

# Ryderwood, WA



**The Town With  
Two Histories!**

# Introduction:

**From 1923-1953:**



In 1923 and after meticulous research, the **Long-Bell Lumber Company** selected Ryderwood's virgin forests and Longview's Columbia River access to expand its multi-million dollar operations into the Pacific Northwest.

Ryderwood was the first town planned and built exclusively for loggers and their families. All operations and amenities were state of the art, which created an enjoyable place to work and live.

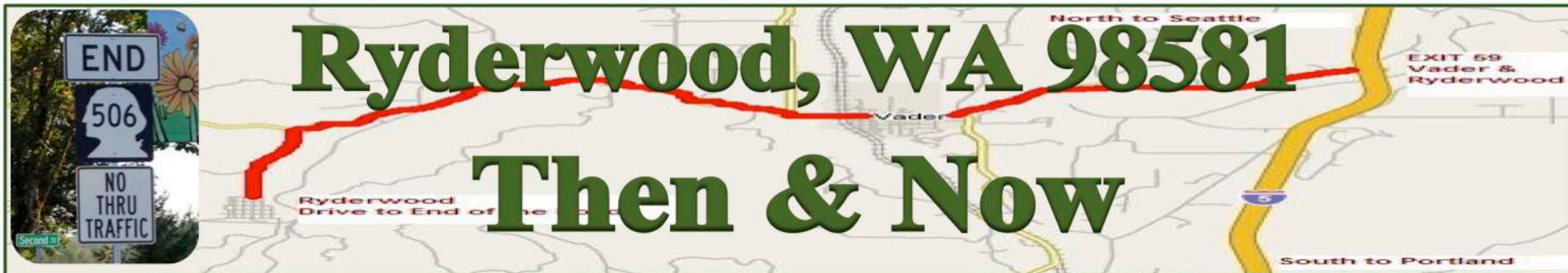
**Since 1953:**



By 1953, the logs and loggers were mostly gone, and Long-Bell advertised the entire town was for sale. An innovative group of investors headed by Harry Kem, Sr. formed **Senior Estates, Inc.** who purchased the entire town for \$96,000 with the purpose of developing the first planned community for retired persons.

Today, the town remains a successful retirement community managed by Ryderwood Improvement & Service Association.

This book is comprised of the photo pages used for the Annual Calendars that the Ryderwood History Project has produced since 2017. The Project has calendars planned for every year until the 2023 Centennial of Ryderwood and Longview that can be added to the original as produced. It is the Project's sincere desire to share its Mission to discover, preserve and share Ryderwood's unique dual histories. Learn more at [ryderwood.org/RHP](http://ryderwood.org/RHP).

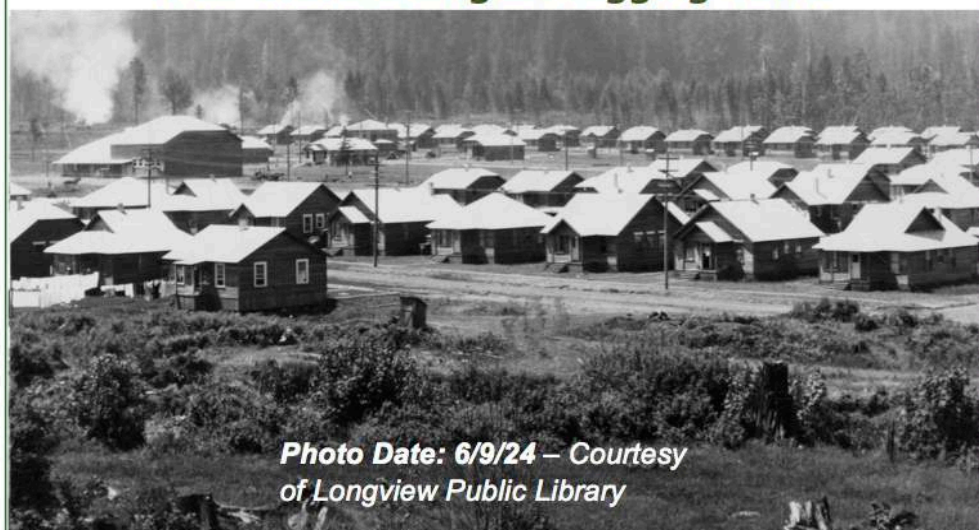


### The "Largest Logging Crew in the World"



The old-growth forests surrounding Ryderwood provided the timber for the Long-Bell Lumber mills in Longview. In 1928, "there were 900 men on the Ryderwood payroll, 800 of whom worked in the woods." An estimated 300 loggers are in this photo.

### The "World's Largest Logging Town"



Intended for families from the start, Long-Bell constructed 385 homes in 1923 - 250 were 4 rooms or larger. "...Approximately two-thirds of the men... maintained their families in Ryderwood." The 400 block of Monroe St. is in foreground; Community Hall is upper left.

# Chapter 1: The Buildings

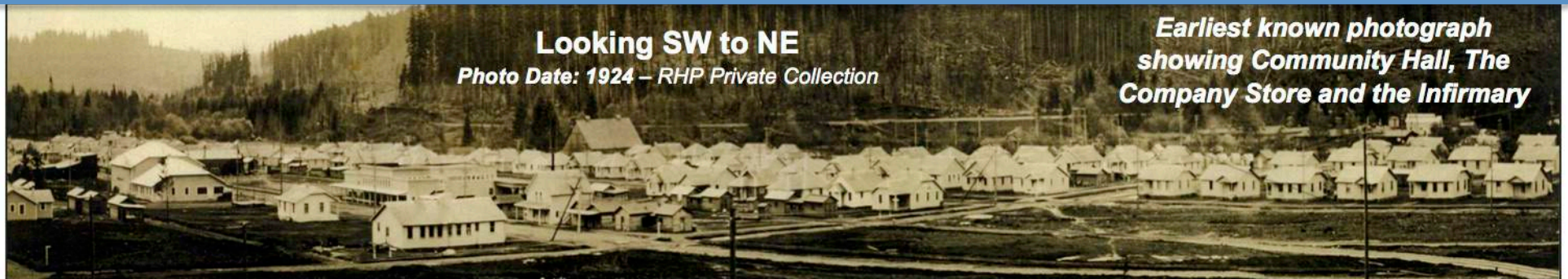
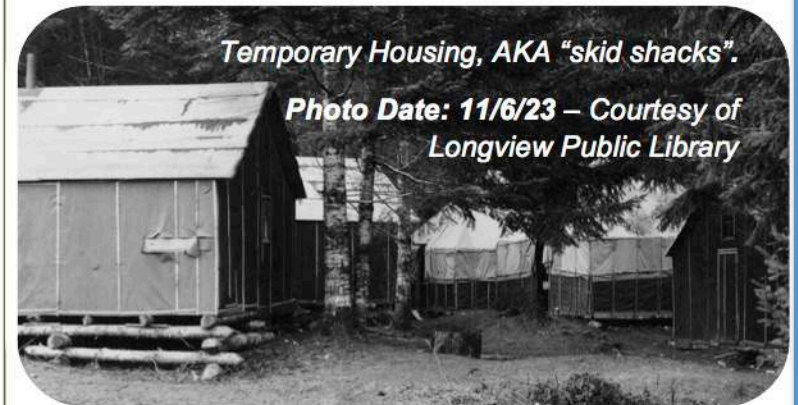
# How to Build a “Real Town”<sup>\*</sup> Verification needed.



\* Despite being a town planned for families, the single men were well very well cared for. These earliest “H-shaped” dormitories and cookhouse (above) were constructed before anything else. By 1926, another set of dorms on this site and “The Tavern” on Main St. had been completed. The demand for housing was always high. “Skid shacks” were like early “park models”.

*“Mr. Cates [logging supervisor] explained that Ryderwood was an application of the well known principle that better living conditions mean better workers, better workers mean better production, and better production means better business.”*

*Long-Bell Log, May, 1928*

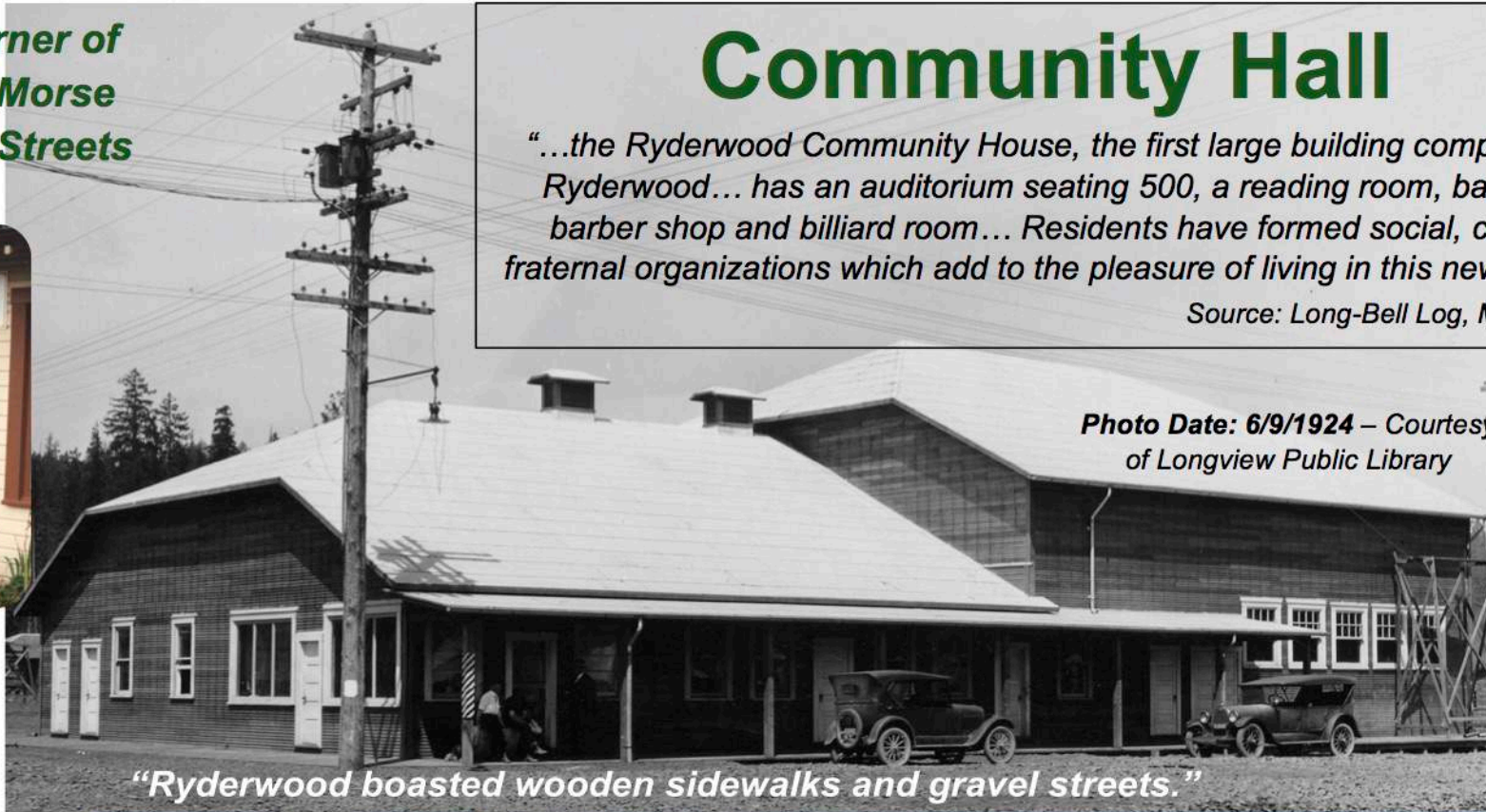
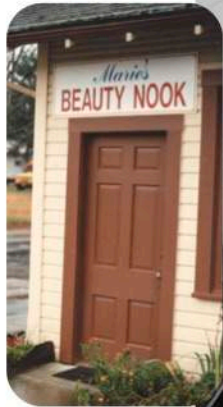


