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**THE TRAINMASTER**

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PACIFIC NORTHWEST CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

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CHAPTER NEWS LETTER  
("The Trainmaster")

|                         |                     |   |          |
|-------------------------|---------------------|---|----------|
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Articles which appear in "The Trainmaster" do not express the official National Railway Historical Society attitude on any subject unless specifically designated as such.

SCHEDULE OF EVENTS:

Friday Nov. 19 Regular November meeting of the Pacific Northwest Chapter, National Railway Historical Society will be held at 8:00pm at the Safety Exam Room of the Burlington Northern Railway. The room is located at 11th and N.W. Hoyt Street under the Lovejoy Ramp. The Chapter library located at Room 1, Union Station will be open at 7:00pm until 7:50 for members to purchase extra items and check out books. The meeting program will be:

Slides by Tom Hatch of the Oregonian who is a streetcar fan. Tom will show slides that he has taken of most of the systems in Europe and other places around the world. This should be one of the best programs of this year. Do not miss it!

Friday December 31 and Sat. Jan 1st New Year's Eve trip over the Oregon Pacific and Eastern Railway. Charter busses will leave Union Station at 7:00pm for a fast trip to the Village Green Hotel at Cottage Grove. A chartered RDC car will take the party over for a trip over the OP&E connecting with the buses for a return to Portland and breakfast at the Hoyt Hotel. All readers of the Trainmaster will receive a special mailing with prices and schedule. These tickets will be available only through Room 1.

Friday, Jan 21 Regular January meeting of the Pacific Northwest Chapter.

NOTE: THERE IS NO DECEMBER MEETING OF THE PACIFIC NORTHWEST CHAPTER

In Praise of the Trolley

The Municipal Railway of San Francisco is still managed by former employees of the much larger private streetcar company it absorbed in 1944. Assured of their positions and awaiting retirement, their common characteristic is a tendency not to make decisions. The "Muni" never got around to following the worldwide trend of replacing trolley coaches with diesel buses and, for once, its indecisiveness was beneficial. Only when most of San Francisco's trolley-coach system was 22 years old was there any serious noise about scrapping it, and by that time, two years ago, the public had discovered ecology.

Environmentalists, transportation students, trolley buffs - and the electrical workers, with jobs at stake - prevailed upon San Francisco's public utilities commissioners to resolve that the smog-free, quiet, reliable trolley coaches would be retained. But, durable as they are, these venerable coaches needed to be replaced by this time and where, in the 1970's do you buy a trolley coach? Cities from Halifax to Auckland have asked the same question. Such well-known but unlikely sources as General Motors haven't the answer, and the wires have come down. Many cities have discovered too late that residents don't like the noisy, smoky, smelly replacements.

The answer comes, of all places, from the middle of Canada, from Winnipeg, where Western Flyer Coach Limited is doing just that unheard-of thing - building trolley coaches. Even people who know the somewhat specialized field of bus manufacture

would not have picked Western Flyer as the likeliest source for trolley-coach revival. And in fact, it did not begin there but with the often forward-minded Toronto Transportation Commission. The TTC has long shown an awareness of the benefits of electric transportation. It built Canada's first subway. By the late 1960s it had the largest remaining streetcar systems, fully equipped with modern streamlined cars. (ed PCCs) It also had a trolley-coach network typical, except for possibly superior maintenance, of those remaining on the continent: vehicles close to 20 years old and needing replacement.

The TTC commissioned a study by Canadian General Electric Company of the mechanical and electrical components of its coaches. These unseen but essential pieces of machinery, for all their 20-year use, turned out to be good for many more years with either minor refurbishing or no work at all. All that remained was to find a manufacturer that, for a price, would turn out new, modern coach bodies into which those components could be fitted. The manufacturer chosen was Western Flyer. In mid-1970 the first new trolley coach rolled into Toronto on a railway flatcar, and within a few months others began to appear, as more of the old coaches gave way to their shiny replacements.

One of the refurbished coaches, #9123, took to the railways again and rode to the transit operators' convention in Milwaukee, Wisconsin. The US "beer city" has been without electric transportation for years and the new trolley coach drew an enthusiastic response from officials who never thought they would ever see such an animal.

