

and beside her water tank. Came a day when Nat Wills decided to patch the old chuffer up and steam her again for the car haul from his shingle mill to the big carrier's railhead. When the writer came to look Old Two Spot over, Nat was out hunting and not available for comment. But shiny rails indicate that the ancient Heisler gets pretty steady usage." From a feature article by Ben Maxwell in the Salem Capital Journal of Nov. 5, 1960. (Submitted by Miln Gillespie)

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"For five years Deep River Logging Co. No. 7 lay on its side in Pacific County, Washington, rusting in peace. The 2-4-4-2 type locomotive tipped over Feb. 22, 1955 while backing a string of cars across a small bridge five miles north of Naselle. The cars were pulled out, but the locomotive was left because the logging company was going out of business. Charles Morrow of Seattle bought the locomotive "as is" for its scrap value, \$1200, in June, 1955. Soon afterward the logging company quit and the rails were removed. Morrow, an avid railroad fan, said he was going to take the locomotive out of there and put it in running order. Most people thought it couldn't be done. One rail fan, a telephone company lineman, was going to remove a 60-foot-long locomotive and tender that weighed 96 tons in operating order—and with the track gone. Well—the locomotive is now on the Puget Sound Railway Historical Assn's land in the Snoqualmie Valley, and the tender will follow. The locomotive is in pieces but it will be reassembled. The salvaging chore appears to be an excellent example of how will power, derived from a consuming interest, can accomplish anything. The job was not done single-handed but, with two exceptions, everybody who pitched in also was a rail hobbyist. They descended on the locomotive like a detachment of ants. The assault was begun in July, when Morrow and a friend, Dick Thrash, each began a three week vacation. With them went Thrash's mother, as the cook; Morrow's son, George, 14, and Tom Lasham, also 14. A trailer coach furnished the kitchen. An abandoned building near the locomotive became an additional "dormitory". Access to the site was gained, by permission, through a farmer's field. Thrash took in his truck, rigged with power winch and derrick, and Morrow rented a gasoline-powered generator. The generator supplied electricity for tools and for camp lights. Work could go on after dark. A rented water pump, tapping the stream under the bridge, was set up as fire protection. It was summer in the brush, and the work required acetylene torches to loosen rusty nuts. The Baldwin-made locomotive was the 2-4-4-2 type, which meant it was a double locomotive under one boiler. The back set of drivers was fixed to the frame while the front set could turn with curves. The two men and the boys began disengaging the trucks from the boiler. Getting at the under side took jacks and some tunneling. When they got even a small wheel and axle loose, it still weighed 1,850 pounds. Some of the parts were managed by the truck and winch. Heavier work was turned over to a logger with a bulldozer. Skidding out and loading pieces of locomotive were not the logger's usual business, but the weight problems were not much different. To him, the boiler was a log 22 feet long and 7 feet through, big but no record for Douglas Fir. The logger and a highway trucker were the only paid help. Meanwhile, especially on week-ends, other rail fans arrived and went. All together, about two dozen participated. The locomotive will be reassembled next spring at the Puget Sound and Snoqualmie Valley Railroad site east of Seattle off of Highway 10." From an article in the Seattle Times, Nov. 8, 1960, by Bryon Fish. (Submitted by Al Hajj).

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This and That. . . "Rails West" by George Abdill is now available in Portland book stores but we haven't had a chance to examine it closely. . . The Georgia Pacific #9 which was dropped into the Wynoochie River in Washington has been giving the salmon in the stream a bad time. Heavy rains brought debris which started piling up behind the locomotive blocking passage of the fish, and bringing protests from fisherman. . . Last of the SPS steam locomotives have gone to Oregon Steel Mills- - 905 on Sept. 20th, 900 on Sept. 30th, and 902 on Oct. 14th. . . .