

JAN 72

THE TRAINMASTER

Room 1, Union Station
800 N.W. 6th Avenue
Portland, Oregon 97209

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PACIFIC NORTHWEST CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
Room 1, Union Station, Portland, OR 97209

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| | | |
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Chapter Newsletter- 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 January 21, 1972: The regular January meeting of the Pacific Northwest Chapter, NRHS will be held at 8:00pm at THE WESTERN FORESTY CENTER opposite the Portland Zoo and OMSI. The program will feature an outstanding presentation of railroad logging. The library at Room 1 will be open at 6:45pm until 7:30 for members to check out books and return items along with making purchases of surplus railroadiana.

Friday February 18: The regular February meeting of the Pacific Northwest Chapter will be held. Program will railroading in Australia.

Dear Trainmaster Reader:

The format for the Trainmaster has been changed beginning with this issue. The change is being made since part of this publication is printed on one side of the Cascade Mountains while it is assembled on the other side. The feature article will be the first item in the newsletter since this can be worked upon ahead of time instead of doing the meeting notice first.

The meeting notice will now be found inside the last page. Notice that the meeting this month will be at the Western Forestry Center.

Also with this issue the Trainmaster has a masthead. This is a variation of the chapter emblem. Work is now being done to do an original drawing for the masthead.

The staff of the Trainmaster

PINE MAILERAM

FLASH

930pm January 10, 1972

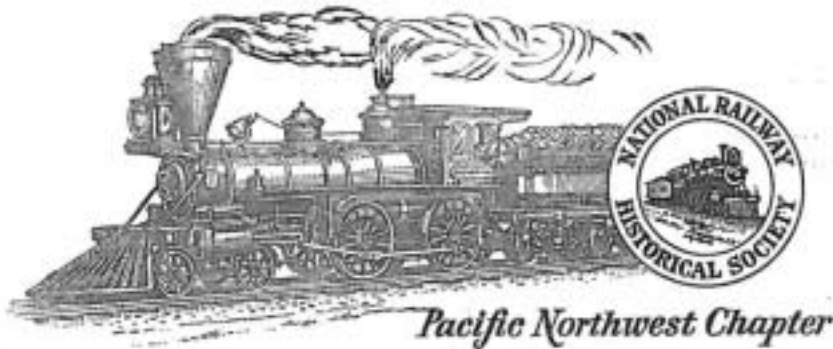
Enclosure with January 1972 TRAINMASTER, Pacific Northwest Chapter NRS
Room 1, Union Station, Portland, Oregon 97209.

UNION PACIFIC 4-8-4 No. 8444 left Council Bluffs 600am Jan. 10 doubleheaded with UP USOC No. 5027 on a ONW Drag freight west, and arrived North Platte at 6:30 pm Jan. 10.

The engine will be called about 630am Jan. 11 to doublehead with a diesel on a drag freight west with Hannah mining empties, to arrive Cheyenne late evening Jan. 11.

No. 8444 was completely overhauled at Omaha Shops last Fall, and will go into storage at Cheyenne awaiting further excursion service.

E. N. Bernsten



THE TRAINMASTER

PORTLAND, OREGON

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EARLY DAYS IN WASHINGTON TERRITORY

by

Charles F. Carter*

When Washington Territory, back in the 1870s, had a population of 23,995, averaging one person to each 2.7 square miles of its area, popular demand for railroads became overwhelming. To be sure, there was neither freight nor passenger traffic in sight; but sturdy pioneers of the Territory wanted what they wanted when they wanted it.

They had suffered a keen disappointment in the matter of the Northern Pacific Railway. Failure of Jay Cooke & Co., who had tried to finance the railroad had brought everything to a full stop. In its zeal to gather all the bribes lying around loose, Congress had bestowed land grants in the Territory of Washington alone equaling the combined areas of Maryland, Massachusetts and New Jersey, but that helped not at all. The excuse for the land grants was they were to aid in railroad construction; but instead of trying to raise money on their vast domain the promoters had put it aside to cash in on their leisure.

But, as any one could see, the Northern Pacific was sure to be built some day. When that happened the rails probably would come to an end somewhere on the brink of the Pacific Ocean. Around the rail head would spring up a great city with an immense population and vast wealth and unlimited chances to get rich quick.

