

THE TRAINMASTER  
PACIFIC NORTHWEST CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

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Number 33

Portland, Oregon

May 14, 1959  
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George Burton, President

Walt Grande, Editor

MAY MEETING AT OREGON LOCOMOTIVE WORKS

The May meeting will be on Thursday, May 21st, at the NPT roundhouse in the Guild's Lake area off of Yeon Avenue, where the steam locomotive for the Zoo Railroad is under construction. No formal meeting is planned, so come about 8 pm and leave when you want. The construction crew will be working on the locomotive while we are there but George Burton, who is in charge of the project, will take time out to show our group around. Normally, they do not appreciate visitors and have placed large "no admittance" signs around the area, so this will be the only group invited to the project. Wear old clothes.

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The meeting in Salem on April 16th turned out to be one of our better meetings, thanks to the arrangements made by our Salem members under Nelson Hickok, and the excellent slides of Prof. W.F. McCulloch of OSC on Colorado narrow gauge.

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Remember the Oregon Electric trip this Sunday, May 17th. Over 250 tickets have been sold already to guarantee operation of the trip, which is scheduled to leave the Union Station at 8:30 am enroute to Albany via Cornelius Pass and the Wilsonville Bridge. Arrangements have been made for a chicken dinner to be served in Albany at a price of \$1.25. Our group has the responsibility of selling soft drinks on the train and we need members to help out. There is still time to buy your ticket if you haven't already done so. Also, if you would like to get off at Salem on the return trip that also can be arranged.

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The wood burning locomotive that is a gift of the government of Finland to the Oregon Centennial arrived in Portland on Monday, May 11th aboard a flat car since it is too wide to fit American rails. Old 418 was built in Tampere, Finland in 1904. She served long and honorably on the Finnish National Railroad until her retirement in 1957. The locomotive will be exhibited in the Centennial Exposition grounds near the end of the Peninsula Terminal tracks when means can be found to lift her off the flat car. She will afterwards be on display at the Railway Museum at the Oaks park.

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Rayonier Corp. at Hoquiam, Wn. has put out a printed booklet entitled "End of An Era", dedicated to their steam logging railroads on the Olympic Peninsula. They are expecting another diesel shortly and expect to ultimately replace all their steam locomotives. The pamphlet shows pictures of quite a few of their steam locomotives, as well as giving a history of the line and specs on some locomotives.

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The entire operation of the Valsetz Lumber Co. at Pondosa, Oregon, including the town it self, was put on the auction block on May 5th. The diesel locomotive was sold to Morris Schnitzer, a Portland scrap dealer, for \$27,000. However, we do not think the locomotive itself will be scrapped now. Investigation revealed that the Templeton interests apparently hadn't received title to the Big Creek and Telocaset RR, and that line and its Heisler were still the property of the Collins Pine interests. Inasmuch as the BC&T is a common carrier, and permission to abandon has not been received, the line will not be dismantled at present. Efforts are being made to secure the Heisler for the museum at the Oaks.

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"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.

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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.

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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.

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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.

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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 Railroadng seems to be fading away.