**NW corner of  
Main / Morse  
and 3<sup>rd</sup> Streets**

# Community Hall

*"...the Ryderwood Community House, the first large building completed in Ryderwood... has an auditorium seating 500, a reading room, bathroom, barber shop and billiard room... Residents have formed social, civic and fraternal organizations which add to the pleasure of living in this new town."*

*Source: Long-Bell Log, May 1928*



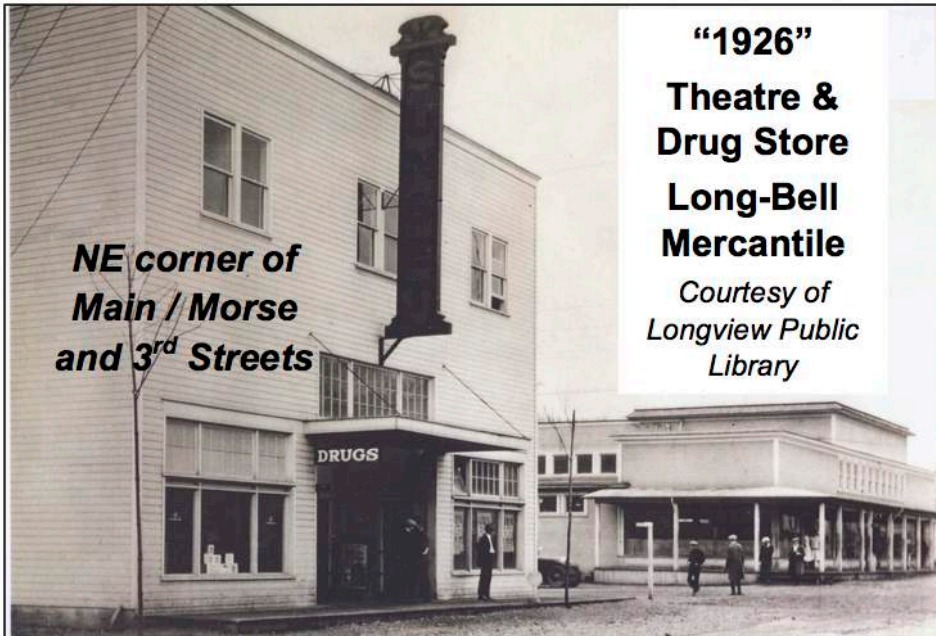
**Photo Date: 6/9/1924** – Courtesy of Longview Public Library

*"Ryderwood boasted wooden sidewalks and gravel streets."*



**Photo Date: 12/29/14** – RHP Private Collection

# Uptown (South) on Main / Morse



**NE corner of  
Main / Morse  
and 3<sup>rd</sup> Streets**

**"1926"  
Theatre &  
Drug Store  
Long-Bell  
Mercantile**  
*Courtesy of  
Longview Public  
Library*

***"Motion pictures were shown 5 times a week."***

After the **Sunset Theatre** (above) burned "early on", movies were shown in the Community Hall Auditorium.



**~ 1953 – RHP  
Private Collection**

*STREET SCENE RYBERWOOD - WASH*

*ELLIS  
6611*

R. A. Long's "model logging town" had all the amenities of many larger towns and cities. From the **May, 1928 Long-Bell Log**: "Proceeding on down the street we passed a shoe shop, a jewelry store, a restaurant, laundry office, garage, creamery and drug store and then we came to the company store..."



**Photo Date: before 12/31/69 –  
RHP Private Collection**



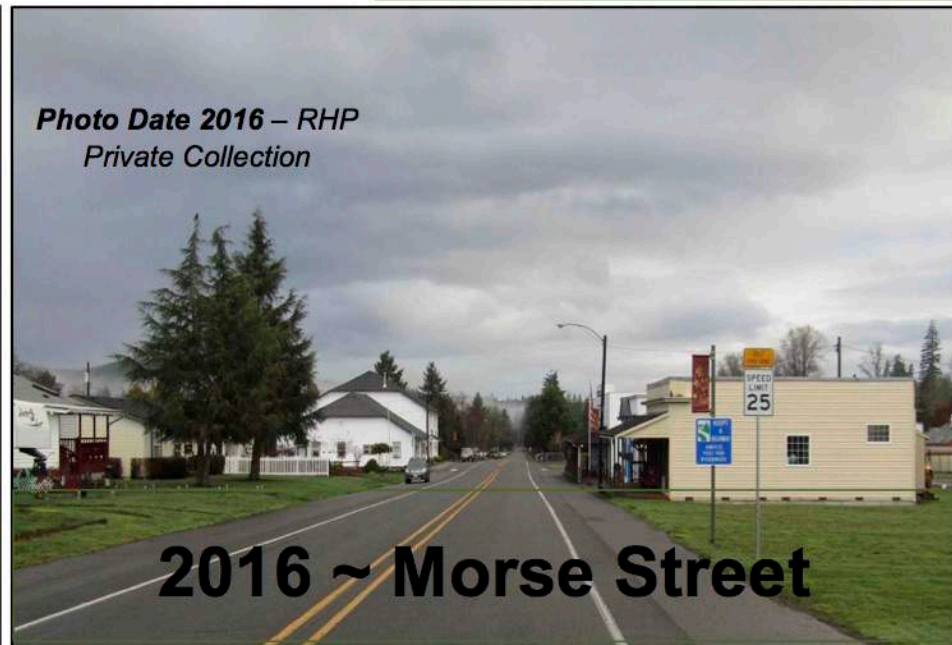
**Photo Date: 2008 – RHP  
Private Collection**



**Completed by early 1926, “The Tavern”** (where no alcohol was served!) was a “home-like” dormitory with 52 rooms and 8 apartments for single loggers and schoolteachers. *“Several of these rooms were set aside for the use of transients and the rest are occupied by Ryderwood loggers.”\**

Documentation supports that architect E. N. Larry designed this building during his brief career with Long-Bell. He also designed the Café, Post Office, Community Church and the steam plant that served the town’s commercial buildings. *(This paragraph has been edited since original 2017 publication.)*

## Downtown (North) on Main / Morse

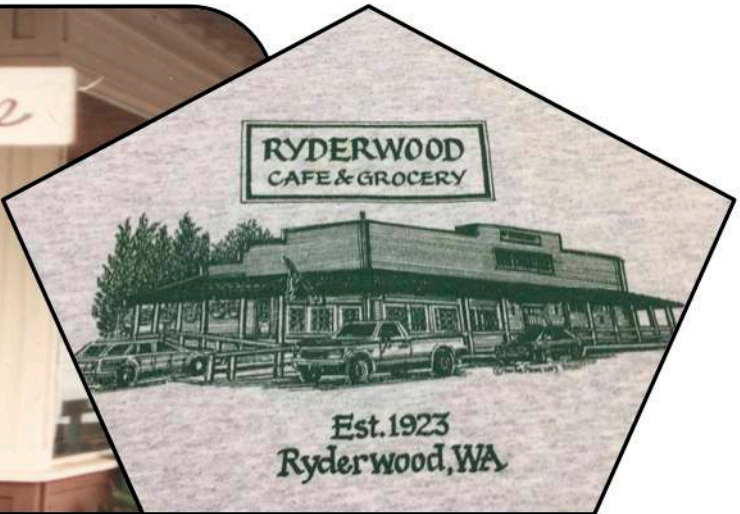


The RYDERWOOD Store

Photo Dated: "1953" - RHP  
Private Collection



Long-Bell's "Merc" (the Company Store) had 18 employees and provided all the logging families' needs. Senior Estates developed it into a store, lunch counter and museum for the retirees. Everything but the cast iron stool bases was lost in the 1997 fire.



**Up From the Ashes:** With volunteer labor and a grant from the Bill & Melinda Gates Foundation, today's modern fully equipped Café and Store was rebuilt and open for business in 2000. Today, "The Café" is self-supporting thanks to a unique part-time volunteer meal service and donations.



Photo Date: 12/6/97 -  
RHP Private Collection



Photo Date: ~2014 -  
RHP Private Collection



# 208 Main / Morse St.

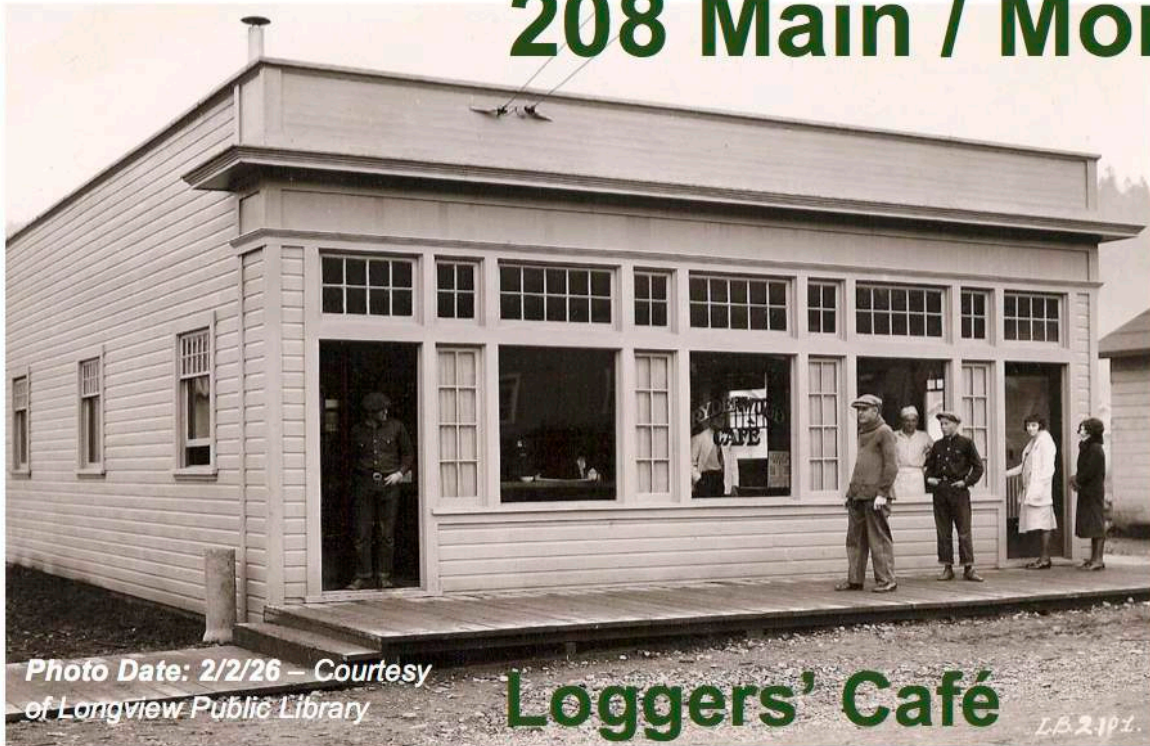


Photo Date: 2/2/26 – Courtesy of Longview Public Library

**Loggers' Café**

L.A. 2.10.1.

**Retirees' Library**



Photo Date: 3/10/2007 – RHP Private Collection



## Architect E. N. Larry

The designer of the Port of Astoria, became Long-Bell's in-house architect in 1922. He engineered numerous projects during the early years of Longview and Ryderwood before his untimely death in 1926 at the age of 35.

