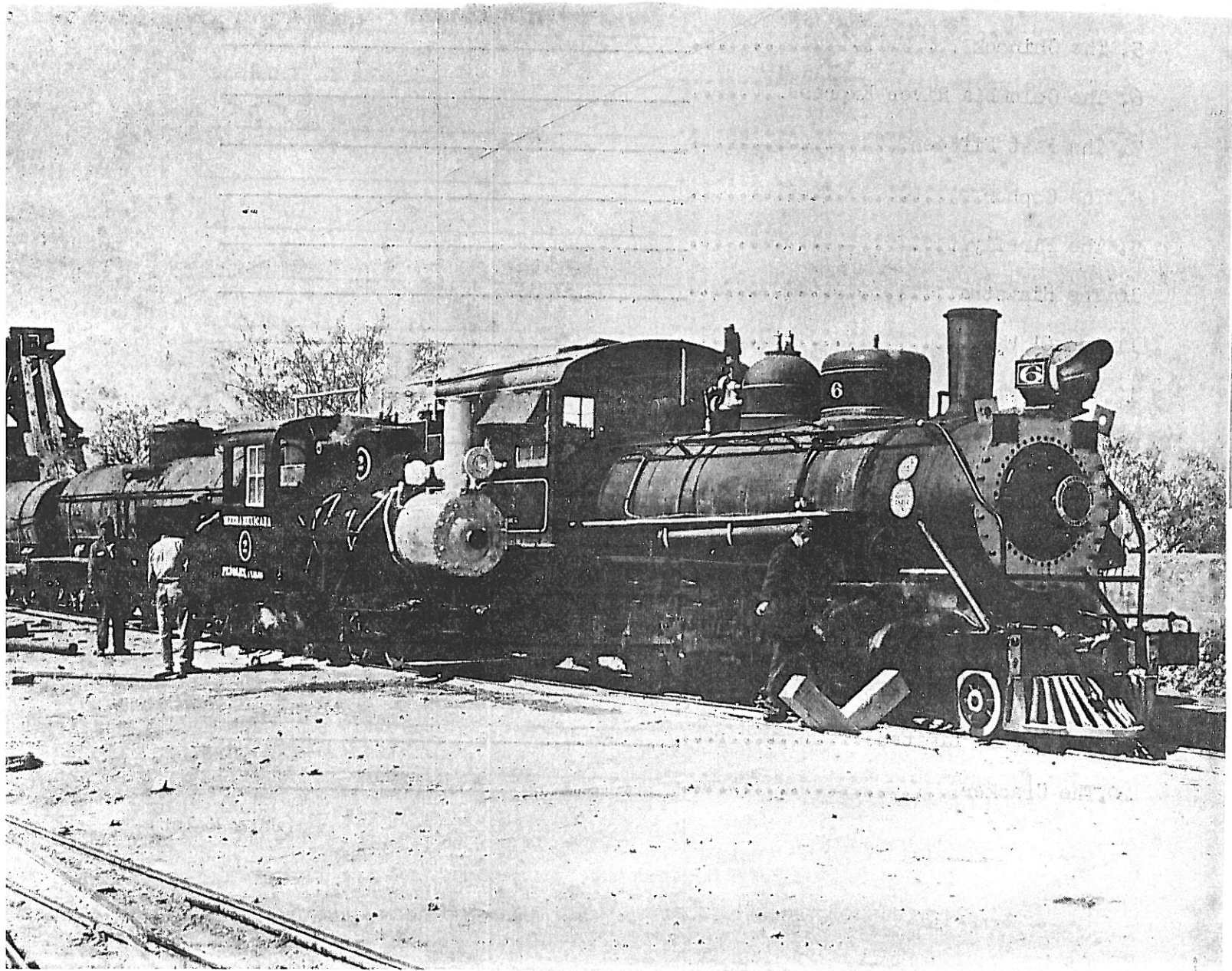


THE TRAINMASTER

JUNE 1966
NUMBER 99



PACIFIC NORTHWEST CHAPTER-NRHS and THE TRAINMASTER, PO. Box 8853, Portland, Ore. 97208

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* * * * *

THIS MONTHS QUIZ

Following are the names of famous (and not so famous) passenger trains. Can you supply the name of the railroad that operated the train? Miln must also supply the complete consist as of May 24, 1948 to count his answers!

