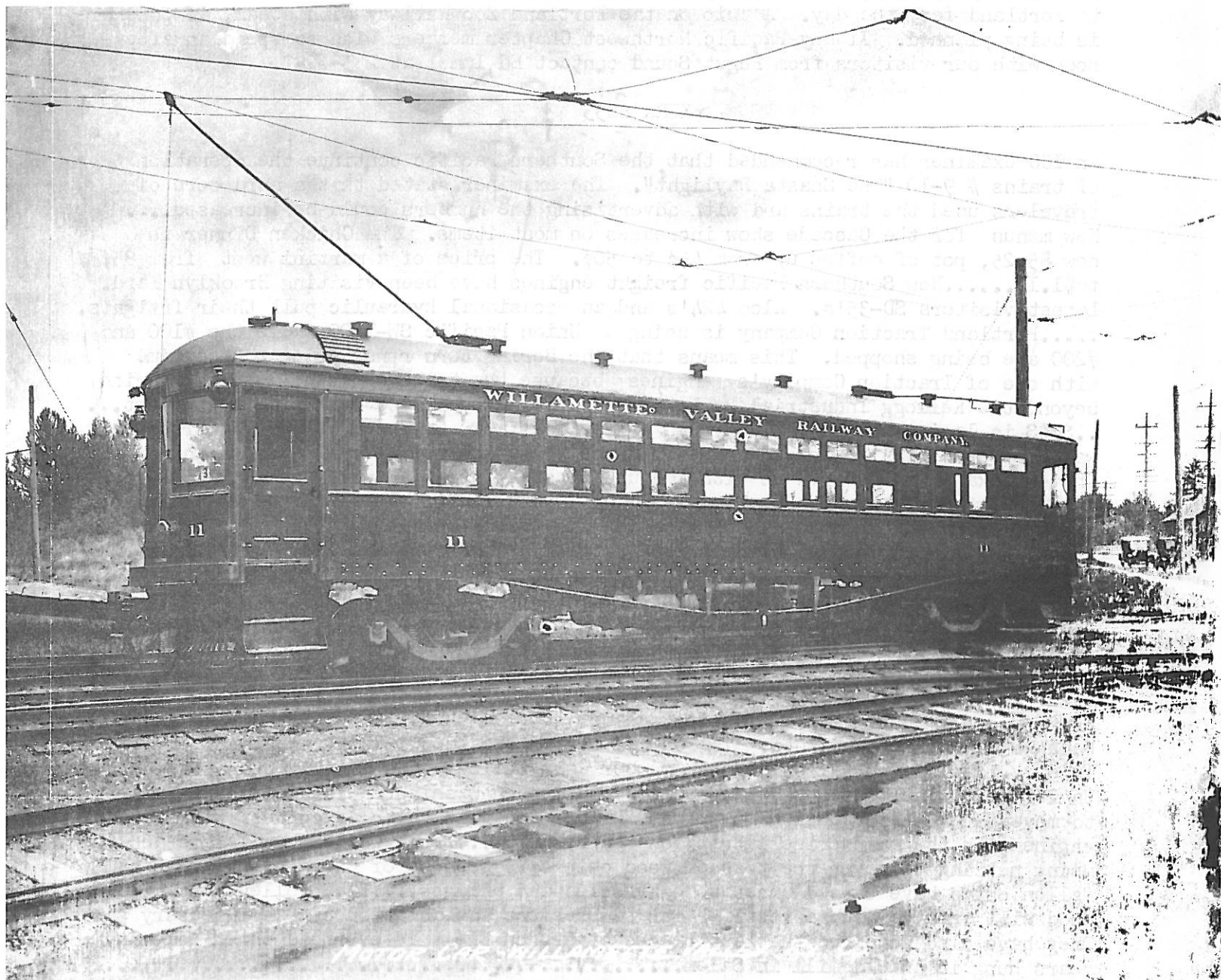


THE TRAINMASTER

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MARCH MEETING

The March meeting of the Pacific Northwest Chapter, NRHS will be held on Friday, March 18, 1966. Room 208 Union Station, 8:00 PM. The program will feature movies and sound assembled by Dave Swartz. One will be on Western Ghost Towns and the other on Western railroads. Progress report on the moving of the Chapter's UP lounge car will be made along with other important business.