Railroad representatives were sent to the Pacific Northwest to fan the demand for the railroad into a flame and more particularly to select a terminal- not the most advantageous location; but to get the biggest bonus possible therefor. All the water front villages were played off against each other in a great poker-like game. After putting up all it had or ever expected to have, the town of Tacoma bet its shirt on the terminal bonus, raising Seattle, Steilacoom and Olympia out of their boots, and scooped in the pot.

Other bidders were hard hit; but Olympia was, apparently, done for. It was the oldest village in the Territory, advantageously situated on deep water on Budd Inlet, an arm of puget sound, and it had secured the capital of the Territory. When Tacoma bagged the Northern Pacific terminus there was even talk of moving the capital from Olympia.

* from Railroad Magazine, September 1937

At a mass meeting August 23, 1873, it was agreed that Olympia and the rest of Thurston County should finance and build a railroad from Olympia to Tenino, on the Portland extension of the Northern Pacific when it was built, if ever. Tenino was 15 miles from the capital; but in those horse-and-buggy days 15 miles was a right smart stretch. It was further agreed to bond the county for \$150,000 to aid in building the railroad; but as Washington was still a territory a bond issue was impossible without the consent of Congress.

Nothing happened until December 31, 1873, when another mass meeting was held at which the Olympia Railroad Union was organized to build the railroad to Tenino. Seventeen public spirited citizens subscribed \$660 in real money. The Union was incorporated with a capital of \$200,000; an enormous sum for those days in the back woods. Stock at \$100 a share could be paid for in land, wheat, steers, hogs, potatoes, cordwood, or what have you.

Land and even some money was pledged for stock. Those who had nothing else could pledge themselves to work on the grade a certain number of days. One man, owner of the only pile driver in the county pledged the use of it as his contribution. T.B. Morris, a railroad construction engineer, mapped and staked the grade free of charge. The ladies of Olympia held a meeting of their own at which they agreed to send their Chinese servants to work on the railroad. Finally a gauge of three feet was decided upon because it would be easier to build.

All business was suspended on April 7, 1874. Merchants, lawyers, doctors, teachers, farmers marched in a body, headed by a fife and drum, to the grade Morris had staked out and set to work to build their own railroad. Men cut down trees and sawed fallen timber into lengths that could be handled, while farmers hitched their teams to log chain and hauled the logs aside. Boys piled brush on the log heaps and set them afire. Other teams with plows and scrapers did their bit; and men who could do no better plied spades, picks and mattocks. At noon all hands knocked off for a barbeque washed down with the contents of little brown jugs.

Thereafter, on specified field days, all Thurston County turned out to work on the Olympia Narrow Gage Railroad. The women folk, not a bit behind in enthusiasm for the railroad, always turned out to serve mid-day dinner for the workers. Those dinners were so good that the railroad became the most popular resort in the county.

By April 11, 1875, land valued at \$45,000, labor valued at \$2,400 and materials worth \$6,850, making a total of \$54,250 had been traded in for stock of the Olympia Narrow Gage Railroad. By that time the grade had been raised too high, in spots, for satisfactory results from volunteer labor; so it was agreed that the road should be finished by hired labor to be paid for in provisions. On May first it was estimated that 50 men could finish the railroad in two months work. But there was not a cent in sight to provide equipment.

Judge McFadden, Territorial Delegate to Congress, secured the passage of an act on May 18 authorizing Thurston County to raise

\$200,000 by a bond issue if the people so voted. An election was held August 8, 1876, at which 742 votes were cast for the bond issue. Only one vote was against it. The bonds were ready to issue on May 10, 1877. That same day a steamer arrived at Tumwater with spikes for trestles and ties. A second-hand locomotive was secured in the East and sent around Cape Horn to Tumwater. Second-hand rails that had seen their first service on the Central Pacific, were rerolled and sent up for the narrow gage. Cars were built by Ward & Mitchell at Tumwater.

The opening excursion was made August 1, 1877, by a train composed of one passenger coach, one box car and three flat cars carrying 350 enthusiastic passengers. A distinguished citizen of Olympia who did not believe in railroads rode ahead on horseback - a manifestation of derision which gratified the citizen and delighted the small boys along the way. The 15-miles run from Olympia to Tenino was made in one and a half hours flat.

In 1891 the gage was widened to standard and the rails extended to deep water on Budd Inlet. Seven years later the Northern Pacific acquired the road and tore up the track, and that was the end of Olympia's home-made railroad. That pioneer village had since grown to a nice little city of 11,733 inhabitants and still retains the capital seat of the State of Washington. The Northern Pacific thought better of its action in tearing up the track and has built a better line into Olympia. The Union Pacific competes for traffice, so that the capital has one train each way daily on two railroads.