1. The Afternoon Puget Sounder
2. The Argonaut
3. The Beaver
4. The California Special
5. The Chinook
6. The Columbia River Express
7. The Fast Fifteen
8. The Gopher
9. The Firefly
10. The Hiawatha
11. Man O' War
12. Minute Man
13. Northwest Special
14. The Pony Express
15. The Powhatan Arrow
16. The Sundown
17. The Klamath
18. James Whitcomb Riley
19. The Gotham Limited
20. The Cracker

(Jack Holst)

FREE RAILROAD EXCURSION

PUGET SOUND POWER AND LIGHT RAILROAD EXCURSION

JUNE 25, 1966 8:00 A.M.
ELECTRON, WASHINGTON

At last it has been done. The Pacific Northwest Chapter of N.R.H.S. has arranged another first, a free excursion! This trip will be over the 15 mile long railroad of the Puget Sound Power and Light Company. This railroad is standard gauge, constructed on top of a large water flume. Motive power consists of several large "crew speeders" or gas motor cars. This railroad is used for a daily inspection and for repairs to the flume. The railroad is quite unique, the scenery is terrific!

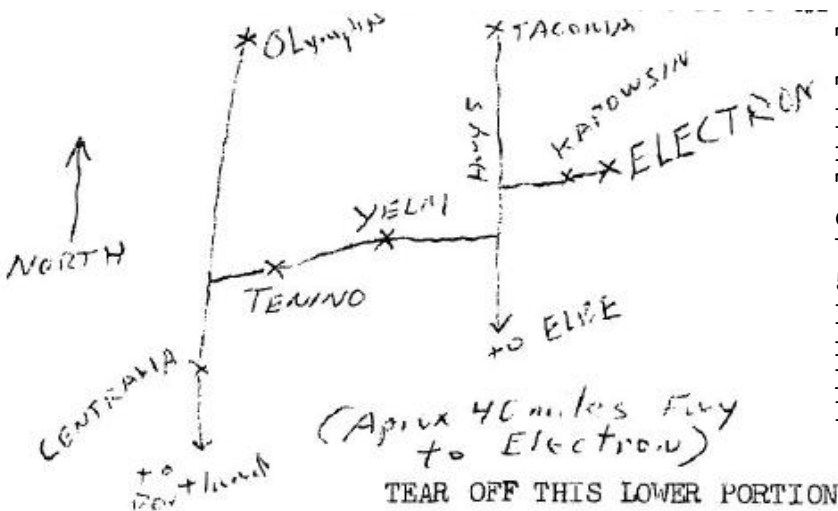
By special arrangement with the power company, P.N.W. Chapter has arranged for a special run with speeder & trailer for MEMBERS ONLY. Sorry, no families due to limited space. We are limited to 24 people on this trip & its therefor limited to advance reservations only...first 24 to send in the reservation to Jack Holst can come.

Deadline for reservations is June 20th. If we don't have 24 by then, Tacoma Chapter can fill in the balance. Get your reservations in as soon as possible if you want to be sure of a ride.

A car pool will be formed from Portland. Please indicate if you can furnish or need rides. I'll pair up those who need rides with those who live close by. Make your own ride arrangements if you can. If you have problems call Jack Holst 255-0631.

Figure on three hours of driving to reach Electron from Portland.

YOU MUST BE THERE & READY TO GO AT 8 A.M. daylight time!



TO REACH ELECTRON

Take Interstate 5 (US 99) north from Portland past Centralia. About 10 miles north of Centralia, turn off on Hwy. 1 to TENINO. At Tenino continue east on Hwy. 5-H to Rainier and Yelm. From Yelm, take 5-J east 13 miles to its end at Hwy.5....turn left (north) and look for paved turn off to right (east) to KAPOWSIN...take this route to Kapawsin & continue about 2 miles east to Electron. We will meet at the office.

TEAR OFF THIS LOWER PORTION

TEAR OFF THIS LOWER PORTION AND RETURN TO:

FROM THE EDITOR'S DESK

This time I intend to wrap up a few loose ends. First-I made a big error in last month's Trainmaster in announcing that the engine that was planned to be used in the summer for trips over the Salt Lake Garfield and Western was not in good shape. A few days later I received a letter from Everett L. Rehrer of Englewood, Colorado informing me that the engine was in excellent shape, and he should know since he was engineer when it was last used in shooting the movie "The Professionals" He wrote me that the #75 is up to date on her monthly inspections and just last December 1, 1965, had her annual loco inspection which it passed. At that time the man hole plate on the top of the dome was removed and 2 flues were removed for a thorough inspection inside the boiler by the ICC inspector. Since the flues and staybolts have been in only a short time the engine is in perfect condition. This also includes tight boxes, wedges, gibs and new tires on the drivers.

