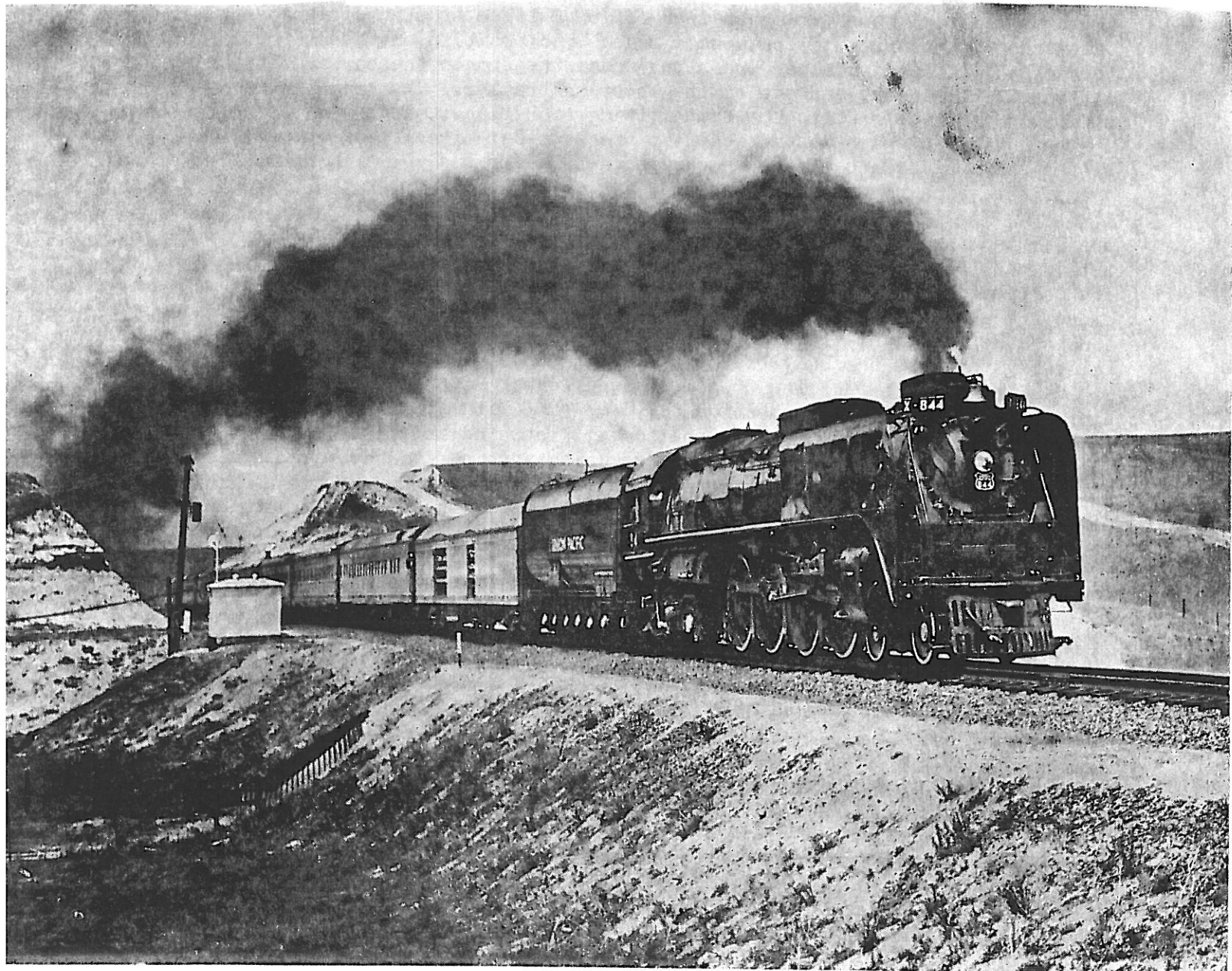


# THE TRAINMASTER

MAY 1966  
NUMBER 98



## MAY MEETING

The May meeting of the Pacific Northwest Chapter National Railway Historical Society will be held on Friday May 20, 8:00 PM. Room 208 Union Station Portland.

## BRING YOUR SLIDES

The program will be provided by the members. Each person attending the meeting is asked to bring a dozen of -what he considers to be his best, most interesting Etc slides. Projectors will be provided to handle 35mm, Super slides and 2½x2½. If you have some interesting movie footage bring it but you will have to provide your own projector. Also photos of the Chapter's car being moved will be on display. A report on the future fan trips operated by the chapter will be made.

