



Your president recently appeared at a meeting of the Retired Railway Employees Assn to present our plans for preserving historical material pertaining to the railroads of this area. This group is composed of retired railroaders and their wives and they hold meetings twice a month in the Neighbors of Woodcraft Building. They have a membership of over 700 and there usually are over 200 at each meeting. They have formed a committee, headed by Harley Hallgren, to help collect historical material.

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Pacific Railway Journal has two new books off the press. One is a reprint of a 1911 Lima Locomotive catalog at \$3.00 and the other is a reprint of a Rooky Mountain Official Railway Guide for February 1906 at \$3.50. You can secure both for \$5.95. Copies can be secured from Al Haij or direct from the publisher at Post Office Box 91, San Marino, Calif. Both books maintain the usual high standards that have come to be expected from PRJ....The Western Railroader announces that a special book on the Milwaukee Railroad Electrification will be available shortly at \$1.50. The booklet was prepared for the recent Bay Area Electric Ry Assn trip over the Milwaukee....Superior Publishing Co. will publish George Abdill's latest Book RAILS WEST about October 15th at \$12.50. This latest book will cover lines west of the Mississippi River.

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Latest reports indicate that there are still no diesels on the Rayonier Railroad. The Prairie River trestle has now been abandoned and replaced by a new steel bridge and the wye and water tank there have also been abandoned. They are rebuilding the bridge over the Quinalt River and are using 6 leased NP battleship gons to haul gravel from Cook Creek gravel pit to the bridge. The signs indicating RR Camp and Camp 14 have been taken down. Since the article in a recent Trains magazine on this line they will probably be swamped with visitors this summer. Rayonier has always been very strict about visitors unless they had permission of the Hoquiam office, and we wonder what there policy will be now.

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One phase of railroad history that has appealed to me is maps of the Pacific Northwest showing just where the various railroads operated. A number of maps are available. The Northern Pacific has issued a set of maps on Washington, Idaho and Montana that show the railroads up to about 1950. The UP issued a railroad map of the Pacific Northwest in the 1920's. The State of Washington put out a map of the railroads of that state in 1928 which has been reprinted by the Puget Sound Railway Historical Society and is for sale by them. The Oregon Public Utilities Commission published a map of the railroads of the state of Oregon in 1939 but it does not show logging lines. Probably some of the best maps for locating railroads are the various government maps. The USGS issues the well known "Quad Maps" which are on either a 7 1/2, 15 or 30 minute scale. In addition the Army Map Service is issuing a series of maps on the scale of 1:250,000. I prefer this series to the others. These government maps can be secured through the USGS at Denver, Colo. at quite a savings over what you pay in the stores here. They have an index to the maps of the Pacific Northwest that are available at the present time. Several commerical firms issue maps on the Pacific Northwest including Metzger Maps in Tacoma who issue county maps and county atlases, Edw. Pulver and Sons, Seattle and Chandler Maps in Corvallis, Oregon who issue hunting and fishing guides that show some of the railroads. It is quite interesting as to some of the lines that you find on these maps. I have quad map of the Astoria area that shows a logging line of Crown Zellerbach Corp. running from a point east of Seaside which empties into the bay south of Astoria. I also have a map that shows a logging line operating southeast from Chinchalo in Klamath County. Both of these lines are ones that I have never seen anything on previously.

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Remember to be on the lookout for material for our historical collection.