

# THE TRAINMASTER

MAY 1968

Number 116

Pacific Northwest Chapter, National Railway Historical Society, P O Box 8853,  
Portland, Oregon 97208

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## PRESIDENT'S MESSAGE

The chapter now has a "home." Room #1, the former claim agent's office, in the Union Station has been rented from the Portland Terminal Railroad Company. The room is located on the ground floor across the hall from the Iron Horse Restaurant. For the present, the room will be open only before and after regular meetings at the station.

At the April meeting in Salem the membership voted to name the chapter's observation car "Miln D. Gillespie" after our recently deceased member.

During the past year it has become evident that a means is needed to officially transact business between regular meetings. During the 1967 summer recess several important matters had to be acted on without vote of the membership. To provide a means of conducting necessary chapter business between meetings I propose that a board of directors be created and that our by-laws be amended by adding the following section:

(PRESIDENT'S MESSAGE – continued)

Board of Directors

1. The Chapter Board of Directors shall be: The President, Vice President, Secretary, Treasurer, Chapter National Director and two members to be elected from the membership at large.
2. The President, or in his absence the Vice President, shall preside at meetings of the Board of Directors.
3. A quorum shall consist of four (4) Board members.
4. The Board of Directors shall have the authority to transact necessary Chapter business between regular meetings. Minutes shall be taken at all Board meetings and shall be read at the next regular meeting.

Your comments and suggestions about the Board proposal are invited. The amendment will be put to a vote at the regular meeting on June 21, 1968.

CHUCK STORZ  
PRESIDENT

CHAPTER CALENDAR

- |                      |   |
|----------------------|---|
| May 17               | Regular Monthly Meeting – Room 208, Union Station   |
| May 24               | Members in route to Railfan's Conference are invited to attend the Tacoma Chapter's Monthly Meeting. ** |
| May 25<br>and 26     | Second Annual Northwest Railfan Conference to be held in Vancouver, B.C.                                |
| June 21<br>22 and 23 | Oregon Trunk Mixed Trip. A short meeting will be held on the train before it leaves the Union Station.  |
| July 14              | Seattle City Light Skagit Tour  |
| July 27              | Picnic and Operation at the Trolley Park, Glenwood, Oregon  |

\*\* To be held at the Washington Natural Gas Company, 3130 South 38<sup>th</sup> Street, Tacoma, Washington. Take "38<sup>th</sup> Street West" exit from Interstate #5.

EXCURSIONS – LOCAL AND NATIONAL AS RECEIVED

## Eel River Redwood Ramble

Weekend in the Redwoods – Super Skunk Steam Train – N.W.P. Budd Car

Choice of either:      Friday – Sunday  
                                    May 24 - 26, 1968  
                                    June 7 – 9, 1968

Charter bus out of San Francisco on Friday evening, overnight at Fort Bragg, and Super Skunk steam train to Willits, N.W.P. Budd car to Scotia, overnight at Scotia Inn, return via N.W.P. to Willits and bus to San Francisco. A gala weekend at \$49.50 single, \$44 twin and \$39.80 double. Tickets – Art Lloyd, 974 Pleasant Hill Road, Redwood City, CA 94061.

The Western Railroader

Steam on the McCloud River R.R. Saturday, June 1, 1968 East of Shasta to Hambone.

Saturday, June 1, at 10:00 a.m. a special train on the McCloud River Railroad heads eastward to Hambone, the eastern terminus of the line, where it meets the W.P. and G.N. line from Bieber. The train will be headed by Steam Engine #25, the last operating steam locomotive on this railroad.

We return to McCloud late in the afternoon so in the spirit of the Outing, may be suggest a picnic lunch be prepared to eat in route.

Fare - \$10.00, Children (7-12) \$7.50. Trip limited to 190 passengers, so purchase tickets in advance. Send remittance with orders to: Paul von Hafften, 112 Arguello, San Francisco, California 94018 OR Dudley Webster, 105 Manor Drive, Piedmont, California 94611 – Pacific Locomotive Association and the Northern California Railroad Club.

Pac. Locomotive Assn.

Northern California R.R. Club

## South Shore Line Fan Trip Saturday May 25, 1968

The special train of “open window era” and modernized air-conditioned cars will provide high speed runs, photo stops along the line and time at the shops in Michigan City. The special train will depart Randolph Street Station at 9:15 a.m. returning at 5:40 p.m.

Tickets – adult fare \$8.00, half fare \$4.00

Time will be allowed for lunch in South Bend. Lunch not included in fare. Please order your tickets in advance to assure yourself a seat. Ticket sales on the train will be limited to capacity of equipment.