## CHAPTER LOUNGE

The big news this month must be the movement of the UP #1517 from the OMSI building to rail trackage. On Monday May 8th the necessary equipment was assembled in the Zoo's parking lot for the movement of the 57 ton car. Moving the 80 foot long railroad car through the streets of Portland was "all in a day's work" for the experienced personnel whose companies donated their time and services. Wilhelm Trucking Company supplied the prime-mover truck and the steering trailer for the rear end of the car. Oregon Transfer Co. supplied the low-boy truck which was used to haul the car's trucks. (Each truck weighed 10 tons) Campbell Crane & Rigging Service provided the 60-ton crane. All of these pieces of equipment were coordinated through Paul Bird, sales manager, of Wilhelm Trucking.

The crane lifted the steering trailer off the Wilhelm truck and placed it near the east end of the car. The crane then moved into position on the north side to do the actual lifting. Cables were slung under the end of the car and it was easily lifted off the trucks and set on the steering trailer. The crane then moved to other end of the car where the same lifting took place. This end was placed on a 16 wheel trailer which was attached to the Auto-Car diesel prime mover. The whole lifting time needed to place the car on the trailer was about an hour. The crane then lifted each truck over the lounge car and placed them on the Oregon Transfer low-boy. During this time Wilhelm crews were welding the lounge car to the steer-trailer and the 16 wheel trailer. At about 2:00 the movement was ready to begin. Slowly the procession moved out of the Zoo's parking lot and onto Canyon Road. The car moved down the middle of Canyon Road creating a monumental traffic jam since the speed of the movement was as fast one can walk. The procession took the form of a small parade. Three city motorcycle policemen took the lead. Following this was the body of the car riding on 36 wheels. The Wilhelm crew and rigging truck followed. The Oregon Transfer truck with the wheels was next in line. Paul Bird with a protection car complete with flashing yellow light brought up the rear. Another motorcycle police man protected and directed the traffic from the rear. A city signal light truck also accompanied the parade to lift traffic signals out of the way. (Pictures of the move will be in next month's Trainmaster) The route was down Canyon Road to SW. 18th street: thence over 18th to NW Thurman St.: Down Thurman to NW. Front: thence on Front ave. to NW 9th ave: and up NW 9<sup>th</sup> to NW Irving St. where the car was off loaded on the PTR team track. The movement went without a hitch except for doing a little manage to a one- way sign on Columbia St.

Members on hand to assist with the work were Miln Gillespie, Jeff Richardson (who came all the way from Scotts Mills to help. Jeff helped the rigging crew and looked like the "old pro" rigger which he is.) Chuck Storz and Jim Whaley assisted and also took a complete photographic record of the movement. Later in the evening Jack Holst, Jim Whaley, Ken McFarling and his wife removed the rail on which the car rested. They were assisted by Ray Rogers and Chuck Storz.

The Chapter is deeply appreciated to the Wilhelm Trucking, Oregon Transfer and Campbell Crane and Rigging Service for the expensive equipment which they donated for the movement. One was highly impressed with the excellent cooperation between the companies and a special thanks to the City of Portland who donated the use of police men and the signal truck. This movement would have probably cost in the neighborhood of \$3,000 if the Chapter had to pay for it.

The car is now resting under the Lovejoy ramp coupled to the Mt. Emily Shay. Member cooperation is asked on future work parties to repair the car which suffered from vandalism. A place to park both the Shay and the car is being sought until final arrangements for placement at Oaks park are made. An abandoned spur track on either the Portland Terminal Railway or SP&S would be preferred. Anyone knowing of such a spur please contact Jack Holst at 255-0631.

SPECIAL THANKS TO MILN GILLESPIE

This movement would probably not have been accomplished without the untiring effort of Miln Gillespie. Miln took many hours of his time to arrange the donation of the move by the involved companies. Untold hours were spent on the telephone and many miles of footwork on Miln's part were all needed to finalize the project. The Chapter is very fortunate to have a person such as Miln on its membership roster. In Miln's case his time is money, being a salesman means that time spent on Chapter projects is time lost in which he can earn a living. May I say again thanks for the whole Chapter Miln.

SCHEDULE CHANGES PORTLAND-SEATTLE-VANCOUVER BC.

Effective April 24, 1966 the following schedule changes were made between Portland Seattle and Vancouver BC. All times shown at Pacific Standard Time.

