

Feb-70 132

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The Trainmaster

official publication

Pacific Northwest Chapter

National Railway
Historical Society

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Portland, Oregon 97209

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Rail News For:



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NATIONAL RAILWAY HISTORICAL SOCIETY

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("THE TRAINMASTER")

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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.

Number 132 - February 1970

CALENDAR FOR FEBRUARY 1970

Friday
20 February
8:00 P M
Room 208
Union Station

REGULAR MONTHLY MEETING

The program feature for this month's meeting will be a very informative and interesting film from General Electric on rapid transit. Other films to be shown will include one on turbines, one of steam, and a surprise feature. Be sure not to miss this month's meeting!

Saturday
21 February
7:00 A M
Union Station

PORTLAND ROSE TRIP TO LA GRANDE, OREGON

There is still plenty of space left for the Chapter's outing to LaGrande, Oregon. Last month the price for the trip was a loss-leader item, however, this month the full price will have to be paid - - \$10.75. Join us for an enjoyable day on the Portland Rose as we journey up the Columbia River to LaGrande, deep in the Blue Mountains of eastern Oregon. Below is the schedule for those that did not take advantage of last month's sale.

Leave Portland 7:00 A M Sat 21 FEB 70

Return to Portland 10:00 P M Sat 21 FEB 70

The trip covers 580 miles of travel by rail. The train will have complete meal and beverage service available. Remember the price for this all-day outing is just \$10.75. Send your ticket requests to Room 1, Union Station, Portland, Oregon - 97209.

ADVANCE CALENDAR FOR MARCH 1970

Friday
20 March

REGULAR MONTHLY MEETING

Program to be announced. Reserve the date now!

JOHN T. LABBE



Mr Labbe at Klamath, California recording sounds of the Klamath and Hoppow Valley Railroad locomotives in September of 1969 during the Labor Day weekend.
(Photo by Irv Ewen)

John is a local historian, author, and walking encyclopedia of rail facts. His book, co-authored with Vernon Goe, Railroads in the Woods is considered the book on logging railroads in the Pacific Northwest. Besides being engaged in research on logging railroads, John is also interested in the electric lines that have operated in the Northwest.

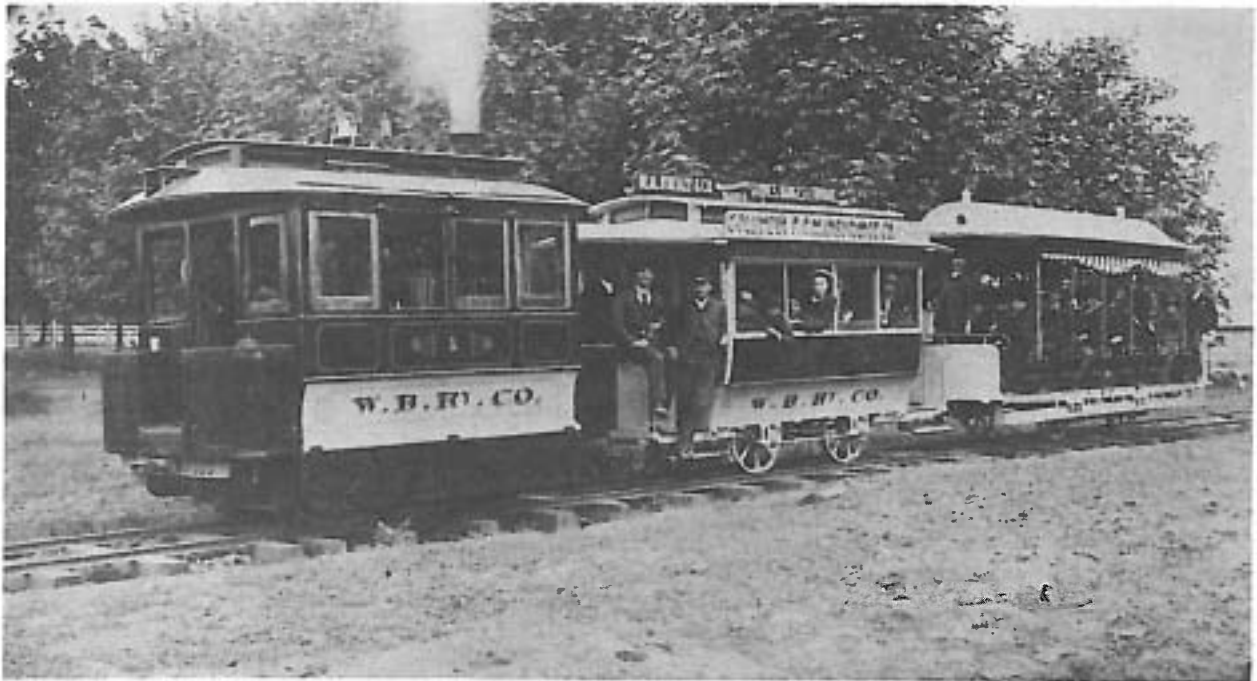
Usually found prowling the halls of the Oregon Historical Society, John can identify that unknown photograph left behind by your Aunt Tillie which shows three men standing next to a steam logging engine. He can also give the specifications of the Anderson and Middleton Lumber Company's 2 spot off the top of his head.

