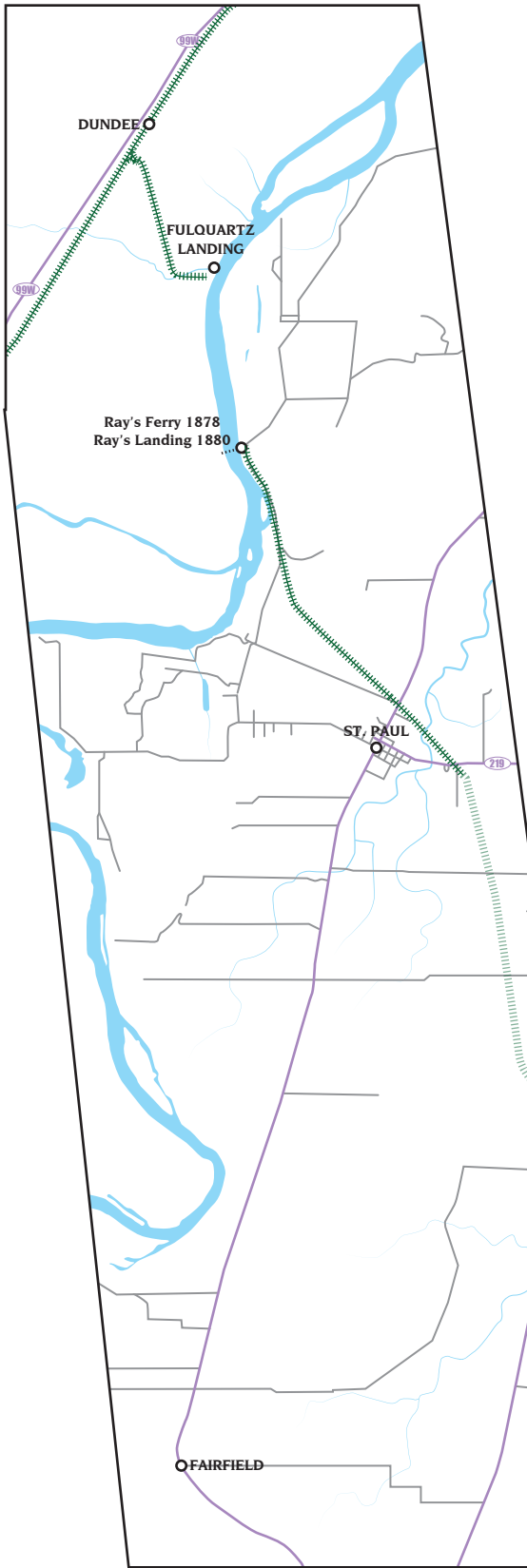




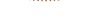



# Map of the Oregonian Railway Co. Ltd. East Side Line - Ray's Landing to Silverton 3 foot narrow gauge

Drawn by Scott Gavin, 2018  
geographic features from USGS topographic maps 1914-1988  
With additional information provided by Terry Gookin, Lloyd Palmer  
and the members of the PacificNG Facebook Page

