

* * * * *

"Old 100" Stands By - From Weyerhaeuser News - Issue #40 - March 1959.

The friendly steam whistles that echoed through the big timber of the Pacific Northwest for half a century have been stilled. The powerful, noisy and sometimes ugly steam locomotives that carried them have been almost completely replaced by more efficient diesel engines and trucks. But on occasion, a ghost from the glory days of logging makes its appearance on the rails of the Springfield operation of Weyerhaeuser Timber Co. It is "Old 100", unmistakable steam driven, which proudly applies its aging boilers to the familiar task of hauling logs.

Old 100 wasn't the first of the nearly three score steam locomotives used by Weyerhaeuser through the first half of the century. It is however, the last.

Still ready and able to answer the call of duty, the old iron horse is placed in service on log hauls at Sutherlin when the diesel is off the job for repairs. Crew members loyally claimed that No. 100 requires less work to keep in top operating condition than its diesel counterpart.

The high-stacked, 100 ton class locomotive was built in 1921 by the Cooke Locomotive and Machine Works of New Jersey. Weyerhaeuser purchased it in 1937 from the San Francisco water department which had used it in the construction of Hetch-Hetchy dam in the Sierras.

After a decade of service at the Vail Tree Farm in western Washington, Old 100 achieved an ignominious "first." It became the first Weyerhaeuser steam locomotive to be replaced by a diesel. Steam engine No. 100 was side-tracked and assigned to stand-by duty at Sutherlin. There, since 1948, Old 100 has been called upon--with declining frequency--to perform her twin chores of hauling logs and reminding all within whistle range that the days of steam in the woods are not quite gone.

* * * * *

The ICC has approved the application of the Southern Pacific to put the Shasta Daylight on a tri-weekly basis during the winter months. The SP had previously been turned down in two successive years by the state commissions of Oregon and California.

* * * * *

The Oregon Centennial Commission reported that a trip over the Condon, Kinzua and Southern Railway between Condon and Kinzua was planned for May 30th and 31st. We have endeavored to get further information on this trip, but as of today we still haven't learned whether the trip will be run or not because they have been having difficulty securing equipment. If anyone is interested in going--if they do run the trip--let your editor know and he will try to keep you posted.

* * * * *

John Labbe reports that permission has been received to lay another 1200 feet of track at the Oaks and they are looking for rail and ties. If anyone knows where some can be had, let John know.....John also reports that one of the last Willamette shays was slated to be scrapped this month by the Medford Corp. at Medford. They have been trying to get it for the museum at the Oaks, but whether they will succeed is not yet known.

* * * * *

The Union Pacific has taken the through Portland to Kansas City sleeper off the Portland Rose. One sleeper runs from Portland to Pocatello, one from Portland to Los Angeles and one from Spokane to Denver. Another proud name in American Railroading seems to be fading away.