Also a movie called "Road to the Caribou" will be shown. This movie in 16mm sound and color is about the PGE.

PACIFIC NORTHWEST CHAPTER TO HOST TACOMA GROUP

On Saturday April 2, 1966 a group of Tacoma Chapter members and friends will travel to Portland for the day. A trip on the Portland Zoo Railway with steam, if possible, is being planned. If any Pacific Northwest Chapter members wish to spend an afternoon with our visitors from Puget Sound contact Ed Immel at 253-6287.

EXTRA 8853

An ICC examiner has recommended that the Southern Pacific continue the operation of trains # 9-10 "The Shasta Daylight". The examiner stated that a hard core of travelers used the trains and with advertising the numbers could be increased.... New menus for the Cascade show increases on most items. The Chicken Dinner is now \$5.25, pot of coffee up from 45 cents to 50 cents. The price of a martini went from 85 cents to \$1.10..... New Southern Pacific freight engines have been visiting Brooklyn Yard. Latest visitors SD-35's. Also 424's and an occasional hydraulic pull their freights..... Portland Traction Company is using a Union Pacific SW-1200 while the #100 and #200 are being shopped. This means that the Boring turn runs during the daytime with one of Traction Company's engines because the track can't hold the UP engine beyond the Kellogg Industrial Park. The regular Oregon City run is made at night.... SP&S is laying welded rail through Willbridge Yard..... The SP&S's Hoyt Street Yard was the scene of a train sideswipe on March 3rd which put several cars on the ground. The wreckage was cleared up with the use of steam crane X5 which is usually kept at the Hoyt Street roundhouse.... Portland Terminal Railroad (NPT) had their #44 go on the ground on the track leading to the old Union Pacific freighthouse on NW. Front Avenue. Engine split the switch putting all but one axle on the ground bending rail making the relaying of the switch necessary. The Terminal Company also has a new piggy-back yard under construction in their Lake Yards.... The severe snow storms which hit the mid-west and Rockies has piled up the freight because of stranded trains. As of March 8th the CMSt.P&P had 28 freight trains which hadn't reached their final terminals. The Northern Pacific ran a special train to move their diesel-electric rotary from Tacoma to Glendive in order to clear the drifts...NP#2 was only running as far as Spokane for several days. Some of their train turned back at Mandan North Dakota. The GN had trains stranded in several places on their line.... Pacific Northwest Chapter member John Holloway has finally been trapped by Uncle Sam.... The Boeing Airplane Company in Renton Washington is building a railroad to move material for their new plant. The company is having a contest to name the engine with the main prize a trip on the railroad... Some western railroads are using netting to cover the tops of wood chip cars because of the fire hazard that fallen chips have caused over some trestles and bridges.... The Trolley Park at Glenwood will operate with a rectifier for power since the donation of the necessary parts. They have also acquired the last pieces of Oregon Electric overhead which for many years hung in an old mill in Salem

LEWISTON TRAIN MAKES LAST RUN

February 28th saw the last run of Northern Pacific trains #311 314 between Spokane Washington and Lewiston, Idaho. The RDC has provided service between the cities since 1951. For the first time since 1898 the area around Lewiston is without any daily passenger service. The NP has provided the only passenger service out of Lewiston since the Union Pacific suspended service in 1959. When the train arrived in Lewiston the last day of service a total of 101 passengers got off the car and the car is supposed to seat only 96 persons. The final trip to Spokane left Lewiston with 131 people-the biggest passenger load in the car's history. The weight of the big passenger load caused the car to sag in the middle and hit the trucks. At Moscow the crew stopped the car and redistributed the passengers to remedy the problem. Passengers boarded the car at every stop, Spangle, Rosalia, Oakesdale, Garfield, Palouse, Pullman, Moscow, Troy, Kendrick, Juliaetta, Arrow and Spalding. Among those making the last trip were five retired railroad engineers from Spokane, four of which had served on the Spokane-Lewiston run.... The Lewiston Tribune tells of the last run from Lewiston.

Although the bug began filling earlier than usual, passengers were still boarding at 3:30, the scheduled time of departure. But at 3:37, only sightseers remained on the platform. The motors growled into life. The conductor swung aboard and the thunder of the motors rose to a harsh bellow as the bug began moving. The wheels clicked over the rail joints and switches as the bug rolled under the Clearwater Memorial Bridge underpass and disappeared to the east. And an era was ended.

