

Yaquina Shortline

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G-P Gives 45 Tonner

Georgia Pacific Corporation Donates #8, a GE 45 Tonner Diesel to Railroad Society!



The last time this "little engine that could" came out to play with the public was in 2001 when G-P painted it and festooned it with a **Happy 50th. Birthday** banner. It was parked several days next to the post office and drew much attention from visitors with comments like "*Where has this been?*". Except for two years when it worked at another G-P plant, it has been in Toledo for 64 years! Used to move chip cars into the roll-over shed inside the mill, it was not visible on tracks outside the mill environs. This was the first and last diesel purchased by the C.D. Johnson Co. (G-P predecessor). It was built by General Electric as engine #30791 in 1951, renumbered #8 and delivered new to the then lumber mill. Our special thanks to Wm. Worman and C.J. Drake, Toledo G-P employees for shepherding this outstanding gift through the corporate channels. WATCO, the local switching company, will move the engine to YPRHS. A "coming out" party is being planned for later.



Corvallis Junction One Location – So Many Names

Trackside Series #37

By: Lloyd M. Palmer, September 2015

Located on the north edge of Corvallis, Oregon there is a location where two railroad lines crossed, thereby creating a point that has seen numerous name changes throughout its history. It still exists today and is still the crossing point of two railroads, and the name Corvallis Junction seems to have stuck.

In the 1800's the construction of railroads throughout the central Willamette Valley was ramping up as competing companies began vying for the potential traffic that was developing. Henry Villard controlled the Oregon & California Railroad Co. and was intent on pushing his lines southward from Portland to California. In addition he also controlled the Oregon Railway & Navigation Co. which was building along the Columbia River, eastward from Portland.

Another line under the banner of the Oregon Pacific Railroad Co, headed up by Thomas E. Hogg, was in the process of building an east/west line that would pass through the area around Corvallis and Albany. The western end of his line was in Yaquina, a small town on Yaquina Bay, that he hoped would develop into a major seaport that would rival even San Francisco. He envisioned his railroad as part of another transcontinental system that would tie in with either the Oregon Short Line near the Idaho border or a planned westward extension of the Chicago & Northwestern Railway Co.

On January 27, 1879 Villard incorporated the Western Oregon Railroad Co. with the intent of extending one of his railroad lines southward from St. Joseph to Corvallis. This newly formed company was controlled by Villard's O&C RR and the railroad was completed to Corvallis and opened for business a year later, on January 28, 1880. With the completion of his line to Corvallis, and the potential to tap business from the eastward building Oregon Pacific RR., Villard halted further construction of his West Side Line southward.

Hogg's Oregon Pacific RR was finally completed between Yaquina and Corvallis on December 31, 1884. This created an interchange point with Villard's O&C but not a crossing of his West Side Line. Then, in September 1886, the eastward extension of the Oregon Pacific's line reached West Albany and in doing so, created a crossing of the O&C on the northern edge of Corvallis.

Now that we've established the crossing of the two rail lines, let's get to the naming of that junction. We'll first address it as it pertained to Southern Pacific's West Side Line. The first time that the crossing was noted in an SP timetable was in Timetable No.8, dated August 25, 1895 when it showed up at O.C.& E. Crossing at Mile Post (MP) 95.3, meaning that it was located 95.3 miles south of Portland on the West Side Line. At that time Corvallis itself was listed at MP 96.3. Up until that time the first listed station north of Corvallis was at Lewisburg at MP 91.3. It's not fully known why SP waited until 1895 to add the listing when it seems that the crossing was created as early as 1886.

“C. & E. JUNCTION”



In SP Timetable No.16, dated August 5, 1898, the name was changed to “C&E Crossing” as a result of name change from the Oregon, Central & Eastern RR to the Corvallis & Eastern RR by the line’s owner, A.B. Hammond. The C&E Crossing name lasted up through SP Timetable No.86 dated June 15, 1915.

On July 1, 1915 Southern Pacific officially acquired a number of other railroad companies throughout western Oregon, including the Corvallis & Eastern RR. Although they had controlled it and the others for several years, the former companies had continued to operate under

their own names. The first timetable to show these changes was SP Timetable No. 87, dated August 1, 1915 and with the issuing of it the name was changed to Corvallis Jct. It should be mentioned here that although the name of the crossing was Corvallis Junction it always appeared as the shortened Corvallis Jct. in all of the timetables referenced in this write up.