Secondly- since there is no meeting this month please excuse the Trainmaster being a little late. This will also be the last issue of the Trainmaster until September. The next Chapter get together will be the trip to Electron on June 25th. (see elsewhere in this issue). There is also a work party being planned at the Trolley Park to help them lay the newly acquired track. Each member will be notified by telephone as to the day and time. This summer will also see the UP trip behind the #844(4) on which we hope to see many of the Tacoma and Pacific Northwest Chapter members. A Chapter picnic will also be held some weekend this summer.

Thirdly-Don't say that there is nothing to do this summer because every week is loaded with railfan activities. How about riding the "Sunset Line"? The Trolley Park? Shady Dell? The Portland Zoo Railroad? Also outings can be made on the regular railroad serving Portland. There is a roundtrip on the Shasta Daylight between Portland and Klamath Falls (if you haven't ridden the Shasta do so this summer) Take the train to Seattle for only \$5.95rt. Some schedules allow up to four hours in Seattle. Have you ever ridden UP nos. 11-12 to Pendelton? How about the SP&S to Spokane? There will be special train on the Oregon Electric to Eugene. The VSP&SSRR will operate a special train to Seaside which will include a trip on the Astoria-Megler ferry (which is scheduled to be discontinued with the opening of the Astoria bridge. Why not take your vacation by train this year and leave the old gas buggy home? Any railroad timetable includes interesting trains and cities to see and most railroad ticket offices are very happy to help you.

Fourth- don't look to see the pictures of the Chapters Car movement which were promised to be in this issue because they aren't in this issue. The moving of the car was well covered photographically and some of the pictures were sent in by Wilhelm Trucking Co. to the "American Draymen" magazine for a feature article. We are making arrangements with Wilhelm Trucking for additional copies which will be sent to Chapter members. It is not known which issue the article will appear in so it may be several months until the story is printed.

Ed Immel-editor

PORTLAND FIRM RECEIVES RAIL CAR ORDER

Evans Products of Portland has received a \$1.2 million order from the Pittsburgh and Lake Erie Railroad for 50 breadbox cars, a new generation of rail coil cars. The major advance in rail coil cars in 10 years, the breadbox is the result of five years of continuous study by Evans and the NY Central at Evans Transportation Equip. Group headquarters in Plymouth, Michigan. The 125 ton capacity cars has a steel hood that opens like a breadbox-hence its nickname. One man can open the hood in one and half minutes and close it in the same amount of time.

SP&S ORDERS NEW ENGINES

The Spokane, Portland and Seattle Railway has ordered 6 more ALCO "Century" units.

This will bring the SP&S's total 24 and making the road fleet of the railroad one of the most modern in the west. With the new engines being delivered the older Alco cab units are now seen on the OE and are used as boosters on the Astoria line.

SHASTA DAYLIGHT RUNS AGAIN

On June 3rd a press release was issued from 65 Market Street in San Francisco which said:

Southern Pacific said today its summertime vacation train, the Shasta Daylight will begin running again Friday, June 10.

The Streamliner will operate daily each day between Portland and the San Francisco Bay area until the end of the vacation period at Labor Day, Gordon Crocket, SP's passenger traffic manager said.

"The Shasta Daylight's 17-hour trip takes travelers through some of the most scenic vacation areas in the country," Crocket said.

Areas served by the train include Northern California's vacation area, including Mt. Shasta and Shasta Lake; the Oregon Cascades; and Oregon's lovely Willamette Valley.

The streamline train, Crocket said, will be equipped with modern light-weight chair cars, a full dome lounge from which passengers can watch the passing view while enjoying refreshments, and a dining car offering a variety of breakfast, lunch and dinner menus.

Cities served by the train, besides the two terminals, including Salem, Albany, Eugene, Klamath Falls, Dunsmuir, Redding, and Davis, Martinez, Berkeley and Oakland.

#

The first day of operation of the Shasta Daylight saw 105 passengers leave Portland. Since then the average number has climbed to around 120 passengers. This is above the 99 average passengers that used the train last year. The Greyhound strike in the western states has been a factor in the increase usage of the train. It remains until the bus strike is settled to see how many passengers will use the train. The newspapers in Portland have had several articles, while being adverse in content, have made the public aware of the trains operation. The train usually consists of 2 FP-7's, a headend car, three coaches, the coffee shop car, the dome lounge, with the round-end former parlor car, now coach, bringing up the rear.