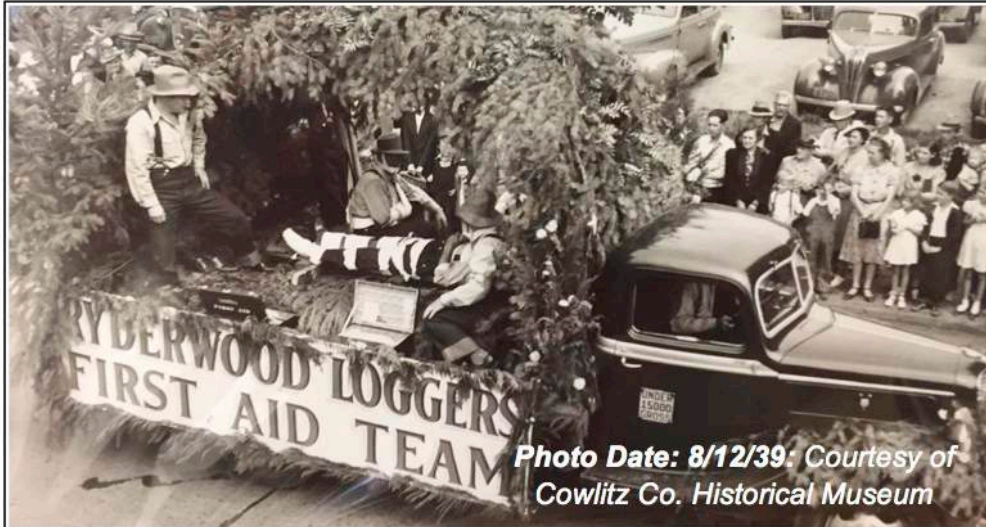
Along with designing the Port of Longview, "he engineered most, if not all, the rail bridges between the Long-Bell mill and Ryderwood."

His experience designing commercial buildings and bungalows meant Long-Bell had an in-house "architect to help build the community at Ryderwood... which was still in the planning stages."

Documentation exists that Mr. Larry designed the steam plant that served the town's commercial district, the Café and Post Office buildings shown here plus the Community Church. It is very likely that he also designed the former "Tavern" building shown on Page 4. *(This paragraph has been edited since original 2017 publication.)*

Source: Cowlitz Historical Quarterly, September 2016  
Upper photo courtesy of Donald Everett Larry, AIA

# Fire Protection



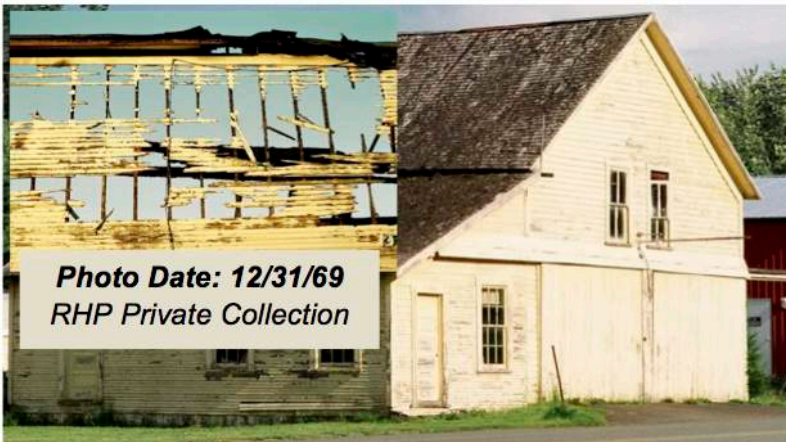
*Photo Date: 8/12/39: Courtesy of Cowlitz Co. Historical Museum*

**Long-Bell** maintained a well-equipped Fire Department to protect the “Village in the Woods”. Logging operations ceased whenever high temperatures and low humidity increased fire danger.



*Photo Date: ~1954  
RHP Private Collection*

Formation of the **Ryderwood Volunteer Fire Department** reduced retiree’s insurance rates in half. They were fondly known the “Geezer Brigade”.



*Photo Date: 12/31/69  
RHP Private Collection*

A controlled burn on 12/31/1969 demolished the original fire hall. The Red Barn (middle) was built as a replacement. Today, the Red Barn serves as the town’s utility building.



*Photos Dated: 11/21/2016  
RHP Private Collection*



**Cowlitz-Lewis Fire District #20** was formed in 2012 when voters approved a cross-county merger of Cowlitz District #4 (Ryderwood) and Lewis District #7 (Vader).

MAR 1959

## Ryderwood Post Office - 210 Main / Morse St.



Photo Date: "MAR 1959"  
RHP Private Collection



Photo Date: 11/21/2016  
RHP Private Collection

### THE RYDERWOOD POST OFFICE, 1924-1952

The Ryderwood Post Office was subservient to the Long-Bell Lumber Company, as it had to depend upon the Company for housing. The mail in and out was dispatched by the company-owned Longview, Portland, & Northern Railroad.

At first, the mail came in three times daily. The "Galloping Goose" brought the early mail. It was a "speeder", a light vehicle operated on the rails independently of the logging trains.

The railroad lost its mail contract in 1930, and a twice-daily Star Route from Vader took over the service. The train would come into Vader, and the Star Route carrier would bring the mail to Ryderwood. The payroll came in by registered mail, and the Star Route carrier had to be armed.



Photo Date: before 12/31/69 –  
RHP Private Collection

# The Ryderwood School: 1923-1952



*Photo Date: 2/2/1926 – Courtesy of Longview Public Library*

**Long-Bell** provided a 14-room **School** that taught grades 1-12 for the children of Ryderwood. All equipment, expenses, teachers' salaries (and sometimes housing) were provided by the Company and saved the town the agony of school levies. The May 1928 **Long-Bell Log** reported the School "has an enrollment of 302, including 62 in high school, and a staff of 13 instructors." Many graduates pursued education, law, medicine and business careers while student athletes competed at the State Tournament level more than once in more than one sport. The School closed after the Class of 1952 graduated. Elementary students went to school in Vader while high school students went to either Toledo or Winlock. The building was removed sometime between 1960 and 1964.

*(Source: The Log of Long-Bell, May 1928)*



*Photo Date: 11/21/2016  
RHP Private Collection*

The **School Steps** were moved to today's **Memorial Garden** (southwest corner of Morse and Second Streets) when the School was demolished.

The **Gymnasium's** original ash flooring is installed in the **Community Hall Auditorium** and some homes.

The School's location was along the west side of **400 block of Taylor Street**. Athletic fields were along 6<sup>th</sup> Street at the north end of Taylor Street.

# First Aid Station / Pioneer Hall

## Doctor who delivered most of Ryderwood's babies dead at 85

By Bud May  
The Daily News

Dr. E. Noel Sulis, who delivered most of the babies born in Ryderwood and many others in Longview during 50 years of medical practice, died at 85 Thursday at his Longview home.

Dr. Sulis, who lived with his wife, Lila, at 3119 Nichols Blvd., retired some years ago, but continued to care for longtime patients at his home as long as his health allowed.

Born March 10, 1900, at St. John, New Brunswick, Canada, he graduated from McGill University Medical School in Montreal in 1923, the year Longview was founded.

After an internship at General Hospital in Kansas City, Mo., Dr. Sulis practiced medicine briefly in Kansas before moving to Ryderwood



Dr. E. Noel Sulis

in 1927 when the community was a nearly new Long-Bell logging town.

He had offices in a company-furnished building, where he took care of the medical needs of the town's loggers, their wives and children until moving to Longview in the late 1940s.

Most Ryderwood citizens still referred to him as "our doctor" long after he established his own clinic in Longview.

Those former patients remember him as a man who never turned down anyone in need of help, and who often forgot to send a bill.

Luther Fleming, a retired teacher who now lives at Castle Rock, recalls that Dr. Sulis made house calls day or night.

"He came to our house one time at 2 o'clock in the morning when my dad was having gallstone problems.

*Article (partial) Dated: 2/8/1985 RHP Private Collection*

The **First Aid Station** was built in 1925 at the NW corner of Second & Morse (formerly Main) Streets, in the building known today as **Pioneer Hall**. From 1927 until the late 1940's, Dr. E. N. Sulis was the "town doctor". During his tenure, the building grew into a well-equipped Infirmary with an office, 2-3 hospital rooms, and living quarters in back. Dr. Sulis was known for his love of children, hate of tonsils, and dread of the inevitable accidents in the woods. He made house calls at any time of day or night, and often performed minor surgery and procedures in residents' kitchens. He never turned down anyone in need of help, and often "forgot" to send a bill.

In 1976, "The Achievers" (now "Ryderwood Women's Club") arranged to purchase the building from the real estate developer in exchange for showing new homes.

**Progress: Earliest photo showing Community Hall, the "Merc" and the First Aid Station**

*Photo Dated "1924" - RHP Private Collection*

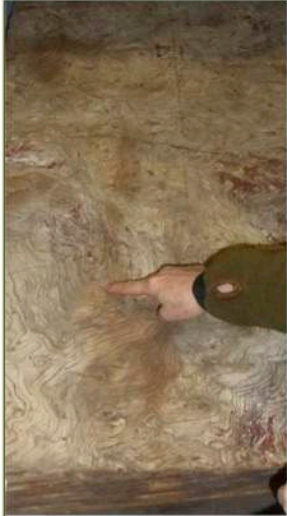


*Photo Date: 11/21/2016  
RHP Private Collection*

**Today's Pioneer Hall ~ 201 Morse  
Home of Ryderwood Women's Club**



# Trees, Trains & Technology



## Get it right the first time!

Before the first rail was laid, Long-Bell developed a ~40x60' relief model of its 117,000-acre Ryderwood holdings. "Data were gathered by crews of engineers [in the summer of 1921] and the map was constructed in Kelso..." pending the building of Longview and Ryderwood. This sort of planning avoided inevitable "blind" lines that were routine.

"On our way uptown we stopped in a building occupied by the engineering department... Here we had another of the big surprises of our trip. Carl took us into a room and showed us a relief map of the entire timber holdings." The model was divided into sections that could be removed and worked on individually.

Source: May 1928 Log of Long-Bell  
The Cowlitz Co. Historical Museum has two Sections, shown here



Photo Date: 11/20/1924 – Courtesy of Longview Public Library



Photo Date: 6/10/1926 – Courtesy of Longview Public Library

Using the well-planned rail lines, fifteen locomotives worked the woods around Ryderwood. Saddlebacks (pictured above) and others staged and hauled logs to Ryderwood's Roundhouse.

The newly formed Longview, Portland & Northern Railroad hauled the sometimes mile-long trains to Longview two or three times per day.

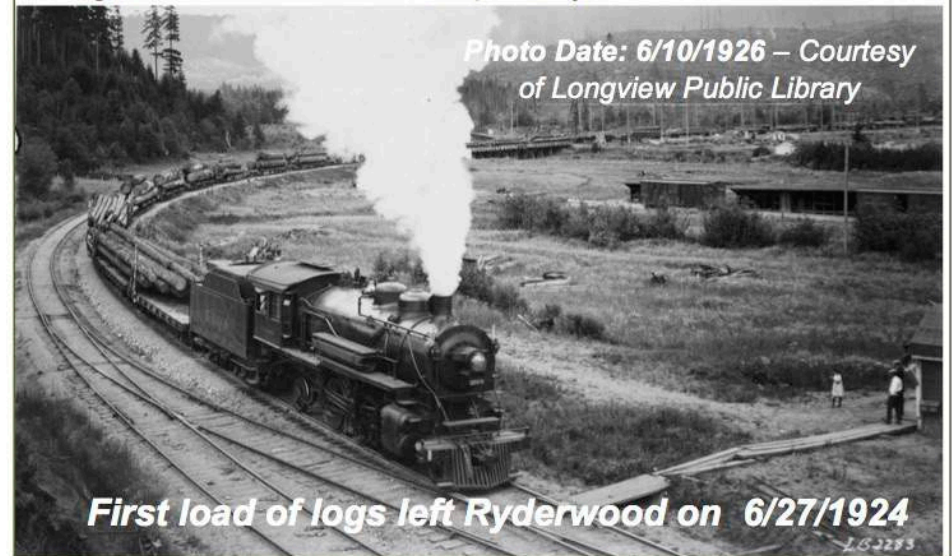


Photo Date: 6/10/1926 – Courtesy of Longview Public Library

First load of logs left Ryderwood on 6/27/1924



Photo Date: 2/2/1926 - Courtesy of Longview Public Library



Photo Date Unknown: RHP Private Collection

Early church gatherings were held in Community Hall. Long-Bell responded to residents' request, and agreed to build the Ryderwood Community Church so long as it was open for all as long as the building stood.

