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# The Trainmaster

*official publication*

Pacific Northwest Chapter

National Railway  
Historical Society

Room 1, Union Station  
Portland, Oregon 97209

Rail News For:

NON — PROFIT  
ORGANIZATION  
US POSTAGE  
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PACIFIC NORTHWEST CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

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Articles which appear in "The Trainmaster" do not express the official NRHS attitude on any subject unless specifically designated as such.

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Number 134 - April 1970

## CALENDAR FOR APRIL 1970

Friday  
17 April  
8:00 P M  
Room 208  
Union Station

REGULAR MONTHLY MEETING  
program  
to be  
announced

## ADVANCE CALENDAR FOR MAY 1970

Friday  
15 May

REGULAR MONTHLY MEETING  
Details to be announced. Plan now to attend.

Thursday  
28 May,

Friday  
29 May,

Saturday  
30 May,

and

Sunday  
31 May

BIG MOUNTAIN HOLIDAY EXCURSION  
The Vernonia, South Park, and Sunset Steam Railroad is sponsoring a Memorial Weekend excursion to Whitefish, Montana. Departure will be at 9:45 P M on Thursday evening on the 28th behind the "Western Star" (Burlington Northern #24), returning to Portland on Sunday morning the 31st aboard the "Empire Builder" (Burlington Northern #21).  
Rates for the 1300 miles of rail travel in "Vista Dome" cars, transfers, meals, lodging, etc is \$80 for coach class or \$128 for first class. For information and reservations telephone Burlington Northern at 228-8528 or use the mail order form in the leaflet included as a supplement with this issue of The Trainmaster.

## ADVANCE CALENDAR FOR JUNE 1970

Friday  
19 June

REGULAR MONTHLY MEETING  
Details to be announced. Reserve the date.

Saturday  
20 June

RAILCON '70  
The fourth annual Pacific Northwest Railfan Conference will be held in Victoria, British Columbia, hosted by the Juan de Fuca Railroad Club. Package registration (which does not include lodging) is \$16.50 per person if ordered prior to 12 June (a two dollar "late fee" will be made after that date).

### "FLYING SCOTT" WON'T VISIT PORTLAND

In last month's issue of The Trainmaster (Number 133, page 2) it was announced that the "Flying Scotsman" might visit Portland, Oregon. The story even included a tentative schedule, published earlier by another newsletter.

However, due to water problems in the desert on the Santa Fe and insufficient braking capability of the train in crossing the mountains of California, the proposed visit of the Flying Scotsman engine and train to the West has been cancelled. Thus, what looked like a tremendous way to begin the railfan summer in the West will not come about!

### STEAM POWERED LOGGING RAILROAD, 1970

What may well be the last steam powered logging railroad in North America has recently come to light. Two three-truck Shays and an 80 ton three-truck Heisler are in use on the standard gauge logging railroad of the Cia Maderera De Durango near El Salto in the State of Durango, Mexico.

It is hoped that further details, an all-time motive power roster, and photos of this "last" operation will be published in one of the future editions of "The Trainmaster".

Jack M Holst

### NEW BOOK ANNOUNCED

The Augusta Chapter of the National Railway Historical Society has announced publication of a new book entitled "The Railroad Comes of Age". The subject is the historic South Carolina Canal and Rail Road and the "Best Friend of Charleston". Included are twelve photographs and historic highlights of the railroad and locomotive that paved the way for the Iron Horse.

Cost of the book is one dollar (\$1). Order direct from:

AUGUSTA CHAPTER, N R H S  
Post Office Box 725  
Augusta  
Georgia - - 30903

## INLAND EMPIRE CHAPTER VISITS PORTLAND



Group photo of Inland Empire and Pacific Northwest Chapters of NRHS at Union Station in Portland, Oregon. Inland Empire members about to depart for Spokane on SP&S #2, Photo by Charles W Storz, jr - 5 APR 70.