UP #844(4) trip.

The reservations are coming in on the Chapter's car on the special train September 11th pulled by the Union Pacific's 4-8-4 #844(4) with almost 30 persons asking for seats. We have been promised enough space to fill all the ticket requests. If you haven't sent in your reservation form please do so at once. The trip flyers will be mailed to you around the end of July but if you want a reserved seat send the form in or else it will be sold on a first come-first served basis. In case you have lost last months form below is another, but remember to send along a self addressed stamped envelope.

I would like to reserve _____ ticket(s) for the September 11, 1966 steam trip to Hinkle operated by the Pacific Northwest Electric Railway Association.

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 ENVEL-
OPE WITH THIS FORM.

THE 844(4) REPAIRS COMPLETED

There have been some rumors going around that the 844(4) wouldn't be ready for the PNR-NMRA Convention and the PNERA trip on September 11th. Railroad magazine reported that the engine had been taken apart and was expected to be reassembled in the summer. In my reply to Mr. Rohrer on the #75 repairs I asked him the state of the #844(4). According to Mr. Rohrer: "on April 30th I was in the roundhouse at Cheyenne and the 844 was in the house with a brand new paint job and a complete class A overhaul, completed and the engine was ready to run.

The paint job is a glossy black on jacket, cab and tender, smokebox a graphite gray. The interior of the cab is bright green and jet black boilerhead and fittings with all valves painted red.

Before the painting the engine got a new set of flues, new superheater tubes, new staybolts and new crown stays were needed. The eight drivers and tires were removed and turned to new contour. Both sets of pony trucks were turned, all the roller bearing journals had caps removed and were inspected on both engine and tender. The injectors and feed water pumps were overhauled and the air pumps gone over. Everything, including the turbo-generator, was overhauled. The repairs went as far as reupholstering the seats!

It has been estimated that the repairs have cost the Union Pacific in the neighborhood of \$60,000.

Answers to the quiz

1. GN, 2.SP, 3.SP, 4.ATSF, 5. CPR, 6.SP&S, 7.ATSF, 8.GN, 9.Frisco, 10.Milwaukee Rd.
11. Central of Georgia, 12. Boston & Maine, 13.UP, 14.UP, 15.Norfolk & Western
16.New Haven, 17.SP, 18.NYC, 19.Pennsy, 20. Southern

UP Steam Locos Saved

<u>Engine</u>	<u>Type</u>	<u>Location</u>
833	4-8-4	Cheyenne
838	4-8-4	Council Bluffs
844	4-8-4	Cheyenne (renumbered 8444)
1243	4-6-0	Rawlins
3985	4-6-6-4	Cheyenne
4005	4-8-8-4	Green River
4023	4-8-8-4	Cheyenne
4466	0-6-0	Grand Island
5511	2-10-2	Green Island

The above list comes from the UP Public Relations Dept. and was published in the California Southern Express.

This Month's Cover;

"The board" gauge meets the "narrow Gauge". The photograph by Dick Reynolds shows the broad gauge (3ft) Coahuila & Zacatecas Ry, at Concepcion, Mexico. That little loco is the narrow gauge (2ft) Mallet, that's right Mallet loco, of a mineral company that connects with the C&Z. The little loco comes from Germany and was written up in Trains several years ago. They are claimed to be the smallest Mallet type locos in operation. One is owned by Boulder Scientific Company of Colorado.

The Coahuila & Zacatecas Ry connects with the Ferrocarriles Nacionales de Mexico at Saltillo (near Monterey) and has a main line to Concepcion (78 miles) and a branch line from Avalos to San Pedro (17 miles) The line has recently bought narrow gauge diesels similar to the type purchased by the NdeM. There is passenger service over the line and the equipment is painted a light blue. The occasion (? can't read, cut off ? ?) that chartered a C&Z train.