Order tickets from: Trip Director, Central Electric Railfan’s Association, P O Box 503, Chicago, IL 60690

Central Electric Railfan’s Assn.

(Excursions – Local and National as Received – continued)

Sunset Tours – 7<sup>th</sup> Annual Deschutes Canyon Rail Excursion – Sunday May 19, 1968.

Scenic 400 mile rail tour – continental breakfast – fried chicken lunch – geological “trip log” – “Dope Bucket” pictorial book – live musical entertainment – dances by Warm Springs Indians.

Fare: \$9.95, children 5-11 yrs. \$5.95, children under 5 yrs. \$2.00

Leaves Union State 8 a.m., Madras turn around permits early return at 9:00 p.m.

Tickets at:                   Great Northern City Ticket – 6<sup>th</sup> & Washington (223-7273)  
                                  Northern Pacific City Ticket – 6<sup>th</sup> & Washington (227-0415)  
                                  Union Station Ticket Office – 6<sup>th</sup> & Johnson (227-3421)  
                                  Sunset Tours in Beaverton – 135 SW Farmington (644-2266)

Sunset Tours

REGIONAL NEWS

Georgia Mixed No. 30

Roger Sackett recently had an opportunity to ride one of the mixed trains described in the September 1967 TRAINS article entitled “Mixed Trains Down South”. The ride came during a weekend visit to his brother’s home in Macon, Georgia that followed a business trip to St. Louis (The stay in St. Louis permitted a tour of the National Museum of Transport). Here is his report:

Georgia Railroad Mixed Train Number 30 operated between Macon and Camok, Georgia, the latter being on the mainline between Atlanta and Augusta. An effort was made to purchase tickets at the Macon Terminal Station where the Mixed was listed on the train board; but the woman ticket agent had never sold one for No. 30 and didn’t know how to handle the situation. Since the train didn’t leave from the Station anyway, we decided to forget it and purchase tickets on the train. Several phone calls to the Southern Railway Southern’s Bronson Hump Yard at 7:45 a.m., would actually depart Macon at 1:15 p.m. This, of course, solved the problem of eating lunch on the train. Arrangements were made ahead of time with the Towerman and switch crew to board the train at the north end of the yard.

On March 30, 1968, Georgia 30 had Geeps 1022 and 574 (Atlanta and West Point) at the head end of 55 freight cars and steel coach No. 71 which served as caboose and passenger conveyance. The genial conductor greeted the only passengers he’d ever had as I boarded the coach, accompanied by my brother and his two children. He said he hoped we had tickets for he didn’t know what to charge. When we replied in the negative, he said he would radio for information.

(Regional News – continued)

The interior of the coach was quite dirty with the exception of the small area the conductor has set aside for his “office”. Seat cushions and other loose items were scattered about the floor. Being the only passengers, we carefully selected choice seats, replace the cushions and prepared for our mixed train trip through Georgia.

I asked the conductor the whereabouts of Car 166, the last “Jim Crow” combine in regular service which I hoped to ride. He said No. 166, although steel-sheathed, was a wooden car and the switch crews at Brosnon Yard had literally broken its back by humping it (This same humping had caused all the displaced seat cushions in Car 71). The combine had been retired 3 months earlier and replaced with the steel coach. Although the two ends of Coach 71 were not separated by a baggage compartment, the car was partitioned into two sections, Jim Crow style, with two bathrooms at each end of the car.

A coal stove heated the car and kerosene lamps provided illumination.

Soon after we got underway, the conductor said he would be leaving us for awhile as all switching would be done from the head-end. The switching was done by the conductor and a single brakeman who had walkie-talkies to communicate with the engine crew. The extensive amount of switching performed by the crew was evidenced by the 3 hours it took to go from Macon to Milledgeville, a distance of 31 miles.

Because companion southbound train No. 31 does not run on Saturday (No. 30 doesn’t run on Sunday and both trains operate daily during the week), it was necessary to return to Macon by car which my brother’s wife had driven to meet us.

My visit to Georgia was completed on Sunday with a ride on the Stone Mountain Railroad behind 4-4-0 “Texas II” representing one of the engines of the Great Locomotive Chase.

#### Local Notes

The Portland Terminal Railroad has taken delivery of two new Alco T-6 switch engines. They are numbered 46 and 47. The locomotives are similar in appearance to the company’s other Alco switchers except for a notch-nosed hood. Rated at 1000 HP, the new locomotives are powered by a six cylinder type 251 engine.