During the weekend of 4 and 5 April 1970, fourteen members of the Inland Empire Chapter of the National Railway Historical Society made a visitation to the Portland area which was hosted by the Pacific Northwest Chapter. From Spokane to Portland the group utilized the Mount Saint Helens car for the journey down.

The two-day's activities commenced with breakfast in the Tiffany Room of the Barbary Coast Restaurant at the Hoyt Hotel. Afterwards, in a car pool provided by members of the Pacific Northwest Chapter, the group departed for a tour of the Albina Yards of Union Pacific where the shop facilities and CTC board were visited. The caravan then moved on to the Portland Zoo where a ride on the line to Washington Park was made. The shop crew of the PZR pulled the steamer "Oregon" out into the "sunshine" for photographs.

PACIFIC NORTHWEST CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

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Inland Empire Chapter Visit, cont'd.

Next on the agenda was lunch at the Queen's Plate Restaurant in the Hollywood district. This was followed by a trip to Southern Pacific's Brooklyn Yard for an inspection of the facilities. The road foreman of engines, Mr Humphreys, showed the group around to inspect and photograph the large collection of motive power that is always found on weekends at Brooklyn.

Though a slight rain started falling, the group pressed on to Vancouver, Washington and the shops of the Spokane, Portland and Seattle (oops!, that should be Burlington and Northern). Here in the mecca of ALCO fans, cameras clicked and cricked (Japanese cameras) as a steady parade of motive power moved throughout the area. Snooping through the engine roundhouse a Geep with a front end caved in by a large rock was found sitting next to the crane X-10 that was being converted from steam to diesel.

Saturday evening's activities included a sociable hour followed by dinner in the Cascade Room of the Thunderbird Restaurant. The program featured movies provided by Al Haij on the Portland Traction Company's city and interurban electric lines, the last trip of the SP&S #700, and other excursions both steam and electric. The day concluded with everyone motoring over to the Hoyt Street Coach yard and on the Mount Saint Helen's for more socializing.

Sunday's activities included visiting the Portland Cable Railway site in Goose Hollow, the Council Crest street car, the Transportation Museum at Oaks Park with the several steam locomotives stored there, and several industrial locomotives in the Portland area.

After a hurried lunch on the fly, the caravan descended on the Columbia Gorge Model Railroad Club for an operating session before returning to the Union Station for the 3:00 P M departure to Spokane.

The Inland Empire Chapter and the Pacific Northwest Chapter both owe a debt of gratitude to the public relations staff of the Union Pacific for the tour of Albina Yards. Also to Mr A W Kilborn, superintendent of the Oregon Division of the Southern Pacific for allowing us to visit their Brooklyn Yards which was probably a high point for the Spokane group since the SP is a foreign road to them. Thanks also to the Burlington Northern for the opportunity to visit their yards at Vancouver, Wash. where it is a treat to see something besides FMD motive power. Finally, a note of appreciation to the personnel of the Portland Zoo Railway, the Thunderbird Restaurant, and the Columbia Gorge Model Railroad for their time and interest taken in our group.

As far as the Pacific Northwest Chapter is concerned, it as a chance to return a favor since the excellent guided tour of Spokane given to them by the Inland Empire Chapter a year earlier. This joint Chapter Meeting has prompted talk of another visit by the PNW Chapter to Spokane later in the year.

Edward E Immel

MARCH MYSTERY TOUR



Motor car on Portland General Electric Company flume railroad near Roslyn Lake. Terminal of railroad is in center background. Photo by Chas W Storz, jr - 28 MAR 70.

Saturday, 28 March 1970 saw a gathering of over a dozen PNW Chapter members for a "mystery rail tour" of past rail interest points. The morning opened with a visit to the former Oregon Electric "north bank" depot from where the group moved on to S W 18th Avenue at SW Jackson Street to see the last evidence of the cable car system that once operated in the west hills of Portland. Some digging in the thick ivy uncovered about 50 feet of slotted channel rail still left in the hillside.

The next part of the tour was a walk over part of the private right-of-way of the Council Crest street car line of the Portland Traction Company. A look at the former roadbed of the Southern Pacific's "Red Electrics" and the Oregon Electric line to Garden Home rounded out the morning's wanderings.