San Franciscans interest in maintaining the largest trolley-coach network in the United States - as well as the famous cable cars and an electric streetcar system that, in a few years, will have new equipment running downtown in a subway now being built - have detected, in the almost unfathomable workings of the Muni, evidence that a decision has been made to do business with Western Flyer. At least 240 of the 333 aging trolley coaches are expected to take the long trip to Winnipeg, where whatever is usable in them will be fitted to new coaches. When that happens, some of San Francisco's most environment-minded citizens will take great amusement in having achieved leadership in ecologically sound transportation by having gone nowhere at all for 20 years.

And with trolley coaches still operating in Thunder Bay and Vancouver and in several cities in the United States, Western Flyer may just find a unique Canadian place in the history of urban transportation.

Macleans, October 1971

#### AMTRAK NEWS

Amtrak will add rail services beginning November 14 when it increases the number of roundtrips on the New York-Washington Metroliner service from nine to 12 a day. In addition to the extra Metroliner trips one roundtrip will be made with the equipment between New York and New Haven, Conn. One conventional round trip will be also added to the New York and Washington service with two additional trains between New York and Boston. Other increases will be two round trips between St. Louis and Milwaukee, via Chicago; increasing Chicago-Milwaukee service from four to 7 roundtrips a day, and doubling Chicago-St Paul service. Los Angeles-San Diego service will be expanded to three round trips a day. Amtrak also expects to report a loss of \$152 million dollars for the last fiscal year. The loss is expected to decline to less than \$100 million in 1973 when they expect to move out of many expensive terminals (et tu Portland?)

WILLAMINA AND GRANDE RONDE RAILWAY CO.  
POLK OPERATING COMPANY  
LONGVIEW, PORTLAND & NORTHERN RAILWAY COMPANY  
by  
Ed Culp and Walt Grande

The Willamina and Grand Ronde Railway (now one of the divisions of the Longview, Portland and Northern Railway Co.) is one of Oregon's shortest common carriers, extending from Willamina, where it connects with the Southern Pacific Co., to Grand Ronde, Oregon, approximately nine miles, passing near the historic Fort Yamhill blockhouse, manned in 1856 by Oregon Volunteers headed by Phil Sheridan; and near the Grand Ronde Indian Reservation. The line roughly parallels Oregon Highway 18 (from Portland to the Lincoln County beaches) between Willamina and Grande Ronde in Yamhill and Polk counties.

The line was organized in June 1920 and construction started shortly thereafter. Bates and Rogers was the firm handling construction of the line and construction costs amounted to slightly more than \$600,000. The Willamina and Grand Ronde Railway was owned by the Polk Operating Company, which in turn was owned by the Miami Lumber Company. Originally the line was financed by the Spaulding-Miami Lumber Co. interests. C.K. Spaulding, a prominent Oregon lumberman, represented the Spaulding interests, which operated a sawmill at Salem and later owned a pulp mill at Newberg. The Miami Lumber Co. represented interests of the McCormick family that owned the International Harvester Company in Chicago. The Willamina and Grand Ronde operated the line from Grande to Willamina, while the Polk operating Co. operated the line from Grand Ronde into the woods, running approximately 20 miles south of Grand Ronde.

