

**CITY OF LAKE OSWEGO  
CULTURAL RESOURCES INVENTORY  
FIELD FORM 1988-1989**

HIST. NAME: Mine Trail Roadbed  
DATE OF CONSTRUCTION: c. 1870  
COMMON NAME:  
ORIGINAL USE: Narrow Guage Rail bed used  
to haul iron ore  
ADDRESS: Prestwick Fairway Road  
OWNER: Oregon Community Foundation  
PRESENT USE: Vacant  
ARCH/Bldr. Oswego Iron Co. ....  
T/R/S: 2S 1E 9BA  
TAX LOT:

STYLE: N/A  
RESOURCE TYPE: SITE  
THEME: INDUSTRY AND  
TRANSPORTATION  
ADDITION:  
BLOCK:  
LOT:  
QUAD: Lake Oswego  
LOT:

PL~-N TYPE/SH-APE: N/A  
NO. OF STORIES: N/A  
FOUNDATION MATERIAL: N/A  
BASEMENT : N/A  
ROOF FORM & MATERIALS: N/A

WALL CONSTRUCTION: N/A  
STRUCTURAL FR~-ME : N/A  
PRIPi~-RY WINDOW TYPE : N/A  
EXTERIOR SURFACING MATERIALS: N/A  
DECOP~ATIIFE FEATURES : N/A

OTHER: N/A  
CONDITION: N/A  
EXTERIOR ALTERATIONS/ADDITIONS: N/A  
NOTEWORTHY LANDSCAPE FEATUPGS: N/A  
ASSOCIATED STRUCTURES: N/A

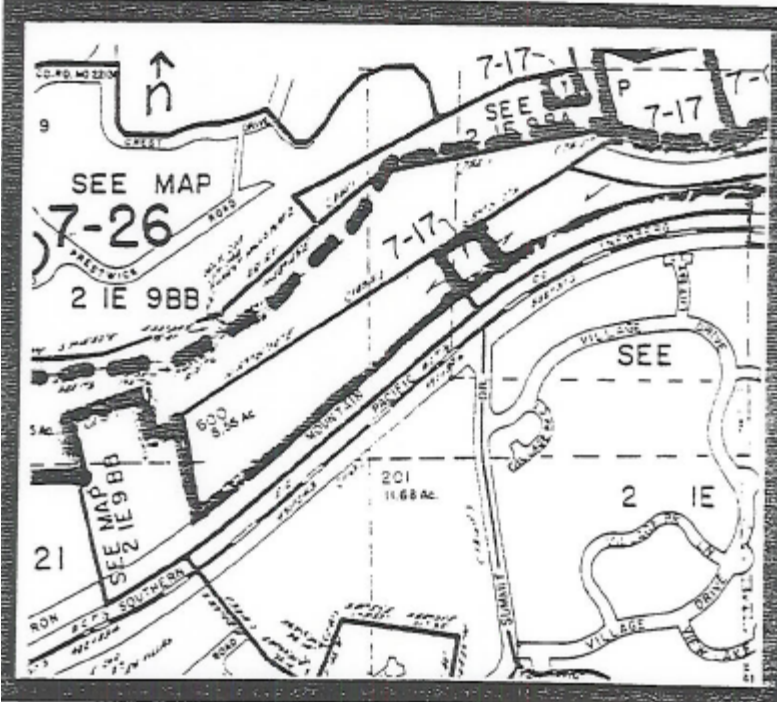
SETTING: N/A  
NOTES : N/A

RECORDER(S): Heisler  
SHPO #:

DATE: August, 1989  
FIELD #:

# CITY OF LAKE OSWEGO CULTURAL RESOURCES INVENTORY

ADDRESS MINE TRAIL  
TAX MAP/LOT 2S 1E 9BA/500 9/100 9/600  
SHPO# \_\_\_\_\_ ROLL/FRAME# \_\_\_\_\_



## STATEMENT OF SIGNIFICANCE

Address: Prestwick Fairway Road  
Historic Name: Old Mine Roadbed

Descending from the Prosser Mine in the vicinity of Prestwick Road To the end of Fairway Road, this roadbed, now traverses the slope north of iron Mountain Boulevard, east of the Hunt Club. Ore was carried along this route from iron Mountain for approximately three miles to the iron Company's smelter which was situated in the present day Roger's Park. Usage of the trail began in circa 1870. Under the ownership of the Oswego Iron Company (L. B. Seeley and E. W. Crichton a narrow-gauge railroad was built along the mine trail in 1877.

The trail is about 3000 feet long and gains approximately 74 feet in elevation. The total distance from the trail head at Glen Eagle Road is around 4000 feet. Generally, the trail is a 12 foot to 15 foot wide terrace cut into the steep sloping (60%) hillside.

The trail begins at 294 foot elevation and proceeds nearly due west for 1400 feet climbing at a 2.6% grade. It then goes into a left-hand bend and continues at the same grade in a southwesterly direction for another 1000 feet. For the next 600 feet (between the 2400 foot and 3000 foot post) the grade travels in a westerly direction and at a lesser slope (approximately 1.6%). This area is believed to have been the staging area for the mine operations and would presumably be where mine entrances were located. The entrances to the mine are no longer obvious, and the area looks as if a slide may have occurred.

In the vicinity of the 2500 foot post a second trail branches off to the left and proceeds downgrade and westerly. Along the uphill side of this second trail a length (approximately 25 feet) of small dimension rail is located in the brush.

At the 2500 foot post of the main trail is the site of a city water tank which was removed in 1988. This point marks the end of the visible grade at the 368 elevation. A concrete pad, which is believed to have been constructed for an earlier water tank, is located 500 feet beyond the first mentioned tank site. Glen Eagle Road is located just beyond the concrete pad.

The narrow gauge railroad carried the ore back across the Durham Donation Claim from the present-day Lake Oswego Country Club golf course through the First Addition, just south of A Avenue, across State Street to the waiting furnace.

The Old Mine Trail, is significant for its association with the Prosser Mine and the Iron Company. Together with the chimney and the workers' cottages, the Trail provides educational and interpretive information on the early industry of the area.

### Bibliography:

Clackamas County Cultural Resource Inventory, Department of Transportation and Development, 1984, #20.  
Oregon's Iron Dream, Mary Goodall, 1958.