The Vernonia, South Park & Sunset ran a sellout excursion train up the Deschutes on April 21. The train was operated by the Union Pacific up the Oregon side of the Columbia River. Here is the consist as the train departed:

UP 908	E9 (A)	UP 5466	Coach
UP 970	E9 (B)	UP 5458	Coach
UP 964	E9 (B)	UP 5503	Coach
UP 930	E9 (A)	UP 5542	Coach
UP 5497	Coach	UP 5528	Coach
UP 5489	Coach	UP 5406	Coach
UP 5556	Coach	UP 5404	Coach

(Regional News – continued)

UP 5485	Coach	UP 5716	Baggage
UP 6205	Lounge-Club	UP 6208	Lounge-Club
UP 5715	Baggage	UP 5419	Coach
UP 5500	Coach	UP 5486	Coach
UP 5482	Coach	UP 5514	Coach
UP 5535	Coach	UP 5456	Coach

We understand that the problem of window vs. aisle seats was neatly solved by giving each passenger two seat tickets: Those seated by a window going had an aisle seat on the return trip and vice versa. The baggage cars had screens on the doors rather than the usual bars.

Seen at Vancouver, Washington recently: Port of Vancouver No. 1, a 4-wheel Davenport switcher. No. 1 operated only occasionally when the port's other locomotive is out of service.

#### CHUCK STORZ

#### German – Built S. P. Hydraulic Diesels Being Retired

The first seven of the German-built diesel-hydraulic drive locomotives have been retired by the Southern Pacific (9100, 9102, 9103, 9104, 9105, 9117 and 9119). The rest of the German-built diesels will be retired as they come in for major repairs. The high-speed diesel engines used on these units are reported to be the major reason for the retirement. The Alco diesel-hydraulics using conventional U.S. diesel engines are being retained.

#### San Francisco Adopts Articulated Car Design for Subway

Faced with a BART deadline for design of the stations for the Market Street subway, the Municipal Railway has adopted specifications of a German-design, three-unit, four truck articulated transit car on which engineers can determine clearances in the Muni portions of the depots. The car is 98-feet long, capable of operating in either direction, loading on either side, loading at the front or at the middle and loading either from a platform or from the street with a fold-down step. The car is manufactured by Waggonfabrik Uerdingen, A.G. Werk of Dusseldorf, Germany and is licensed to the St. Louis Car Company in the United States.

#### Speeder Rides on West Side Lumber This Summer

A group with high plans for the future will operate a speeder operation on the former West Side Lumber trackage from Tuolumne City to Mile Post 3 this summer subject to approval of their lease arrangements by Pickering Lumber directors in April. Eventual "plans" call for relaying rails to Camp 8 in the Stanislaus National Forest, eight miles and reactivation of Heisler No. 3 now on display in the Tuolumne City Park.

Stockton Record

(Regional News – continued)

#### California Western confirms Purchase

California Western has confirmed purchase of a Rayonier, Inc., saddletank Mallet, 2-6-6-2T for use on the “Super-Skunk” starting in 1969. The engine will be delivered sometime this year, but will go into the shops for renovation to come out as Cal Western 46. The new engine will permit much longer train and eliminate the once-a-month diesel operation required for inspections.

#### The Western Railroader

#### Additional Notes from Ken Dethman

The Condon, Kinzu and Southern Railroad operating between Condon, Oregon and the Kinzua Corporation plant at Kinzua has embarked upon a track rehabilitation program that includes the use of a unique piece of motive power.

Their Skagit railcar has been revamped with a 200 HP Cummins engine connected to a hydraulic torque converter and a new Westinghouse air compressor has been added to the reconditioned ET#6 brake system. The railcar was acquired in the 1930s from the Onalaska Lumber Company in Washington State and came equipped with a Hercules gas engine.

Used in work train service, the Skagit along with two center dump cars rented from Union Pacific its being used to spread ballast. Approximately three miles already has new ballast. Continuation of this program will see in the range of \$20,000 spent this year. The work train runs five days per week.

News of the motive power and track work comes from L. Lorengel, engineer on the Condon, Kinzua and Southern.

Ken Dethman

#### G.N. Repainted Switcher “Big Sky Blue”

The G.N. has repainted one of the Vancouver B.C.’s four locally based switchers, the 16, in Big Sky Blue. Of note, too, some Northern Pacific diesels have been spotted in Big Sky Blue. A recent letter to Vancouver city council from B.C. Hydro indicates they are not desirous of relinquishing their Right-of-Way formerly used by the Burnaby Lake Interurban through east Vancouver as this may be required at a later date for a rapid transit line.