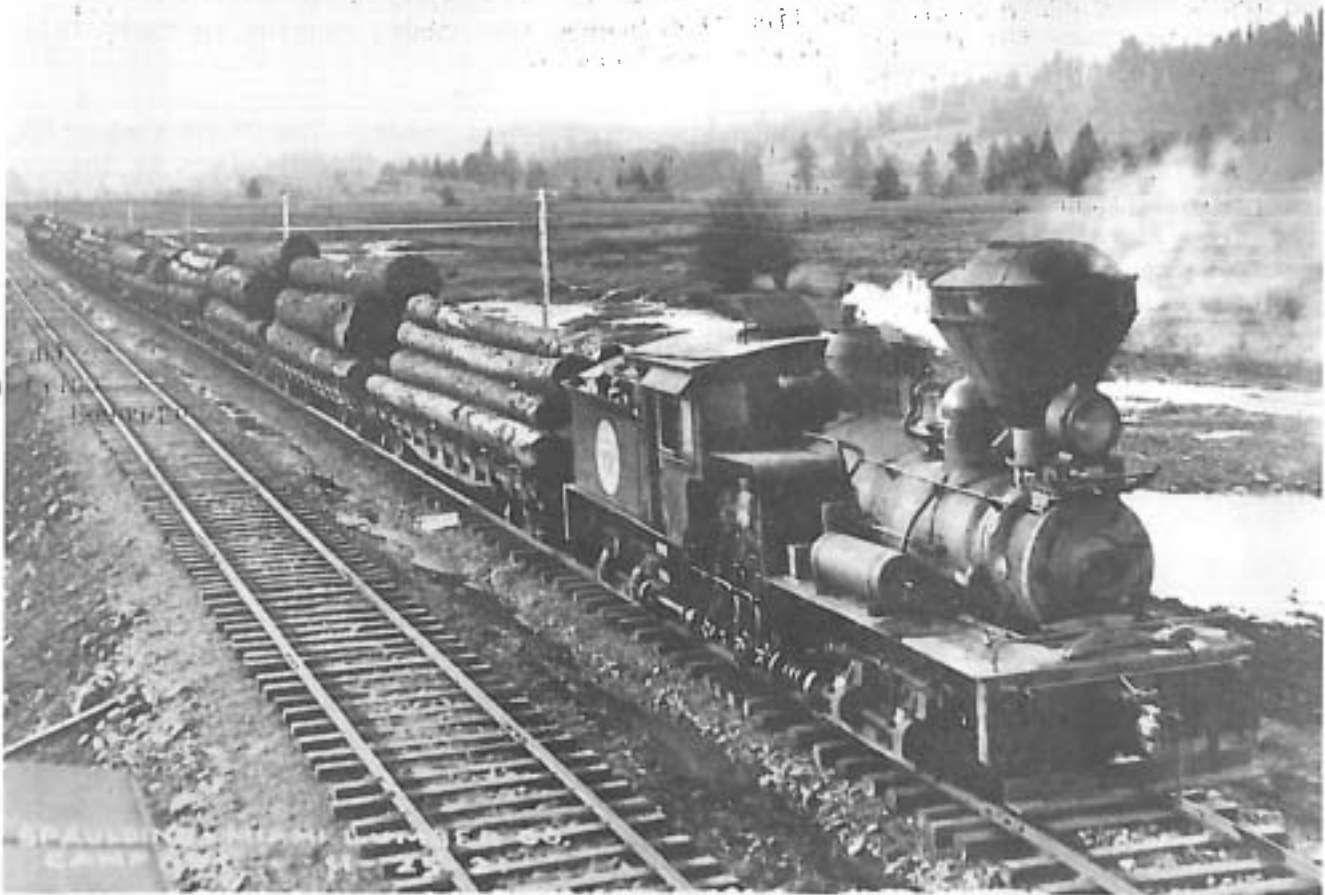
The Miami Lumber Co. built the town and depot at Grand Ronde. The Miami Lumber Co. never had a mill of their own in the area but instead shipped their logs to the Spaulding mill at Salem or sold them on the open market. The line operated as an intrastate carrier for the first 17 years of its existence handling only forest products of its own ownership. In 1937 various lumber and shingle mills had been built along the line. It now became necessary for the small railroad to apply to the Interstate Commerce Commission for permission to operate as an interstate carrier, maintaining through rates and routes with the SP. This request was approved.

*Photo at right taken about 1920 shows Willamina and Grand Ronde Railway Company construction between Willamina and Grand Ronde, Oregon. (Photo from the collection of Jack Holst.)*



In 1942 the railroad and the Polk Operating Co. were purchased by the Long Bell Lumber Company, which had extensive facilities in the Longview, Washington area. The logging line was abandoned and replaced by a road and trucks took over the hauling of logs to the mill pond at Grand Ronde, where the logs were loaded onto flat cars and hauled by rail to Memefee (near Lake Oswego) on the Southern Pacific, where they were dumped into the Willamette River and rafted to Longview to supply what was at one time called the largest lumber mill in the world.