PACIFIC NORTHWEST CHAPTER  
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March Mystery Tour, cont'd.

A lunch was had at Yaw's Top Notch Restaurant in the Hollywood district where John Labbe joined the group for the mid-day repast and a dispensing of the latest bit of information on that lost logging line that John is famous for.

After lunch, the caravan followed the right-of-way of the former Mt. Hood Railway and Power Company to Ruby Junction on the present Portland Traction Company. The route out Dodge Park Boulevard was followed to the power house of the Portland General Electric Company at Bull Run. A tour of the power house facilities and the flume railroad was arranged through the PGE. A photo session with the power cars on the flume finished the "mystery tour".

We want to thank the Portland General Electric Company's staff at Bull Run for their cooperation in showing us the facilities and taking the time to run the power car on the flume for us to photograph. Everyone on the tour enjoyed the day and now are looking forward to a trip this summer in the Tillamook Burn area to follow the many logging railroads that used to operate there.

Edward E Immel



Members of Pacific Northwest Chapter, NRHS touring terminal of flume railroad near Portland General Electric Company's Roslyn Lake. Photo by Charles W Storz, jr - 28 MAR 70.



## "REDWOOD" SCHEDULE CHANGES

On Tuesday, 17 March 1970 the Northwestern Pacific Railroad announced a change in its southbound Eureka-to-Willits "Redwood" to become effective the following Sunday, 22 March. The one-car train now leaves Eureka, California at 9:05 A M, one hour earlier than before, arriving in Willits, Calif at 2:17 P M. No change is being made in the schedule of the northbound "Redwood" which now leaves Willits at 1:45 P M, arriving in Eureka at 7:00 P M.

Reason given for the change in the southbound schedule was to improve connections with Greyhound bus schedules at Willits. Also, this will provide a connection during the summer with the California Western's Willits-to-Fort Bragg "Super Skunk".

The Northwestern Pacific's "Redwood" is a self-propelled Budd car which traverses one of the most scenic areas on the Pacific Coast. The 144-mile run operates on a tri-weekly schedule: northbound on Mondays, Thursdays, and Saturdays from Willits to Eureka; and southbound on Sundays, Wednesdays, and Fridays from Eureka to Willits.

Revised Southbound Schedule of NWP Train #3 "Redwood"  
(Sundays, Wednesdays, and Fridays)

Eureka	Lv		9:05 A M
Loleta		f	
Fernbridge		f	9:33 A M
Fortuna		f	
Alton		f	9:42 A M
Stone		f	
Scotia		f	9:56 A M
Shively		f	10:14 A M
Larabee Ranch		f	
South Fork		f	10:29 A M
Eel Rock		f	
Fort Seward		s	11:11 A M
Alderpoint		f	11:28 A M
Kekawaka		f	
Island Mountain		s	12:04 P M
Ramsey		f	
Bell Springs		f	
Spyrock		f	
Nashmead		f	12:50 P M
Woodman		f	
Dos Rios		s	1:11 P M
Farley		f	1:32 P M
Longvale		f	1:45 P M
Outlet		f	2:06 P M
Willits		s	2:17 P M

PACIFIC NORTHWEST CHAPTER  
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"RAILCON '70" PLANS ANNOUNCED

This year, the Fourth Annual Pacific Northwest Railfan Conference is scheduled to be held on Saturday 20 June and Sunday 21 June 1970 in Victoria, British Columbia - Canada. Conference headquarters will be at the Empress Hotel. "Railcon '70" will be hosted by the Juan de Fuca Railroad Club.

Prices quoted for the two-day event are as follows:

Package Registration, prior to 12 June 1970 . . .	\$16.50
Package Registration, <u>after</u> 12 June 1970 . . . .	\$18.50
Additional banquet tickets . . . . .	\$ 6.50

Partial registrations will be available upon request. Additional information to be published next month. Reserve the dates now!