Seattle wasted no time mourning when she was passed over in favor of Tacoma. but organized the Seattle & Walla Walla Railroad and Transportation Company to build east across the Territory and over the Cascade Range. That railroad was never constructed, for nobody had the money, though some water front land, now worth millions, was contributed to the project.

Finding that wishful thinking would not build railroads the people of Seattle did exactly what their neighbors down in Olympia did: they agreed to turn out and build their own railroad by hand to a connection with the Northern Pacific if, when, and as it was built. T.B. Morris, the railroad engineer who had laid out Olympia's narrow gage, assembled a gang of volunteer men and boys on his own survey on the south shore of Elliott Bay on May 1, 1874, and set them to work clearing a grade. And again the women turned out and cooked and served noon dinner for the graders.

The railroad builders were aiming at Puyallup, nine miles distant as the proposed junction with the main line of the Northern Pacific when it came along. It had to be narrow gage; and even that would be enough to bankrupt the town unless they had especially good luck, or good management, which is another name for the same thing.

Washington is fortunate in having large coal deposits near the Pacific Coast. While waiting for transcontinental lines to arrive, Seattle home talent decided to build a branch of the narrow gage connection with the Northern Pacific from a steamboat landing on the

Duwamish River to coal mines at Renton, owned by Wm. Renton and W.C. Talbot. Instead of inviting the neighbors in for a railroad building bee the coal branch was to be a business enterprise. Renton and Talbot put up all the money they could raise, while Seattle contributed \$60,000. Finding that Seattle's home made railroad had mortgageable assets James M. Colman advanced \$100,000 on a mortgage on condition that he should have charge of completing the line. As assistants he had Robert L. Thorne and Chin Gee Hee, a Chinese, who furnished and directed a force of his countrymen. The narrow gage was completed to the junction point and to the coal mines by the end of 1877. Finding that the coal traffic paid expenses and a little more, the rails were extended to the Black Diamond and Franklin mines at few years later. Earnings increased. Today the road is known as the Pacific Coast Railroad; it is standard gage.

Organization of the Seattle, Columbia & Puget Sound Railway, to build between Kalama, near the Columbia and Puyallup, ten miles east of Tacoma, brought Seattle a step nearer connection with the outside world.

To give the proposed road entrance to the city, citizens were asked to contribute a right-of-way. Contribution to railroads which never materialized had begun to pall by this time; still you could never tell when a prospect would hatch into the real thing. Property owners along the water front eventually gave the right-of-way. Some gave land between their warehouses and the water; others gave land between their buildings and the hills. These various tracts constituted a right-of-way, perhaps, but it was too crooked for railroad use. Local wits dubbed it "The Ram's Horn." Then Henry Villard, big chief of the NP came along and gathered in all the railroad property in and around Seattle, including the "Ram's Horn" right-of-way, which has since become worth millions; and the gifts were irrevocable.

Henry was an acquisitive cuss. He made all sorts of promises which never were fulfilled. One reason was that, having been forced out of the presidency, he had no power to fulfill them. So great had been the confidence in his leadership at one time that he had been able to form a blind pool of \$8,000,000 without contributors knowing what the money was to be used for. Anyone thinking such a feat is simple is invited to try conning capitalists to put up \$8,000,000 in cold cash without telling what it is for or who is to handle the money. Villard's pool was used to buy in the Northern Pacific when it was sold under foreclosure after the failure.

Soon after, the pool members discovered that they had been stung; they decided Villard had unloaded on them a worthless uncompleted railroad in an unknown wilderness which never could earn enough to buy postage stamps on letters telling stockholders that dividends had been passed. Still, the dividend record to date of the Northern Pacific would seem to indicate that the railroad has done well in this country.

But Villard was out of a job, at least for the time being, and operation of Seattle's home made railroad, which had been paying handsomely, was stopped. Thereafter it was known as the Orphan Railroad.

For a year and a half the Orphan Railroad lay idle. Then "Foghorn" Green, a farmer in White River Valley, so-called because of his voice sounded like that, invited his fellow citizens to get together and consider what could be done.

Hostility to the Northern Pacific was becoming intense. There was a popular demand that its land grant should be forfeited. Congress had kindly made a floating grant; that is, millions of acres had been granted before the railroad had been surveyed. After it had been located the railroad could claim odd-numbered sections in a strip forty miles wide- twenty miles on each side of the road. Bona fide settlers coming into the territory dared not locate because if they happened to settle on a railroad section the company could drive them off and take improvements they had made.