In 1955 the Willamina and Grand Ronde name was changed to Longview, Portland and Northern Railway, which was the name used by the other railway subsidiaries of Long Bell Lumber Company in the Pacific Northwest. The LP&N did most of the local switching in Longview, Washington: operates a short line connecting their mill at Reedsport with the SP at Gardiner Jct.; and recently took over the former Yacolt branch of the Northern Pacific serving their mill at Chelatchie, Washington. The LP&N at one time ran extensive mileage in the Longview-Ryderwood, Washington area until they ran out of timber and had to look elsewhere for logs.



*W&GR Shay Number 7 pulls the first train on initial log haul, 25 November 1921, from Grand Ronde to Willamina. (Photo from the collection of E D "Ed" Culp.)*

Long Bell Lumber Company was subsequently acquired by the International Paper Company in the 1950's. Timber ran out in the Grand Ronde area about 1960 and all logging operations ceased. The company sold most of its holdings in the town of Grand Ronde but held onto the former logging lands as a tree farm for future log supply. Where the W&GR once ran daily trains handling as many as sixty cars they now handle only a few cars of lumber from the mills along their line with tri-weekly service. At the present time there are only three or four employees in the Grand Ronde area, with most of the employees handling more than one duty. The officers of the line are located in Longview, Washington.

The Longview, Portland and Northern Railway was one of the last railways in Oregon to have a steam locomotive in operable condition, although it saw service only rarely, when the diesel was out of service and the 680 has not been used for about six years, remaining in the engine house at Grand Ronde, while diesels did all the work. Reports indicate that the 680 has been donated by International Paper Company to a fan group in Ohio. When the Longview, Portland and Northern gave up switching in the Longview, Washington area to the Longview Switching Company, owned by the Union Pacific, Milwaukee Road and Burlington Northern, the LP&N moved their diesel #110 to Grand Ronde. This locomotive had been used at both Longview and Chelatchie.

Most of the locomotives assigned to the Willamina and Grand Ronde were rod engines while the locomotive assigned to the Polk Operating Company were Shays. Number One, a 2-6-0, and number Two, a 4-4-0, handled most of the mainline business. In 1926 a boiler inspector checked on number Two and found her unsafe for further service. Supt. Ira Withrow now regarded old Two Spot as just some more company junk. She might be worth \$200 as scrap. But it would be fun to kid his friend Carl Gerlinger, of Dallas Locomotive Works, a potential buyer. So Withrow started to haggle over the phone for \$500. "No, No" Carl explained, which was just Withrow wanted to hear; "old Two Spot is not worth \$2,500, maybe I can pay you \$2,000. Come right over." Withrow reached for an aspirin and then sprinted for his jalony and got to Dallas just short of nothing flat. Before he could get talking, Carl introduced him to Buster Keaton, solemn faced comedian of silent cinema. Keaton was looking for an old-fashioned locomotive for use in a drama of Civil War times. Old Two Spot was just what he wanted and Withrow received \$1750 for his junk that he expected to receive \$250. Keaton was planning to produce a movie based on the episode of the General and Texas race in Georgia in the Civil War in the 1860s. Keaton needed the Two Spot to take the place of the Texas in the movie that was to be filmed on the Oregon, Pacific and Eastern Railway out of Cottage Grove, Oregon. History tells us that the General, being chased by the Texas, set fire to one of the high bridges. The bridge gave way and the mighty Texas plunged into the river below. Today, the Two Spot lies somewhere in the sands of the Row River near Cottage Grove, where the Hollywood movie company secured trackage and rolling equipment to stage this railroad extravaganza. Randall Mills in Railroads Down the Valley claims the substitute for the Texas was an old Union Pacific locomotive that came from the Mount Hood Railway. All Willamina and Grand Ronde employees will tell you that the Texas was actually their Two Spot.

