 1950s, the unloading dock was built of dirt and ties by the railroad. (Art Lake was the crawler tractor operator who finished the construction of the dock. He later bought the field now occupied by Inland Agronomy and built a house and a garage). Fish Chevrolet used to unload new cars from special boxcars on this dock in the mid 1950s. I have also seen farm equipment unloaded from flat cars onto this dock. The dock is still standing today, but unfortunately, the tracks don't reach it now.



Photograph 3. The floor of Newt Groves/Doc Saunders Case Implement and supply building in August, 2009.

Another team track spur had a turnout from the passing siding, just east of what is now, A-1 Equipment Rental (nee Bea's Tavern). This track also served the Lasswell/Fox grain elevator, which has been demolished (Bud Nelson was the elevator operator) as well as a Shell Oil/Union 76 bulk oil plant (operated by Sharon (Boyd) Clark's father, Dwight Boyd).

Of some interest is the concrete pad, just southeast of the A-1 Equipment Rental store. This was the floor for Newt Groves' Chrysler/Plymouth dealership and Case tractor

outlet where my father bought his first new car, a 1950 Plymouth. It was sold to Doc Saunders in the early 1950s and continued to be operated as a Case implement dealer as well as a Ford automobile dealership. That building burned to the ground in August of 1965, the night before I moved out of Deer Park to attend graduate school at the University of Idaho.

Further north, yet another turnout from the main line, just west of the present school bus barns (the old Deer Park Pine/Potlatch Forests maintenance shop) led to the saw mill and box factory.

According to Carl Justice, another turnout near the 395 Equipment business led into the woods for cord wood loading. I didn't know of this siding until he told me. As far as I can see, no grade remains are evident of this track. Older maps show at least two other spurs leading off the main line between Deer Park and Clayton.

Living on the "wrong side of the tracks" was a wonderful experience. The trains provided an interesting backdrop to growing up. It was always worthwhile reading the variety of names on the car sides as the trains passed by. The movement of the train cars onto and off the siding and spurs was fascinating to small boys. Much of the drama of watching the mechanical action of the steam locomotives was ended with the advent of the diesel engine but even then the changing types of diesels continued to fascinate me. I still stop occasionally to watch the switch engines drill their cars back and forth in the Spokane Valley. When the trains go through Deer Park today, I listen to the engine tempo speed up as the northbound freight pulls the grade out of Deer Park around 9 PM each week night. When the train returns in the morning around 10 AM, I listen for the rumble of the cars on the tracks as it coasts down that same hill and blows its horn at the Fourth Street crossing. Somehow the thrill of the railroad has gotten into my blood!

The First Deer Park Cemetery

By Peter Coffin

The location of the first Deer Park Cemetery has been the subject of much speculation. On page 12 of the 1989 book “Spokane Cemetery Guide” author Ann Roberts prints an illegible picture of a headstone under a pine tree in the “First Deer Park Cemetery“. According to Ms. Roberts the inscription reads:

A. Magdalena
Wife of Stephan Reidt
Died April 27, 1891
Aged 37 years 6 months
A dutiful wife and loving Mother

In the text under the picture Ms. Roberts states:

“Wooden head markers were once at each of the 10-20 graves. Only one monument remains. It is made of concrete and one lone pine tree stands nearby. The old cemetery stands on private land about a mile north of Cleveland Road. It is in a barley field and overlooks new homes. Mount Spokane is directly in the background. Thanks to Lawrence Zimmerer of Deer Park the old cemetery could be found.”

This location for the First Deer Park Cemetery is repeated in Ms. Maggie Rail’s “Interment.net” website with the added location of:

“Deer Park, WA”
“T29N R42E Section 34”.

Several people have searched for the cemetery in Section 34 in part because the Reidt family homesteaded the eastern half of Section 34 and it might be logical that a pioneer cemetery

would be on land owned by Magdalena Reidt’s husband. The southeast quarter of Section 34 was patented by Stephan Reidt in March of 1894 and the northeast quarter of Section 34 was patented by Joseph Reidt also in March of 1894. This fact coupled with the Maggie Rail location of Section 34-T29N-R42E would put the cemetery near, or north of, the old Deer Park saw mill site. This area would also fit with the Roberts location of “...about a mile north of Cleveland Road.” which ends at Dahl Road. In addition a Reiter family member, living north of section 34, recollected that she had played in the area around the headstone. Marilyn Newkirk, in her book “The Legacy of Yesteryear”, mistakenly identifies the Woodlands Cemetery as the first Deer Park Cemetery (page 121).

