

THE TRAINMASTER  
 PACIFIC NORTHWEST CHAPTER  
 NATIONAL RAILWAY HISTORICAL SOCIETY

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APRIL MEETING

The April meeting will be held on Friday, April 22d at 8:00 pm in the conference room of the Western Paper Converting Company at 2800 Pringle Road in Salem, Oregon. Mr. F. W. A. Cox, who retired as Superintendent of the Valley and Siletz Railroad on March 31st of this year, will be the speaker. Mr. Cox is one of the last of the old time short line railroad bosses and you will find him a very interesting character. He formerly worked on the Carlton and Coast RR before joining the V&S. A map is enclosed showing how to get to the Western Paper Converting Co. plant in Salem. We welcome as new members Bill Evans of Hillsboro, Oregon and Roger Corbin of Centralia, Wash.

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The Robert Dollar Co. announced that it will close its sawmill operation at Glendale, Oregon on May 20th, due to a shortage of timber. They plan to continue operation of their veneer plant. As mentioned last month, they recently secured an ex-air force diesel to replace their 2978 (shay) and 3 (2-6-2T).

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PNWERA is planning a railfan trip to Madras on the Union Pacific on May 15th. The train will leave Portland at 7:30 am arriving Madras at 12:30 pm, where school buses will take passengers on a tour of the city and thence to Pelton Dam, where a beef barbecue will be held. The train will leave Madras at 3:00 pm and arrive in Portland at 7:30 pm. Fare will be \$6.95 for adults.

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The Longview, Portland and Northern Railway of Longview has asked the ICC for authority to acquire about 31 miles of additional trackage in Clark County, Wash. The company proposes to buy a seven-mile line owned by its parent, International Paper Co., New York, extending from Chelatchie Prairie to the town of Yacolt, for \$83,398 and to acquire Northern Pacific's 24-mile line between Yacolt and Ampere for \$482,500. The LP&N proposes to operate the two segments chiefly to serve new lumber processing plants to be constructed at Chelatchie Prairie by IPC.

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The Northern Pacific discontinued their trains 5 and 6 between Seattle and Spokane effective April 1st, after the Post Office department cancelled the mail contract. The Great Northern discontinued International Streamliners 361 and 362 between Seattle and Vancouver, B. C. as of April 1st, also due to the loss of the mail contract. The Great Northern has also asked the ICC for authority to discontinue its last two daily passenger trains between Great Falls and Butte.

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The Bay Area Electric RR Assn is planning a trip over the Memorial Day Weekend from Oakland to Salt Lake City over the WP, thence over the UP to Butte, thence over the Milwaukee Road to Seattle, thence via UP and SP to Oakland. They plan to operate over the Milwaukee in daylight and will sell tickets for any portion of the trip at slightly over the regular fare between the points involved.

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The April issue of Trains was very much northwest minded with the second installment on the SP&S Railway and an article on the Rayonier Railroad near Hoquiam.

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The long awaited railway to Alaska may not be far away. A recent statement by Premier W. A. C. Bennet and a spokesman for the Axel Wenner-Gren's proposed Peace River project indicated that the Wenner-Gren interests will be laying steel across northern British Columbia by June 1. It has always been clear that the B. C.-Yukon border near White Horse is the northern objective. Local observers have seen enough activity to be sure the southern terminus will be on the PGE 20 miles north of Prince George. The British Columbia government granted Wenner-Gren the exclusive right to survey, prospect and explore an area covering almost a sixth of the province. For three years his agents have been doing just that, and one known result is the filing of around a thousand mineral claims. In return for these privileges (a highly controversial issue in BC politics) Wenner-Gren posted a \$500,000 bond, guaranteed to spend five million dollars on exploration, etc, to file plans for a power plant on the Peace River, and to begin construction of a railway by April 1, 1960. Undoubtedly the Wenner-Gren interests are looking beyond British Columbia to the lucrative Alaska trade.

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The first photographs for the clubs collection have been purchased out of the \$100 authorized. So far 48 5 x 7 photographs have been received from two sources—one covering photographs taken in the Puget Sound area in the middle '20s, including some shots of GN 4-4-0's as well as some excellent action shots taken in the Cascade Mountains of Washington on the NP and the GN. The other group includes photographs taken in various parts of the northwest, with some going back to the turn of the century. While we plan to devote most of our efforts to Oregon and Washington, we plan to include some from the entire Pacific Northwest, including Idaho, Montana and British Columbia. We would appreciate if all of our members would be on the look-out for photographs, books, magazines, etc., pertaining to the railroads of the Pacific Northwest. We have been receiving some copies of Railway Age and Modern Railroads printed in the last few years, but we need the older issues.

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Anyone interested in laying ballast at Harry Harvey's railroad near Molalla on Sunday, April 24th is invited to attend a combination early spring picnic and work party any time after 8 am (weather permitting.)

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Dave Stearns of San Francisco has two copies of the famous RAWHIDE RAILROAD in mint condition—one is a first edition and the other is a second edition containing "Estes' apologia for the whole shebang." The price is \$100 for each or \$175 for the two. We have been told that copies in only fair condition have brought as much as \$175. If interested contact John Labbe.

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Your editor has just returned from a two week trip to southern California. I managed to visit Traveltown at Griffith Park in Los Angeles. They continue to add equipment to their display so that now they probably have the largest exhibit in the western part of the country. However, freeway construction will probably cause them to move to some other area of the park, so very little is being done in the way of permanent improvements. At Santa Maria, Calif., we noticed that the Santa Maria Valley has a 2-8-2 stored outside. At Yreka, Calif., the Yreka Western still has two steam locomotives, one of which is stored outside. They also have a business car which is painted a bright blue, with white trim. At Glendale, Oregon, the Robt. Dollar Lbr Co. still has their 2978 (shay) and #3, plus the new diesel.

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This and That: The CBQ is donating the original Pioneer Zephyr to the Museum of Science and Industry in Chicago after 26 years of service. It is too bad that the first UP streamliner wasn't preserved.

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