TRAIN ACCIDENTS ON INCREASE\*

Train accidents continued upward for the 12th consecutive year in 1969, topping the high mark set during the previous year by 500 accidents, according to a preliminary year-end report made public recently by the Federal Railroad Administration.

The 8,529 train accidents reported in 1969 represented a six percent increase over 1968 and a sixty percent rise over the last five-year period, the FRA said. Of the total, 493 accidents resulted in casualties, up thirteen percent from the previous year.

Five passengers were killed and 294 injured in train accidents during 1969. This compares with 683 injuries and 2 passenger deaths in 1968.

Employee casualties totaled 179 killed and 16,709 injured, up from the 146 deaths in 1968, but down from the 17,600 injured (injuries).

Rail-highway grade crossing accidents resulted in 1,505 deaths and 3,712 injuries. While both categories were below 1968 levels, the totals continued above the 1,500 and 3,700 marks for the sixth straight year.

Accidents involving trespassers resulted in 610 fatalities and 655 injuries in 1969, down slightly from the 628 fatalities and 663 injuries in 1968.

\* submitted by Bob Barner

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Number 134 - April 1970

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PACIFIC NORTHWEST CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

Membership Roster

March 1, 1970

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Lloyd Bailargeon	514 N.E. Holland	Portland, Ore. 97211
William D. Bain	P.O. Box 97	Lebanon, Ore. 97355
Robert Barner	1828 NE Columbia Blvd.	Portland, Ore. 97211
Clarence Bells, Jr.	709 East 10 Street	Bend, Oregon 97701
Wayne Bilderback	8311 S.E. 13 Avenue	Portland, Ore. 97202
Jay W. Blair	3293 Pioneer Drive S.E.	Salem, Ore. 97302
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Eddie Collar	250 E. 47 Street	Eugene, Ore. 97405
Paul A. Copeland	9767 Lutheran Way	Santee, Cal. 92071
Richard Cornish	250 N. Craven	Monmouth, Ore. 97361
Doug Crites	2100 - 26th St., #202	Portland, Ore. 97222
Eugene W. Crothers	1125 Fifth St., N.E.	Salem, Ore. 97301
E. D. Culp	595 - 24th St., N.E.	Salem, Ore. 97301
Kenneth V. Dethman	P.O. Box 1301	Portland, Ore. 97207
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William S. Evans	1231 N.E. Lincoln	Hillsboro, Ore. 97123
Irving G. Ewen	4128 N.E. 76 Avenue	Portland, Ore. 97218
Bob Gahlsdorf	1945 - 18th St. N.E.	Salem, Oregon 97303
Harold W. Given	6111 N. Minnesota Ave.	Portland, Ore. 97217
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John E. Greenaway	1825 N.E. Cleveland Avenue	Gresham, Ore. 97030
Dennis L. Grohs	Route 1, Box 727	Veneta, Ore. 97487
Harry S. Harvey	1425 S.E. Flavel Street	Portland, Ore. 97202
Walter W. Henzi	4716 N. Amherst Street	Portland, Ore. 97203
Nelson Hickok	335 Jerris Avenue S.E.	Salem, Ore. 97302
John D. Holloway	3200A Floss Street	Milwaukie, Ore. 97222
Edwin L. Holmes	735 S.W. St. Clair Ave., #803	Portland, Ore. 97205
John M. Holst	12930 N.E. Tillamook	Portland, Ore. 97230
Gilbert M. Hulin	4891 Donald Street	Eugene, Ore. 97405
Ed Immel	1835 N.E. Schuyler	Portland, Ore. 97212
Jack H. Jones	3240 S.W. Underwood Drive	Portland, Ore. 97225
C. J. Keenan	11211 NE Weidler, Apt. #235	Portland, Ore. 97220
Michael Koch	41 Old Army Road	Scarsdale, N.Y. 10583

