## **1920s-1980s An Industrial Era for Woodard Bay**



Contraction of the local division of the loc

In January 1900, Frederick Weyerhaeuser and a group of Midwestern lumbermen bought 900,000 acres of Pacific Northwest forestland and launched the Weyerhaeuser Timber Company. This began an era of industrial logging

operations that changed the region, including Woodard Bay.

#### **FROM SOUTH SOUND TIMBERLAND TO NORTH SOUND MILLS**

Weyerhaeuser established lumber mills in Everett, 90 miles north of here. The company harvested timber south of Olympia, then brought the logs by rail to southern Puget Sound and towed them by water to the mills.

Woodard Bay was ideal for switching logs from railcar to raft. It offered deep water for dumping, sorting and "booming" the logs and was sheltered from the wind.

The company purchased this land from Robert Whitham and built the South Bay Log Dump. Construction of the rail line, Woodard Bay trestle and Chapman Bay pier brought major changes to the shoreline at Woodard Bay.

MILLION BOARD 

**FIMBER UNLOA** EACH DAY AT THE SOUTH BAY LOG DUMP AT WOODARD BAY.

### WOODARD BAY NATURAL RESOURCES **CONSERVATION AREA**



#### **FROM RAIL TO RAFT:** HOW THE SOUTH BAY LOG DUMP WORKED AT WOODARD BAY

The South Bay Log Dump received its first load of logs in 1928. For the next 56 years, the log dump was a hive of activity. Every day 3 to 4 trains arrived, each with 40 to 60 cars loaded with logs.



Logs arrived at the South Bay Log Dump by rail. At firs steam engines pulled the railcars. Later, diesel engines vere used. The trains were pushed onto the Chapman Bay logs from the railcars. Pier to unload.



The floating logs were sorted and made into rafts. In the early years, this was done by hand by the "boom crew"—men wearing spiked "caulk" boots who balanced on the logs and maneuvered them with poles. Starting in were used for most of this work.



The steam jammer pushed the logs into the water. After 1965, an electric loader called a "grapple" (see color photo on left) lifted and lowered bundled

Rafts of sorted logs were stored in the bay, moored to pilings. Large tugboats towed the log rafts north through Puget Sound, to the mills in Everett. Each "tow" was about 1,000 feet long and included about 150 railcar-loads of logs. the 1950s, small "boom boats" The journey took 4 to 10 days.

# **Changing** Times

In 1979, the volume of logs moving through South Bay began to decline. The Everett mills became obsolete. Timber was increasingly shipped to other mills, and eventually the log dump was no longer needed. The last logs left South Bay in November 1984.

After the South Bay Log Dump closed, the 1987 Natural Resources Conservation Areas Act opened the way for the State of Washington to purchase the area from Weyerhaeuser Timber Company.