The new listing included the sub-notation (Bch. Csg.) which stood for Branch Crossing. The mileage at the new Corvallis Junction was also changed, to MP 689.8, to indicate that it was that distance from San Francisco, the SP’s headquarters. A small change occurred in SP Timetable No.94, dated November 4, 1917 when the smaller notation was changed to “Yaquina Bch. Csg.”

As far as listings for SP’s West Side Line, the name remained Corvallis Jct. up through their final timetable. This was their Western Region Timetable No.4, dated November 24, 1990. In early 1993 Southern Pacific leased the West Side Line and a number of other branch lines in western Oregon to the newly formed Willamette & Pacific Railroad Co. Their Timetable No.1, dated February 22, 1993 continued the use of the name Corvallis Jct. and did so until they were absorbed by the Portland & Western Railroad Co. on December 1, 2000. That company continues to use the shortened Corvallis Jct. name.

That’s the history of the name changes as it pertains to the north/south line through Corvallis that was operated as Southern Pacific’s West Side Line. Now let’s look at the history of the crossing as it pertains to the east/west line through Corvallis. As mentioned earlier, the grade crossing was created by the Oregon Pacific Railroad Co. when they extended their line from Corvallis to West Albany in late 1886. Even though it appears that the crossing existed as early as 1886, the Oregon Pacific didn’t include it as a named location until their Timetable No.11, dated July 25, 1890. In this first listing the OP named it Southern Pacific Crossing and showed it at MP 72.5, its distance from the western end of the railroad at Yaquina.

The name Southern Pacific Crossing continued to appear up through OP Timetable No. 14, dated August 9, 1891 and most likely did so up until the railroad was renamed as the Oregon, Central & Eastern RR. This occurred on April 12, 1895 when the former Oregon Pacific RR was acquired by A. B. Hammond and E. L. Bonner and they incorporated the new OC&E to take over the line.

1.



2.



SIDING REOPENED

Several years ago a “frog” and switch machine were removed from the YPRHS siding of the Portland and Western RR yards. This eliminated any opportunity to move additional equipment. The frog in (1) above was donated by Rich Samuels of the Oregon Pacific RR in Portland and hauled to the site by Bill Bain. Recently Bruce Trask of the Albany & Eastern RR Co. supervised and worked with (he called them the “A Team”), to install the frog and a ground throw switch machine. To watch them was to witness a professional crew in action. We are most thankful to Rick Franklin and Company for their diligence and donation above and beyond. With the switch replacement we can locate #8 by moving “Cliff” and crane car to siding. Page 4

Conductor Tom, mounts flag on newly installed ground throw switch. Metal flag and post made by Mark Seibert in his shop.



..and then they grow up.

YPRHS Gives 1st. Academic Scholarship

James Spang, standing at left with Allan Preece at a train show a few years ago, becomes the first recipient of the Paul Beulieu Scholarship Award. Funding for this was created with a spring sale of a large collection of model trains and buildings given to YPRHS when named as recipient in Paul's estate. James is enrolled in the Diesel Mechanics program at Linn-Benton college and is pursuing a position in the railroad industry. Pres. Ralph does the honors at a YPRHS meeting.

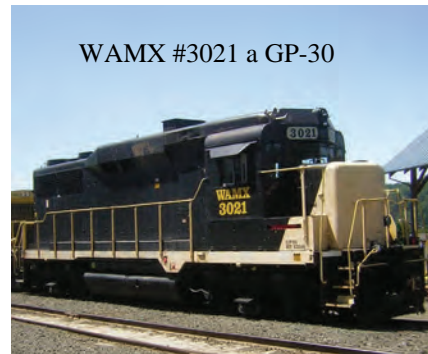


WAMX #1501 a SW 1500



Watco Switching Services Co. of Louisiana specializes in industrial site switching at 29 sites in America. In August they began local G-P switching. We have been impressed with their team of local professionals and good neighbor policy.

WAMX #3021 a GP-30



We are sorry to report that Greg Smith, a long time member and supporter of the mission and goals of the Railroad Society, lost his battle with cancer this summer. Greg in the white hat



at left with Rich Cullison, would often volunteer on Tuesdays to work on "One Spot". Greg and his wife Barbara, were the first couple to receive the Platinum Spike Award presented by then President, Bill Bain. Our deepest sympathies go to Barbara and family. We are earnestly thankful for his impact on our lives and his bountiful energy.