In 2008 and 2009 several people searched in section 34 for the cemetery looking south of Enoch Road and along the Burlington Northern-Santa Fe Railroad right-of-way west of the old saw mill site. The Deer Park Tribune published a photo of a rock located on the bluff south of Dahl Road in Section 10-T28N-R42E across the road from the feed store and questioned if it was the remains of the headstone. As the photograph in the Robert’s book is so poor the rock they found could have been the weathered remains of a concrete headstone. In addition several wooden timbers are to be found at this location.

A conversation with Mr. Ralph Lauer indicated the cemetery was southwest of Deer Park off Cleveland Road and that a Mrs. Dorothy Hoffman was a granddaughter of Magdalena Reidt

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and would know where the cemetery was located. In a phone conversation Mrs. Hoffman said that she couldn't remember precisely where the cemetery was located but that when she and her family went to recover the headstone for repair (it had been broken in half) they went out past the Ace Hardware store in southwest Deer Park. She said that one of the Reidt family members had taken the stone to Spokane Valley to get it repaired. Later phone conversations indicated that she had the stone (un-repaired!) brought back to her house in the summer of 2009.

As I am a geologist a field trip to the Cleveland Road area seemed necessary to find the cemetery. Screwing up my courage I began to knock on doors and ask residents on Cleveland Road within view of Mount Spokane if they knew where an old cemetery or headstone had stood. Two residents east of Cleveland road knew of no headstone or cemetery but one told me to ask at a house west of Cleveland Road because the family had lived there for a long time. The lady there immediately said that she knew of the headstone and pointed out the property upon which it had been standing. I went to this property and talked with another lady who indicated that the headstone had been removed from her family's property about 10 years earlier. She indicated that she had made sure that the people asking to remove the headstone were members of the family of the individual whom the headstone

memorialized. When asked where the stone stood she pointed to the south of her house as the original location and that the tree near which it stood had split and died.

After having found the headstone and the "cemetery" location and after several extended conversations with Mrs. Huffman several things became apparent. Firstly, the location listed by Ms. Roberts was in error. The location of the Magdalena Reidt interment is between Cleveland Road and Monroe Road not a mile north of Cleveland Road. Ms. Rail added to the confusion by mistakenly interpreting the, "...about a mile north..." phrase as locating the cemetery in Section 34 north of the sawmill site. Secondly, Mrs Huffman's recollections were that only Magdalena Reidt was interred in this "cemetery". She said that a farmer who had farmed the land (remember the barley field in Ms Roberts description?) had put up a fence to protect the site. I suspect that the remains of this fence is what Ms Roberts noted as weathered "Wooden head markers...". Mrs. Hoffman also said that her nephew had removed all the material from the site and this was confirmed by the lady who had witnessed the headstone removal. It is important to note that Mrs. Hoffman's recollections may not be precise.

Above A. Magdalena Reidt's headstone is pictured in July of 2009 after a steel frame was fabricated to hold it together. Note that the

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inscription is not exactly that recorded by Ms Roberts. The material of the stone is not “concrete” as noted by Ms. Roberts but is of an extremely dense gneiss with vague wisps of bedding shown on the sides of the stone.

Note that the stone reads, “A true wife and loving Mother” not, “A dutiful wife...” as reported by Ms. Roberts.

I conclude that the “First Deer Park Cemetery” is mis-named. It was the site of the burial of a pioneer woman, not a formal cemetery, and much of what has been published about it is filled with errors both of location and content. Many such pioneer graves must exist in the rural countryside of all of northeastern Washington and none of these solitary un-recorded graves constitute a cemetery.

No precise location has been given in this note for this grave in respect of the wishes of the owners of the land upon which the grave is located .

REFERENCES CITED

Newkirk, Marilyn Magney, 2008, The legacy of yesteryear: Yelm, Washington, Raymond and Schafer Publishing, 155 p.

