

T H E T R A I N M A S T E R
P A C I F I C N O R T H W E S T C H A P T E R
N A T I O N A L R A I L W A Y H I S T O R I C A L S O C I E T Y

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MARCH MEETING

The March meeting will be held on Friday, March 18th at 8:00 pm in room 208 of the Union Station. Mr. G. D. Crockett of Milwaukie, Oregon will show 16 mm movies of steam railroading in the Pacific Northwest. Members are urged to bring friends and prospective members to our meetings.

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At the February meeting officers were elected for 1960, including: President, Walt Grande; Vice-president, Al Hajj; Secretary-Treasurer, Nelson Hickok; and Director, Everett Wortman. Our thanks go to George Burton, who has been our President the past two years, for his fine service. Our April meeting will be held in Salem, with our Salem members handling the arrangements. Our meeting will probably be held at the Western Paper Converting Plant, in which case it will not be a dinner meeting. Full details will be announced later. Our May meeting will be held on the Bridge River car of WVERA in Lake Yard, where we will be the guests of WVERA. We are also planning to have a summer picnic at Harry Harvey's railroad near Molalla.

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On Wednesday, March 9th, U. S. Senator Richard Neuberger passed away in Portland, Oregon. Senator Neuberger has always been considered one of the railroads' best friends in Washington, assisting in the passage of some of the legislation favorable to the railroads in recent years. In addition he was one of the leading forces in the movement to abolish transportation tax, which was so detrimental to western industry. He was one of the most prolific writers and best publicists on the Pacific Northwest and often stated that he would rather live in the Pacific Northwest than in Washington. He always had a liking for trains and wrote a number of articles on railroads in the Pacific Northwest and western Canada for various publications. Senator Neuberger not only liked trains, he was one of the few government officials who continued to ride trains in this jet age.

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Historical Note: Effective at midnight December 23, 1910, the Oregon-Washington Railroad and Navigation Company acquired by purchase certain of the property of Oregon-Washington Railroad Company, North Coast Railroad Company, Oregon Eastern Railway Company, and all of the property of The Oregon Railroad and Navigation Company, Columbia Southern Railway Company, Columbia River and Oregon Central Railroad Company, Umatilla Central Railroad Company, the Snake River Valley Railroad Company, Spokane Union Depot Company, Ilwaco Railroad Company, Lake Creek & Coeur d'Alene Railroad Company, Oregon-Washington & Idaho Railroad Company, Idaho Northern Railroad Company, Malheur Valley Railway Company, Northwestern Railroad Company. In addition, they partially controlled the Camas Prairie and the Northern Pacific Terminal Co. The Cascade Railroad Company, Columbia and Palouse Railroad, Middle Cascade Portage Company, Mill Creek Flume and Mfg Co., Oregon Steam Navigation Co., Union Depot Company Spokane Falls, Walla Walla and Columbia River RR Co, Washington and Idaho RR Co., Washington and Dalles RR Co., Oregon Railway Extensions Co., although inactive, are controlled solely by the OWRR&N Co through title to security issued or assumed, to exercise the major parts of the voting power in such corporations. The Oregon Short Line RR Co owned 99.99% of the capital stock of the OWRR&N Co. -Report of Railroad Commission-Dec. 15, 1911.

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Weyerhaeuser Timber Co. is moving its logging camp headquarters from Camp McDonald to Pe Ell, Wash. This move includes their railroad, the Chehalis Western. They plan to start construction of sidings and a reload station at Pe Ell. They will use the NP Willapa Harbor branch from Millborn to Pe Ell, which is about 16 miles.

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Robert Dollar Lumber Company at Glendale, Oregon have received an ex-Air Force diesel #7488 which they have put in service, after changing the paint scheme from blue to yellow. Both the 2978 shay and number 3, 2-6-2T, (ex Lorane Valley #3) are still at Glendale, but they are reportedly scheduled to be given to some transportation museum, probably in San Francisco, since the company maintains their main office there. The number 3 will be kept around Glendale as long as it is serviceable to back up the diesel. It now looks like Robert Dollar will be running their line as long as the mill is in operation. At present there is about 3 to 5 miles of track, running from the mill to a connection with the Southern Pacific. They have to cross a river via a wooden bridge to reach the SP and this bridge is the reason the line still exists as anything but an SP spur as the SP will not operate over the bridge as they say it is unsafe. The logging line is no longer in existence. We have a request for further information on this line and its equipment. If anyone has any information, please let us know.

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The last of the SP 4-8-8-2's (except 4294 on display at Sacramento) has been scrapped. SP 4243 went to the torch on Dec. 11, 1959 at South San Francisco. SP 4444 was the last 4-8-4 to go, and except for a handful of 2-8-0's (at last count - 15), all SP steam is gone. Fortunately, SP has donated a number of steam locomotives to various cities.

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Northern Pacific recently moved two solid 125 car trains of new 40 foot, plug-door, roller bearing equipped boxcars from Staples, Minn. to Seattle. These cars were part of an order of 450 new cars built by Pullman Standard in Chicago. Ronald Nixon, who rode both of these trains stated "I never knew a freight train could be so silent.. No rattles, clanks or anything--just sort of a subdued roar."

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The Spokane Portland and Seattle Railroad is now billing all cars originating on their Astoria branch and the Oregon Electric from their Portland office. This reduces the number of employees needed at the various stations along the line. The bills of lading are still signed at the station, where the agent phones or wires the information to the Portland office where the waybill is issued. The Southern Pacific established this system in Oregon about a year ago.

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PNWERA ran one of their most successful special trains (except for the jointly sponsored Wishram trip) in connection with the Gay Nineties celebration at Forest Grove on Saturday, Feb, 27th, handling about 800 passengers, on a 15 car special over the Oregon Electric by way of Cornelius Pass and Orenco. A stop was made at Hillsboro where a large group was on hand to greet the train on its way to Forest Grove. The weather was clear and cold on the day of the trip.

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This and That. . . Jeff Keenan will be taking orders for the new book on Harry Bedwell by Frank Donovan, Jr. at our next meeting. Harry Bedwell was one of the charter members of this organization. . . Al Hajj will also have the various Pacific Railway Journal publications on sale. . . A friend of ours has received a letter from Rayonier indicating that they plan to run steam in the Hoquiam area for another year--hope it's true!

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Union Pacific RR recently donated UP 2295 2-8-2 to the city of Boise, Idaho. Car is on display at Julia Davis Park in Boise.

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