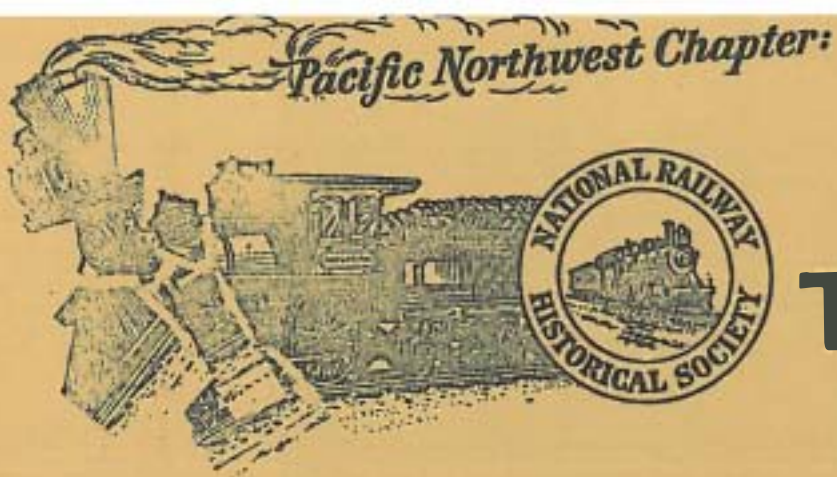
PACIFIC NORTHWEST CHAPTER  
 NATIONAL RAILWAY HISTORICAL SOCIETY

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Samuel L. Merrell	14014 S.E. Linden Lane	Portland, Ore. 97222
Charles L. Messecar	P.O. Box 21328	Tigard, Ore. 97223
Luman G. Miller	912 Failing Building	Portland, Ore. 97202
George T. (Tom) Noe	90 S.W. 131st Avenue	Beaverton, Oregon 97005
Chris A. Pagni	1650 Dolores St.	San Francisco, Cal. 94110
Arthur Paschelke	7852 N. Holmes Ave.	Portland, Ore. 97217
Roger W. Phillips	3733 N.E. 15 Ave.	Portland, Ore. 97212
Donald E. Reed	6533 N. Greeley Ave.	Portland, Ore. 97217
Harold H. Rice	3128 N.E. 141st Ave.	Portland, Ore. 97230
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Roger W. Sackett	11550 S.W. Cardinal Terrace	Beaverton, Ore. 97005
F. M. Sercombe	280 Alice Ave., S.E.	Salem, Ore. 97302
Charles W. Storz, Jr.	146 N.E. Bryant St.	Portland, Ore. 97211
John P. Straw	P.O. Box 353	Belmont, Calif. 94002
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Leonard G. Woodford (Sharon)	11704 N.E. 70th Ave.	Vancouver, Wash. 98665
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Ted Zehrunge	1969 Villard St.	Eugene, Ore. 97403
Allan C. Zimmerman	2129 S.E. 72nd Ave.	Portland, Ore. 97215
O. K. Carhart, Jr.	4033 S.E. Milwaukie Ave.	Portland, Ore. 97202
Kenneth McFarling	7417 S.E. 20th Avenue	Portland, Ore. 97202
Dale Meyer	7505 S.E. Insley	Portland, Ore. 97206
Alfred L. Haij	6705 N. Campbell Ave.	Portland, Ore. 97217

Names of persons covered by family membership shown in parenthesis ( ).





# The Trainsmasher

PUBLISHED AS A DIS-SERVICE TO THE GENERAL PUBLIC

APRIL 1, 1970

## CHAPTER NEWS:

President Roger Phillips announced that the bids had been released for the two story addition to the Chapter's library; construction is expected to begin in August.....Total income last year amounted to \$128,762.00 due to selling tickets for three special trains but not running them and keeping the money....there was also a loss of \$3,156.22 when the treasurer left for a long trip to Brazil.....The finance committee reported that the final plans were being made to buy controlling interest in Southern Pacific. The committee also reported that when the transaction is finalized steam passenger service would be resumed and Sacramento shops would again construct cab-forward engines.....Finally, the February meeting drew 2,467 people. The program of movies showing Jack Holst's bassets double heading a radio-flyer wagon drew boo's from the audience.