Built in two stages, newspaper articles from the time\* confirm that the current Annex (above) was completed on 1/10/26. Little more than a year later, the larger Sanctuary

wing had been completed. Both wings of the historic Old English style church were designed by Long-Bell's architect, E. N. Larry. (\* Courtesy of Donald Everett Larry, AIA)

After the logging years, the Church was reorganized in 1954, and incorporated in 1966 as a non-denominational church. The beautiful double-doors were hand-carved by long-time resident, Edyth Heaton in the 1980's.



Photo Date: 2/4/1927 - Courtesy of Longview Public Library

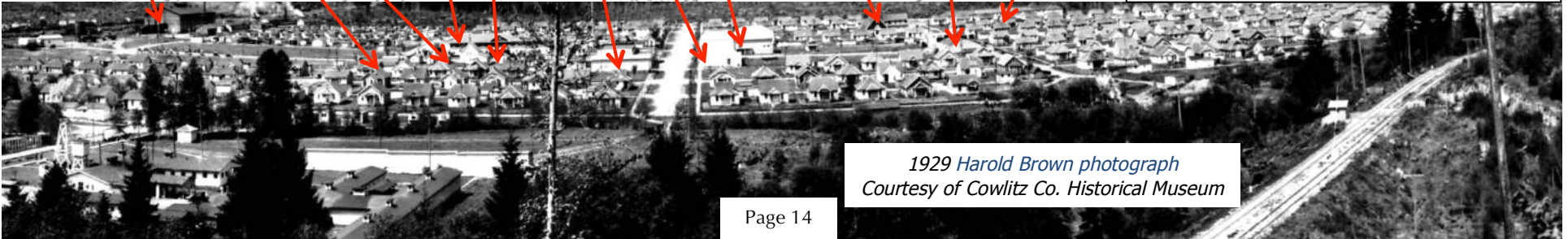
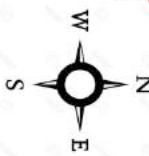
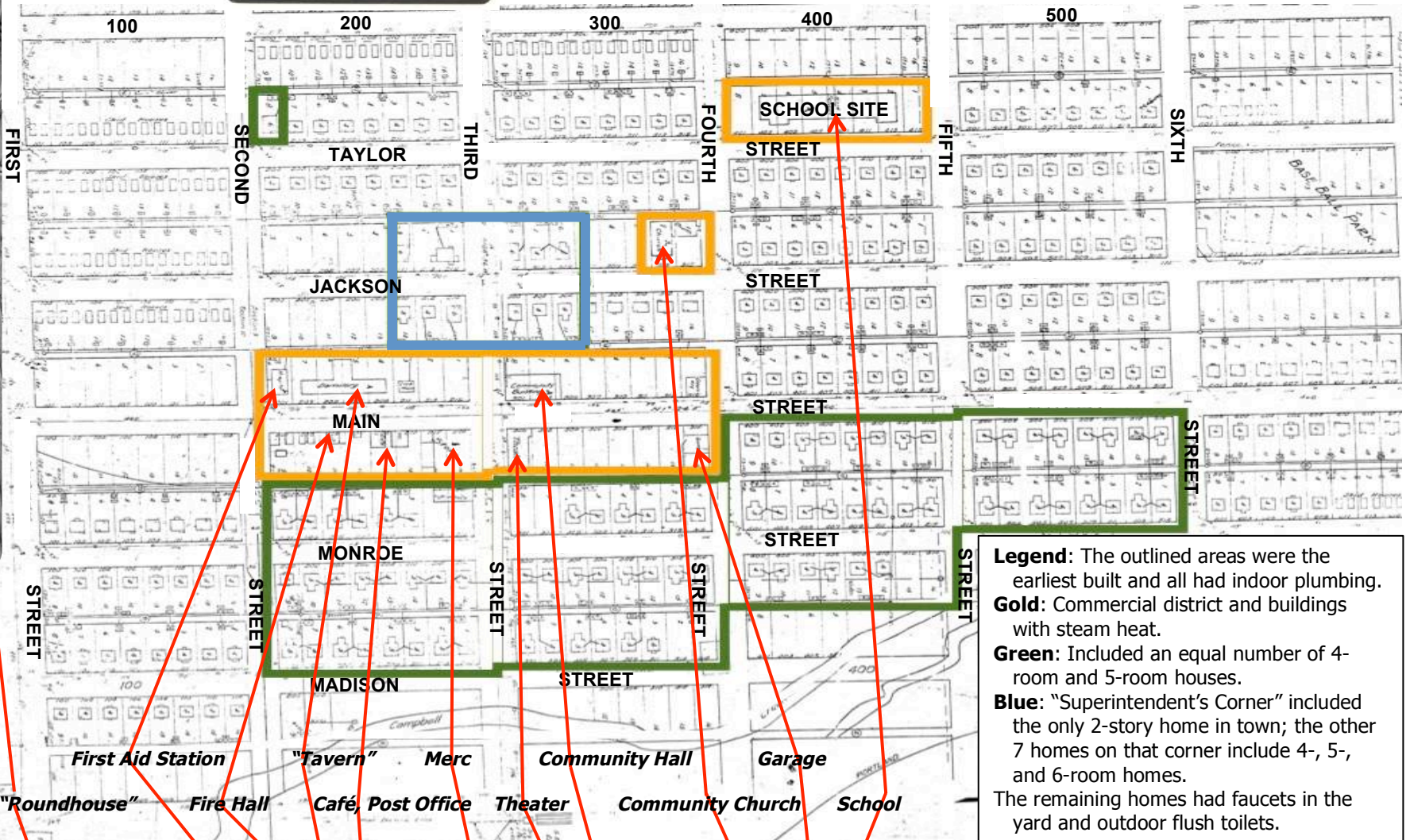
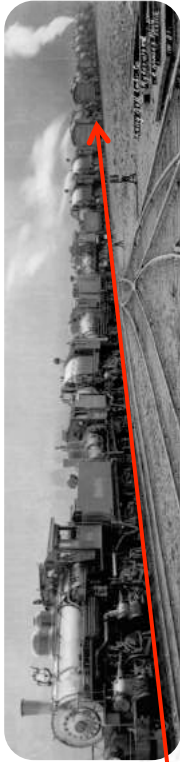


Photo Date: 11/21/2016 RHP Private Collection

The



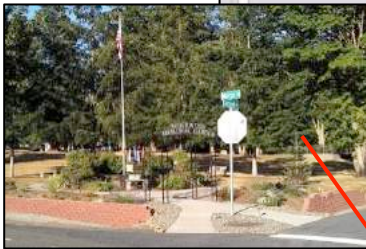
# Model Logging Town about 1926



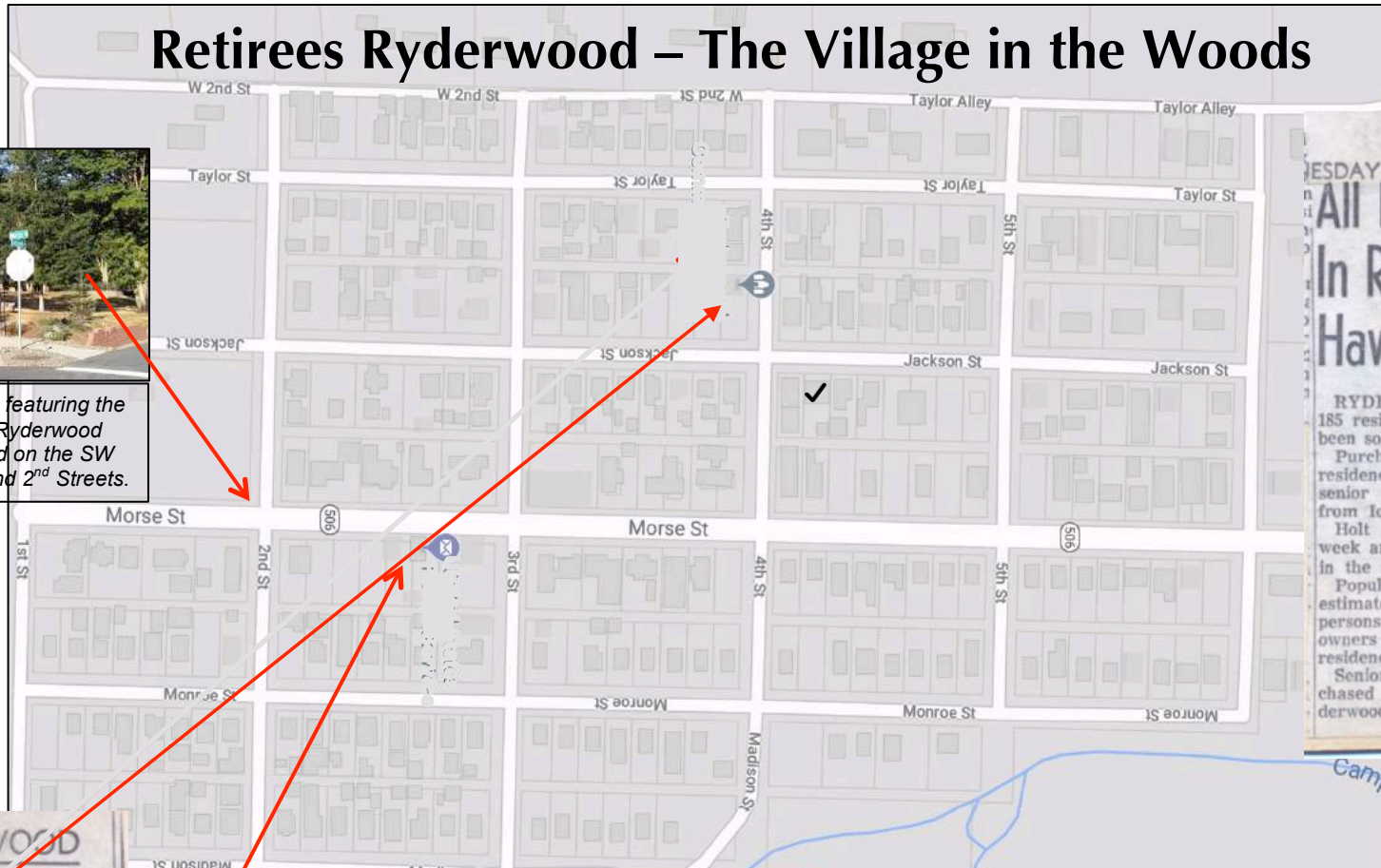
1929 Harold Brown photograph  
 Courtesy of Cowlitz Co. Historical Museum



# Retirees Ryderwood – The Village in the Woods



Memorial Garden, featuring the steps from the Ryderwood School, is located on the SW corner of Morse and 2<sup>nd</sup> Streets.