Foghorn's meeting was well attended. In calling it to order, he reminded his hearers that the Orphan Railroad had been idle for a year and a half and there was no prospect that it ever would be put to work. They had to devise means of resuming operation. He called on C.H. Hanford who said:

"A railroad franchise imposes a duty to serve the public. If you farmers do not consent to have your improve land cut into ribbons, your houses and barns torn down to make room for the railroad, the law of eminent domain gives consent, which means that public necessity is paramount to individual rights. After a railroad is built it is a public highway. The public is entitled to use it. The same reasons that justify condemnation of private land for public use sanctions condemnation of an existing railroad that is not serving the public."

"If whoever owns this railroad can not, or will not, operate it, you farmers can acquire possession of it and put it to work. Do not hesitate to go ahead lest the road may not produce income sufficient to pay for its maintenance. I have figures showing that when it was operated for one month its earning in cash amounted to 50% more than its expenses"

Proceedings ere interrupted by receipt of a telegram from Northern Pacific headquarters in New York, by a lawyer in the meeting, announcing that the Orphan Railroad would be put into operation at once, though it was, in fact, two weeks before trains were running. That short bit of railroad has been in daily operation to date.

During the second receivership in 1893, assets of the Orphan Railroad were turned over to the receivers of the Northern Pacific, and when the company reincorporated the Orphan Railroad was absorbed and so ceased to be an Orphan. Kinks were ironed out of the Ram's Horn by litigation over street extensions.

The Walla Walla & Columbia River Railroad, connecting Wallula, a steamboat landing on the Columbia River, with Walla Walla, 32 miles to the eastward, was another Washington Territory home-made railroad which acquired unique distinction in its short career. For one thing,

it became known as the Rawhide Railroad, not because of anything the road or people behind it did, but because a magazine writer with a perfervid imagination sold an article to a Philadelphia weekly, published May 6, 1922, telling how the railroad had been built with wooden rails faced with strips of rawhide instead of iron, and that starving coyotes had eaten the rawhide, thus putting the railroad out of commission. It was a good story, though somewhat lacking in facts.

What the railroad really did acquire was the distinction of being the subject of the only election in history in which the issue was decided by bedbugs. It seems that the newly organized county of Walla Walla had been authorized to issue \$300,000 in bonds to subsidize the WW&CRRR if and when the voters agreed.

Dr. Dorsey Syng Baker, banker and owner of steamboats, grist mills and sawmills, was president of the railroad company. With a young son he went on an electioneering trip to promote the bond issue. They stopped overnight at a stage depot and saloon kept by a prominent citizen reputed to swing a lot of votes, as saloon keepers sometimes did in the bad old days. Dr. Baker used his best arguments that evening. The prominent citizen was "sold" on the bond issue. He promised to deliver all the votes needed to put over the bonds. Then everybody went to bed, Dr. Baker and son in the best room in the house.

But next morning the Bakers were seen coming out of the barn combing hay out of their hair. They explained that the bedbugs in the house were so ravenous that they had had to adjourn to the barn. The prominent citizen was insulted by the base insinuation. He was furiously angry over the slander. B'gosh, he would have nothing to do with Baker's dad-blamed railroad bonds; on the contrary, he would see that the bond issue was buried in the election. And it was so buried by a majority of 18 votes.

That threw Dr. Baker on his own resources. Starting in the approved Washington Territory way, he collected a group of friends and actually began construction at Wallula. The neighborhood effort did not last long. Dr. Baker continued with hired hands doing the hard work. Rails were of fir strips measuring four by six inches. Early in 1871 Dr. Baker with his wife and baby went East over the new Union Pacific from Kelton, Utah, to Philadelphia, where he bought from Baldwin a locomotive weighing 7 1/2 tons. He also bought rails to the value of \$65,000, though he did not have the money. Instead of paying he hurried back to Walla Walla to raise the money while the rails were forwarded around the Horn.

Failing to raise the money to pay for the rails on time, he did manage to buy half-inch strap iron to tack down on his soft fir rails. Also he developed traffic requiring four additional locomotive. Another thing he did was to fight the first truck competition and win the battle- long before trucks had been invented. That is, farmers complained of freight charges on their wheat by rail and steamboat to Portland, and so they hauled their own wheat to the steamboats in wagons

instead of shipping it by rail. Dr. Baker beat this game by creating a "fast freight line" which gave these shipments preferred handling. As payment on wheat could not be collected until the grain was delivered at Portland, he had an irresistible argument.