Rail, Maggie, 2009, First Deer Park Cemetery, Spokane County, Washington: Cemetery Transcription Library (Interment.net) internet site, not paginated.

Roberts, Ann, 1989, Spokane County Cemetery Guide: Orting, Washington, Heritage Quest Press, p. 12

Picnics and Fairs

By Sharon Clark

The Clayton/Deer Park Historical Society participated in three events this summer: The Old Settler’s Picnic, Deer Park; The Clayton Brickyard Days and the Clayton Fair. I managed to be at all three venues but because my DPHS Class of ’59 was celebrating our 50th Year Reunion, I wasn’t able to spend any time at the Society’s booth at the Old Settler’s picnic. I did, however, manage to get a picture.

At the Right:
C/DPHS display at the Settlers Picnic, July 24, 2009. At the far left of the table is the map and easel.





Added to our display this year is the Spokane County Map for 1903 with the portion of Stevens County that our Society is covering for the old schools project. The main map was copied at the Washington State Archives at Cheney and the Stevens County portion from the Northwest Room, Spokane City Library.

Peter Coffin made the easel that made this display possible.

Below: Clayton Brickyard Days are enjoyed by Eddie Olson, his back to the camera, Vera Spaulding and Christina McWade with Clayton Graduation Photos



Photo by Sharon Clark

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Clayton Days

Clayton Brickyard Days was held on August 1 with a parade through Clayton, the Brickyard Run, quilting show at the Clayton Grange Hall and barbeque at the school park. C/DPHS display at the multipurpose room of the Clayton School was set up and manned by Society volunteers. Many guests and old friends came to view our displays.

Clayton Fair

We had a new venue at the fair. We were in the goat building but we had three walls and an opening to the front. We were in a central location and we had plenty of traffic. We sold a complete set of our Collected Newsletters and Reports to the C/DPHS to an interested resident of one of the Old Westby places on the Spotted Road. It is great to see a new person become interested in our history. We desire to draw new members from our exposure in the community.



A guest looks over our display at the Clayton Fair



Our Clayton Fair Booth as viewed from the outside

Photo by Sharon Clark

Photo by Sharon Clark



Photo by Sharon Clark

Lorraine Ball mans the C/DPHS booth as an unidentified guest views the display.



Photo by Bill Sebright

Eddie Olson, Joreen Peer, and unidentified man looking at Peter Coffin's Homestead Maps.

Fair Exhibits

By Bill Sebright and Bob Clouse

This handmade 12 inch wooden flat belt pulley (line-shaft power take-off spindle) is from Clayton Terra Cotta Plant. Before the advent of V belts, light weight electric motors and hydraulic power, nearly all power was transferred from a power source to where power was needed by flat belts. The power line shaft went all the way down the building. Belts on each floor took power off the main line. The early belts were made of leather, mostly cow hide. Later they were rubber and fabric vulcanized together.

The pulley was found by Cliff and Don Meyer behind the Terra Cotta Plant when Pete Berg was using the building for raising chickens.



Cliff Meyer pictured with Brick Clamp and wooden pulley at Clayton Fair Exhibit.



Brick Clamp shown with 4 bricks

Brick tongs, carrier, or clamps were a very necessary tool in the old Clayton Brickyard. They were adjustable to carry 2, 4 or up to maybe 8 bricks.

They were used for any number of different jobs, like loading box cars. Emil Tobeck used one just about every day of his working life for WB&L. Removing bricks from kilns and putting them onto carts is another use. In fact these carriers are still used today by hod carriers on construction jobs.

So even though the brick carrier is an antique and was in use at our old Brick Plant maybe over 100 years ago, you can still pick up a brand new all metal one or even one with a wooden handle for \$70.00 or so. Try it you'll like it.

Photos this page by Bill Sebright

Society Minutes -- September 12, 2009

In attendance: Bill Sebright, Mark Wagner, Sharon Clark, Grace Hubal, Marilyn Reilly, Warren Nord, Lorraine Nord, Pete Coffin, Art Stelting, Betty Burdette, Kay Parkin, Rob Higgins, Bob Gibson, Bob Clouse, Mary Clouse, Don Ball, Lorraine Ball, and Robert Lemley.