## WEDNESDAY, OCTOBER 11, 1955 All Residences In Ryderwood Have Been Sold

RYDERWOOD—The last of the 185 residences in Ryderwood have been sold by Senior Estates, Inc. Purchaser of the final vacant residences in the community for senior citizens was Elmer Holt from Iowa. Holt made the purchase last week and will move to Ryderwood in the near future. Population of the community is estimated at approximately 350 persons, with not all of the home owners on hand and settled in their residences, it was reported. Senior Estates recently purchased the site of the former Ryderwood school building.

## IN RYDERWOOD There Is A Church For All 1960

RYDERWOOD—A visitor came to the town of Ryderwood not long ago and asked this question—Is there a church here? "Therefore," Mrs. Edna Swinney of 200 Monroe St., Ryderwood, said, "I am proud to inform the people of this area that we do have a church in Ryderwood." "It is nondenominational and our pastor is the Rev. Dean King. Sunday services are from 11 a.m. to noon. The church auditorium

## Cafe Building At Ryderwood Is Renovated 1956

RYDERWOOD — A new community project has been launched in Ryderwood. A group of citizens, under the direction of Ben Forsythe, are bringing to life another long closed building. The old cafe building is being remodeled to serve as a general meeting place. The library and reading tables will occupy a section of the building as soon as ade-

## Sale Of Ryderwood Top Story Of 1953



## Fishing Lake At Ryderwood Is Started 1955

RYDERWOOD—More than 40 Ryderwood men turned out Thursday and Friday to start preliminary work which will result in a fishing lake for the community. The group cut brush and cleared more than five acres along a creek which will be dammed to form the lake. The State Game Department will make the survey for the dam. Residents here anticipate good fishing near their home when the project is completed.

# Chapter 2:

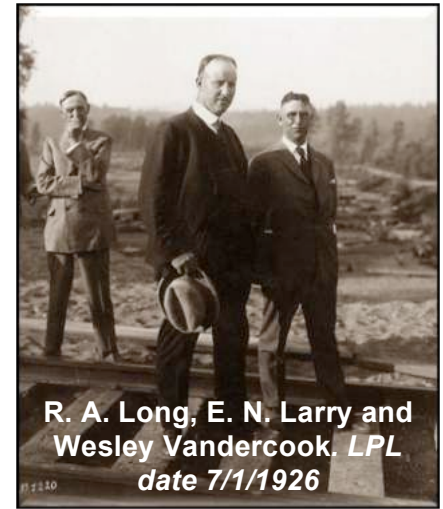
# The **Long-Bell** Vision



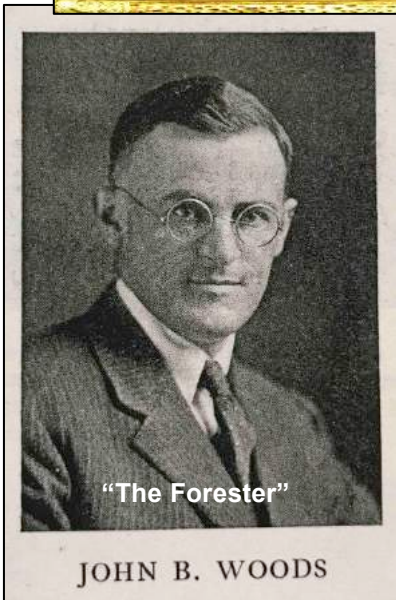
R. A. Long:  
"The Lumberman"



"The Planners" 2008 painting of photo taken at LP&N dedication in Ryderwood, 8/7/1923: L-R: W. F. Ryder, Wesley Vandercook, J. D. Tennant, Mark Morris, R. S. Davis and R. A. Long. Located on Hudson St., Longview, WA

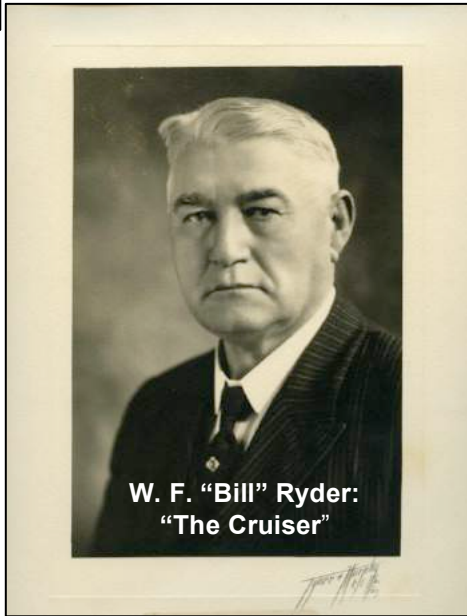


R. A. Long, E. N. Larry and Wesley Vandercook. LPL date 7/1/1926

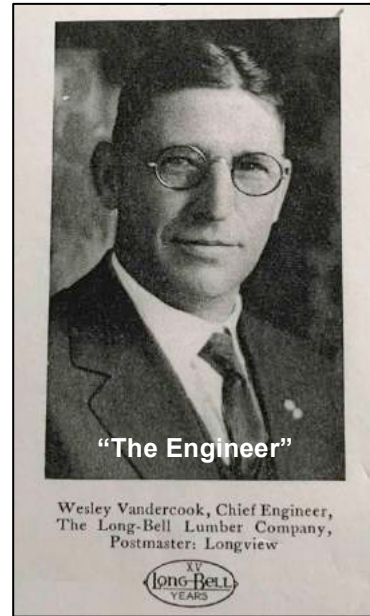


"The Forester"

JOHN B. WOODS

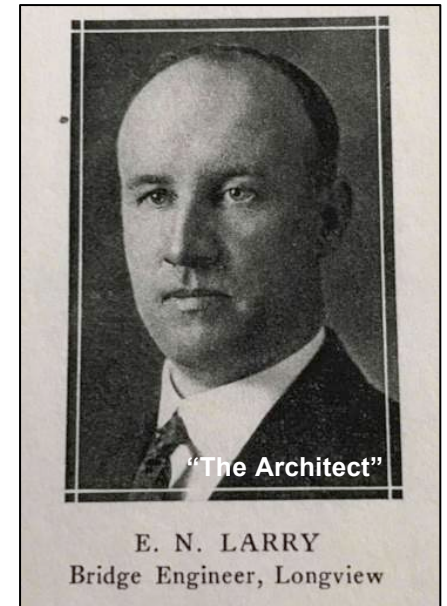


W. F. "Bill" Ryder:  
"The Cruiser"



"The Engineer"

Wesley Vandercook, Chief Engineer,  
The Long-Bell Lumber Company,  
Postmaster: Longview



"The Architect"

E. N. LARRY  
Bridge Engineer, Longview

# Follow the **Long-Bell** Logs



The timber “cruisers” led by W. F. Ryder, were sent out from Kansas City to assess the quality of timber Long-Bell was considering for purchase. Second from left is Harold Dobbins who provided horses for the crew and continued to work for Long-Bell. *Photo courtesy of Harold Dobbins family.*

Town Was Named  
For W. F. Ryder

Ryderwood was named for W. F. (“Uncle Bill”) Ryder, logging operations manager for Long-Bell, who came to the northwest to locate a timber source.

The name of the logging town was chosen personally by Long to honor this veteran employee. Ryder was accompanied on his journey to the Ryderwood area by Wesley Vandercook, chief engineer for Long-Bell.

Vandercook led the 100-man crew that surveyed for the relief model.

Construction of the town started in 1923 and facilities were planned for an eventual population of 4,800 persons.

Logging started early in 1924 with the first shipments of Ryderwood logs to Long-Bell’s Longview mills. The development of Ryderwood paced the beginning years of Longview,

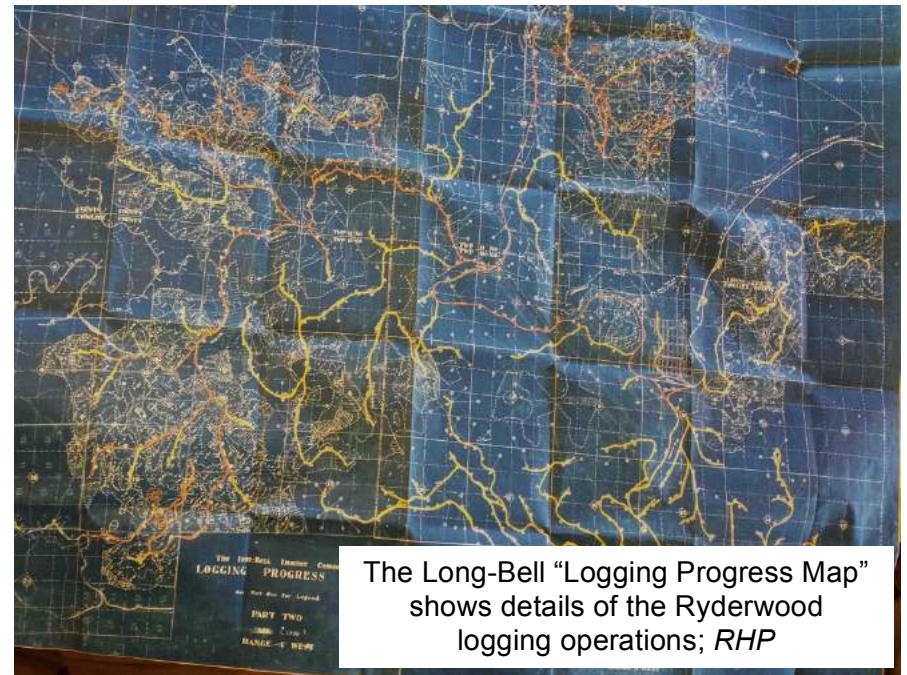
The process started when Long-Bell purchased 2 tracts from the Weyerhaeuser Company. One tract included 67,000 acres, the other, 57,000 acres. The tracts were located in northwestern Cowlitz Co. and in adjoining counties to the north and west. \*

*\* Info excerpted from various sources.*

A ~40’ x 60’ relief model based on Vandercook’s 1921 survey was used to plan the logging in Long-Bell’s 117,000-acre Ryderwood holdings. Each 1 mi. x 1 mi. section could be removed for close work.



At left: Section 11 of Relief Model showing Pumphrey Mountain to the east of Ryderwood. *RHP photo. Located at Cowlitz County Historical Museum*



The Long-Bell “Logging Progress Map” shows details of the Ryderwood logging operations; *RHP*

# The

**LONG BELL**

# Infrastructure



"C. J. Simpson, Pete West Hi Bridge 800 line, Ryderwood"