The members of the Pacific Northwest Chapter are honored to have John as a friend. The photo above shows John at his favorite pastime, taking pictures and recording the sounds of a dying era in logging, the steam engine worked railroad.

PORTLAND'S STEAM DUMMIES

by John T. Labbe

The Willamette Bridge Ry. Co. was incorporated 4/29/87 and was a subdivision of the Pacific Bridge Co. The bridge company built the first Morrison Street bridge, which was an iron bridge. (The second bridge was the railroad bridge, which was the steel bridge.) The bridge company was never an operating company, but owned and operated the bridge as a toll bridge. They gave the Willamette Bridge Ry. Co. an exclusive contract to operate cars across the bridge. The city of Portland would never allow steam engines to operate within the city limits, other than the mainline roads, and they never really accepted the steam trains on 4th St. Therefore, the Willamette Bridge Ry. Co. operated horse cars across the bridge and up as far as 5th St. in East Portland, which is now Grand Ave. East Portland was a separate city at that time. The horse cars ran north and south on 5th, but the line running east out N Street, now Morrison St., was built as a steam line. The first motor used on the line was an 0-4-0 from San Francisco - bought new. It was used until a larger motor was acquired, and then saw service as a standby and construction engine all over the system. It was also loaned out to Tacoma for construction on the line to Steilacoom.



Willamette Bridge Railway #1 (42 inch gauge) at Sunnyside, terminus of the W. B. Ry. Co's. motor line. Area is now in the vicinity of S. E. 34th Avenue and Belmont Street. Photo taken in 1888. Portland General Electric Company library photo.

Portland's Steam Dummies, continued



Willamette Bridge Railway's shops near the top of Belmont Street in East Portland. Collection of D. L. Stearns and J. T. Labbe.

Motor #2 arrived 4/22/89, and #3 arrived 5/25/89. Next was the big 6-wheel motor #4, which arrived 4/11/90. These three engines are well documented. Two of them were sold in December, 1899, to J. H. Peterson, of the Star Log. Co., at Rainier, Ore., which became Yeon & Pelton. The third one also went there, but just when is not known. In October, 1900, an engine was sold to Cline & Taylor for use on Clark Creek, near Eufaula, Wash. This was the later Inman-Poulsen Lbr. Co., which was also 42". Cline & Taylor sold this operation to Clark Creek Log. Co. in October, 1902. A locomotive was included in the sale, but no indication as to what engine. However, Clark Creek Log. Co. bought a Shay in December, 1902, so it seems likely that they traded off the old dummy on the Shay. On the other hand, Yeon bought out Star Log. Co. in December, 1901, and got 3 locomotives in the deal. Of course, we have no idea which locomotive Cline & Taylor got.

