

THE TRAINMASTER
PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

Number 58	Portland, Oregon	February 19, 1962
Walt Grande, Pres. & Editor	4243 SW Admiral St,	Portland 1, Oregon
Ed Culp, Sec.-Treas.	2890 Ellis Ave, NE	Salem, Oregon

FEBRUARY MEETING

The February meeting will be on Friday, February 23, at 8:00 pm in room 208 of the Union Station. We will feature various foreign railroads of the world that some of our members have seen, including some railroads in the Mediterranean area as seen by Miln Gillespie, also som of the railroads visited by Beth Russell, which we haven't seen before. At the January meeting the following officers were elected for 1962: Walt Grande, President; Beth Russell, Vice-President; Ed Culp, Secretary-Treasurer; and C. J. Keenan, Director.

As mentioned previously the Sumpter Valley Railroad is now completely abandoned. The last day of official service was January 6, 1962. A narrow gauge Lima Shay from the line was shipped from Baker, Oregon on Feb. 9th to Hill City, SD, presumably to the Black Hills Central Railway where it will be used on this narrow gauge tourist line. The locomotive was loaded on a UP flat car and moved on restrictions because of a high center of gravity.

May 10th marks the 100th Anniversary of the first day of service of the "Oregon Pony" and plans are underway to commemorate the first locomotive in Oregon. Proposed plans include a display at the depot on May 10th and a special program at the Chamber of Commerce Luncheon on May 14th with Stewart Holbrook as speaker. Mr. Walt Graydon of the UP, Jack Jones of the NPT and Tom Vaughn of the Oregon Historical Society are working on the arrangements. A fact sheet on the "Oregon Pny" is reproduced on page two of this issue.

THIS AND THAT: At last report there were two ex-SP road switchers (5273 and 5275) at the South Tacoma shops of the NP enroute Rayonier at Hoquiam. Both units were built by Baldwin-Hamilton-Lima Central Coast Railway Club of San Jose is planning a trip from the Bay Area over the Labor Day weekend to Astoria and Seaside on the SPS. Incidentally, your editor is looking for pictures and information on this line, which was once the Astoria and Columbia River Railroad. Western Railroader for Jan. 1962 contains a reprint of article on Oregonian Railroad which appeared in the Oregonian on Sept. 17, 1961. Other items of interest have appeared in print recently include an article with several pictures on the logging line at Klickitat in the Sunday Oregnian for Jan. 14, 1962; Jeff Keenan's proposed merger program in the Reporter for Jan. 26, 1962; and an interesting article entitled "Bore, Bennett, Bore!" by Murray Morgan in CASCADES, magazine of Pacific Northwest Bell for December 1961, dealing with construction of Stampede Tunnel on the NP in Washington

.....

THE OREGON PONY

The "Oregon Pony" was the first locomotive to be built on the Pacific Coast and the first locomotive to be used north of the California-Oregon state line. It was built at San Francisco in 1862 by the Vulcan Iron Foundry, total wheelbase 7 feet, total length 9700 lbs., length of fire box 33 inches, width of fire box 18 inches. Total cost \$4,000. Originally built to burn wood and thought to have had larger tender when used at the Cascades. Later changed to burn coal and tender reduced to present size. It left San Francisco March 24, 1862 on the Steamer Pacific and arrived in Portland March 31st. It was transferred to a new wharf boat built by Ruckel and Olmstead and towed by one of their river steamers to their 4 ½ mile portage railroad at the Cascades which they had built on the Oregon side between Bonneville and Cascade Locks. The railroad consisted of rail made of 6 x 6 timbers placed 5 feet apart and 4 wheel cars were drawn by mules, 3 or 4 of them driven tandem, before the arrival of the "Pony". After the "Pony" arrived, strap iron was put on the rails.

Mr. Theodore A. Goffe, who supervised the building of the "Pony" at San Francisco, accompanied the locomotive to its destination and became its first engineer on its first run on May 10, 1862. Incidentally, Mr. Goffe was on hand at the Lewis and Clark fair in 1905 when the "Pony" was on exhibition to tell folks how he built it and ran it. Ruckel and Olmstead received \$20 per ton for transporting freight from one end of their portage to the other. Forty cubic feet by measurement counted as one ton. They handled 200 tons a day from Bonneville to Cascades.

April 20, 1863 was the date the "Pony" made its last run on the Cascades portage and on May 11, 1863 it was moved to The Dalles and the wheels were changed for use on the new 14 mile Celilo portage where the railroad had a 5 foot gauge. There is no evidence that the "Pony" ever actually operated on the Celilo portage. It stood at The Dalles for three years when it was sold to David Hewes of San Francisco for \$2,000 and was shipped out of Portland on the Steamship Montana on October 18, 1866. Hewes was a grading contractor in San Francisco. He called the locomotive the "Oregon Pony." Col. Henry Dosch of Portland worked as a timekeeper for Hewes in San Francisco and discovered the "Pony" in use there. He was instrumental in having it brought to Portland for exhibition at the Lewis and Clark Fair in 1905.

In 1904, the warehouse in San Francisco where the "Pony" had been kept was destroyed by fire and the "Oregon Pony" was reduced to a mere skeleton, but Mr. Hewes spent \$2,000 to rebuild it as nearly as possible like the original and then donated it to the State of Oregon.

After it had been exhibited at the Lewis and Clark Fair, it was stored until 1931 when a suitable pedestal was erected in front of the recently remodeled Union Station where it has stood ever since, except when it was borrowed by the Cenaqua Celebration at Vancouver, Wash. From August 7 to 13, 1950.

From a fact sheet on the "Oregon Pony" furnished by Harley Hallgren.