Dr. Baker sold the Walla Walla & Columbia River Railroad in 1878 for \$356,134. The road had never been mortgaged and no lives had ever been lost on it. It now forms a small part of the Union Pacific.

One day a mixed train of the OR&N picked up a car of hogs at a way station with instructions to water them at the first tank. The train had a baggage car and two coaches on the rear and five boxcars and the stock car up ahead. It was very warm and most of the passengers in the coaches had their windows raised.

For some reason the engine crew mis-understood their signals. The brakeman pulled the spout back and opened the valve to let the water run into the stock car as it was pulled slowly by the tank. The hogs were watered all right, but the train moved on by.

The water valve stuck; the brakeman could not shut it off. On went the train, and as the coaches went by they were drenched by water through the open windows. The railroad company bought nearly the entire stock of a ladies' wearing apparel store to replace the soiled dresses of women passengers.

OUR GM SCRAPBOOK:

The locomotives that revolutionized railroading are presented in OUR GM SCRAPBOOK, a new 150-page book from Kalmbach Publishing Company that chronicles the development and growth of the diesels of Electro-Motive Division.

From the formative years of gas-electric doodlebugs and articulated streamliners, to the mass-production era of the E and F units, to the high horsepower era of the Geep roadswitchers, OUR GM SCRAPBOOK records EMD history with 11 articles revised and updated from the pages of TRAINS magazine. Nearly every domestic model and most export models appear at least once in the book's 277 photos

The material is complemented by a 33-page photo section of General Motor's diesels in action, a chapter on locomotive construction that includes the LaGrange plant layout, and prototype drawings-featuring three foldouts of 12 different diesel models in HO scale.

The authors include David P. Morgan, Wallace W. Abbey, Harold A. Edmonson, and Jerry A. Pinkepank. OUR GM SCRAPBOOK retails for \$7.50 hardcover and \$5.00 paperback, and is available through hobby and book dealers, or direct by mail from the publisher at 1027 N. 7th St. Milwaukee, WI 53233

Minutes of the November 19, 1971 meeting PNW/NRHS :

The meeting was called to order at 8:09 by President Roger Phillips. The minutes of the October meeting were read and approved. Roger Sackett gave the treasurer's report.

Ed Berntsen reported on his activities as West Coast Region Vice President:

1. He has begun publishing a regional report titled "The Pink Sheet". He plans monthly publication schedule with distribution primarily to regional and chapter officers.
2. The National Board of Directors accepted a bid from the New Orleans Chapter to host the National Convention in 1973. San Francisco (Central Coast Chapter) will be the site of the 1974 convention. New York had been previously selected for the 1972 convention.
3. The national membership directory has been canceled for the year 1971. It will be published again in 1972.
4. A charter has been granted to the Willamette-Pacific Chapter at Eugene, Oregon. The Chapter will be officially presented to them at their meeting on January 11, 1972.
5. The delay of publishing of the NRHS Bulletin has been caused by the illnesses of the editor and circulation manager.

Jack Holst reported:

1. Restoration of the Stimson Shay is continuing. A new smokebox bottom is the next item on the repair list. Work is continuing on the cab with some finish woodwork and some painting to be done.
2. A meeting with Dale Cristianson, of the Park Department revealed that chances are slim that we will get to use the Oaks Bottom for rail operations. There would be vigorous opposition from area residents and environmental protection groups. Other areas are being considered.
3. The SP&S book is progressing. The galley proofs are done and the printing will commence shortly.

Roger Phillips read a letter from the Sierra Railroad inquiring about buying or leasing car #598. His reply to them was that we would consider an offer. An offer has been received and this offer will be considered at the next Board meeting.

Al Zimmerman reported that the Chapter Library needs copies of magazines, especially Trains and Railroad

The by-law amendment to increase chapter dues from three dollars to five dollars which was proposed by the Board was voted on and passed unanimously. The change will be effective on the date of issue of the 1972 dues notices.

The nominating committee report was given by Chuck Storz as follows:

President - John Holloway
Vice President - Ken Dethman
Secretary - Chuck Storz
Treasurer - Roger Sackett
National Director - Roger Phillips
Directors-at-Large - Mrs. Cora Jackson and Irving Ewen

There were no nominations from the floor.

