



Number 182, a 60-ton narrow-gauge locomotive from the White Pass and Yukon Route in Alaska, was unloaded at Pier 42 in Seattle, Dec. 14, 1960, from the Alaska Steamship Co. ship, Susitna. Known as Klondike Katie, she has been replaced in Alaska by diesel engines, and was headed for Gatlinburg, Tenn., where it will be used on the Rebel Railroad, a new, scenic tourist attraction. For 15 years, #182, a 2-8-2 type locomotive, and a coal-burner, hauled trains between Skagway, Alaska and White Horse, Yukon Territory.

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For all who mourn the passing of the steam locomotive and the colorful huffing and puffing trains of yesteryear, we have good news: An 1893 coal burner has been discovered in the Great Northern Railway's Interbay Yards in Seattle. The old steam engine—disguised as a snowplow and hidden behind a wooden facade painted boxcar red—is in service and raring to go. Originally a coal burner, the steam engine was built by the Cook Locomotive Co.—in 1893—and rebuilt by the Great Northern in 1904, when she was converted to a snowplow. The original fire-tube-boiler, smokestack, smokebox, Belpair firebox, Johnson bar, throttle, and air-brake lever are still there, however, and plainly visible once you step inside the deceiving wooden-house exterior. Since being converted from coal to oil, the old engine—X-1504—is served by a whopping big Vanderbilt tender that once served a s-2 steam locomotive. The tender, which carried 5,800 gallons of oil and 17,000 gallons of water, is bigger than the old 1893-vintage locomotive was before it was converted to a snowplow. Railroaders say the old-X-1504 is the only steam powered rolling stock that remains today in the entire Cascade Division of the Great Northern. Even the hook, railroad parlance for wrecker crane, was converted to diesel power several months ago. Although X-1504 will remain in service on a stand-by basis, at least until next spring—she is being replaced by a new glamour girl among snowplows—an all-electric monster painted a brilliant vermilion and carrying a 12-foot rotary plow with case hardened steel teeth. (From an article in Seattle Times by John J. Reddin—Jan. 13, 1961, submitted by Al Hajj.)

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This and That: Nelson Hickok, our able Secretary-Treasurer, has been in the hospital recently for an operation and will be recuperating at home for a while and will not be able to be at our February meeting. We all wish Nelson a speedy recovery....Last month we mentioned the state of Nevada was hoping to rebuild the Virginia and Truckee between Reno and Carson City. George Burton corrected us advising they plan to rebuild only the portion between Carson City and Virginia City....The steam locomotives at the Robert Dollar Lbr Co. at Glendale, Oregon were recently loaded on rail cars for movement to a transportation museum at San Francisco, where the Robert Dollar Corp has their main office. The locomotives included a shay and a 2-6-2 tank type locomotive. The small diesel is still at Glendale....Two sets of streetcar trucks for the Oregon Electric Railway Museum at Glenwood arrived in Portland recently from Australia....Latest issue of Marion County Historical Society Bulletin, of which member Ed Culp is president, has an article on the street railways of Salem by Ben Maxwell. Copies can be obtained at Gill's for 75 cents, or direct from the society in Salem....Western Washington Excursions is running a Cascade Snow Trip to Cashmere, Washington on Saturday, Feb. 18<sup>th</sup>, via GN. Fare is \$5.00....PNERA is trying to work up a trip over the Milwaukee Road between Seattle and Spokane prior to their going out of the passenger service (Matter is now before the ICC). Trip will probably be in connection with the UP and will probably involve regular train service...At the last meeting, all of last year's officers were elected to their same positions....

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