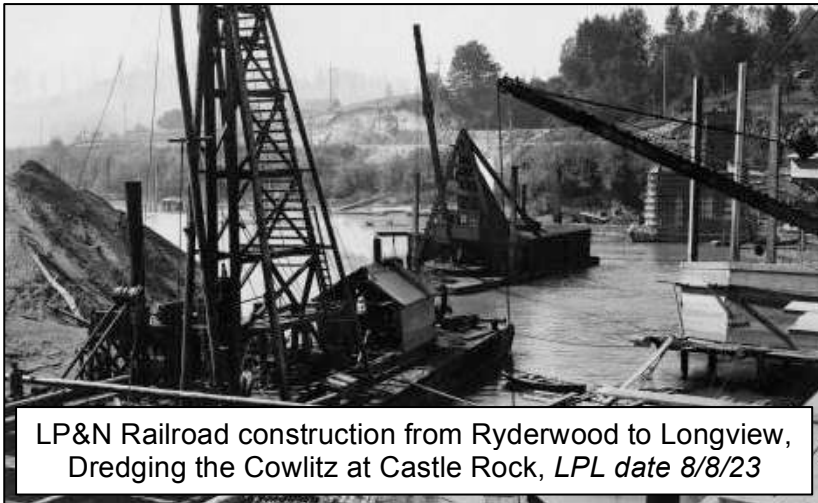
High Trestle Bridge on 800 Line; RHP

*Ryderwood bridge 36*

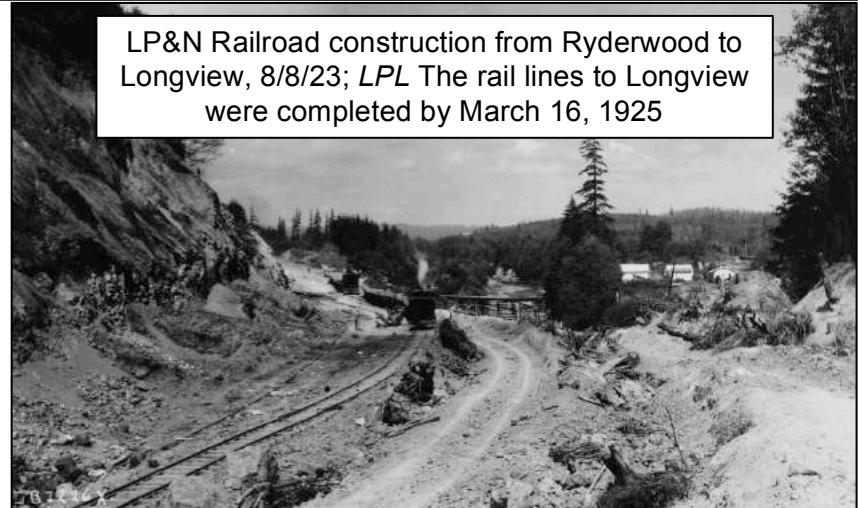


LP&N single-track timer Howe span ... along the rail line from Ryderwood. Designed by E. N. Larry

E. N. Larry and C. J. Simpson engineered most, if not all, of the rights of way and rail bridges between Ryderwood and the Longview mill. Upper photos: Trestles in the Woods. Lower photos: Building LP&N Rail Lines from Ryderwood to Longview. Power lines were likely run at the same time as the railroad was being built. All of this was happening at the same time as Longview was rising. "Track work from south Olequa to the Castle Rock trestle was completed during the first week of October, 1924." *CHQ, 12/11*



LP&N Railroad construction from Ryderwood to Longview, Dredging the Cowlitz at Castle Rock, *LPL date 8/8/23*



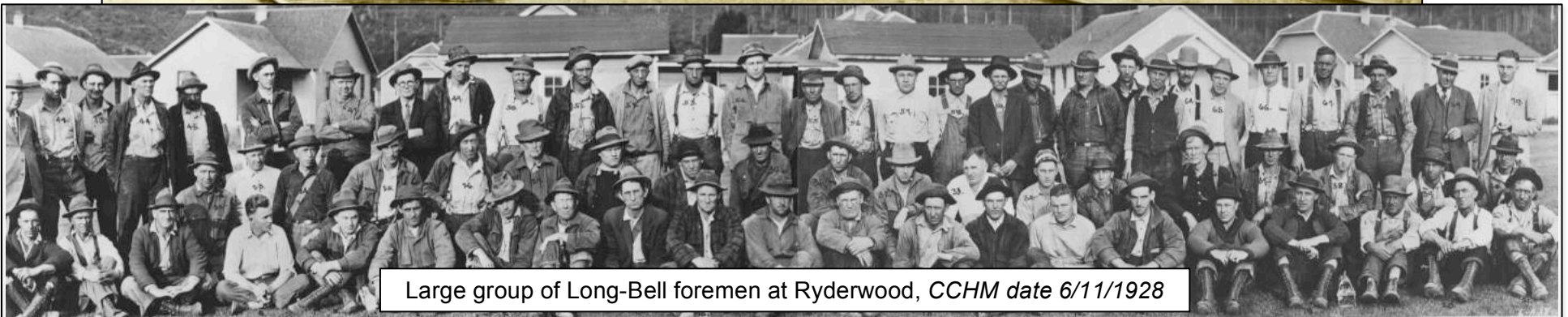
LP&N Railroad construction from Ryderwood to Longview, 8/8/23; *LPL* The rail lines to Longview were completed by March 16, 1925

# The

**LONG-BELL**

# Loggers

“Largest Logging Crew in the World, Long-Bell Lumber Co., Ryderwood, WA.” *RHP date 1926*; This photograph shows more than 300 of the 800 men working in Ryderwood’s logging operations. An additional 100 men were employed in administrative and town services.



Large group of Long-Bell foremen at Ryderwood, *CCHM date 6/11/1928*

1. ~ Haller, 2. B. McDonald, 3. J. McGunk, 4. C.J. Hines, 5. J.P. Williams, 6. M. Davis, 7. F.A. Holmes, 8. Chas. Murphy, 9. G.W. Berry, 10. J.H. Cunningham, 11. A.C. May, 12. J.C. Powell, 13. Mac D. Smith, 14. L.A. Johnson, 15. R. J. Large, 16. W.D. Batchelder, 17. C.D. Stowe, 18. E.G. Allen, 19. ~ DeBriae, 20. W.E. Pontious, 21. H.H. Hazen, 22. H.E. Funk, 23. P.A. Gotham, 24. R.W. Hannaford, 25. J.H. Pritchard, 26. C.F. Donovan, 27. Geo. N. Wells, 28. L.W. Miller, 29. L.V. Freel, 30. W.M. Buttler, 31. R.C. Snider, 32. L.C. Gibbs, 33. E.P. Bresser, 34. J.R. Baker, 35. C.A. Edwards, 36. C.A. Taylor, 37. ~ Huntington, 38. F.N. Reppeto, 39. B.B. Walkley, 40. J.P. Harvey, 41. J.F. Berry (Sheriff), 42. L. Taylor, 43. Gregg LeBoeuf, 44. W.W. Warner, 45. Adam Radtkoff, 46. J.C. Harris, 47. W.R. Mercer, 48. G.W. Thompson, 49. Jack F. Mockey, 50. John Netter, 51. C.O. Blanes, 52. E.A. Traughhman, 53. Dick Davis, 54. Leo Netter, 55. C. Doll, 56. Ernest Forbes, 57. Carl Simpson, 58. Bob Davis, 59. Jim Pond, 60. Geo. Enteman, 61. J.M. Craig, 62. H.R. Nugent, 63. Henry Wolk, 64. J.P. McNaughton, 65. E.G. Swanson, 66. Clair Vaughn, 67. Lloyd Laird, 68. C.E. Mattern, 69. E.G. Gates, 70. M.E. Luton

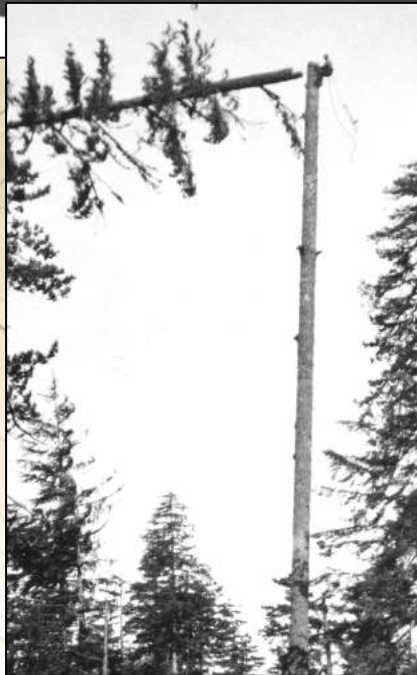
# More

# Long-Bell

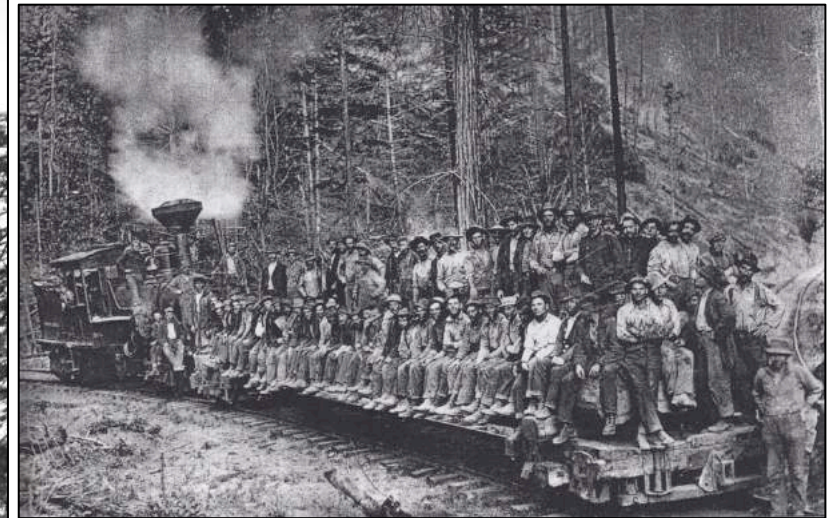
# Loggers



High climber, Bert Walkley, climbing a 150-foot tree. LPL date 6/11/26



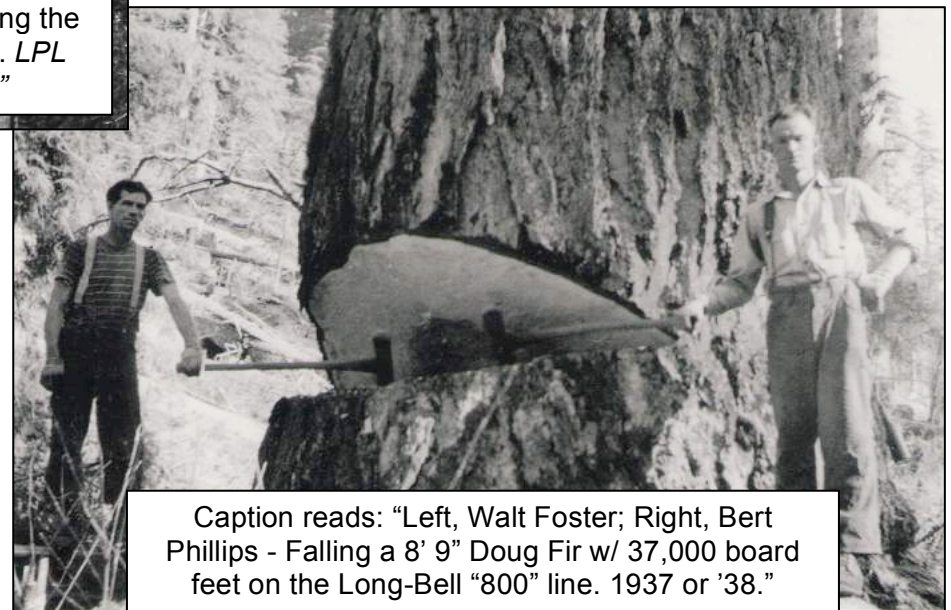
Bert Walkley topping the tree shown at left. LPL date 6/11/26"



Early Ryderwood logging crew. Before "crummies", crews rode on 64 ft. flatcars with logs as seats. Shay locomotive.



Rigged Spar Tree loading and yarding. Note logger standing on a "turn" of logs and the large block (pulley) in upper right.



Caption reads: "Left, Walt Foster; Right, Bert Phillips - Falling a 8' 9" Doug Fir w/ 37,000 board feet on the Long-Bell "800" line. 1937 or '38."