PORTLAND-SEATTLE

lv. Portland	UP-457	9:30 AM	
ar. Seattle	"	1:30 PM	
lv. Portland	GN-459	1:30 PM	
ar. Seattle	"	5:30 PM	
lv. Portland	NP-407	4:30 PM	
ar. Seattle	"	8:15 PM	*

SEATTLE-PORTLAND

lv. Seattle	GN-460	8:05 AM	
ar. Portland	"	12:05 PM	
lv. Seattle	NP-408	11:15 AM	
ar. Portland	"	3:00 PM	*

lv. Seattle	UP-458	5:00 PM	* Trains #407-8 are now on a 3 hour. 45 minute schedule.
ar. Portland	"	9:00 PM	

SEATTLE-VANCOUVER BC.

lv. Seattle	GN-358	8:00 AM	NP states that another cut is Expected this time to 3 hr. 30 minutes. Even making all the stops
ar. Vancouver BC. at	"	11:45 AM	
lv. Seattle	GN-360	3:10 PM	the train can beat the bus and \$5.95 round trip too.
ar. Vancouver BC.	"	7:00 PM	

VANCOUVER-SEATTLE

lv. Vancouver	GN-357	7:10 AM
ar. Seattle	"	11:00 AM
lv. Vancouver BC.	GN-359	12:45 PM
ar. Seattle	"	4:45 PM

This month's cover is of Union Pacific #844(4) a 4-8-4 type. This engine will be used to power two fan trips in the Northwest this summer. The one at the PNR-NMRA was announced in the last issue of the Trainmaster. The other trip will operate out of Portland to Hinkle, Oregon on Sunday, September 11, 1966. The trip is being operated by the Pacific Northwest Electric Railway Association. A special arrangement has been made with PNERA whereby Pacific Northwest Chapter Members and Tacoma Chapter members NRHS will be able to secure several seats on this trip. The agreement reached with PNERA is that we will be saved a block of seats with the money payable before the regular PNERA mailing in late June-early July. This is the only way one can acquire a reserved seat on this trip.

The cost of the trip is \$12.95 includes a fried chicken box lunch. There are no lower fares for children because of the cost in operating the trip is quite high. In order to let PNERA know how many tickets we will need please fill out the coupon at the bottom of the page and send to PO. Box 8853, Portland, Oregon 97208 Do not send any money. A trip notice will be mailed to these people sending in the coupon and the instructions as to where to send the money will be included.

### SALT AIR ROUTE

The Salt Lake, Garfield Western will not have steam excursions this summer as had previously announced. The Great Western consolidation which was to have been used has not passed inspection and was considered too heavy for the poorly maintained roadbed. The road however plans to run charter trips for picnics to the end of its line at the defunct Saltair resort utilizing its two open cars, two reconditioned closed and a recently purchased wood Union Pacific caboose.

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I would like to reserve \_\_\_\_\_ tickets for the September 11, 1966 steam trip to Hinkle operated by PNERA.

name \_\_\_\_\_

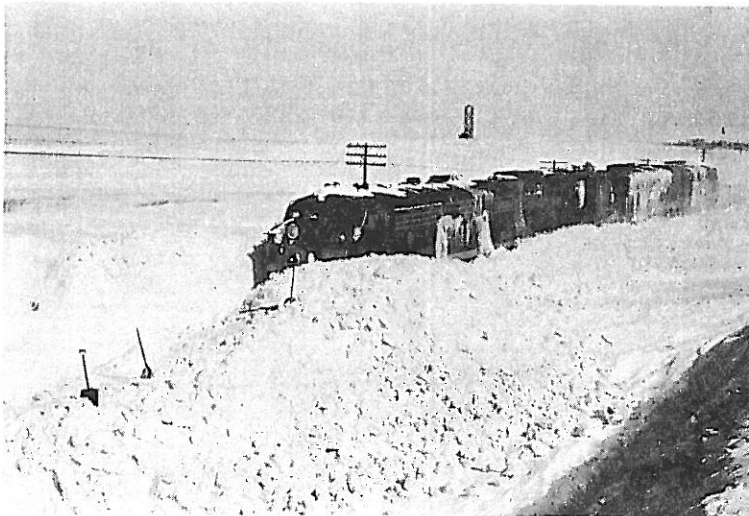
address \_\_\_\_\_

city \_\_\_\_\_, state \_\_\_\_\_, zip code \_\_\_\_\_

mail to:  
Pacific Northwest Chapter NRHS  
PO. Box 8853  
Portland, Oregon 97208

PLEASE SEND ALONG A SELF-ADDRESSED,  
STAMPED ENVELOPE WITH THIS FORM.