On a motion from Jack Holst, a unanimous ballot was cast for the slate of officers nominated by the nominating committee.

There will be meeting in December but the library in Room 1 will be open on December 16th.

The meeting was adjourned at 9:06pm for a slide program of European streetcars by Tom Hatch.

Respectfully submitted,
Robert D. Williams, Secretary

WERE ARE YOU RAILROAD MAGAZINE?:

In the January 1972 issue of Railroad mention is made of the fact that Roger Phillips was elected president of PNW Chapter. The magazine then takes the Chapter to task for not releasing more information about Roger Phillips such as occupation, interests, address etc. If we knew that Railroad wanted such information it would have been supplied but most of those who read the Trainmaster and know chapter members already are informed about the presidents background. What makes the whole thing so absurd is the fact that Roger was elected president in 1969 and Railroad is just now wanting to know about our president. This article while it does show that someone reads the Trainmaster gets my vote as the "un-needed article of 1972" award.

Ed Immel

ITEM OF COINCIDENCE

David P. Morgan wrote in his "Amtrakking West in Search of the Fast Flying Scotsman" that the Deschutes River once "swallowed up a diesel victim of a rock slide - - and it took several days simply to find the unit". (TRAINS, January 1972, p. 42)

The TRAINMASTER reported that the BN 4102 towed the Flying Scotsman into Whitefish, Montana. (December 1971, p. 4)

Now, how many of you recall that both of these news items are referring to the same engine? Of course, it's the SP&S FA1 #857.

James Abney

WHISTLES MISSING:

Some time during the early part of last December a person or persons unknown entered the locomotive display at The Oaks Park and removed the whistles from the SP&S #700 and the SP #4449. The Pacific Northwest Chapter is committed to preserving the locomotives at The Oaks including whistles and all other appliances and parts attached to them. We invite whoever has the whistles to return them and no questions will be asked. If the whistles are not returned voluntarily the Chapter will pay a reward of at least \$25.00 for information leading to their recovery. Contact Jack Holst at 255-0631 or Chuck Storz at 289-4529 if you have any information.

RAILROADIANA COLLECTORS ASSOCIATION:

Formation of the Railroadiana Collectors Association has been announced by its secretary, Dan Moss. The association's aim is to provide communication between collectors of all types of railroadiana. Membership is \$5.00 a year. For details write to the association care of Dan Moss, 405 Byron Ave., Mobile, Alabama 36609.

The following article is reprinted from the Willamette Pacific Chapter's newsletter, the CRUMMY REVIEW:

COUNTY'S NEWEST STEAM LOCOMOTIVE ARRIVES IN LATE DECEMBER

Lane County's newest operable steam locomotive, whose move from the former Vernonia, South Park and Sunset Steam Railroad property in Banks to the Oregon, Pacific and Eastern Railway at Cottage Grove has been anticipated for two months, finally completed the 145-mile trip during the final week of 1971.

Locomotive No. 105, a 2-6-2 Prairie Type that hauled logs for the Oregon-American Lumber Company at Vernonia between 1925 and 1957 before pulling VSP&SSRR excursionists from 1964 to 1969, is initially expected to become standby power on the OP&E with Yreka Western 2-8-2 No. 19 remaining OP&E's principal excursion power.

No. 105 left Banks on its own wheels December 22 and was moved over Burlington Northern's Oregon Electric line to Albany where it spent Christmas weekend. It was moved to Eugene on Monday, Dec. 27, and on Thursday, Dec. 30, was turned over to Southern Pacific and delivered to Cottage Grove.

A second steam locomotive on the VSP&SSRR site in Banks is expected to be moved to Cottage Grove in 1972. This is a former California-operated shay, No. 8 of the Pickering Lumber Corp. It will be moved to the OP&E aboard a flatcar.

CAMAS PRAIRIE OPERATES STEAM ROTARY

Camas Prairie Railroad steam-powered rotary snowplow No. 24 was operated Jan. 5 and 6 to clear clogged cuts on the Grangeville, Idaho, branch from Lewiston. The plow pushed through to Grangeville Wednesday and started back Thursday, but suffered some damage while operating and was brought into East Lewiston Friday night, Jan. 7. A cut near Reubens, Idaho, filled up Sunday Jan. 9, closing the line again, and Rotary 24 will be called out to clear the line soon as repairs are completed. Rotary 24 is ex-Northern Pacific #9, a veteran of five decades of snowstorms on the NP's Stampede Pass mainline across Washington.