JIM CREEK TIMBER COMPANY

A little known project taking shape, slowly but surely, up on the Olympic Peninsula, is a railroad tentatively called the Jim Creek Timber Company.

This railroad is the dream of Tacoma Chapter member, Jim Gertz, of Port Angeles. It all started several years ago when Rayonier Inc. bought diesels for their Clallum County operation at SeKiu. The purchase of the diesels forced the retirement of the malleys, Shays and Willamette geared lokies from this line. Jim couldn't bear to see them scrapped and purchased #2, a 3 truck Willamette from the company. This loco, Willamette #34, built in 1929 for the J. Neils Lumber Co. #6, was the last locomotive to be constructed by the Willamette Iron and Steel Co. of Portland, Oregon.

Jim has acquired about 6 acres of land near Port Angeles on which to build his railroad. Jim purchased a caboose from the Milwaukee Road and has moved it to the property. Some ties and rail have been acquired and enough grade established to place the locomotive on the property.

Moving the 75 ton locomotive over 100 miles of highway from Rayonier's railroad has been a major roadblock, but Jim hopes to move the locomotive this spring. Once the locomotive is on his property, the long, difficult and expensive job of clearing a right-of-way and laying track will commence in earnest. Jim hopes to log his property as he goes with the railroad, using the second growth fir for ties. He has a small steam donkey, which when rebuilt will be a boon for this work.

Since Jim work for Rayonier during the week, this has been a weekend type project. There are few fans in the winds of the Olympics to help Jim, but on occasions he manages to assemble a crew to get some of the heavy work done. The author and Pete Replinger of the Tacoma Chapter spent a weekend with Jim a couple of weeks ago and managed to get ties in place for 60 feet of track as well as moving one of the caboose trucks about 25 feet through the mud to get it out of the way and near the caboose (which is presently on cribbing) At the rate things are going, the bark of the Willamette may again be heard in the woods of the Olympics by this tme next year.Jack Holst.

SHORT LINE & INDUSTRIAL RAILROADS OF OREGON
(Not an Official Guide)

Portland Public Docks	(Terminal # 4 Portland, Oregon)	
Dulein Steel Products	(" "))
Cargil, Inc.	(" "))
Merritt, Chapman & Scott	(" "))
Guy F. Atkinson Co.	(102nd & Marx St. Portland)	
Oregon Steel Mills	(N. Front St. Portland)	
California Bag & Metal Co.	(24th & NW Nicolai, Portland)	
Alaska Junk Co.	(2750 S.W. Moody, Portland)	
Schnitzer Steel Products	(3300 NW. Yeon, Portland)	
Zidell Explorations	(3121 SW. Moody, Portland)	
American Ship Dismantelers	(NW. Front Ave.)	
Oregon Portland Cement	(Lake Oswego)	
Robert Dollar Co.	(Glendale)	
Southern Oregon Plywood	(Grants Pass)	
Peninsula Terminal Co.	(North Portland Stockyards)	
Georgia Pacific Corp.	(Toledo, sawmill)	
" " "	(Powers, logging railroad)	
Weyerhaeuser Timber Co.	(Springfield, logging railroad)	
" " "	" (Klamath Falls & Sycan logging railroad)	
International Paper Co.	(Vaughn, mill switcher)	
Ed Hines Lumber Co.	(Hines, Oregon)	
Medford Corp.	(Medford, mill switcher)	
White City Ter. & Utility Co.	(White City, near Medford)	
Washington & Oregon Plywood Corp.	(Garibaldi, mill switcher)	
Wills Shingle Mill	(Mill City, not operating)	
Boise Cascade Corp.	(Valsetz, mill switcher)	
Hanna Nickle Corp.	(Riddle)	
Tillamook Industrial Park	(Tillamook Naval Air Station)	
Umatilla Ordinance Depot	(Umatilla, Ore. Military railroad)	
Bohemia Mines	(Bohemia, air mine locomotive)	
Union Pacific Ry.	(The Dalles, tie treating plant)	
Southern Pacific Co.	(Eugene, tie treating plant)	
C. E. Spaulding Pulp & Paper	(Newberg)	
Harvey Alumimum Co.	(The Dalles)	
Reported, not verified		
A sugar company	(Nyssa, Oregon)	

All of these have a locomotive or locomotives, operations with rail-cranes, track-mobiles and the ilk not counted. Jack Holst

NEW LOGGING RAILROAD IN CALIFORNIA?