The GN has been using new purchased SDP-40's on trains 459-460 between Portland and Seattle. These 3,000 HP. engines are some of the first passenger locomotives purchased in many years by a Western road. So far only nos. 321, 322 have been seen. These engines are painted in the GN colors and look like a freight diesel with a chopped nose. They have six-wheel trucks and the room for the steam equipment has made it necessary to remove the back walkway that runs around the rear of the engine. With the engines comes a new look to passenger locos for they are quite a change from the UP's E-9's, the SP&S FP-7's and the SP's long nosed ALCO's.....The new rear cars on the Cascade come from the de-Pullmaned "Sunset (Limited)".....The bus strike has made the people ride the train this summer. The Cascade has been operating with five and six coaches, UP nos. 11&12 which usually have one coach have been carrying as many as three. The Portland-Seattle pool trains are hauling them like it's the Christmas Rush.....The new SP&S diner "Willamette" is being used as the regular diner with the former regular diner "Columbia" being moved to standby.....The SP&S switched a box car do hard into the Lovejoy ramp that it moved the hugh pillars holding it. The car that hit it showed little damage considering the damage done the cement pillars.....June 6th at Union Station was the scene of the engine that couldn't do it. The UP transfer run between Union Station and Albina was powered by a SW1200. The engine took the transfer out of Union Station and started across the Steel Bridge. The train moved slower and slower and it finally stopped blocking the rush hour traffic on Front Avenue. Several attempts were made to break the train loose but all the engine could accomplish was to move the train about three car lengths. Then from under the shed of Union Station was seen a cloud of smoke and the train started moving. As the end of the train cleared the station the cloud of smoke proved to be a hard working PTR Alco switcher which was pushing on the rear. As the end of the train crossed Front Avenue the helper cut off. At least the Terminal Company got the train off their property. Las seen was the UP engine trying to keep the train moving until Albina yard was reached.....The Longview Portland & Northern has purchased an engine from the SP&S (?) and is numbered #20.....The SP&S has completed laying welded rail in their Willbridge yard. GP-9 #153 and Caboose #850 were assigned the work train that removed the old rail from along side the new rail.....NP is laying new welded rail around Napavine.....SP is also laying welded rail between Beaverton and Readville...It has reported that an SP local ran into the crane working on that track relaying job but little damage was done.....The Portland Traction Company's new buildings are nearing completion. Their freight house is painted in an unconventional bright blue.....The Mt. Hood Railroad has purchased another caboose from the UP.....The Milwaukee Road is going to take the wire down between Argo Yard (Seattle) and King Street Station. The last use of this stretch had taken place about five years ago.....Industrial Air Products of Portland has purchased another six-wheeled jumbo tanker. They now own two nos. 1001 and 1003.....The E-units have been removed from the UP pool train and GP with two GP boosters have been substituted. The coffee shop car has been removed and a regular diner put on the trains.....The new SP&S RPO car has been named the George B. Armstrong.....Rio Grande nos. 3 & 4 The Colorado Eagle has been discontinued.....The Northern Pacific has started to offer a "Youth Fare" which makes it possible for persons 12-21 to travel for ½ price on all NP trains except the "North Coast Limited" and Portland-Seattle Pool trains. The fare is also good in the Slumber Coaches but on a space available basis only.....Wasn't that Jane Russell seen with Miln Gillespie the other day down at the big doings around the Hoyt Hotel.

UNION STATION HAS DANCE

Who would hold a dance in Union Station?—why W.A.I.F that's who (don't ask me what the letters mean but it is a charity organization for orphans) The main waiting room was cleared of benches and bars were installed in the station master's desk. A band platform was built over the Pullman check in desk. The dance started at 9:30 pm on Friday and Saturday June 3 & 4 to raise money for WAIF. When ever a train announcement had to be made it was reported that the band would play a fanfare and station master would come up to the mike on the stage to make the announcement. The crowd would then give him a big round of applause.

RAILROAD REPRESENTED AT TRANSPORTATION FAIR

The Transportation Fair held on Swan Island at the start of National Transportation Week had an excellent railroad exhibit. The railroads really showed up the truck lines with their equipment display. The Northern Pacific dome sleeping car was the most attended exhibit at the Fair drawing over 3,000 people. The car was staffed by three NP men and was kept supplied with power and air conditioning by a portable generator manned by another NP man. It was easily the most expensive display at the Fair in terms of man power needed to man it. The other exhibits let the public crawl through a caboose, look inside a covered hopper car, crawl over a piggy back car and inspect the workings of two diesel locomotives. A person who knows something about railroads could easily see that it cost the railroads money to tie up the amount of equipment they had. How much can a GP-30 earn the UP while hauling a freight instead of sitting dead head at a display? The railroads should be given a well deserved round of praise for the excellent job which they did.

