THE TRAINMASTER PACIFIC NORTHWEST CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY

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NOVEMBER MEETING

The November meeting will be on Friday, Nov. 17th at 8 pm in room 208 of the Union Station. We will have a new movie on the California Zephyr, which we are securing from the Western Pacific RR, entitled VISTA DOME ADVENTURE. This is a 30-minute color and sound film. We will also have one or two other movies.

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THE NEZPERCE AND IDAHO RR.—Zephaniah A. Johnson conceived the idea of a railroad in 1908 that would run from Nezperce to Craigmont and connect at Craigmont with the Camas Prairie Rr, inasmuch as the Camas Prairie RR planned to bypass Nezperce, the county seat of Lewis County. Johnson was able to interest the farmers of the area in financing the project, and the railroad was completed in 1910 to Vollmer, as Craigmont was called in those days. The company acquired a steam locomotive from the NP and soon was doing a lucrative business on the short haul between Nezperce and Vollmer. In the meantime a pair of Lewiston promoters had gambled heavily on a scheme to build an electric railway from Lewiston to Grangeville by way of Waha, and lost. This was to have been the Lewiston and Southwestern RR, the brainchild of Gaylor W. Thompson and H. W. Hurlbut. The L&SE started from the foot of 5th St. at Lewiston and built the roadbed up Snake River Ave., on up the river to Tammany Creek, and up the Creek into Tammany. They built as far as Lower Tammany and ran out of money. The financial panic of 1907 had struck, there was no more money to be found, and the Lewiston and Southeastern died on the spot. It was a few years after this that Zephaniah Johnson, dreaming dreams of expansion, decided to extend his own line along the route of the ill-fated Lewiston and Southeastern RR. He found interested investors and set up an office at Lewiston and on April 10, 1912, received from the Lewiston City Council a franchise to operate rolling stock over tracks on Snake River Avenue. Fourteen days later Johnson had set up a construction camp two miles south of Lewiston on the Snake River and rails were being laid. By 1913 the tracks had reached Tammany, and plans were being made to extend the line to Asotin. Johnson meanwhile had plunged heavily in the purchase of equipment. He now had four locomotives, all acquired from the NP, an extra expense which helped to prove his undoing. Johnson's funds dwindled and construction work bogged down. Residents of Asotin were unwilling to invest the \$30,000 Johnson demanded as the price for extending his railroad there. World War I came along and Johnson was heavily in debt. He handled a few trainloads of wheat to the Lewiston dock but in time he had to give in to his creditors. The tracks were torn up and sold to satisfy parts of the debt, and old locomotive No. 1 was rolled into a blind siding on Snake River Ave, remaining there until 1940, when she was scrapped. The Nezperce-Craigmont end of the line was bought by some farmers and after several changes in ownership the line was purchased by Joe Lux, a Nezperce farmer, in 1944. Gradually, as Lux improved the line, he began to show a profit. (From a special Centennial issue—Lewiston Morning Tribune—July 16, 1961.)

This and That: The locomotives at the Oaks Park have been given a coat of paint paid for by the City of Portland. The contract amounted to over \$4,000...Weyerhaeuser Timber Co. No. 6, 2-6-6-2, has been put on display at the company's mill office at Klamath Falls. The #6 was last used on their Sycan operation....