ALL-TIME ROSTER  
of the  
WILLAMINA AND GRAND RONDE RAILWAY CO.  
POLK OPERATING COMPANY  
LONGVIEW, PORTLAND AND NORTHERN RAILWAY COMPANY  
(Grand Ronde, Oregon)

STEAM

|     |        |                |      |   |
|-----|--------|----------------|------|---|
| 1   | 2-6-0  | Baldwin #11942 | 1891 | Built at NP 704, renumbered 525, sold to Newaukum Valley RR #1, 7-16-1915, and sold to Polk Operating Company about 1936.   |
| 2   | 4-4-0  | Baldwin        | 1878 | Sold to Buster Keaton as substitute for <u>Texas</u> in movie filmed at Cottage Grove, Oregon in 1926. Wrecked during movie scene.  |
| 3   | None   |                |      |   |
| 4   | 2-8-0  | Lima #1068     | 1908 | Built as B.R. Lewis Lbr. Co. #3 (Idaho). Ex Chamokane Tbr Co #1, Ex Dallas Machine and Loco #2, Ex Dallas and Southern #2.  |
| 5   | Shay   | Lima #2757     | 1914 | 70-ton 3-truck Shay. Built as Missouri and Louisiana RR #116  |
| 6   | Shay   | Lima #3096     | 1920 | Built as Fernwood Lumber Co #16 80-ton, 3-truck Shay  |
| 7   | Shay   | Lima #. 611    | 1900 | Built as Phoenix Log Co. #1 "Joe Parker". Ex Marys River Logging Company, Ex Spaulding-Miami Lumber #7, Ex Oregon Coast Range Lumber #7, First locomotive on line, 45-ton, two-truck Shay |
| 8   | Shay   | Lima #2666     | 1913 | Built as White Pine Cedar Co. #1 45-ton, two truck Shay   |
| 9   | None   |                |      |   |
| 10  | Climax | Climax #1093   | 1911 | Built as Spaulding Logging Co. #10. Ex Mt. Hope Minerals #3, 57-ton, two-truck Shay   |
| 680 | 2-8-0  | Baldwin #44235 | 1916 | Built as Louisiana Pacific #252, Still in operable condition  |
| 681 | 2-6-2  | Baldwin #54077 | 1920 | Sold to American Sugar Cane Co. in Mexico for use on F.C. Mexicano del Pacifico #7.   |





*W&GR Number 1 (ex NP Number 704) purchased in 1936 by Polk Operating Company.  
(Photo from the collection of Walt Grande.)*



*W&GR Climax Number 10 built in 1911 for Mt. Hope  
Minerals. (Photo from the collection of Walt Grande.)*

PASSENGER EQUIPMENT

2 and one-half ton Mack Truck, two axle pony truck, drive from rear truck. Sold to Condon, Kinzua and Southern Railway at Condon, Oregon. Now on display at Fossil, Oregon

DIESEL

|      |    |         |                |       |  |
|------|----|---------|----------------|-------|--|
| 80   | BB | 500 HP  | G.E. #18067    | 11/43 | Bought new by LP&N. Now stored, for sale, at Grand Ronde, Ore.                         |
| 110  | BB | 1000 HP | ALCO #74453    | 1/46  | Bought new by LP&N. Now in service on the former W&GR.                                 |
| 451  | BB | 300 HP  | G.E. #31303    |       | Only diesel purchased by W&GR. Bought new. Later transferred to LP&N at Gardiner, Ore. |
| 1001 | BB | 660 HP  | BALDWIN #64250 | 4/42  | Bought used by LP&N. Has been scrapped.  |

Steam roster data furnished by Bert Ward, Eugene, Oregon and diesel roster data furnished by Jack Holst, Portland.



*W&GR Number 2 (Baldwin 1878) was sold to Buster Keaton and wrecked on the Oregon, Pacific & Eastern as part of a movie scene. (Photo from the collection of Walt Grande)*

*Photo at right shows LP&N Number 680 which was built as Louisiana Pacific Number 252. It is now stored out-of-service at Grand Ronde, Oregon.*



*LP&N Number 680 (Baldwin 1916) and LP&N Number 1001 at the Grand Ronde, Oregon Depot. (Photo taken by E D "Ed" Culp.)*

Minutes of the October Meeting:

The meeting was called to order by Chapter President Roger Phillips at 8:20pm.

The minutes of the last meeting were approved as read.

Treasurer Roger Sackett was absent.