Equipment displayed for Transportation Fair, Swan Island, Portland

NP 97787	plug door box car
UP 15081	bulk end flat car
PFE 455118	Plug door mechanical reefer
TTX 250977	85' piggy back flat bearing
	NP 40' trailer
	UP 40" trailer
UP 763	GP-30
UP 1827	SW-1200
NP 57519	Covered hopper car
NP 314	Dome Pullman
SP&S 861	Caboose (freshly shopped)
SP&S 14217	Double door 60' box car (freshly shopped)
SP&S 12146	40' box car (freshly shopped)
GN 171421	Covered grain loading

FLAT CAR RAMS "CASCADE"

June 16th- The Southern Pacific's "Cascade" was ramed by a flat car about 35 miles south of Oakridge. The car was being switched out of freight train because of a broken coupler when the car broke loose and hit the rear end of the train. Several persons were injured with the worst receiving a broken nose. A doctor and nurse were put on the train at Oakridge and another doctor was put on at Eugene. The accident delayed the "Cascade" for 2 hours and 45 minutes.

Oregon Electric Railway Historical Society, Inc.

operating
The Trolley Park
Glenwood, Oregon



TIRED OF THE SAME OLD ANNUAL PICNIC ??? . . .

The most unique picnic park in the Pacific Northwest will open for public use this summer on Saturday, June 18, 1966. The TROLLEY PARK is located just west of Glenwood, 38 miles from Portland on Oregon State Highway 6 (Wilson River Highway).

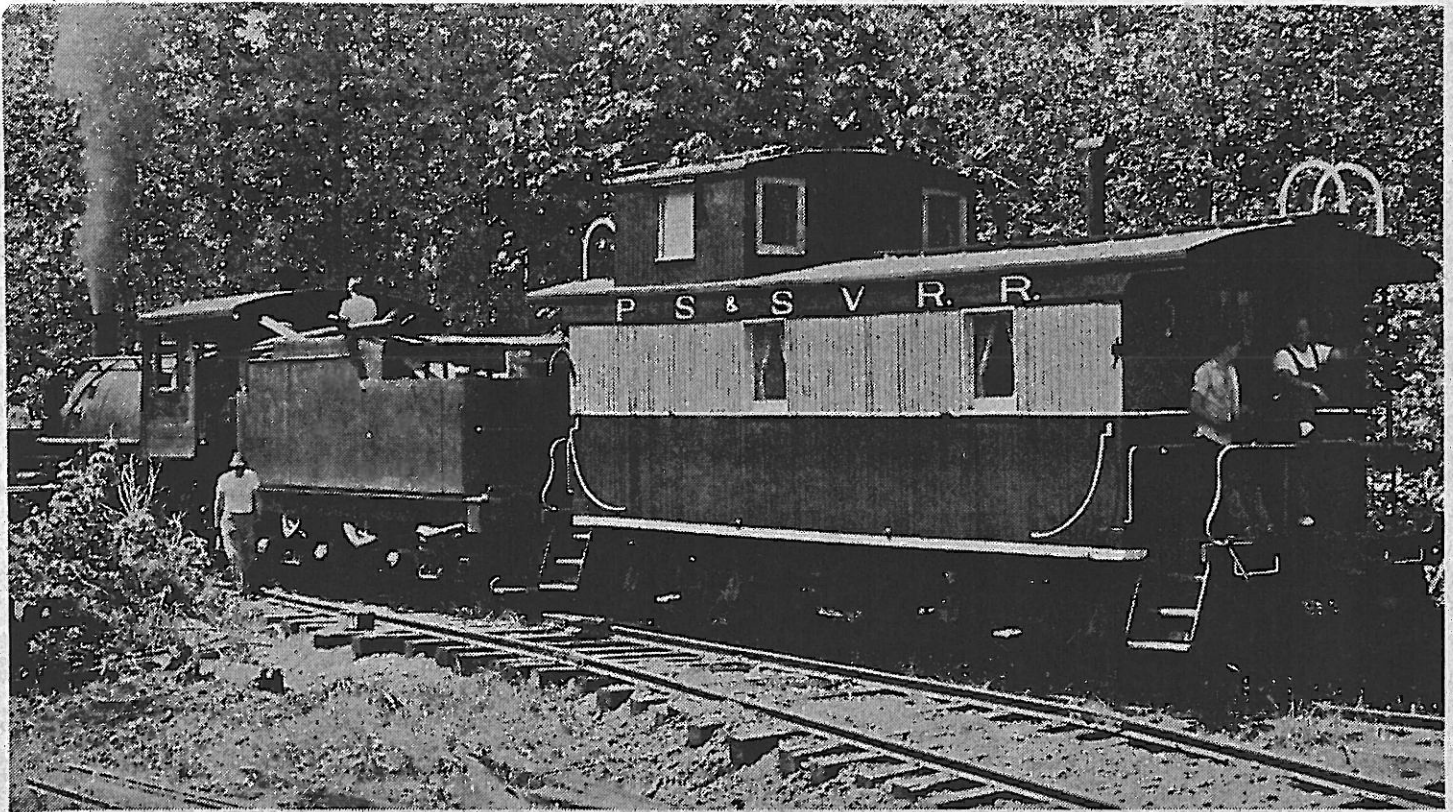
Transportation from the parking lot to the picnic area will be by old-fashioned electric trolley cars traversing a distance of over a half-mile. Admission will include the round-trip "on the cars." Trolley fans and others who wish to take additional rides may do so for a nominal fee.