British Columbia Chapter

N.R.H.S.

#### Notes From Tacoma Chapter

Portland Terminal Railroad 660-hp Alco S-1 Switchers 32 and 33 were sold back to Alco March 18 and 19, respectively, and were in turn sold to the Tacoma Municipal Belt Line Railway at Tacoma, Washington, arriving Tacoma on March 27.

(Regional News – continued)

PTR 32 is the first to be repainted, and will become Tacoma Muni No. 901 (second or third 901, I believe). PTR 33 will become Tacoma Muni (second or third) 902. The new paint scheme is bright yellow with a maroon horizontal stripe across the middle of the side. Lettering will be in white in script across the maroon stripe. The yellow color was selected to provide more visibility across busy highway and street crossings, and is considerably more sharp looking than Muni's present black with yellow trim (at least it is more visible). The Tacoma Muni has been using center cab Whitcomb diesels 903 and 904, and 660-hp Alco S-1 905, and S-3's 906-907.

Weyerhaeuser Company train dispatcher in Longview, Washington, advises 4012068 that they expect to receive and EMD 1500-hp SW-1500 diesel switcher for use in their 50-mile logging line east out of Longview. (Their log trains operate over the 9-mile common carrier Weyerhaeuser-owned Columbia and Cowlitz from the Columbia River around Longview to Rocky Point yard just north of Kelso, across the Cowlitz River, where the C & C interchanges with NP-GN-UP-MILW. C & C has two diesels – F-M switchers D-1 and D-2. Weyerhaeuser log trains operate over 50 miles of woods trackage through Headquarters Camp east of Castle Rock, down a 4% grade into Rocky Point crossing over the north Portal of NP's main line Ostrander Tunnel just north of Rocky Point, then on C & C trackage across Cowlitz River into Longview). (Woods lines have six diesels, reported to be EMD SW-1200's #300-305.) The 7<sup>th</sup> is reported to be needed because Weyerhaeuser is phasing out river log dump and is building a dry land sorting operation requiring more switching of log cars. The seventh diesel, the SW-1500, is expected to arrive May 1.

Found notice on "VC" telegraph office bulletin board in Portland Union Station 4-12-68 regarding to the effect that on January 5, 1968, the following Union Pacific passenger cars were released at Guilds Lake Coach Yard, and were prepared for storage at Ordnance, Oregon. Cars were drained, stripped, and had batteries removed. Intended fate of these cars is unknown to this writer. Cars were to move in freight service from Albina shortly after January 5.

UP 5761	UP 2259	UP 1383
UP 5669	UP 5806	American Army
UP 5746	UP 5803	American Cruiser 27 Cars
UP 5712	UP 2267	
UP 1386	UP 5814	
UP 5717	UP 1757	
UP 5733	UP 3096	
UP 2261	UP 3066	
UP 5805	UP 5660	
UP 5804	UP 5748	
UP 5810	UP 3058	
	UP 1854	
	UP 1362	

E. M. Berntsen  
Tacoma Chapter  
N.R.H.S.



NATIONAL NEWS

Abandonment of C&O's 48-mile Washington & Old Dominion Railroad has been approved by the I.C.C., but execution of the order was quickly stayed by a Federal court. The freight-only line, originally built as a steam road in 1858, was electrified in 1912 and de-electrified in 1941 when interurban passenger service ended. C&O purchased the line in 1956, now intends to sell 30-1/2 miles of its right-of-way to the Virginia Department of Highways for construction of Interstate Route 66. Price: \$3-1/2 million. The W&OD Users Association, however, obtained a restraining order to block the sale, saying that continued rail service is essential to the densely-populated Alexandria area. The group wants to purchase the line and keep it in operation.

Old Dominion Chapter

N.R.H.S.

Another related rumor, without confirmation from either road, is that the New Haven is interested in trading some or all of its ex-Virginian Ry. Electrics to the Penn Central for some Diesels. The basis for this rumor is the fact that only six electric freights are operated daily by the New Haven, two between New York and New Haven (each way), and a transfer run each way between Bay Ridge and Oak Point. It's rather questionable whether six trains necessitate eleven locomotives.

A New Haven PA-1 has been purchased by the Delaware & Hudson. No. 0763 was acquired from a junk dealer for \$8000 and will be used for spare parts for the four ex-AT&SFRy PA-1's that the D&H recently bought.