## THAT N' THIS

Did anyone manage to get pictures of Union Pacific's three green and brown Chevy company cars parked outside of Sherman's Inn at Dodson, Oregon?..... That red SP&S diesel was again seen on the Corvallis branch of the Oregon Electric. ....Santa Fe to buy United Airlines and put the whole operation up for scrap.. ....Greyhound to change rating their engines from horsepower to pooch power..... Tri-Met to scrap all internal combustion powered busses and will order new Brill Master units along with twenty single truck Burney cars for service on the Banfield Freeway.....Electron Flume Railway has taken delivery of three Pullman cars for overnight service between Headworks and Electron. These cars join the new dining and lounge cars which were bought surplus from the Bull Run Flume Railway....Portland Traction Company announces the inauguration of unit train service hauling strawberry jam between Gresham and Golf Junction.....Burlington Northern to split back up into 23 different companies because of difficulties in running the whole show from St. Paul.....Bowing to popular demand the Chicago, Milwaukee; St. Paul & Pacific Ry. will change its name effective 1 June 1970 to the Milwaukie Road.

## DID YOU KNOW THAT:

On April 27th 1932 the world longest railroad ticket was issued to Herman Swartzholder? It measured 87.643 feet long, weighed 46 pounds and cost \$4,678.22; contained tickets for a trip from Dawson Creek, Alberta, around the United States and ending up in Guatemala City. However, Herman committed suicide in Edmonton, Alberta when he missed the twice monthly train to Mirror.....The Coopy Falls and Gribble Creek Navigation and Railroad company was denied a patient on their up-hill flume?..... The Sugar Pine Ridge Railroad is a tax dodge?.....The Portland Zoo Railway has never had an interchange car load?.....NP car #4509 has been lost for 46 years?...



April 1, 1970

## QUIZ (Fill in the blanks)

1. Who was brakeman on SP train #34, July 14, 1942 between Eugene and Klamath Falls? \_\_\_\_\_
2. How many dogs live next to the tracks on the Goldendale Branch? \_\_\_\_\_
3. What is the empty weight of Soo Line box car #7982? \_\_\_\_\_.
4. How many baggage tractors has the Penn Central rebuilt in the last three months? \_\_\_\_\_.
5. How many cars has the Southern had on the ground since 1868? \_\_\_\_\_.
6. Is there really a Wishram, Washington? \_\_\_\_\_.
7. How many Heislars did the Labbe Lumber Company own? \_\_\_\_\_.
8. How many rail joints are there in Hood River County? \_\_\_\_\_.
9. What was the fare between Jacksonville, Florida and Yuma, Arizona via Glendive, Montana by Pullman in 1919? \_\_\_\_\_.
10. What was the total rail mileage of all the two feet gauge track in the world between 1878 and 1912? \_\_\_\_\_.

The first person sending in the correct answers to the above will amaze the editor of the Trainsmasher. In addition he or she will win an all expense paid trip to Estacada, Oregon on the private car "Portland". Each entry must be written on the back of a commuter ticket issued on November 2, 1956 on the Long Island and bearing the punch mark of Conductor B.J. Jones. All entries become the property of the Trainsmasher and will not be returned.

MOTIVE POWER OF THE PACIFIC APPLESAUCE  
RAILROAD, NAVIGATION AND FLUME COMPANY

#457	24x19x2	Tinkertoy	12 inch driver	1948	bought new and dropped
#1,978	5x23x78	Matchbox	97 inch drivers	1878	never delivered, sold to Crayola Crayon Company became their "Violet"
#22	B-B-C-C-D	EMD	23 inch wheels	1969	Former Coopy Falls and Cribble Creek RR, Nav. Co
#87,452	2-6-6+8-4-3-5	Beyer Aspirn Co.	Driver size varied depending which wheel was flat.		Used only as a demonstration model and never put into regular service. Donated to the German Army as a tank firing target.
#1	0-2-0	DC-3 Douglas	56 inch propellers	1946	Last used as a get-away plane by the motive power superintendent just before being pounced upon by angry stockholders.