Getting back to Willamette Bridge Ry. Co., we have the St. Johns line to consider. This operation was never covered very well by the Oregonian, so it has never been clear just how many engines they had, or how they fitted into the roster. On December 3, 1890 we find that a locomotive was purchased. This was probably the Brooks 4-4-0, which was #5. It fits into the numbering system, and since it is called a "locomotive" rather than a "motor", it seems likely. The

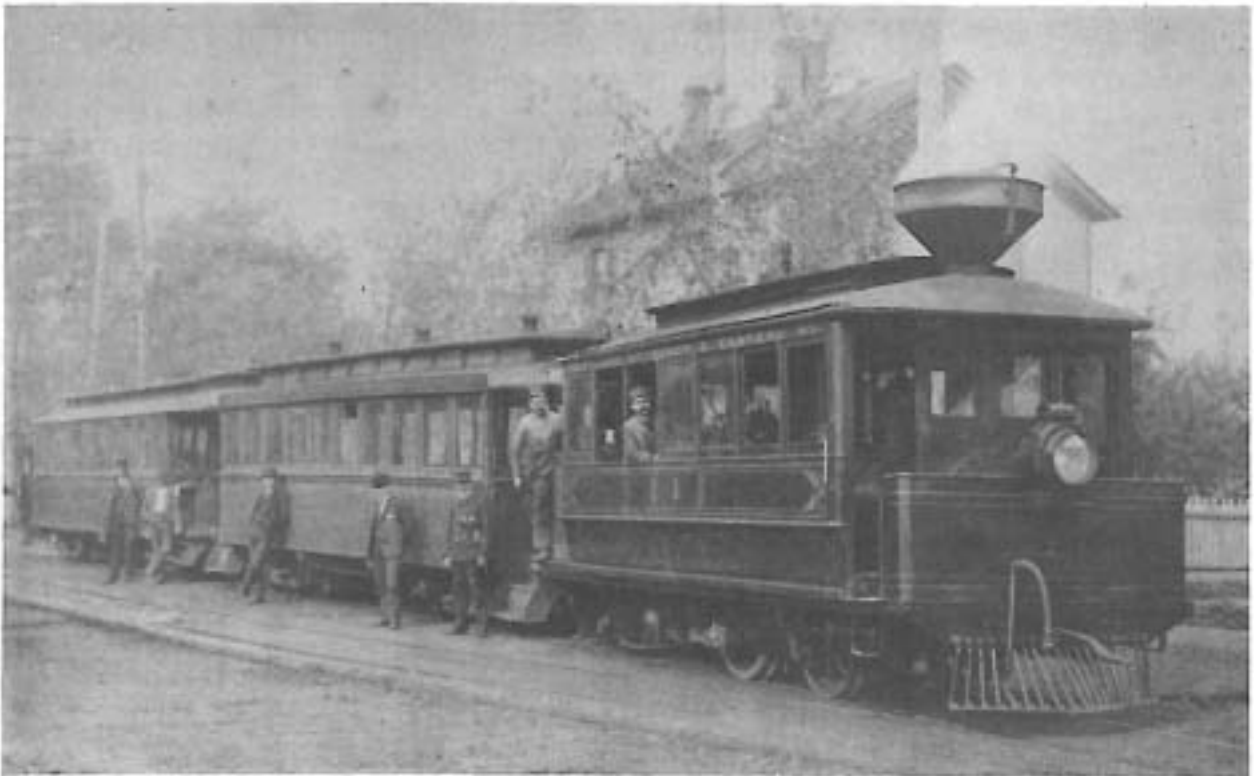
Portland's Steam Dummies, continued

paper always made this distinction. This leaves the question as to what motor was used on the line up to this point. I'd guess it was old #1.

On 2/18/91 we have another motor received for the St. Johns line. I can't identify this one. I have a photo of dummy #7 on the St. Johns line, but have no idea as to what #6 might have been.

Finally, on 4/12/92, we find still another motor arriving from Baldwin for the new City & Suburban, which took over the old Willamette Bridge Ry. Co.

Along about here we have to take into consideration the Portland, Mt. Tabor & Eastern, usually referred to as the Mt. Tabor & Eastern. This was built by a group living beyond Mt. Tabor, who wanted to see the service extended beyond Mt. Tabor. The Willamette Bridge Ry. Co. was not too interested, but they made a deal in which they offered to operate the extension if the promoters would build and equip it. They did, and the motor arrived along with the City & Suburban motor. The change of title had taken place while the Mt. Tabor & Eastern was under construction. I have a photo of this motor lettered



Portland, Mt. Tabor & Eastern Ry. train at what is now S. E. Morrison Street and Grand Avenue, circa 1890. Photo from J. T. Labbe collection.

