

Park History

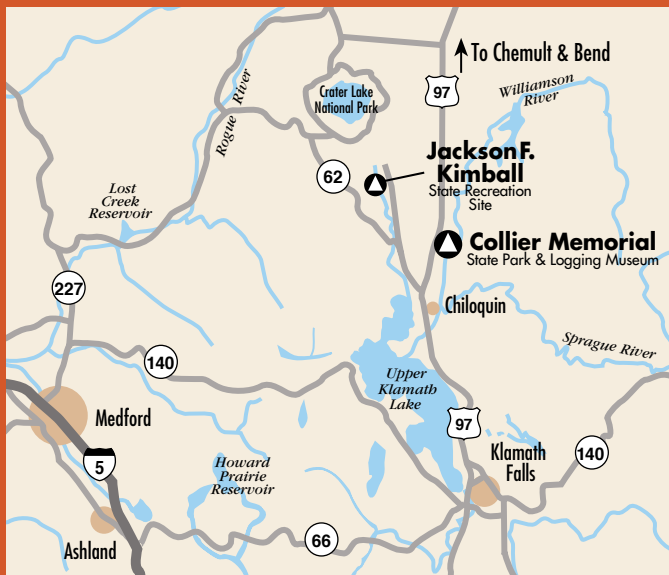
Collier Memorial State Park is named for the Collier family of Klamath Falls. Brothers Alfred and Andrew Collier donated the initial 146 acres of park land to the state in 1945, as a memorial to their parents. Over the next 40 years, the state slowly acquired more land around the park, increasing the park's footprint to its current 536 acres. Today, the park is managed by Oregon Parks and Recreation Department and serves more than 350,000 visitors per year.

The Collier Logging Museum, occupying about 146 acres of the park, was conceived by the Collier brothers from the beginning. The Collier family's business ventures had left them with a large collection of antique logging equipment, so in 1947 they donated the first machines that would eventually be part of one of the largest logging equipment collections in the country.

Collier Logging Museum's reputation as a haven for logging equipment grew over the next 70 years, and the donations rolled in. Alfred Collier continued to source new pieces for the museum until his death in 1988. The museum features equipment spanning 80 years of logging history.



PHOTO: KAMRIN NIELSEN



Collier Memorial State Park

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oregonstateparks.org



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Collier Logging Museum

at Collier Memorial State Park



Walking Tour

PHOTO: KAMRIN NIELSEN

Navigating the Museum

There are two main routes to take through the museum; start at the Cookhouse for each. The **Cut, Move, Mill Trail** is a short journey through several covered shelters filled with antique equipment. The **Logging Evolution Trail** passes through the Historic Cabin Village and leads visitors through the park's large collection of historic logging machines and equipment. Don't forget to peek inside the Cookhouse for a gift shop, chainsaw exhibit and other historic displays. The Cookhouse is open May - September.

Railroad Row is just north of the Cookhouse and can be visited at any point during your walking tour.

Support the Museum

Friends of Collier Park & Logging Museum is a nonprofit group who staff the gift shop and help maintain the museum's equipment. For more info or to get involved, look them up on Facebook.

Historic Cabin Village

These ten cabins, built between 1880 and 1920, came from homesteading sites, travel routes or ranches within about 100 miles of the park.

- 1 Explorer's Cabin
- 2 Trapper's Cabin
- 3 Gilchrist Cabin
- 4 Doctor's Cabin
- 5 General Store
- 6 Homesteader's Cabin
- 7 Homesteader's Barn
- 8 Sheep Herder's Cabin
- 9 Banta Cabin
- 10 Redden Cabin

Historic Cabin Village



McGiffert Log Loader

Railroad Row

The arrival of the Southern Pacific Railroad in 1909 to southern Oregon transformed the area's logging industry; Oregon's timber could now be easily shipped nationwide. As a result, investments in rail-based logging equipment increased dramatically. Railroad Row has two standout pieces of equipment: the McGiffert Log Loader and the Clyde Track Machine.

The McGiffert is a marvel of early 20th century engineering. Moving under its own power, the McGiffert would hunch down on supports and lift its wheels up above the tracks, leaving room for regular railroad cars to pass under. It would then use its long, heavy-duty crane to load logs directly onto the rail cars. The machine saw use until 1962.

The Clyde laid temporary rail lines, called spur lines, directly into logging areas. Its long boom arms could swing to place track in front and pick up tracks behind it. Coupled to a load of logs, it could steadily work its way back to a main track line. It was used in the basin until 1959.



Cut, Move, Mill Trail

The Cut, Move, Mill Trail is named for the basic process of logging: felling trees, transporting the logs out of the forest and finally milling them into usable lumber. Follow the trail to experience the techniques and equipment the logging crews employed during the 19th and 20th centuries.

Cut: Bringing trees to the ground was no easy task. Before the advent of gas-powered chainsaws, loggers used axes and long cross-cut saws to muscle the trees down to the forest floor. Visit the first covered area to see a collection of hand tools used by commercial logging operations dating back to the late 1800's.

Move: Logs, once on the ground, presented a new problem: transporting their bulk to the nearest mill.

In mid to late 1800s, use of "high wheels" was common. Logs were suspended beneath the huge wheels and dragged through the forest by teams of oxen or horses. By the 1920s, steam or internal combustion tractors had replaced the horses and the high wheels had evolved into heavy-duty arches that could carry more log weight.

Chain-drive vehicles like the museum's Mack truck eventually took over log-hauling duty after the 1920s.

Mill: Milling machines were complex machinery that cut the logs into viable lumber pieces. Jagged-toothed band-saw blades were used for larger cuts while circular saw blades sawed the logs into smaller cuts. The park's historic band-saw mill operated from 1930 until 1980.

Logging Evolution Trail

The Logging Evolution Trail follows the evolution of logging machine technology in southern Oregon from the 1860s to modern day. Start your journey at the Cookhouse and follow the trail in either direction to explore three eras of logging history: horse and oxen, steam engines and internal combustion engines.

Horse and Oxen (1860 – 1900): Teams of horses and oxen were the go-to work animals during the 19th century, and logging crews used them for log-hauling duties in the early days of the industry. High wheels—large pairs of wheels that suspended logs beneath them—and wagons were loaded and pulled by the animals to the local mill.

Steam (1890 – 1920): Steam engines, despite their invention decades earlier, didn't make their way to Klamath Basin logging operations until the early 1890s. Steam engines could pull much heavier log loads than horses or oxen, but their extra hauling capacity came at a cost: the engines were heavy, cumbersome machines that required constant maintenance and skilled operators. Collier's three operable steam tractors reside under the covered area east of the cookhouse.

Internal Combustion (1920 – today) Internal combustion engines became popular with logging operations in the early 1920s. They were smaller and easier to maneuver than their steam-powered ancestors, and could pull even heavier loads over longer distances. Caterpillar Inc. was an early pioneer of internal combustion tractors and today the company is a prominent construction equipment manufacturer.

Collier museum owns and maintains several Caterpillar tractors, and a few of them are still in operation thanks to a group of dedicated volunteers.



Parsons Mill



PHOTO: KAMRIN NIELSEN
Caterpillar Sixty tractor on the Cut, Move, Mill trail



Aultman Taylor steam engine



High wheel



Ford logging truck