THE TRAINMASTER PACIFIC NORTHWEST CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY

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FEBRUARY MEETING

Our February meeting will be on Friday, February 17th, at 8 pm in room 208 of the Union Station. For our program we will have some colored and black and white (silent) movies pertaining to railroading and travel south of the border, in Old Mexico. These movies were taken back in the 1930's. Some of our members still haven't paid their dues for 1961. Dues in the amount of \$4.50, which includes both national and local dues, should be mailed to Nelson Hickok as soon as possible. So far about 20 members have paid their dues, including new member Gene Moell, who has attended several of our meetings, and who is a retired hostler for the Southern Pacific Ry. We are looking forward to having one of our meetings, probably the April meeting, in Salem. Also, Bill Evans, from Hillsboro, is working on a program for a future meeting.

As a result of our group making a contribution to the National Railway Hall of Fame, paid-up members of our organization for 1961 will receive Fidelity Cards in the National Railway Hall of Fame, through the efforts of Jeff Keenan. These cards are included with this issue of the Trainmaster. However, those members paying their dues this week will receive their cards with next month's paper.

Approximately 200 steam railroad enthusiasts met at the Sunset Chamber of Commerce Building in Banks, on Sunday, Jan. 22d to start the Vernonia, South Park and Nehalem Valley Ry, on its way. The newly organized railroad plans to operate some old-time equipment, including an ex-International Paper Co. 2-6-2 over the rails of the SP&S between Banks and Vernonia. Chuck Hayden, who is president of the new railroad, announced that several old Oregon Electric cars are available from the Pacific Great Eastern Ry at approximately \$250 each. The cars are now at Squamish, B.C. Chuck Hayden and George Burton took a trip to Squamish this past weekend to inspect the cars and report that the cars are in good condition, with a couple of them having been reconditioned in the last year or so. However, some of the towns along the line are also after the cars. Officials of the new line are trying to sell stock in the line at \$5 a share in order to raise funds to purchase the cars and pay the

transportation charges on them. Officers of the new line, in addition to Chuck Hayden, are: Marvin Kamholtz, Sec.-Treas.; and George Burton, John Labbe, W. A. Stevenson,

Henry Chimidlem, and Clark Hertle, directors.

Public Utility Commissioner Jonel C. Hill has approved two application for building and converting corssings as a result of the Medford Corporation's decision to convert its private railroad to a private truck route. The company's private rail line runs between its logging operation at Butte Falls and its mill in Medford. It must be moved at the Medford end because of construction of a state highway interchange. The Highway Commission in relocating the Medford section asked the PUC for authority to build overcrossings at Biddle Road at the interchange. The commission must pay for the two overcrossings and for conversion of the grade crossing at Bullock County Road to a road crossing. MEDCO received authority to convert the crossing of its rail line over the Old Pacific Highway at the north edge of Medford to a private road crossing.

Number 182, a 60-ton narrow-gauge locomotive from the White Pass and Yukon Route in Alaska, was unloaded at Pier 42 in Seattle, Dec. 14, 1960, from the Alaska Steamship Co. ship, Susitna. Known as Klondike Katie, she has been replaced in Alaska by diesel engines, and was headed for Gatlinburg, Tenn., where it will be used on the Rebel Railroad, a new, scenic tourist attraction. For 15 years, #182, a 2-8-2 type locomotive, and a coal-burner, hauled trains between Skagway, Alaska and White Horse, Yukon Territory.

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For all who mourn the passing of the steam locomotive and the colorful huffing and puffing trains of vestervear, we have good news: An 1893 coal burner has been discovered in the Great Northern Railway's Interbay Yarks in Seattle. The old steam engine-disguised as a snowplow and hidden behind a wooden facada painted boxcar red—is in service and raring to go. Originally a coal burner, the steam engine was built by the Cook Locomotive Co.-in 1893-and rebuilt by the Great Northern in 1904, when she was converted to a snowplow. The original fire-tube-boiler, smokestack, smokebox, Belpair firebox, Johnson bar, throttle, and air-brake lever are still there, however, and plainly visible once you step inside the deceiving wooden-house exterior. Since being converted rom coal to oil, the old engine—X-1504—is served by a whopping big Vanderbilt tender that once served a s-2 steam locomotive. The tender, which carried 5,800 gallons of oil and 17,000 gallons of water, is bigger than the old 1893vintage locomotive was before it was converted to a snowplow. Railroaders say the old-X-1504 is the only steam powered rolling stock that remains today in the entire Cascade Division of the Great Northern. Even the hook, railroad parlance for wrecker crane, was converted to diesel power several months ago. Although X-1504 will remain in service on a stand-by basis, at least until next spring—she is being replaced by a new glamour girl among snowplows—an all-electric monstor painted a brilliant vermillion and carrying a 12-foot rotary plow with case hardened steel teeth. (From an article in Seattle Times by John J. Reddin-Jan. 13, 1961, submitted by Al Haij.)

This and That: Nelson Hickok, our able Secretary-Treasurer, has been in the hospital recently for an operation and will be recuperating at home for a while and will not be able to be at our February meeting. We all wish Nelson a speedy recovery...Last month we mentioned the state of Nevada was hoping to rebuild the Virginia and Truckee between Reno and Carson City. George Burton corrected us advising they plan to rebuild only the portion between Carson City and Virginia City....The steam locomotives at the Robert Dollar Lbr Co. at Glendale, Oregon were recently loaded on rail cars for movement to a transportation museum at San Francisco, where the Robert Dollar Corp has their main office. The locomotives included a shay and a 2-6-2 tank type locomotive. The small diesel is still at Glendale....Two sets of streetcar trucks for the Oregon Electric Railway Museum at Glenwood arrived in Portland recently from Australia....Latest issue of Marion County Historical Society Bulletin, of which member Ed Culp is president, has an article on the street railways of Salem by Ben Maxwell. Copies can be obtained at Gill's for 75 cents, or direct from the society in Salem....Western Washington Excursions is running a Cascade Snow Trip to Cashmere, Washington on Saturday, Feb. 18th, via GN. Fare is \$5.00....PNERA is trying to work up a trip over the Milwaukee Road between Seattle and Spokane prior to their going out of the passenger service (Matter is now before the ICC). Trip will probably be in connection with the UP and will probably involve regular train service...At the last meeting, all of last year's officers were elected to their same positions....

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