Portland's Steam Dummies, continued

Portland, Mt. Tabor & Eastern Ry. #1 (see photo on previous page), and operating on the City & Suburban line from 5th St. The extension never paid, and the City & Suburban soon absorbed the equipment into their system. The engine seems identical to the WBRy. #2, and I suppose it was renumbered into the C&S roster.

So far as is known, C&S never operated anything but 42" gauge equipment, but they had a lot of it. Now we have a sale of a C&S motor to Doty & Stoddard in May, 1901. Either Doty & Stoddard started out as 42" gauge, or the reporter just credited any steam motor from Portland to C&S. Personally, I think that Doty & Stoddard started out to build to 42" gauge, although they claimed that their road would be standard gauge. There just weren't that many standard gauge dummies available, as we shall see.

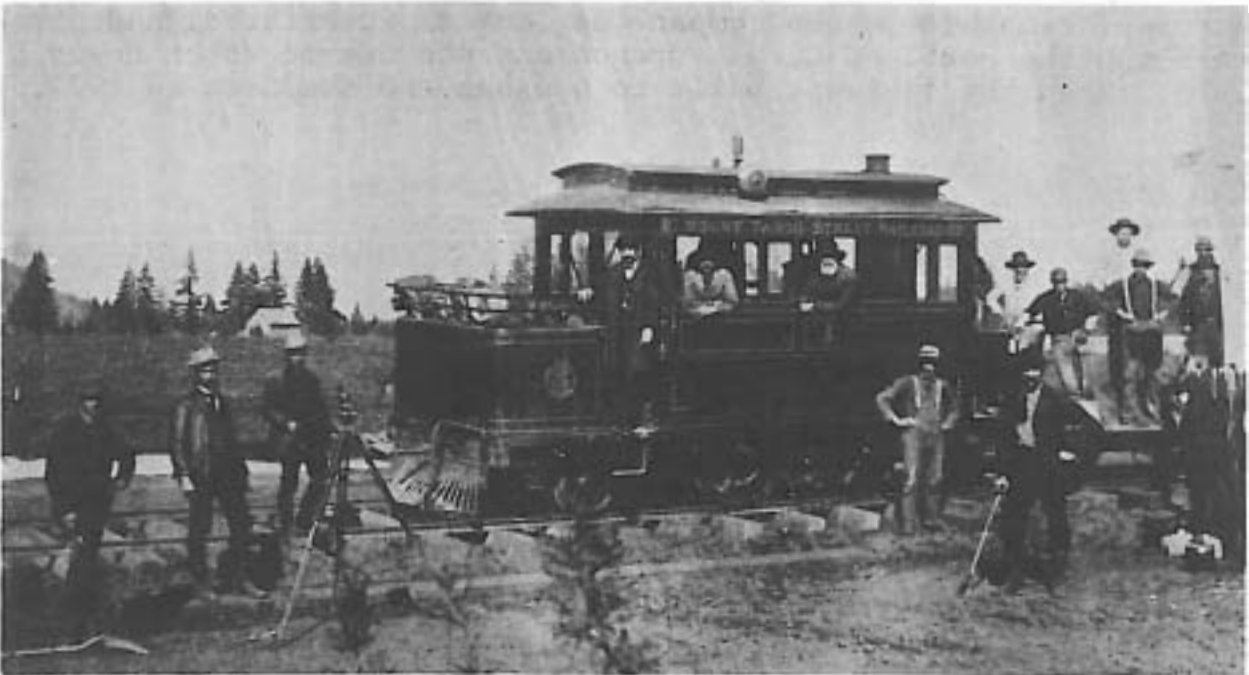
Now let's take a look at the City & West Portland Park Motor Co. Even before they started work on the line, they said they would use 2 motors. The first motor and flat cars arrived in late June, 1890, and tracklaying didn't begin until they arrived. It was November before the line was in operation, and that didn't last long. This was a standard gauge line, and the city of Portland was not particularly anxious to have any standard gauge in the city. The streets were too narrow. The old Metropolitan St. Ry., on 2nd St., was standard gauge, and they didn't like it. Maybe Mr. Wood thought of connecting with this line, which was the only electric street railway line to reach his general area. In any case, the company had a dickens of a time getting a franchise to run down town. At first, they were required to change to an electric line of 42" gauge at the city limits. This was finally changed to allow a standard gauge electric line, but Wood wasn't able to make a connection with any other line, and all of the streets in the business area were already committed. As a result, he never made it, and the line died. The second motor arrived sometime after the line had begun to die out, and it is possible that this one came under the C&S ownership in some way, although I don't have anything in my files to indicate it. There is no doubt as to what became of the motor that was used on this line, since it ended up at Cathlamet Log. Co., under R. C. Bell. However, it may have bounced around a bit before getting there. In the Timberman for February, 1900, there is the account of the purchase of 1,000 acres at Castle Rock, Wash., by Young Bros. They purchased a motor formerly used on a South Portland line. It seems fairly obvious that this was one of the C&WPP motors. In May, 1901, the Timberman notes that Young Bros. have purchased the 18T Climax formerly used by C. C. Masten. The next month, they sold a 15T rod engine to Rock Creek Lbr. Co. I have a photo of a Porter 0-4-2T named Edna on Young Bros., and I think this was the engine sold to Rock Creek Lbr. Co., which means that the motor was gone by this time.