THE TRAIN SHEET - Tacoma Chapter NRHS - APRIL 1966  
Northern Pacific "Mainstreeter," Train No. 1, stalled one mile west of  
New Salem, N.D., in 24-foot drifts March 3, 1966. Rescue diesel 6009A  
derailed on ice-caked rails attempting to reach the  
train from the rear.



Photographs by Mr. J. D. Spaulding, NP Dispatcher, Glendive, Mont.

## MANITOU & PIKES PEAK RAILWAY

The Manitou & Pikes Peak Railway has inaugurated a fast RED BALL freight service (Similar to that instituted earlier at Dubuques Fenelon Place Funicular.) The twice-daily train is presently powered by one of the road's 0-4-2 compounds, formerly on permanent display in Manitou, pending delivery of a pair of GP-35s to be equipped with alternators and AC traction motors. A spokesman for the road's freight department said consideration is also being given to the purchase of DD-35s for use as slave-unit mid-train helpers on a proposed unit train to move vast loads of rich Marmot pelts over the line. (Dubuques Fenelon Place line has experienced success with unit train operation in the movement of multi-colored Burmese mice hair which is trans-loaded to the huge mills at Forbush, Iowa.) Industrial sites, the news release continues, with readily-available water resources and large man-power supply are for sale at Halfway House and at Summit. Meantime, the M&PP's passenger business continues to decline. Dining car service had been taken off most trains and it is only a question of time on the Pullmans. "I can foresee the day" the spokesman said, "when we may have to lop off all rail passenger service entirely. We simply cannot continue to compete with 4-lane super highways in the area."

The TRAINMASTER attempted to contact the General Manager of the Fenelon Incline for his comments but he could not be reached, as he was conducting an inspection tour of the retarder yard with stockholders. A company representative stated however, that the Fenelon line continued daily to incline and decline in business. When questioned about merger rumors with a nearby Class I railroad, the Fenelon representative commented only that the large quantities of cable which would be needed made it imperative to break off the talks.

(news release courtesy Intermountain and Iowa Chapters NRHS)

### THIS MONTHS QUIZ

What are the wheel arrangements for the following steam locomotives. Use the Whyte system please.

Mogul	_____	Decapod	_____
Columbian	_____	Allegheny	_____
Mikado	_____	Berkshire	_____
Yellowstone	_____	Atlantic	_____
Mountain	_____	Reading	_____
Hudson	_____	Pocono	_____
Mastodon	_____	Union Pacific	_____
Consolidation	_____	Southern Pacific	_____
American	_____	Santa Fe	_____
Pacific	_____	Texas	_____

### EXTRA 8853

GN, U25B #2510 and 2513 were used to move the "Director's Special" over the SP&S between Spokane and Portland on Saturday May 14. The engines (new 4/65) were making their first trip to Portland and for the occasion the GN had them spotless. Mr. Budd and group were scheduled to return on a freight to Seattle.

.....This year three trips to Madras on the SP&S were sold. Each trip consisted of up to 24 cars. The Sunday May 15 trip had two GB-9's spliced with an ALCO B-Unit as motive power. This trip is probably the greatest rail fan movement in the West with huge crowds traveling each year up the Deschutes River Canyon. The capacity of the trip is limited since every spare piece of equipment on the SP&S, GN, NB are used along with borrowed cars from SP and UP.....Industrial Air Products has added another tank car to its fleet. The 1001 is a big one having 6 wheel trucks under each end.....The Portland Traction Co.'s new freight house is nearing completion. The all cement building is being constructed with money from the State Highway Department. The State is also paying for the relaying of most of the yard which must be shifted to allow for placement of bridge piers for the ramps leading off the Marquam. The 90lb rail being stacked up in the yards is some of the heaviest used on the road.....The recent convention of the Methodist Womens Service in Portland saw the arrival of good size number of Pullman cars. Two of the most unusual arrivals in Portland were two CB&Q "Slumbercoaches" The Silver Repose and the Silver Slumber.....

### Answers to Quiz

Mogul, 2-6-0	Decapod, 2-10-0
Columbian, 2-4-0	Allegheny, 2-6-6-6
Mikado, 2-8-2	Berkshire, 2-8-4
Yellowstone, 2-8-8-4	Atlantic, 4-4-2
Mountain, 4-8-2	Reading, 4-4-4
Hudson, 4-6-4	Rocono, 4-8-4
Mastodon, 4-10-0	Union Pacific, 4-12-2
Consolidation, 2-8-0	Southern Pacific, 4-10-2
American, 4-4-0	Santa Fe, 2-10-2
Pacific, 4-6-2	Texas, 2-10-4

### LOOKING BACK

Not all of us remember how busy the Portland Traction Company was at one time. Looking over an employee timetable (courtesy Al Haij) the following trains could have been observed if one was at Golf Jct. On a Thursday in February 1948.

