

consolidation and that a plan of consolidation will be adopted by the commission, it was said. "And now 39 years later, the merger is not yet at the same level of accomplishments as mentioned above."

LONGVIEW, WA LANDMARK ALTERED

The last week in September saw removal of the clock tower on the beautiful Georgian style building which was built about 1925 to serve as the Longview Passenger Station

R. A. Long, former president of the Longbell Lumber Co. and founder of the planned city of Longview, Washington, gave the depot to the city. His firm also built the Longview, Portland & Northern Railway from Longview Junction (near Kelso) through Longview, and up the west side of the Cowlitz River about 20 miles north to Vader Jct. (and a connection with the Portland-Seattle main line). From Vader Jct. the L. P. & N. went west 6 miles to the Long-Bell mill town of Ryderwood, its ultimate destination.

Construction of the L. P. & N. put Longview on an alternate route between Portland and Seattle; and, upon completion of the new line, all Union Pacific trains were routed through Longview instead of Kelso. These were day trains 457 and 458 and one of the two daily overnight trains which ran between Portland and Seattle. (Trains 403 and 404 (?)). Overnight trains 401 and 402 were Northern Pacific operated, and continued to operate entirely on the main line via Kelso. In addition, L. P. & N. Rly, operated three daily round-trip local schedules entirely on their line between Longview and Ryderwood, 26 miles in each direction. Normal L P & N local schedules, I am told, were handled by gasoline-powered rail car. L. P. & N. local railway passenger service ended in September, 1929, at which time the three schedules were taken over by Northwest Transit Co. busses. This company also operated the local city busses in Longview, including runs to Kelso, which ended at the railroad station there and runs over the Longview (Columbia River) Bridge to a connection with S. P. & S. trains at Rainier, Oregon.

In the early 1930s the Union Pacific night train was discontinued. This left Longview's large and handsome station with only one schedule in each direction (U. P. trains 457 and 458). In December, 1933 a very destructive flood on the Cowlitz River washed away about half of the L.P & N. R. by main line, and all rail passenger service to Longview was discontinued.

After being vacant for some time, the former Longview passenger station was converted to use as Cowlitz General Hospital. Our N.R.H.S. member, Ivan Christensen, was born there! Prior to removal of the clock tower (due to structural defects), the building still looked "every inch a railroad station" from the street side. The former ticket office is the hospital main office with some ticket windows still intact.

Long-Bell Lumber Co. has been purchased by International Paper Co. The L. P. & N. Railway still does terminal switching around Longview. Upon building of the line, the Milwaukee Road secured trackage rights over it to Longview (for freight) and realized their dream of reaching the Columbia River at Tidewater, the nearest they have ever been able to come to Portland.

By Miln Gillespie

- - -

A Word to the Wise is Sufficient

Don't race a train to the crossing.

You might end up in a tie!

- - -

ELECTION OF OFFICERS AT OUR NOVEMBER MEETING