Now, J. H. Peterson (Star Log. & Lbr. Co.) also had a camp at Cathlamet, where he built a railroad in late 1899. He expected to use a locomotive, but is shown in February, 1900, as using horses to haul

Portland's Steam Dummies, continued

the cars. There was a note the month before that he was having a motor prepared at Wolff & Swicker Iron Works, but no indication whether or not it was for this road or for the one at Rainier. In any case, the motor was installed by March. This is the operation that was sold to Cathlamet Log. Co., so we know which motor was involved. The sale was made at about the same time that the other operation was sold to Yeon.

This brings us to the other standard gauge dummies used in Portland, which were purchased for the Mt. Tabor St. Ry. Co. for use on Hawthorne Ave. The first motor was the ill-fated Prosser steam street car. But, since it didn't work out, it wasn't a factor. It was immediately replaced by a regulation dummy, which arrived on June 19, 1889. The second motor arrived for the line on 7/3/91. So far as



Mount Tabor Street Railroad Company's #1 at what is now S. E. 52nd Avenue and Foster. Compare the rural setting in 1895 to the urban slurb that exists today! Photo provided by the Oregon Historical Society.

I know, these are the only dummies the line ever had. Mr. Brown built the line himself. Originally, he had the franchise for himself, but it was discovered that it was not legal to grant a franchise to an individual, so he formed the corporation. Hawthorne Ave. was a county road at the time, so no cities were involved. However, it seems that his prime motive was to build the Madison

Portland's Steam Dummies, continued

Ave. bridge, which he did. And, motors not being allowed in Portland, this end had to be electric. To begin with, it was operated as far as 5th St. in East Portland by the Metropolitan St. Ry. Co., which was also standard gauge, and an electric line. Meanwhile, Mr. Brown was building out Hawthorne. As soon as he finished this part of the line, the Portland, Chicago & Mt. Scott was started by some real estate promoters, who wanted the line extended out to Mt. Scott. About as fast as this part was built, the line on Hawthorne was electrified. As a result, the two motors were always adequate for the limited service.

Mr. Brown also had a franchise for other extensions out toward Sellwood, which were never used as steam lines. The East Side Ry. Co. was formed by the people in the Metropolitan St. Ry. Co. and took over the electric operation all the way through. Mr. Brown never had any electric equipment.

The East Side Ry. Co. built the line to Oregon City and also operated the Mt. Scott line, using the steam motors on the other end. The motors remained in the company as long as it existed, and passed on through the Portland City & Oregon and the Oregon Water Power & Ry. Co. When the line was built to Gresham and Estacada in 1903, the



Hayden landing on the Portland and Vancouver Railway. The car behind the dummie is "Lady Maude" formerly of the Oregonian Railway. Notice in the left background the ferry that connected the P&V to the city of Vancouver. Photo furnished by the Oregon Historical Society.