Jack Holst reporting on Chapter publications, said that corrections have been made on the galley proofs of the SP&S motive power book and the proofs have been returned to the publisher. Work on the Railfan's Guide has temporarily been suspended.

Jack Holst reported on the work in progress on the Stimson Shay. A new maple roof has been put on the cab and the wood work on the left side of the cab has been roughed in. The boilermaker from the Portland Terminal Railroad Company inspected the boiler and advised what repairs are needed. Wood work and wiring on the cab are the next projects to be completed. Work parties will continue each Saturday at 1:00pm.

The minutes of the September 23rd board meeting were read. The board recommended: (1) an increase in Chapter dues from three to five dollars a year, (2) that the Chapter not have a second vice-president, and (3) that car 598 not be advertised for rent for at least one year and that it be left on the OF&E during that time.

Jack Holst moved that the amendment to the Chapter by-laws increasing yearly dues from three to five dollars, as recommended by the board, be voted on at the November meeting. Motion seconded and passed.

Jack Holst moved to postpone indefinitely advertising car 598 for rent to other excursion operations. Motion seconded and passed.

Ken McFarling reported to the meeting on a group called STOP (Sensible Transportation Options for People). STOP is studying various aspects of mass transportation in the Portland area. Ken asked that any interested Chapter members become involved with the STOP group.

The meeting was adjourned at 9:00pm.

Respectfully submitted,  
(s)

Chuck Storz  
Acting Secretary

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CHANGE IN CHAPTER BY-LAWS:

The board of directors proposes that Sec 2, Article V of the Chapter by-laws be amended to increase Chapter dues as follows:

Present wording: Sec 2: Chapter dues shall be \$3.00 per calendar year, payable in advance.

Proposed amended wording: Sec. 2: Chapter dues shall be \$5.00 per calendar year, payable in advance.

The change in the by-laws will be voted upon at the November meeting

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JOTTINGS FROM THE PR DEPARTMENTS

On 8 November 1971 Mr. Harry J. Surles, BN's regional vice president, was presented a flag measuring 12 by 24 feet by the Rose City Post No. 35 of the American Legion. The flag dates from the 1840's and was flown as the first ensign of the sailing ship Tillie E. Starbuck, the first iron sailing ship built in America. She arrived in Portland in January of 1884 with 22 locomotives for the Northern Pacific and the 57,159 pieces that were assembled to produce the railroad car ferry Kalama. This ferry permitted service to be provided to Tacoma by the NP.

The flag will be conveyed to the Oregon Historical Society for safe keeping.

The Union Pacific is now sending us their employees newsletter. It is a very well done publication and one issue contains an excellent story of U.P.'s first Streamliner. Issues are available for inspecting in the library. We are receiving the publication because of the efforts of member Don "Pappy" Davison.

NOMINATING COMMITTEE REPORT

The Nominating Committee, consisting of Chuck Storz, Al Haij, and Al Zimmerman met and present the following slate of officers for 1972:

- PRESIDENT. . . . .JOHN HOLLOWAY
- VICE PRESIDENT . . . . .KENNETH DETHMAN
- SECRETARY. . . . .CHUCK STORZ
- TREASURER . . . . .ROGER SACKETT
- NATIONAL DIRECTOR . . . . .ROGER PHILLIPS
- DIRECTORS AT LARGE . . . . .CORA JACKSON
- . . . . .IRV EWEN

If any member wishes to place any other names in consideration this may be done at the November meeting. Club by-laws require us to select the officers for 1972 at the November meeting so it is important that all members attend

OLD FRIENDS OUT AT BANKS MOVE SOUTH

VSP&S 2-6-2 No. 105 and ex Pickering Shay No. 8 will be moving south to the OP& E. Both engines will move on flat cars to Cottage Grove.

PACIFIC NORTHWEST CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

THIS SPACE RESERVED

FOR MYSTERY ARTICLE

BY ALAN C. ZIMMERMAN

OFFICIAL CHAPTER COLOR PROPOSED

Also to be considered at the November meeting is a proposal that the Chapter adopt the color of RAILROAD BUFF as the official color of the Chapter. The cover of this edition of the Trainmaster is printed on paper of this color to help members in making the decision.