# Working in the



# Woods

Long-time Long-Bell employee, Harold Dobbins, is shown below "bucking" a huge Doug Fir with a "misery whip", the saw of the day. Photo courtesy of H. Dobbins family; RHP



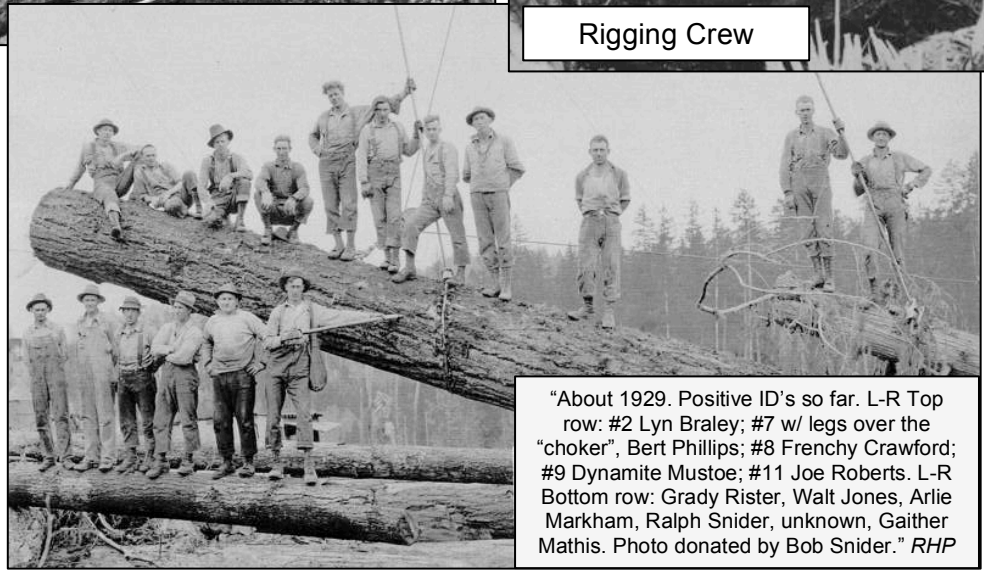
Choker Setters – one of the most dangerous jobs in the Woods.



Rigging Crew



Landing Crew



"About 1929. Positive ID's so far. L-R Top row: #2 Lyn Braley; #7 w/ legs over the "choker", Bert Phillips; #8 Frenchy Crawford; #9 Dynamite Mustoe; #11 Joe Roberts. L-R Bottom row: Grady Rister, Walt Jones, Arlie Markham, Ralph Snider, unknown, Gaither Mathis. Photo donated by Bob Snider." RHP

# More

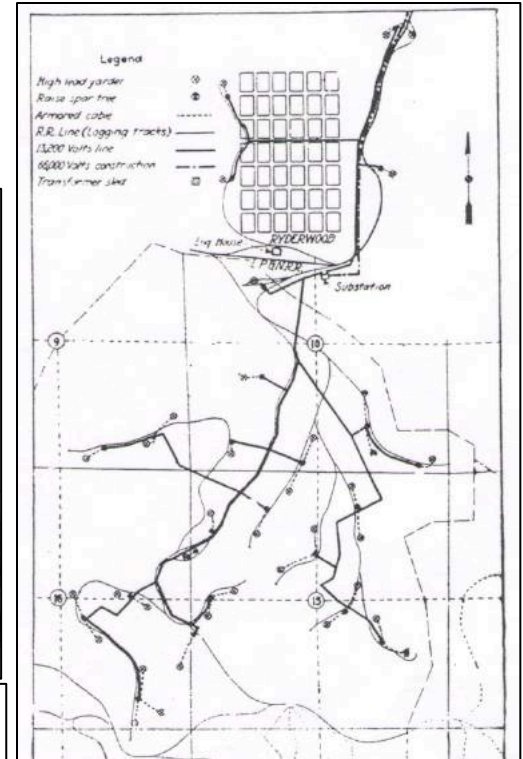


# Logging

Ryderwood Long-Bell logging crew standing on the front of a skidder (yarder). Labeled "Long-Bell Lmbr. Co. Ryderwood, Wm. C. Kinsey Photo Seattle"



Skidder-Loader loading logs.



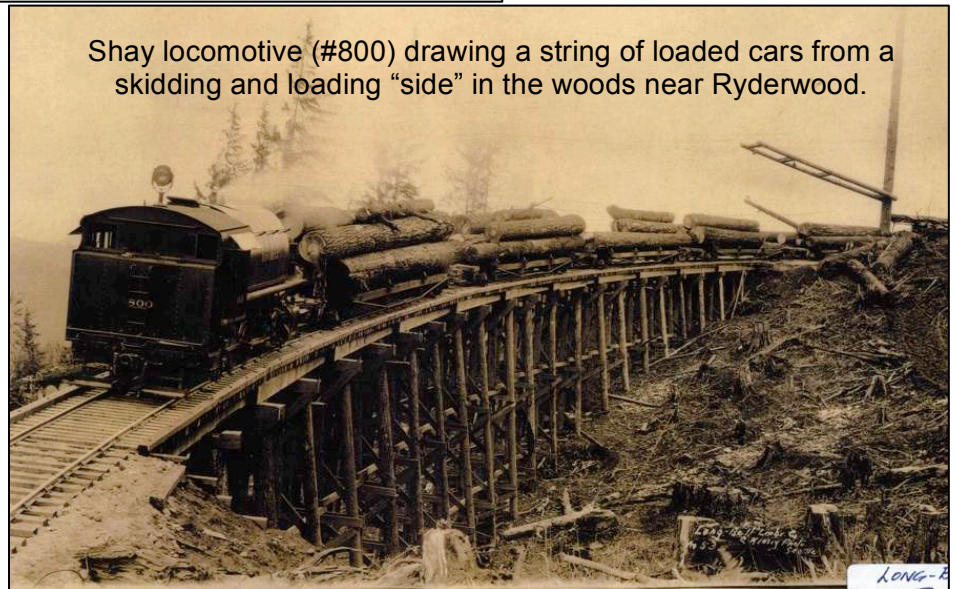
State of the art Steam and Electric Operations made for a quieter working environment for loggers. To this day, the power supply for Ryderwood comes up Westside Highway from Longview. Infrastructure supported up to 24 logging "sides", each of which could have 20 or more loggers assigned. Twenty "sides" operated simultaneously at the peak of Ryderwood's logging operations.

"Woods distribution system operating at 13,200 volts on Long-Bell project."

Single log load; Pacific Logging Congress visit (380 members) to view Long-Bell's high-tech operations. CCHM date 10/25/1924.



Shay locomotive (#800) drawing a string of loaded cars from a skidding and loading "side" in the woods near Ryderwood.

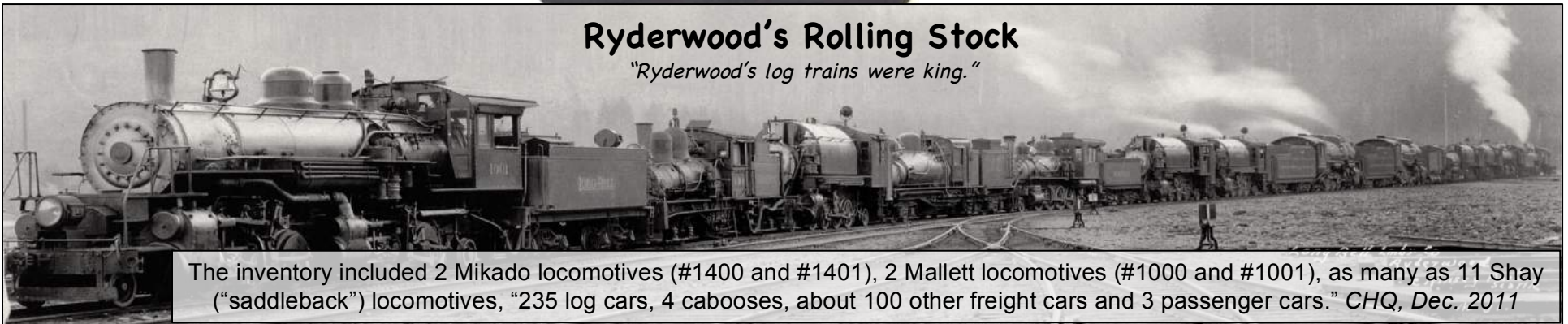




# The **Long-Bell** Trains

## Ryderwood's Rolling Stock

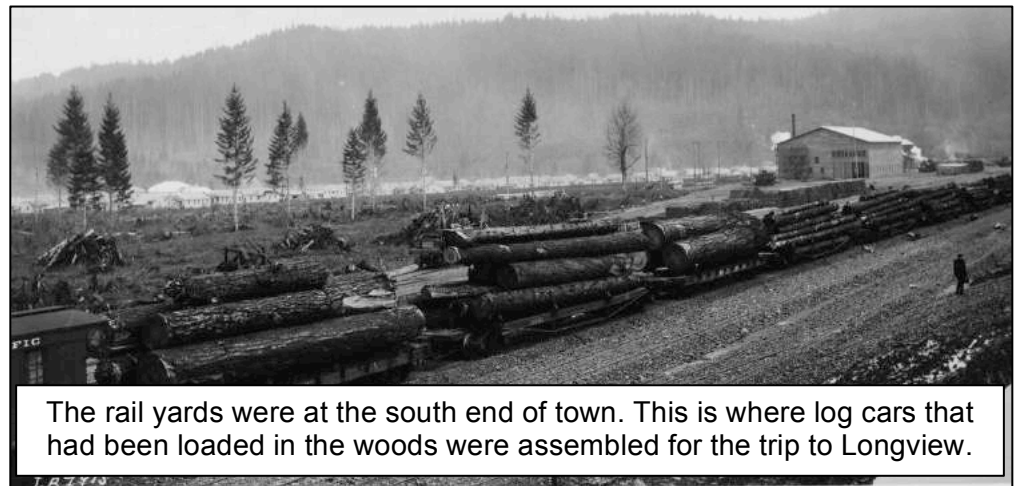
"Ryderwood's log trains were king."



The inventory included 2 Mikado locomotives (#1400 and #1401), 2 Mallet locomotives (#1000 and #1001), as many as 11 Shay ("saddleback") locomotives, "235 log cars, 4 cabooses, about 100 other freight cars and 3 passenger cars." *CHQ, Dec. 2011*



Caption reads:  
"Compound Articulated  
Mallet Mfg. by Baldwin  
1924; Engineer Dick  
Freeze, Fireman Joe  
Waugler."; RHP



The rail yards were at the south end of town. This is where log cars that had been loaded in the woods were assembled for the trip to Longview.

Below, Mikado #1400: The Mikados hauled 2 trains per day, some up to a mile and a half long. Averaged 85 cars per train, with a record-setting load of 108 cars. *LPL date: 7/22/26.*



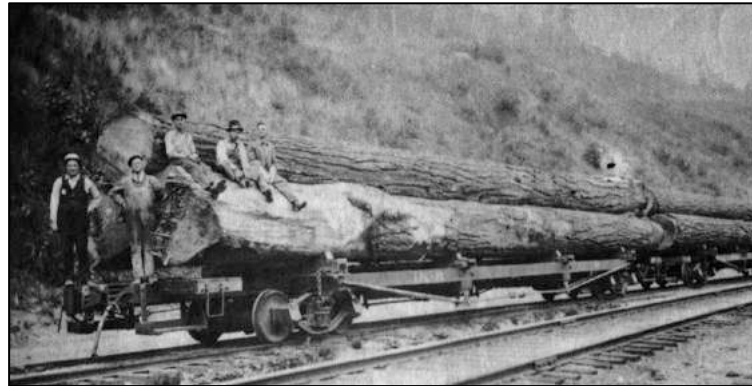
Machine Shops ("Roundhouse") crews, 1929.



# More Trains



"The first car of Long-Bell Douglas Fir logs loaded at Ryderwood. The men on the car, from L to R: E. G. Gates, logging superintendent and W. F. Ryder." *Dated 7-1924.*



"This photograph shows a Northern Pacific crew with the first trainload of logs being taken out of Ryderwood in the spring of 1924. From left are Sherman Holycross, conductor; Carl Frycohlm, engineer; Roland Ittner, brakeman; and Ed Johnson, fireman. The photograph was taken at Vader Junction."

