

railroad from Portland to San Francisco. He began building north from Eugene to Monroe completing the connection in 1913. It was at about this time that Southern Pacific Railroad took over the line. Sometime before 1915 a line was completed to Dawson.

Stations for this line existed in Monroe and Alpine. Smaller stations, such as Avery, Dry Creek, Shrock, Alpine Junction, Burnett, Barclay, Bruce, and Greenberry, often had small roofed buildings with a bench on these sides. A portion of the Monroe station still exists (see inventory form #420).

The tracks between Eugene and Monroe were torn up in 1938 and tracks no longer serve Glenbrook. While the remainder of the line is still used, Southern Pacific is currently trying to abandon the entire line south of Dry Creek. Today the Hull-Oakes Lumber Company at Dawson is probably the railroad's largest customer on this line.

This railroad has played a major role in the economic development of southeastern Benton County. The railroad helped develop the timber industry in this region. Corvallis Lumber Company hauled logs from the Green Peak area by railroad to their McCready Brothers Mill in Corvallis. The railroad has also provided an outlet for the finished products of the various mills which are located in Dawson and Glenbrook. The agricultural products of this region were frequently shipped by rail. Other industries have also benefited. For instance, a spur once served the Monroe Brickworks.

SOURCES CONSULTED

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Culp, Edwin D., Stations West, Bonanza Books, New York, 1978

Recorded by: Mary Kathryn Weber

Date: March 25, 1986

BENTON COUNTY HISTORICAL MUSEUM

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Photo No. XX 18
Near Dawson.

View to west



Photo No. XX 16
Near Alpine.

View to east

Corvallis & Alsea RR