The 26-acre park includes picnic tables, fireplaces, restroom facilities and the opportunity to hike and fish along beautiful Gales Creek which runs through the grounds. There is an "old swimmin' hold" in the creek. Our site was originally the location of the hugh Consolidated Lumber Company's camp. Of historical note is the starting place of the Tillamook Burn fire, right on our property.

The trolleys themselves are of both historic and "fun" interest. Operating cars include an open trolley from Australia, a British double-decker "Tram", a Key System articulated electric (formerly operated over San Francisco's Bay Bridge) and a British Columbia Electric interurban car. Also at the Trolley Park is the famous parlor-observation interurban which once ran on the Oregon Electric Railway between Portland and Eugene, and Portland City Council street car #503.

Facilities are available for both individual and group picnicing. The Trolley Park will be open every Saturday, Sunday and holiday from June 18th through "Indian Summer" in the Fall. Group picnics may be held any day of the week, provided that advance reservations are secured. The park can handle groups up to 150 people. Charge per family (up to an including five persons is \$1.50; additional members at 25 cents per head. Individual picnic charge is 50 cents. Reservations and further information may be secured by writing to the address below, or by calling 648-3605

Jan Girardot
Charter Manager
465 SE 15th Avenue
Hillsboro, Oregon



THE STORY OF THE PSRHA

Back in 1957 the Puget Sound Railway Historical Association was formed to encourage the preservation of electric and steam railway equipment and historical data by the construction of an operating railway museum.

PSRHA is incorporated under the laws of the state of Washington as a non-profit technical, educational society, governed by its active members through an executive board of nine members - four officers and five trustees. Officers are elected yearly, trustees for three year terms. Officers, trustees, and other members serve without compensation, there being no paid employees. This willingness of members to give freely of their time, knowledge, and effort is reflected in a membership value far greater than the fee would indicate.

PSRHA has been actively constructing museum facilities while also saving and collecting historical pieces of railroad equipment for several years. Equipment consists of over a dozen steam locomotives, 10 passenger, freight, and work cars and six electric street and interurban railway cars. One-third mile of the proposed five mile railroad has been constructed. Additional trackage is being laid, facilities constructed, right-of-way procured and equipment saved as rapidly as the PSRHA can accumulate the necessary resources - manpower and money.

Please consider this your invitation to join others interested in the preservation, display, and operation of historical steam and railway equipment in membership in the Puget Sound Railway Historical Association.

Monthly meetings are held for all members to gather to discuss railroading, PSRHA activities, and see rare personal films about railroading. Meeting dates are announced in the monthly newsletter that goes to each member. Work parties are held as necessary to accomplish construction of the museum and preservation of equipment. If time does not permit your active participation, contributions are most welcome.

PUGET SOUND RAILWAY HISTORICAL ASSOCIATION BOX 1362 SEATTLE, WASHINGTON 98102

MEMBERSHIP APPLICATION AND RENEWAL

CARD NO. _____

Fill out (type or print to insure legibility) and forward together with your annual fee. Make checks or money orders payable to the Puget Sound Railway Historical Association; cash remittances at sender's risk.