A rumor coming from the wilds of the redwood coast states that a new logging railroad will soon be in operation at or near Klamath, California. The story as yet unverified, is that an old-time logger had acquired a "Minarets" type American Locomotive Works 2-8-2T built in 1929 for the Crossett Western Co. from the Georgia Pacific Corp. This loco #17 according to reports, was abandoned in the woods after a fire burned out several trestles on the hold Hammond Lumber Co.

The story says that this logger has hauled the local to Klamatch, reguilt her with the aid of an old boiler makers and has also acquired several log flats from G.P. The story goes on that this fellow plans on laying a couple miles of railroad and suing it to haul his logs to the mill.

John Labbe as told to Jack Holst

QUIZ #2

Rumor has it that Miln Gillespie only missed one on the last quiz. A few others came within 3 or 4. Karl Koenig of the Pacific News says he continues to miss at least three even after looking up the answers!

Since Miln thinks that the last quiz was too easy, I'll throw in initials of defunct railroads (not necessarily their reporting marks, but full initials of the road) in this quiz. Again score five points for each correct answer. Anyone getting 100 points, tear the top off an old boxcar and mail it in with 10 cents in Coin and receive a valuable premium!

C&AR _____

PE&E _____

A&CR _____

PAW _____

OD&R _____

C&OC _____

C&NR _____

CBR&E RR & N _____

CC&C _____

WVS _____

O&C _____

NC _____

P&E _____

SV _____

SJ&E _____

Mt. T&MW _____

PS&WH _____

T&E _____

OWP Co. _____

PE _____

Jack Holst

GN PASSENGER TRAINS CRASH

The Empire Builder and the Western Star had a corn field meet March 7th near Chester Mont. The two engineers were killed and 29 were injured. John M. Budd, president of the Great Northern and John L. Robson, vice-president-operations, were in their special business car on the rear of the Empire Builder but were not injured. The accident occurred on OTC operated track. The two diesels came to rest on their tops and other cars were demolished with express and personal belongings scattered over the track. Eight or nine cars were off the track with only two remaining upright.

WASHINGTON'S LAST BRANCH-LINE LOCAL PASSENGER TRAIN

On Monday, February 28, 1966, Northern Pacific train 311 made its last run from Spokane to Lewiston, Idaho. The RDC-2 Budd self-propelled air conditioned passenger-baggage-express car returned to Spokane that same day as train 314, ending a continuous passenger service which began in 1898 between those two cities. Both trains were designated as First Class trains in the NP operating time-card, and they traveled at a goodly clip between station stops.

Another article in this issue of the Trainmaster tells more in detail of the last run. This one deals with public attitudes towards "the train they like to have running but don't often ride." I quote sections from two editorials which appeared in the Lewiston, Idaho Morning Tribune. These are, admittedly, taken out of context, due to space limitations, but they do serve to illustrate a point.

Monday, Feb. 28, 1966 entitled "LEWISTON'S LAST PASSENGER TRAIN"

The ICC's decision to permit the discontinuance of the Lewiston-Spokane train is disappointed here, not only because it deprives this area of its last rail passenger train, but because it further weakens a principle that badly needs shoring up. That is the principle that any utility to which the public grants a monopoly should be expected to grant the public some service in return. The NP passenger train has been such a service. It has been, in fact, the only form of public transportation available to the people of Kendrick, Juliaetta and Troy. It has been operated at a loss, but the loss has more than been made up by the profits this region generated for the NP in freight.... But when the planes weren't flying and snow blocked the highways, the train remained available.... The Northern Pacific, admitted that freight profits more than offset the loss on the "but" (as the one car train was affectionately know has held that freight should not have to subsidize passenger service.....

