

No.5, a 2-8-2 owned in recent years by the Port of Grays Harbor in Washington was moved over the NP recently to the old Schafer Brothers Logging Railroad terminal at Brady, Wash. According to Railroad Magazine, this locomotive was built in Japan in 1924 for the Carlton and Coast Railroad in Oregon. It is to become a museum piece on Carl Schafer's game farm north of Satsop, Wash.

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No more passengers will ride Western Pacific freight-train cabooses on the Inside Gateway route between Keddie and Bieber. Passengers have been permitted to ride the caboose on certain trains--but only 45 have done so since 1953. The California PUC authorized discontinuance of applicable tariffs effective Oct. 26th.

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While browsing through a second-hand book store recently, I noticed a book entitled "First Annual Report of the Railroad Commission of Oregon to the Governor" dated 1907. I purchased the book and upon checking through it, I find there is a wealth of information covering the railroads of the state in 1907. It shows that there were 31 railroads in the state that reported to the Railroad Commission, some of which are long-since abandoned, and others that have been absorbed into larger railroads. Many of our present day shortlines were not in operation at this time. We learn that the Portland Public Library has a complete file of these reports, and we are endeavoring through one of our members, to secure some for our own use. These reports are invaluable to anyone working on the histories of the railroads in this state. As an example of some of the information in this report, we have prepared the following summary of the information on the Great Southern Railway, a line that was abandoned during the depression.

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The Great Southern Railway was organized March 3, 1904 under laws of the state of Washington. It consisted of 30 miles of line extending from Dufur, Oregon to The Dalles, Oregon, where it connected with the Union Pacific Railroad. Equipment consisted of one locomotive, two passenger cars and 15 freight cars. Along the line were 30 wooden bridges, with an aggregate length of 1923 feet, ranging in length from 8 feet 9 inches to 176 feet 2 inches. There were no trestles, tunnels or railway crossings. Total cost of construction as of June 30, 1907 was \$446,758.35 and equipment cost \$19,327.47, or a cost per mile of line of \$15,536.19. John Heimrich of Portland was President, Sigmund Frank was Vice-president, Julius Meier was Secretary, J.D. Tobin was Superintendent. A total of \$100,000 in common stock was outstanding. Passenger revenue was \$8404.75, freight revenue was \$13,861.86 and other income was \$134.35, or a total revenue of \$22,400.96 but operating expenses were \$23,590.15, or a net operating loss of \$1,189.19. Interest payments and taxes brought the total deficit for the year to \$19,853.84. The bulk of the lines freight revenue came from hauling agriculture commodities. The line had 26 employees and their average daily compensation was \$2.27. The line did not report any accidents for the year but they did spend \$27.00 for clearing a wreck.

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This and That: Southern Pacific has been awarded the Public Relations News Annual Achievement award for 1959....Union Pacific has put in service 14 of 75 new turbocharged diesel electric locomotives which burn residual instead of diesel fuel....Rayonier is reported laying track on their new roadbed north of Hoquiam, which will bypass Railroad Camp. Several cars of scrap rail have moved out of Hoquiam. The right-of-way was prepared several years ago but no rail had been put down....

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Remember to be on the lookout for items of interest for our club's library.

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Also be on the lookout for new members for our group.