The name Southern Pacific Crossing still appeared in OC&E Timetable No.1, dated June 9, 1895 and remained to do so throughout all their timetables. The last one issued by the company was Timetable No.10, dated November 16, 1897. Then, on January 24, 1898, Hammond and Bonner again changed the name of their railroad to the *Corvallis & Eastern Railroad Co.*

It appears that they continued the same numbering system for the new C&E timetables that they had used under the OC&E banner. As mentioned about, OC&E Timetable No.10 was dated November 16, 1897 and the new company's timetables begin with C&E Timetable No. 11, dated June 15, 1898. In that timetable the name continues to appear as Southern Pacific Crossing.

A small notation change occurred in C&E Timetable No.41, dated October 1, 1908, when the listing name was shortened to Southern Pacific Cross'g at the time the C&E changed timetable formats. However, in C&E Timetable No. 49 it again shows up, fully spelled out as Southern Pacific Crossing and continued to do so until the C&E was officially absorbed by Southern Pacific on July 1, 1915.

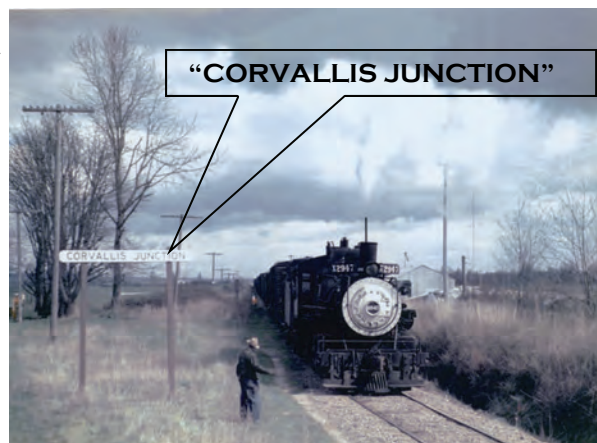
The first time that the former C&E line between Yaquina and Corvallis shows up in Southern Pacific timetables is in SP Timetable No. 86, Supplement No.1, dated July 4, 1915. It is noted as W.S. Branch Crossing, the W.S. obviously meaning West Side. The newly acquired line was shown as a part of the Junction City Subdivision and the crossing was noted as MP 72.5, the same as it had been under the previous owners of the line.

In the following timetable, No.87, dated August 1, 1915 W.S. Branch Crossing shows up as Corvallis Jct. with a smaller notation of (Branch Crossing). The mileage point was also changed, from MP 72.5 to MP 702.2, again reflecting SP's procedure of indicating distance by rail from San Francisco.

Another minor change took place in SP Timetable No.94, dated November 4, 1917 when the small sub-notation under the listing of Corvallis Jct. was changed to W.S. Branch Crossing. This lasted until SP Timetable No.104, dated January 13, 1924 when the small notation was shortened to just W.S. Crossing. The last timetable to see a sub-notation was No.125, dated October 1, 1933 and from that point forward the listing only shows as Corvallis Jct.

As with SP's West Side Line, their Toledo Branch was acquired by the Willamette & Pacific Railroad Co. in early 1993. As a result, the name Corvallis Jct. showed up on both lines in their timetables and continues to do so under the current timetable listings for the Portland & Western Railroad Co.

In summary, what we know today as Corvallis Junction has existed under five different names in the timetables of the railroad companies involved. The five names are the Southern Pacific Crossing, W.S. Branch Crossing, OC&E Crossing, C&E Crossing and finally, Corvallis Junction. It's such a tiny spot with such a large history.



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*It's Membership
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Mark Seibert chosen 2015 *Parker Perpetual Posie Award* winner

Four previous PPP Award winners assist President Ralph in presenting Mark with this years award to a member who has focused extra energies to complete a YPRHS mission. From left to right, Allan Preece, Ralph Grutzmacher, Mark, Lane Plotner and Leonard Freidberg. Made by Allan Parker, this metal and oak award carries the engravings of all previous winners. Of note is that all of these men are Armed Forces Veterans. Two Army , two Navy, and a Marine. Guess who is what?

