THE TRAINMASTER PACIFIC NORTHWEST CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY

MARCH MEETING

Our March meeting will be on Friday, March 17th, at 8 pm at the home of Miln Gillespie, 3549 SW Grover St., Portland. Bill Evans, our member from Hillsboro, will show some of his 8 mm movies taken of railroading on the J. Neils line at Klickitat and one the Rayonier line at Hoquiam. Additionally, Bill is an amateur ornithologist, and has made some movies of birds, accompanied by tape recordings of their calls, which he will also show. We are inviting all of our members and friends to bring their wives and children, to make this a family night meeting. To reach Miln's home, go out Broadway Drive or Vista Ave. to Patton Road, then up Patton Road to top of hill at intersection of SW Talbott Road and Dosch Road (Shell Station on left, St. Thomas More Church on right), continue west on Patton Road about 200 yards and turn left on S. W. Hillside down hill two blocks to S W. Grover, which is on right. Or turn off Patton Road at S. W. 36th Ave and go to end of road. Miln advises there is more parking on S W. Grover St. and suggests that most people use that road. There will be refreshments after the meeting.

PNERA is sponsoring a "Winter Wonderland Triangle Rail Excursion" on Saturday, and Sunday, March 25 and 26, leaving Portland at 9:30 am on UP 457 to Seattle, thence via Milwaukee Road's "Olympian Hiawatha" to Spokane, staying over-night in Spokane, thence via Union Pacific back to Portland. Fare is \$34.85, including rail transportation, meals and hotel accommodations in Spokane. We understand approximately 75 tickets have been sold so far, and everyone, especially the Union Pacific and Milwaukee Road officials, have been astounded by the interest in this trip. For more information contact Chuck Hayden in the UP City Ticket Office or write to PNERA, Box 62, Tualatin, Oregon.

Exactly 12 years after opening of Camp Sutherlin, the last load of logs taken by railroad from Weyerhaeuser's Camp Sutherlin camp was loaded recently. The last train followed the announcement by the company of the closure of the camp.

Pacific Electric is to scuttle rail service in the Los Angeles area. Hearings are being held in Los Angeles in connection with the cessation of service on the Los Angeles—Long Beach line. PE says it can save \$113,000, plus an additional \$68,000 in upkeep on the line. PE will eliminate control towers at Amoco, Slausson, Watts and Dominguez. The last trip over the line will be 2 am April 9th, if PE's plans go through. Long Beach and Compton are in favor of continuation of service.

Jeff Keenan advises that he will be taking orders at our next meeting for the Western Railroader booklet on Milwaukee Road Electrification. Price is \$1.50. Here is a way to help support the Western Railroader, which does an excellent job in promoting the preservation of railroad history.

NPT 16, an 0-6-0 switcher is no longer at the Guilds Lake yard of the NPT. It is reported that the locomotive was recently sold to the Schnitzer Steel Co. for scrap.

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The Pacific and Eastern Railway was organized under the laws of the state of Oregon on May 27, 1907, as a result of the organization of the Medford and Crater Lake Railroad Co., which constructed the road in 1905, but which company never operated it. A receiver (J. F. Reddy) was appointed for the road Feb. 2, 1907. It was sold at receiver's sale May 11, 1907, to George Estes, from whom it was purchased by the Pacific and Eastern Railway on May 27, 1907.

At the time of organization, W. C. Morris, Portland, was President, S. W. Stryker, was Vice-President, and George Estes, Portland, was Secretary-Treasurer and Manager. The general office of the company was in room 607 of the Couch Building in Portland, and the operating office was located in Medford. The railroad operated a main line from Medford, Oreg. To Eagle Point, Oreg., a distance of 11.06 miles, and operated under trackage rights over the SP from Crater Lake Junction to Medford, a distance of 1.04 miles, or a total mileage operated of 12.10 miles. Actual operation of the road began on June 27, 1907. The company owned one locomotive, which was used in both freight and passenger service, one combination car for use in passenger service, and two box cars and six flat cars, for freight service. The line was capitalized at \$1,000,000, not all of which was actually outstanding, with all of the stock being held by four people. In 1908 an extension was started east from Eagle Point for a distance of approximately 21 miles. Ownership of the line was transferred to new management, with J. R. Allen, New York, Chairman of the Board and President, Wm. Gerig, Medford, Vice-President and Chief Engr, G. P. Humphrey, New York, Sec.-Treas., and W. F. Turner, Medford, GF&PA., with J. R. Allen, S. B. Linthicum and C. E. S. Wood, Directors. John Stevens succeeded J. R. Allen as President.

The extension between Eagle Point and Butte Falls was placed in operation in April 1911. The line now had three locomotives, two passenger cars, and seven freight cars, and the line now had a total mileage of 34.50 miles, with 103 curves, and climbing a total of 1,397 feet. President of the line was now C. R. Gray, and Directors were C. R. Gray, R. Budd, W. F. Turner and Wm. Gerig, all but Gerig being officers of the SP&S Railway, which controlled the line. The SP&S had secured the line with the intention of using it as part of an extension into the Rogue River Valley, eventually connecting with the Oregon Truck Railway from Bend. The Oregon Truck was to be extended approximately 100 miles almost straight south from Bend, passing to the west of Klamath Marsh and to the east of Agency Lake. The road was to cross the neck of water connecting Agency and Upper Klamath Lake, then turn southerly around the Lake of the Woods and thence northwesterly to the connection with the Pacific and Eastern at Butte Falls. A passenger station was built in Medford, and the line did haul quite a few passengers, carrying 17,086 passengers in 1915 for 242,951 passenger miles with revenue of \$8,262.75. In the same year they handled 10,769 tons of freight with revenue totaling \$11,025.02. Net operating deficit was \$15,950.04 for the year ending June 30, 1915. By this time a total of \$2,088,646.97 had been invested in road and equipment.

The line was never connected with the rest of the SP&S system and was eventually sold, and the line in later years was used strictly as a logging line by the Owens-Oregon Lumber Co and later by the Medford Corp., which as mentioned last month, has announced plans for abandoning the railroad and converting the right-of-way to a private logging road, due to relocation of US 99 in the Medford area.

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