Long-Bell records indicate that "528,463 loaded log cars had made the trip" from Ryderwood to Longview between 1924 and 1953. *CHQ, Dec. 2011*



Follow the Logs: The Longview, Pacific & Northern (LP&N) railroad was built to transport Ryderwood's logs to Longview's mills. Construction began in Ryderwood, with the first logs shipped in mid-1924. Meanwhile, Longview's "Railroad Day" on April 4, 1925 celebrated the arrival of the first train to arrive via LP&N's new line. Early trains likely shared lines with other rail providers.



"Train crew & locomotive that brought first logs from Ryderwood to Longview. See also: Long-Bell Log, July 1924, p.20." LPL date: 6/18/24.



"LP&N passenger service between Longview and Ryderwood operated 5 round-trip trains each day (3 on Sunday), using 3 passenger cars and 2 gas-powered motorized cars." *CHQ, December 2011. Dated 1/16/26*

# Building a

**LONG BELL**

# Town

**8/8/1923** – Clearing land to build a town.



**10/8/1923** – Building homes for families



**6/9/1924** – Earliest known photographs of the town. Buildings unpainted and First Aid Station had not been built.



**2/2/1926** – Modern steam-heated dormitories for single men employed at Ryderwood. *LPL date.*

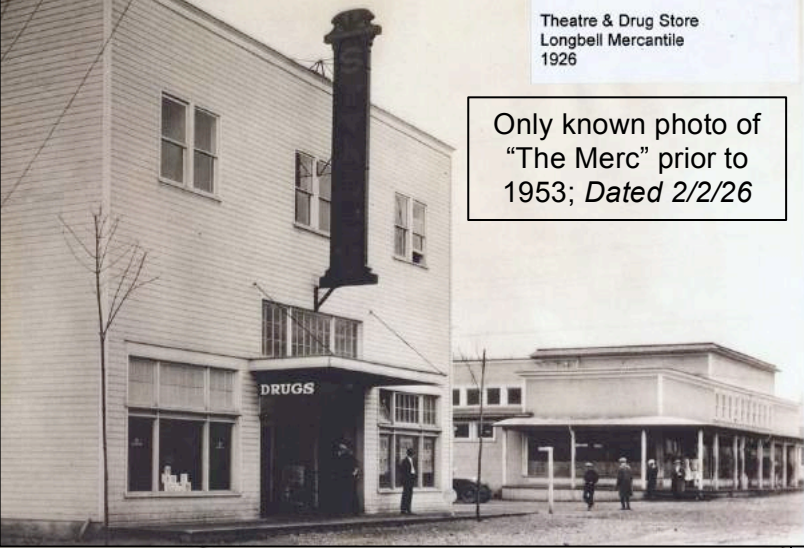
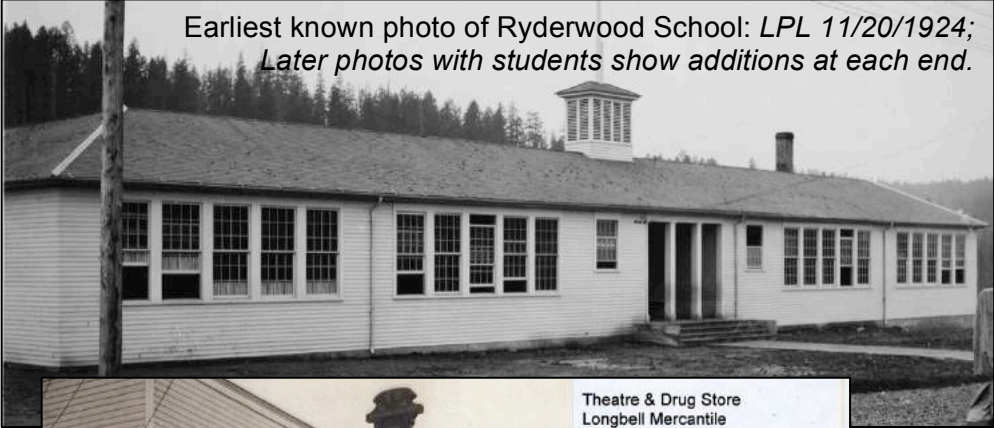


**“1928”** – Community Hall is painted, Theater, Tavern, Post Office and Café are built. Café shown with porch roof.



# Long-Bell

# Amenities



The Tavern (lower left), Church, Café and Post Office were all designed by E. N. Larry. The buildings were covered in the 2017 Calendar that is now available as a booklet. See [ryderwood.org](http://ryderwood.org) / Ryderwood History Project



# LONG-BELL

# Reforestation



Above: "The first commercial forest nursery in the northwest started at Ryderwood in 1925. Picture taken in 1928."

(NOTE: This photo and the 2 newspaper clippings on the next page are from Daily News articles reporting on the Industrial Forestry Assn. board of directors meeting in Aug. 1961.)

Reforestation was another Long-Bell innovation. The 17-acre Nursery site was northwesterly of the intersection of Allender Road and SR506. Long-Bell implemented Forest Management and Reforestation practices that are today's standard.



2/28/28 – Planting Durable Douglas Fir seedlings at Ryderwood Tree Farm. Each member of the crew planted an average of 800 seedlings per day.



LPL 2/4/27 – Seed Beds at Long-Bell Forest Nursery



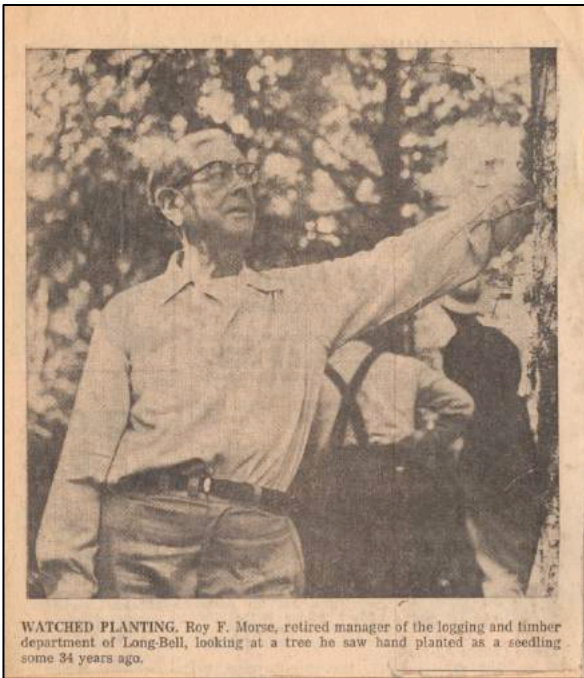
Long-Bell shipped Durable Douglas Fir Seeds around the world. Chief Forester, J.B. Woods, is on right; and Assistant Forester, Omar Undseth, is on left. Photo appears to be taken at Long-Bell seed extraction plant at Ryderwood. Inset photo appears to be Long-Bell marketing. LPL; 11/28/1927.

# The **Long-Bell** Legend Lives On



*“The seed beds being cultivated in the early picture above grew into this dense stand when the nursery was abandoned in 1933 after a disastrous forest fire. These trees are all 30 or 31 years old. Seated on the ground at left, listening to Roy Morse is the board of directors of the Industrial Forestry Assn., which made two field trips in the Longview area this week.” (See NOTE on newspaper clipping on previous page.)*

**8/9/1953** – Vern Greear, employed by Long-Bell in 1934, transitioned into Ryderwood Tree Farm Warden in 1953, and continued working for the Abernathy Forest Assn. and International Paper until he retired in 1974.



**Ryderwood Tree Farm:** The Abernathy Forest Association, a member of the Washington Forest Protection Association, managed the 100,000+ acre Ryderwood Tree Farm from 1953 until 1964. The Long-Bell forestry practices were continued and expanded by the new Association and by International Paper who assumed management after 1964.

*“Watched Planting. Roy F. Morse, retired manager of the logging and timber department of Long-Bell, looking at a tree he saw hand-planted as a seedling some 34 years ago.” (Caption from Longview Daily News article dated Aug. 5-6, 1961.)*



# The Ryderwood History Project

As Ryderwood and Longview approach their 100<sup>th</sup> Birthday in 2023, the Ryderwood History Project has been collecting and archiving information pertaining to the history of Ryderwood. This is the second Calendar that the group has produced. The 2017 issue is available in booklet form.

This and other activities are fund-raising efforts with the goal of developing a Ryderwood Museum

The Project welcomes any and all additional information and photographs that readers have to offer, especially if there are better copies of some of the photographs used.

The best way to learn about and contact the Project is the "RHP" (Ryderwood History Project) page on [ryderwood.org](http://ryderwood.org) website. There is an option to contact us and to share information. Contact also via email at [ryderwoodhistory@gmail.com](mailto:ryderwoodhistory@gmail.com) or P. O. Box 114, Ryderwood WA 98581

The Long-Bell Old-Timer's Reunion is held every year on the 4<sup>th</sup> Sunday in August in the Ryderwood Park. All are welcome!

*Ryderwood's Historic Pioneer Hall*



## The Planners

**R. A. Long** was 68 years old in 1918 when he decided to expand Long-Bell's logging operations to the Pacific Northwest.

**W.F. ("Bill") Ryder**, for whom Ryderwood is named, headed up the timber "cruisers" sent out by Long-Bell from Kansas City in 1919.

**Wesley Vandercook** prepared the 1920 Engineers Report, which evaluated possible locations of western logging operations. When Ryderwood was chosen, he led the 100-man Survey Crew in 1921 whose work developed the Relief Map.

**John B. Woods**, a professional forester educated at Yale Forest School, (which was founded by Gifford Pinchot). Woods advised Long-Bell on innovative forest management practices.

**E. N. Larry**, an experienced engineer and architect, designed bridges, docks, commercial and residential buildings in Longview and Ryderwood. Hired in April of 1922, he died at a young 35 years of age on 11/30/26.

## Glossary of Logging Terms:

- **buck** – The act of sawing felled logs into lengths
- **choker** – Cable with noose used for hauling logs.
- **crummie** – Transportation for loggers in and out of the woods.
- **misery whip** – A 2-man cross-cut saw, often more than 10' long
- **side** – A logging unit that is based around a spar tree.
- **skidding (yarding)** – The process of moving logs to landing, usually with cables.
- **timber cruising** – The practice of examining a stand of timber to determine its potential value.

Many of the photographs used are available from multiple sources. Many thanks to the following: CCHM: Cowlitz County Historical Museum; CHQ: Cowlitz Historical Quarterly; Paul Hayes; Don Larry, AIA, LPL: Longview Room of Longview Public Library, RHP: Ryderwood History Project. Special thanks to Bill Watson, curator of CCHM, for his assistance in gathering photos and information.

**Ryderwood History Project, Inc.** volunteers have self-produced this booklet for the purpose of sharing Ryderwood's unique histories. Many hours have been spent collecting, interviewing, scanning and archiving the information that has been discovered so far. The Project is a 501(c) 3 charitable corporation that can accept tax-deductible donations in order to continue its Mission.

To learn more about Ryderwood, provide historic information, or financially support the Project, contact via: **MAIL:** RHP, P. O. Box 114, Ryderwood, WA 98581; or **EMAIL:** [ryderwoodhistory@gmail.com](mailto:ryderwoodhistory@gmail.com); or **WEBSITE:** [www.ryderwood.org/RHP](http://www.ryderwood.org/RHP).

This material has been financed in part with Federal funds from the National Park Service, Department of the Interior administered by the Department of Archaeology and Historic Preservation (DAHP) and Cowlitz County. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior, DAHP, nor does the mention of trade names or commercial products constitute endorsement or recommendation by the Department of the Interior or DAHP.

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