Portland's Steam Dummies, continued

steam dummies were used to handle the passenger trains to Gresham until it was electrified. Later, the steam engines were purchased to speed up the service and aid in construction, but the dummies were used in construction along the new river route being built to Golf Junction. I just don't have any dope, as yet, on when they were sold or to whom.

This brings us at last to the Portland & Vancouver Ry. which was built to 3' gauge. (See photo on preceding page.) When the line was electrified by the Portland Ry. Co., the gauge was changed to 42". Just when the motors were taken off, or what became of them, is still a mystery to me.

MOTIVE POWER ROSTERS

by

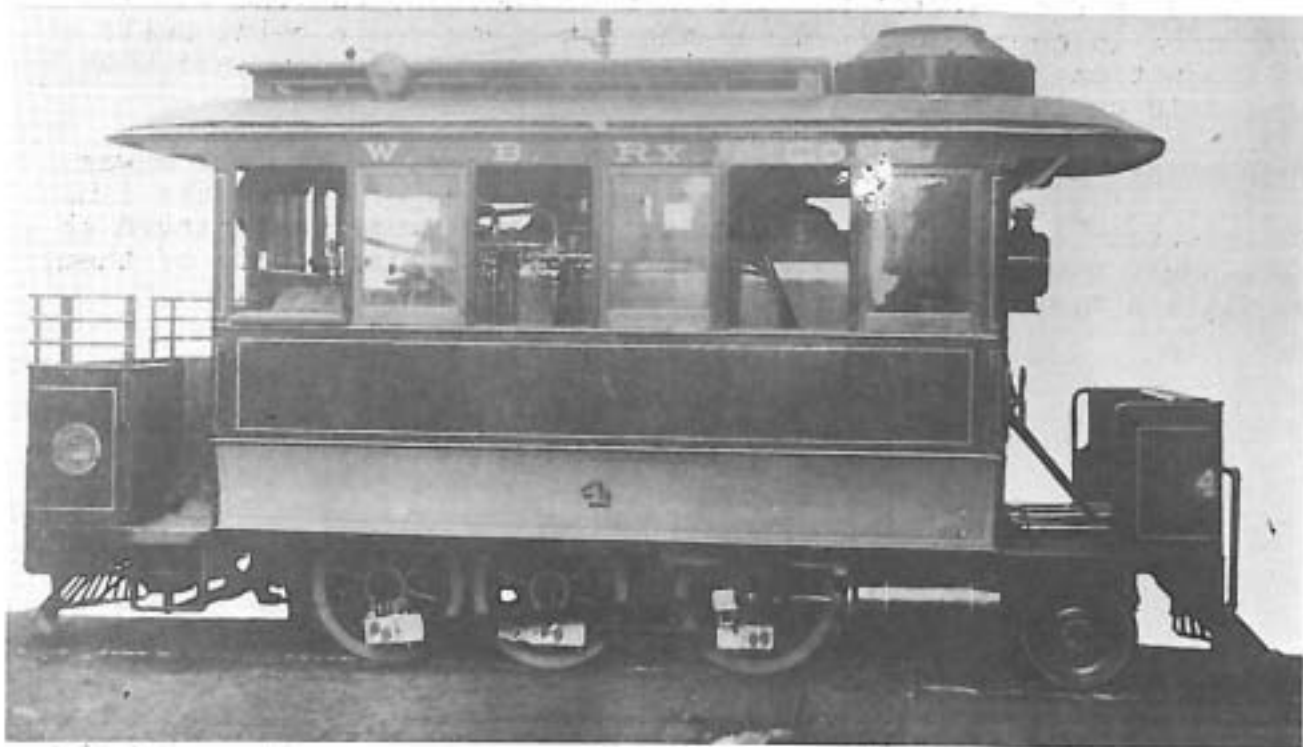
Jack M. Holst

Bert H. Ward

WILLAMETTE BRIDGE RAILWAY		incorp. 4/29/87	42 inch gauge
#1	Marschutz & Cantrell	10/87	0-4-0D to Cline & Taylor # ; to Clark Creek Logging Co. #
#2	Baldwin 9847	3/89	0-4-2D to Star Logging Co. #2; to Yeon & Pelton #2; to Portland Lumber Company #2
#3	Baldwin 9973	5/89	0-4-2D to Star Logging Co. #3; to Yeon & Pelton #3; to Portland Lumber Company #3
#4	Baldwin 10683	3/90	2-6-0D to Star Logging Co. #4; to Yeon & Pelton #4; to Portland Lumber Company #4