Wednesday, Mar. 2, 1966 entitled "STAYING ON THE BEATEN PATH AND AVOIDING ROT"

On Monday, the last passenger train service to Lewiston was ended abruptly. On Tuesday, the voters of Nez Perce County refused to pay the cost of a vital airport improvement program. And, ironically, yesterday the President of the United States proposed the creation of a Department of Transportation.... Especially worthy of attention was the President's concentration on two facets of transportation-highways and air travel. Coincidentally, these remain two of this community's greatest needs....It is anticipated that much of the administration's new emphasis on highways will go into providing freeways between airports and the cities they serve... But the federal government can't and won't do it all. States and communities must provide much of the initiative and financial support if they wish to remain on the "beaten path"..... AMEN! END QUOTES.

Just what public bodies would be willing to subsidize all rail passenger service between Spokane and Lewiston so that Kendrick, Juliaetta, and Troy would continue to have public transportation, and the remaining communities, including Moscow, Idaho and Pullman, Washington have a safe and sure method of transportation in case of snow, blizzards and ice? Rail mileage between Moscow and Lewiston is 51 miles; highway distance over the tax-supported and tax-built highway is 33 miles. Even so, in the face of this disparity in the distance travelled, the Northern Pacific went to the expense of buying a new much faster, air-conditioned streamlined passenger car and continued this improved service for nearly fifteen years on their own right-of-way on which the railroad pays taxes! The Transportation Act of 1958 made it unequivocally clear that a railroad is not a monopoly and that, in the face of government subside of other forms of transportation, a railroad no longer was bound forever to provide passenger service paid out of freight revenues. The Northern Pacific is to be commended for trying to keep their last Washington branch-line passenger train in operation for so long without the deterioration which accompanied such service on many other railroads. If a train is to be operated at a loss, or, at best, at break-even point, it is only natural that the one daily schedule would coordinate with mainline train connections at Spokane. A public passenger rail

(cont. next

Washington Branch line train cont.)

Service might have provided the added convenience of a morning train from Lewiston to Spokane, returning that evening southbound to Lewiston. This is already being done some places in the East. Without subsidy, railroads cannot be expected to maintain a "standby", alternative passenger service.

Miln Gillespie

Answers to quiz.

C&AR-Corvallis & Alsea River

PE&E-Portland, Eugene & Eastern

A&CR-Astoria & Columbia River

PAW-Port Angeles Western

OD&R-Oswego, Dallas & Roseburg (ask Jack Holst about this one!)

C&OC-California & Oregon Coast

C&NR-Columbia & Nehalem River

CBR&ERR&N-Coos Bay, Roseburg & Eastern Railroad and Navigation

CC&C-Cowlitz, Chehalis & Cascade

WVS-Willamette Valley Southern

O&C-Oregon & California

NCO-Nevada-California-Oregon

P&E-Pacific & Eastern

SV-Sumpter Valley

SJ&E-San Joaquin & Eastern

Mt.T&MW-Mt. Tamalpais & Muir Woods

PS&WH-Puget Sound & Willapa Harbor

T&E- Tacoma & Eastern

OWPCo.-Oregon Water Power Co.

PE-Pacific Electric

THIS MONTH'S COVER-WILLAMETTE VALLEY SOUTHERN RAILWAY

Picture taken at the end of the line in Oregon City. The line is probably one of the least know interurbans in the Northwest. It was owned by the same company that controlled the Portland Traction Company (PEPCO) It ran from Oregon City to Molalla, to Mt. Angel, Oregon. The right- of - way can be seen in some places.

The line had a through passenger train that ran from downtown Portland through to Mt. Angel at least once a day. At other times a connection would have to be made at Oregon City. In later years the line was cut back to Molalla. Finally in the 1930's the line was given up all together. The little town of Mt. Angel at one time had six passenger trains a day to Portland. Two of these operated by the Southern Pacific and four by the Willamette Valley Southern. The SP schedule was run at one time by a McKeen gas car, and a regular passenger train with a through car to Portland via Woodburn. Today Mt. Angel is served only by the SP which operates a train a day from Woodburn, junction with the main line, and Silverton.

This editors father traveled the line as a child and his uncle arrived from Europe on the Willamette Valley Southern at Mt. Angel in a heavy downpour after taking the through car from Portland. Asking around Mt. Angel about the railway, several former employees were found to be still living. The former station agent and a motorman still remember many happenings on the line.