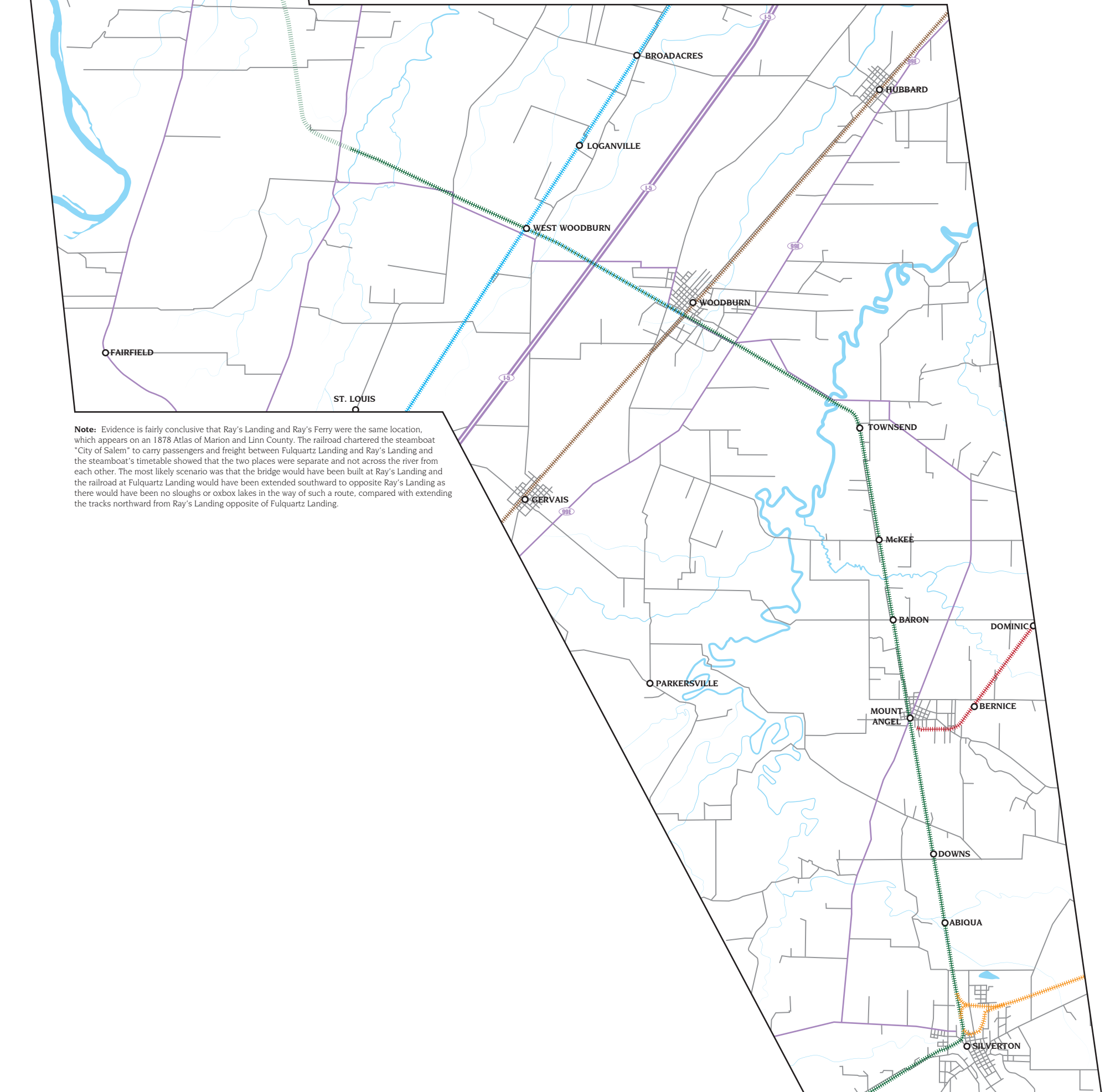


-  Oregonian Railway Co. Ltd.  
1880 - 1890 Converted to standard gauge 1890
-  Oregonian Railway Co. Ltd.  
Location not confirmed
-  Oregon Electric Railroad 1908-1910  
Spokane, Portland and Seattle 1910-1945 (end of electrification)  
Burlington Northern
-  Oregon Central (East Side) 1869 - 1871  
Oregon & California Railroad 1871 - 1877  
Southern Pacific 1877 - 1997  
Union Pacific 1997 onward
-  Willamette Valley Southern  
(A Rural Interurban Line) 1915 - 1933
-  Silver Falls Timber Company  
1912 - 1938

**Note:** The East Side of the Oregonian Railway Co. Ltd. narrow-gauge was constructed between Silverton and Ray's Landing in 1880. The line was then extended southward from Silverton to Coburg, near Eugene. In 1881, Henry Villard leased the Oregonian Railway Co. line in order to prevent its competing with the Oregon and California Railroad, which he also controlled. Work on a bridge between Fulquartz Landing and Ray's Landing was abandoned, and several portions of the railroad were allowed to deteriorate to the point where the tracks were impassible in certain places, especially between Ray's Landing and St. Paul. In 1884, the Oregonian Railway Co. regained control of its railroad lines and began to rehabilitate the worn-out railroad. Work was again begun on a bridge across the Willamette River, and the bridges over the North Santiam River were replaced.

In 1890, the Southern Pacific Railroad bought the narrow gauge line. The line from Woodburn to Ray's Landing was abandoned.

When the Oregon Electric Railroad built its line down the valley in 1908-1909, the new company used the narrow-gauge roadbed to build a spur between the station of West Woodburn and Woodburn proper.



**Note:** Evidence is fairly conclusive that Ray's Landing and Ray's Ferry were the same location, which appears on an 1878 Atlas of Marion and Linn County. The railroad chartered the steamboat "City of Salem" to carry passengers and freight between Fulquartz Landing and Ray's Landing and the steamboat's timetable showed that the two places were separate and not across the river from each other. The most likely scenario was that the bridge would have been built at Ray's Landing and the railroad at Fulquartz Landing would have been extended southward to opposite Ray's Landing as there would have been no sloughs or oxbow lakes in the way of such a route, compared with extending the tracks northward from Ray's Landing opposite of Fulquartz Landing.