NAME _____

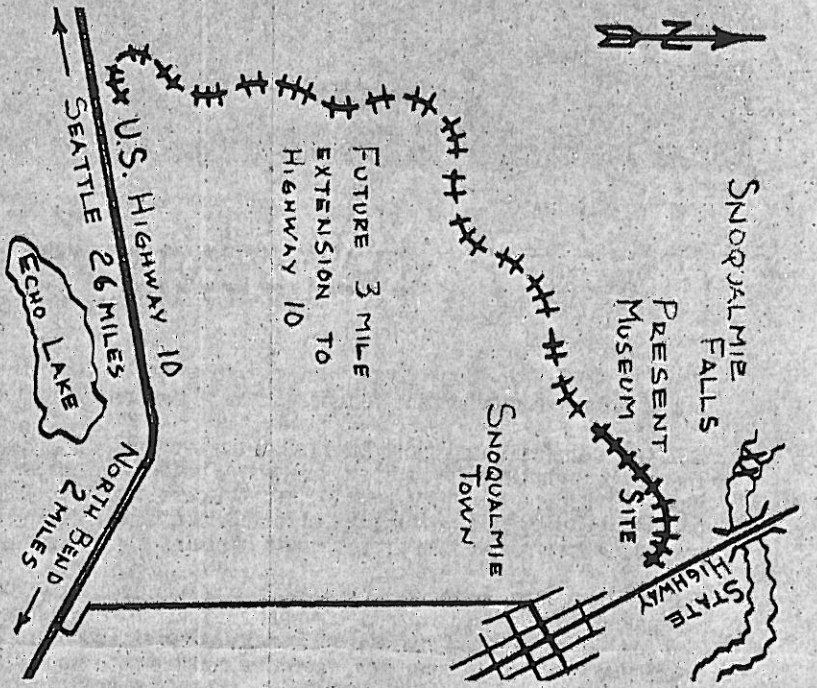
ADDRESS _____

CITY _____ STATE _____ ZIP _____

All memberships begin October 1 and end September 30.

I expect to participate in PSRHA activities regularly and wish to apply for REGULAR MEMBERSHIP....\$20.00
 ASSOCIATE MEMBERSHIP....\$4.00

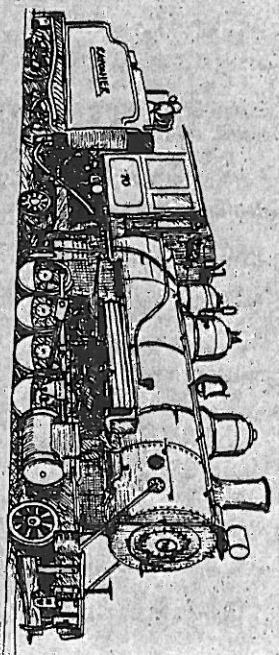
PUGET SOUND RAILWAY
 HISTORICAL ASSOCIATION
 Post Office Box 1362
 Seattle, Washington 98102



HELP BUILD AND OPERATE
 YOUR OWN FOUR MILE RAILROAD
 THE PUGET SOUND AND
 SNOQUALMIE VALLEY RAILROAD
 is abuildin'

From the beautiful cataract of Snoqualmie Falls through the forests on a steam train reminiscent of the logging and short line trains of yesteryear, you will travel four miles to the museum terminal of the Puget Sound Railway Museum where old and historical steam locomotives, donkeys, steamshovel, and crane, and streetcars and interurbans will gleam in the sun, hiss under steam, and clatter underway, compressors pouncing, whistles sounding, to bring you a romantic yesterday of rail-roading.

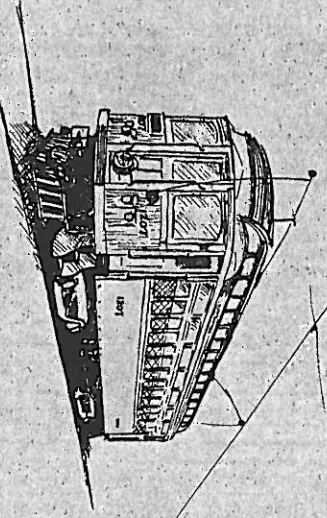
The current terminal is at Kimball Creek, between Snoqualmie Falls and the town of Snoqualmie on Highway 5, just off U.S. Highway 10.



STEAM TRAINS

PUGET SOUND AND
 SNOQUALMIE VALLEY
 RAILROAD

AN OPERATING RAILROAD MUSEUM
 PROJECT WITH STEAM TRAINS,
 INTERURBANS AND STREETCARS
 A BIG HOBBY FOR THOSE
 WHO THINK BIG, MAYBE YOU?



INTERURBANS