Society president Bill Sebright called the meeting to order at 09:00 AM.

New Board members, Grace Hubal, Secretary, Sharon Clark, Historian, were introduced and welcomed. Thanks, Sharon and Grace for coming forward

Mark reported that he will bring a spreadsheet to the next meeting so all can write down their address, etc. down for the membership list and new directory. Checking account balance is \$1,408.49.

Pat and Wally Parker resigned from the Board and Society this month because of copyright concerns. They will certainly be missed and will be hard to replace.

Bob Clouse reported- 1. Some changes have been made to the Website. He has added colors and patterns. Clayton pages have a certain color pattern, Deer Park another color and pattern, etc. 2. The music will be taken off of the Website. 3. He has been doing some research on music copyright. He will report more next month. Betty Burdette stated that the Settlers Association pays \$50 a year to cover music copyright for their program at Mix Park. Bill will talk to Leslie Ann Grove about music copyrights. 4. Website numbers jumped from 1114 in July to 1210 in August, another record. 5. Bob is searching for information on the stagecoach route and stations. Marilyn Reilly said that the log house that was located by

the railroad trestle south of Loon Lake had once been a stagecoach station. She said Dennis "Skip" Chilberg had taken the building apart, numbering all the parts. He is looking for a location to rebuild it. He lives south of Deer Park off of Dalton, just before the railroad tracks.

Sharon Clark said she has Publisher, which is the program Wally used for the Mortarboard. She will look into matching the Wally's template. She and others would like to see the Mortarboard continued. Jason Hubal and Bill Sebright had talked about having a newsletter each month on the Website. Having one in print is important to those without internet. It is also another place to have information recorded.

Pete Coffin reported- 1. He and Bill had visited the Messerschmidt farm (the old O. T. Westby place). 2. He scanned Warren Nord's '43 Antler, '41 Fawn, and a collection of newspaper articles that Rob Higgins got from Jack Bright. 3. There was discussion about the Deer Park's oldest cemetery. Bill suggested that he write up some to be printed in the Tribune. 4. He had contacted Roger Krieger to get a picture of the Arcadia flume which was under Crawford Street. Roger hasn't gotten back to him yet. 5. He contacted the Pend Orielle Historical Society to find out what happened to the remains of the Owens Museum. He is waiting for an answer. 6. He has an appointment to talk to Larry Benson-who has a collection of survey notes and maps of the Arcadia Irrigation. He'd like to get a map of where the main irrigation canals were. 7. He took pictures of all the buildings of downtown Deer Park.

Insurance for the Society was brought up. We will need insurance before having a booth at

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the Clayton Fair next year. If you have ideas about insurance or ways to get estimates, bring it up at the next meeting or contact Bill.

Bill thanked all (especially Pete) for helping to run the booth at the Clayton Fair. Everyone was happy with the location of the booth and being “semi-inside.” It was good not have to tear down the exhibit each night.

The Heritage Network will meet Monday, October 19, 2009, 9:30 AM at the Clayton

School. Let Bill Sebright know if you plan to attend. Several members wanted to see the newly remodeled school, so Bill arranged to have a meeting there.

Bill talked to a Korean War Veteran at the VFW. There should be a flag to lead Clayton Day Parade next year.

Meeting adjourned at: 10:05.

Next meeting: October 10, 2009

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: Leno Prestini artwork. If you have or have access to any paintings, sketches, or sculptures created by Clayton artist Leno Prestini please contact the Society. We would like to feature either the original artwork or photos of the same at next year’s Prestini Project showing. For security reasons, the current owners of the materials may remain anonymous if that is their

wish.

WANTED: Old family recipes for inclusion in a future Society recipe book. Recipes drawn from any given family’s heritage are particularly desired — especially if accompanied by related family stories.

WANTED: Photos of local summer events such as the Old Settlers Pic-

nic and Clayton Days. The photos can be old or new as long as the submitter includes a caption for the photos and has the authority to permit reproduction of the image in the Society’s publications or on the Society’s website.

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

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Special thanks to this month's volunteer proofreaders — Grace Hubal, Peter Coffin, Jay Hubal, Bill Sebright