

* * * * *

Harbor Plywood Co. at Amboy, Wn has not run a train for about a year now--ever since the courts decided that the NP couldn't put a clause in their timber contracts requiring a firm to ship their products via NP. Harbor Plywood still has their No. 12, a 2-6-6-2 at Amboy. This locomotive formerly belonged to U.S. Plywood and before that belonged to Kosmos Timber Co, and Weyerhaeuser Timber Co.

* * * * *

Pacific Railway Journal has issued a booklet on articulated locomotives of the WP at a price of \$1.50. The booklet is a reproduction of an article appearing in an early edition of the Baldwin Locomotive Magazine. The printing job is excellent.

* * * * *

Another indication of the SP's passenger attitude is evidenced by their dropping the word "Limited" from the Sunset Limited, their "crack" train between Los Angeles and New Orleans. The Official Guide now shows it as merely the "Sunset". From El Paso to Houston it is the only passenger train between those points. However, they haven't dropped the extra fare. Also, have you noticed how botched up the equipment is on the Cascade and the Shasta? You are apt to find grey, orange and stainless steel cars on either train whereas the SP formerly would only handle the proper colored cars.

* * * * *

About 7:45 am on Feb. 23d, Sam Merrell and I left Portland enroute to Rayonier's railroad operation north of Hoquiam, Wn. We stopped in Centralia to pick up Roger Corbin and arrived in Hoquiam about 11 am. We stopped at the log dump on the Hoquiam River just north of Hoquiam where there was a string of loaded log cars waiting to be dumped, but as there didn't seem to be any activity going on we headed for their Railroad Camp which is north of there. Upon arrival at Railroad Camp, which is about a mile off Highway 101, we found quite a few steam engines. No. 70, a 2-8-2 was sitting outside the shop furnishing steam for the shops. No. 90 was in the shops just having been given an over-haul. No. 14 a. 2-6-6-2T was in the shop for minor repairs. No. 2, a 2-8-2 and 110, a 2-6-6-2T were sitting out in the yard, not being used at the present time. No. 101, a 2-8-2 was sitting out in the weeds with its drive rods, headlight, etc. missing waiting to be scrapped. We found that we had just missed the 111, a 2-6-6-2, which had left for the log dump, but inasmuch as the tracks don't come anywhere near the highway we didn't try to chase it. One of the employees said No. 38, a 2-6-6-2 which formerly belonged to the Sierra Railroad was due in from the reload in about an hour, but in checking with the dispatcher we found that the train was just about in and there wasn't sufficient time to get out to the highway. So we walked to the north end of the yard and then followed it to the south end of the yard where it pulled its train of logs onto a side track and left them for the day. It moved on south over the wye and came back to the yard and switched some oil tank cars around. We then inspected the No. 45, a 2-6-2, which they have under a shed. We were told that the No. 120, a 2-6-6-2, was coming in from the reload so we got a bite to eat and then headed north on highway 101. We didn't have time to make it to the reload so we waited at crossing No. 5 until about 3:10 pm when the 120 came puffing across the highway with about 50 cars of logs. This locomotive has a beautiful sounding whistle and it was really a sight to see this train come out of the forests on an uphill grade working for all it was worth. The train pulled across the highway and stopped for water. We found a little dirt road that led into the water tank and followed it, getting there just in time to see them finish taking water. We then drove along the highway to the next crossing and got there just in time to see the train coming. We then drove south along 101 past Humptulips where we took a side road into where the tracks cross the Humptulips River on a bridge and a trestle. From the next crossing the railroad parallels the highway for several miles. We stopped where the railroad leaves the highway and by this time it was dusk. It was really a beautiful sight to see the 120 come working up the grade for about a mile with its plume of smoke proudly reaching skyward and its whistle piercing the air. The Rayonier Co was only working three trains a day as against nine a year or so ago. However, they expect to start running a couple more trains in a month or so. They have graded several miles of new roadbed to the west of Railroad Camp paralleling the highway and have a lot of rail on hand, but understand that no date has been set for laying the track. The line does not operate on weekends. This line seems to be one of the few logging lines where loaded trains have to move up a grade. It makes it much more interesting, though, to see the log trains pulling up the grade in certain places along the line. We had a wonderful time, the weather was beautiful and it was too bad that more of our members didn't go along.