#### Southbound:

12:45-Bellrose (AM)		9:16-OC	4:31-BR	11:46-CC
12:50-Ore City	9:31-Gres.	4:46-OC		11:50-Bell St.
2:10- OC	9:46- OC	5:01-BR		
3:55- OC	10:16-OC	5:16-CC		
4:48- OC	10:31-BR	5:21-OGr		
5:05- BR	10:46-OC	5:26-Mil.		
5:15- OC	11:16-OC	5:30-Gres.		
6:01- Gresham	11:31-BR	5:31-Stanley		
6:07- BR	11:46-OC	5:41-OC		
6:16- OC	12:01-BR (PM)	5:46-OGr		
6:21- O. Grove	12:16-OC	5:51-Mil.		
6:36- Bell St.	12:46-OC	6:01-BR		
6:46- OC	1:01- BR	6:16-OC		
6:51- O. Gr.	1:16-OC	6:21-OGr.		
7:01-BR	1:48-OC	6:31-BR		
7:16- OC	2:18-OC	6:46-OC		
7:21- OGr.	2:31-BR	7:16-OC		
7:31- BR	2:46-OC	7:31-BR		
7:41- OC	3:16-OC	7:46-OC		
7:51- OGr.	3:26-Bell St.	8:01-Kendall		
8:01-BR	3:46-OC	8:16-OC		
8:16-OC	3:57-OGr.	8:46-OC		
8:21-OGr.	4:01-BR	9:05-BR		
8:46-OC	4:16-OC	9:46-OC		
9:01-BR	4:26-Milwaukie	10:30-BR		

That's a total of 61 south bound trains. Add to these north bound trains plus freight and one would use a lot of film taking a picture of each train. (I didn't put in northbound trains because I would go blind typing numbers)

## PRESIDENTS MESSAGE

I'd like to take this opportunity to express my thanks to those who worked so long and hard on the project of moving our ex U.P. lounge car from O.M.S.I. Especial thanks should go to Miln Gillespie who spent untold hours of his time arranging the whole affair, coordinating the various people who donated their times and services. Campbell Crane, Wilhelm Trucking, Oregon Storage & Transfer, Interstate Heavy Hauling and the City of Portland all donated many thousands of dollars of time and machinery to this move. To them we are greatly indebted.

Thanks also to Club members who turned out to help with the move, Jeff Richardson who not only drove all the way from Scotts Mills, but who for-went many personal activities in order to be available on the stand-by basis when the actual day of the move was in doubt. Others who pitched in when the chips were down included Ed Immel, Chuck Storz, Jim Whaley, Ken McFarling (& family), and Ray Rogers.

Actually, the move is still only half complete, with the job remaining of moving the car from the NPTCo. tracks to the Oaks Park. We shall need the help of everyone to complete preparations at the Oaks and ready the car for the final move.

The results of the Questionair I sent out are not final yet, with about 40 percent returned. I hope that those of you who have not returned it will do so soon. It is only through such things as this and your attendance at meetings that your wishes can be determined. To date, replys indicate a desire for more Club activities, yet attendance at meetings, activities and work parties is not all it could be.

We are working on an outstanding railroad excursion over a line that has never had a fan trip, in fact a line that most fans have never even heard of. The best part of this is that it will be free to all members. If arrangements can be made, this trip will take the place of the June meeting. The location is in central Washington & the trip will be on a weekend. Car pools will be arranged for transportation.

Several members of the Club have indicated a desire to write a brief history of their favorite railroad. If these are done, they could be published by the chapter as a booklet to augment Chapter funds, or published as a supplement to the Trainmaster. Be assured that if they are written, they shall be published!

Along the same line, help Ed by submitting material for the Trainmaster. He is an EDITOR, not a AUTHOR. Give him a hand by sending in material.

Largely through the efforts of the PNW Chapter and its members, NRHS has new chapters in Washington and Utah, with a Chapter being formed in Nevada. Miln & I have been laying groundwork for our first chapter in California. N.R.H.S. is going places, both Nationally and on our local level! To continue our growth, we need additional good members. We all want PNW Chapter to be the strongest and best club in the area. How about inviting some of your friends to join? There are lots of good, enthusiastic fans in the area who would make wonderful members if they were only approached to join us.....How about it!

*Jack Holt*