See photo of #4 on following page

Portland's Steam Dummies, continued



Willamette Bridge Railway #4, unusual in the fact that it was one of the few steam dummies with a 2-6-0 wheel arrangement. Photo is from a glass plate in the Portland General Electric Company's files.

CITY & SUBURBAN RAILWAY

incorp. 6/20/91

Took over Willamette Bridge Railway. The following locos acquired under City & Suburban ownership and were never on Willamette Bridge Rwy.

#5	Brooks		4-4-0
#6	Baldwin 11652	2/91	0-4-2D blt. as Houston Belt & Magnolia Park #2. Rejected, ret'd to builder and sold to C&S.
#7	Baldwin 10050	5/89	0-4-2D ex Portland, Mt. Tabor & Eastern R.R. Co. #1

Portland's Steam Dummies, continued

PORTLAND, MT. TABOR & EASTERN R.R. CO., incorp. 3/12/91 42" gauge

#1 Baldwin 10050 5/89 0-4-2D to City & Suburban Ry. #7

CITY & WEST PORTLAND PARK MOTOR CO., incorp. 4/4/89 standard gauge

#1 Baldwin /90 2-4-2D

#2 Baldwin 11528 11X16 cyl 1/91 2-4-2D; bgt. new;
35" drivers to Cathlamet Logging Co. #

MT. TABOR STREET RAILROAD CO. incorp. 1/2/89 standard gauge

#1 Prosser /89 Steam street car; bgt. new;
returned to builder as un-
satisfactory

2nd

#1 Baldwin 10950 6/90 0-4-2D to Doty Lbr. Co.
orig Ogden City Ry. #100

#2 Baldwin 11906 6/91 2-4-2D; bgt. new

EAST SIDE RAILWAY CO. incorp. 5/14/91

Took over Mt. Tabor St. R.R. locos #1 and #2 and acquired #3.

#3 Fulton Iron Wks. 5/87 0-4-2D orig. National City &
Otay #1

PORTLAND & VANCOUVER RAILROAD CO., incorp. 4/27/88 36 inch gauge

#1 Rex & Firth 10/88 2-4-2D blt. for Sellwood &
Vancouver #1 & taken over
by P&V

#2 Baldwin 9944 4/89 2-4-2D bgt. new

#3 Baldwin 9945 4/89 2-4-2D bgt. new

THIS N' THAT

The U S Supreme Court in a 7 to 0 decision gave the go-ahead to the merger of the Great Northern, Northern Pacific, CB&Q, SP&S, and Pacific Coast Railways. System would be the largest in the United States in terms of miles of track. The Trainmaster will keep its readers informed as developments in the merger effect the local Portland area and the Northwest in general.....

The Pacific Great Eastern will take over the rail operations of British Columbia Hydro on April 1, 1970.....

New through train service between the Pacific Northwest and Florida brings some foreign line engines into the Northwest. Seen in Seattle on New Year's Day, 1970 were Union Pacific 6920 (Centennial Series), St. Louis-San Francisco (Frisco) #843, and Seaboard Coast Line #1566. Engines and consist run through between Seattle and Florida points....

Milwaukie Road electrics once again running on the Coast Division. February 1, saw E39, A, B, C, D, in Othello waiting for a westbound extra.....

Milwaukie Road has purchased land at N W 26th Ave and Yeon Street near the Lake Yards for a possible terminal when permission is given for them to operate into Portland. The land was bought several years ago and has been used for container storage by the Port of Portland until the merger of the "Northern Lines" was approved. Under the terms of the merger, the Milwaukie Road will gain rights into Portland, Oregon; Billings, Montana; and Vancouver, British Columbia - Canada.....

Two ex-IC Pullman cars can be seen in the passenger car storage area near the Lovejoy Ramp. Owner is Sunset Tours of Beaverton, Oregon...

It seems that the cold winter is more than the steam boiler of the SP SDP45's can stand, and to keep the "Cascade" warm a FP7 is added to provide the additional needed steam.....

Rock slide on the SP&S on Saturday January 24 caused the "streamliner" (SP&S #2) to be rerouted via the UP to the Oregon Trunk bridge east of The Dalles, Oregon. It ran just behind the UP's City of Portland; the second time in the last several years that this has happened. The last time #4 was rerouted because of severe snow problems on the North Bank Route.....

Read next month's issue of The Trainmaster for a first hand account of ye olde editor's experience of being caught in a rail crash that killed 9 persons. Also riding double-headed Beyer-Garrett locomotives that were the largest B-G's ever built.....

Union Pacific's city ticket office closed its doors as of the 1st of February 1970. All tickets and reservations are now handled from the Union Station.....

The Port of Portland's steam powered stern-wheeler Portland has been repainted into green and white from the red and white colors it wore formerly.

CLIPPINGS

from the "Wall Street Journal", 2 January 1970*

END OF THE RAILROAD AVERAGE

For old railroad buffs like us, there's something a little sad about the disappearance of the Dow-Jones Railroad Average, now to become the Transportation Average.

Railroads are still vital to the economy, but their importance certainly isn't what it used to be. Private cars, airplanes and buses now carry most of the passengers who once rode the rails, and the railroads find most of their remaining passenger traffic so unprofitable that they would like to dispose of it too, if they could.

As recently as 20 years ago, railroads still carried 62% of all inter-city freight on a ton-mileage basis. By last year, however, the railroads' share had shrunk to 41%, with trucks, pipelines, water carriers and airlines picking up the rest.

Part of the railroads' troubles are self-inflicted, as managements have not always moved quickly and wisely to adjust to the changing environment in which they operate. Efforts to make such adjustments have been and still are hampered by excessive governmental regulation and powerful unions.

The fact that most rail lines now are trying hard to cope with a new climate is reflected in the names of some of the 11 rail securities that will remain in the 20-stock Transportation Average: Santa Fe Industries and Seaboard Coast Line Industries. Diversification is not a sure cure for any company's ills, but it can be helpful if its intelligently planned.

Nine newcomers to the average include airlines such as American and Eastern, and trucking firms such as Consolidated Freightways. The names may not ring with rail romance, but the companies have a lot to do with keeping America on the move.

And that's what is important. It would be nice if the problems that still confront transportation could be solved as smoothly as those involved in setting up the new Transportation Average.

*submitted by Marsh Beall

LETTERS

from Tony Koester, Associate Editor, RMC, 10 December 1969

Dear Mr. Immel:

I appreciated the copy of your chapter's excellent publication; it's easy to read, to the point, and is a credit not only to the chapter but to the national organization (of which I am also a member) as well.

Congratulations on a job well done.

Sincerely,

(S) Tony Koester

SURPLUS PUBLICATIONS FOR SALE

Trains Magazine

The following back issues of Trains Magazine are surplus to the needs of the Pacific Northwest Chapter of NRHS and will be sold to members on a first-come first-sale basis for 25¢ each issue FOB Room 1 or 50¢ each by mail to members or other interested fans.

4/54, 9/54
 5/56, 10/56
 5/57, 11/57 (two copies)
 1/58, 2/58, 3/58, 4/58, 5/58, 6/58, 7/58, 8/58, 9/58
 5/61, 9/61 (no cover)
 12/62 (no cover)
 1/63 (no cover), 8/63
 2/64, 4/64, 6/64, 8/64, 10/64, 11/64
 1/65, 6/65, 7/65, 8/65, 9/65
 8/66, 9/66, 11/66

If the chapter is successful in marketing these surplus copies of Trains Magazine, we will continue to offer surplus materials in future issues of The Trainmaster. Surplus material on hand includes back issues of Railroad Magazine, Model Railroader, Timetables, et cetera. Watch for future announcements. Mail orders should include check made payable to P N W Chapter, N R H S, as well as first and second choices of material.

Library Committee