Steel Wheels

Boston Chapter

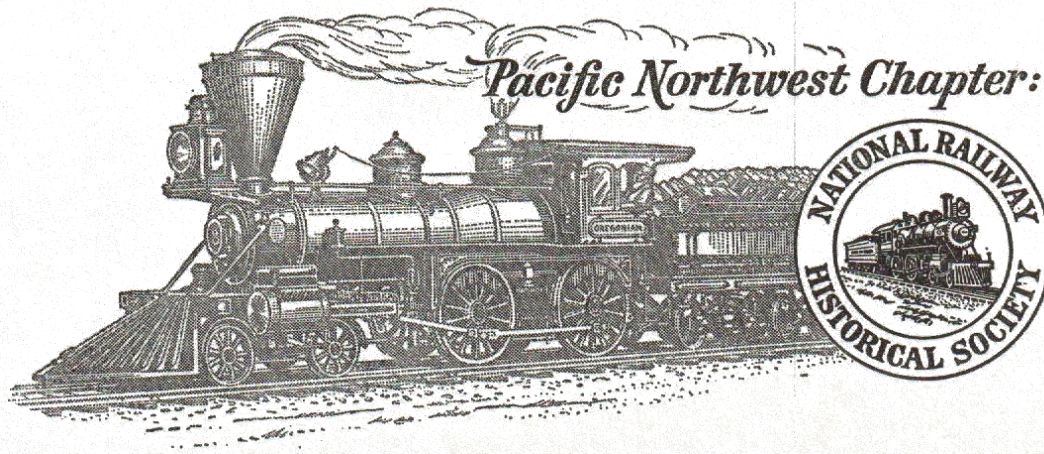
N.R.H.S.

Latest News Release from the Washington Metropolitan Area Transit Authority

Award of a contract for design of the Metro vehicle was authorized by the Board of Directors of the Washington Metropolitan Area Transit Authority. Authority was granted for award of the contract to Louis T. Klauder and Associates of Philadelphia for mechanical design of the transit car. Subcontractor for industrial design will be the firm of Sunberg-Ferrar of Southfield Michigan. Klauder and Associates will also assist in the evaluation of competitive bids for fabrication of transit cars for the first phase of Metro's operation scheduled for 1972. The vehicles will be capable of 75 miles per hour. Trains will operate under automatic train control with an attendant on board to care for passenger services. Electric powered, the vehicles will be 75 feet long, 10 feet wide, and 10 feet high. Initial operations will require 60 vehicles. The basic 25-mile system authorized by Congress in 1965 and scheduled for operation in 1974, will involve over 200 vehicles. The WMATA estimates that more than 800 transit cars will be needed for its 97.2 mile Metro system when it is completed in 1980.

Old Dominion Chapter

N.R.H.S.



OREGON TRUNK MIXED TRAIN WEEKEND

June 21, 22, 23, 1968

Dear Members,

Friday June 21, 9:45 P.M. lounge car Mt. St. Helens will depart again on our chapters annual odyssey over the Oregon Trunk. All those interested in a most unusual trip should be aboard. Our drum sign will bring up the end of a hard working third class mixed train. This trip gives one a view of railroading impossible to see any other way.

This trip is meant only for the true believer. No heat can be provided on the train. Only male members of their majority can be accepted. Because of the nature of the trains, schedules are quite tentative and depend on conditions of the day. We can't promise the grand tour of Gateway, but should be back Sunday.

Trip price is 15.00 dollars and includes all transportation, beverages we all enjoy, and as much food that can be purchased with the remainder. Those who arrange their own transportation should remit 5.00 dollars. If the resources are low, five dollars will get you on the list, the remainder by June 10. The first twelve requests will be assigned sleeping space. The car is in coach service so please bring sleeping bags.

--SCHEDULE--

lve 9:45 P.M. Fri #4	Portland arr 8:00 A.M. Sun #1
arr 11:46 P.M.	Wishram lve 4:43 A.M. Sun #1
lve 1:00 A.M. Sat. #102	Wishram arr 12:15 A.M. Sun #105
arr 7:00 A.M. Sat.	Bend lve 7:00 P.M. Sat #105

ORDER FORM: Enclosed \_\_\_\_\_ dollars for \_\_\_\_\_ tickets O.T. Trip June 21/23.  
 Name \_\_\_\_\_ Phone \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Please enclose stamped self addressed envelope with request and mail to:

Roger W. Phillips  
 3733 N.E. 15<sup>th</sup> Ave.  
 Portland, Oregon 97212

Be certain you are aware of all conditions of trip. Trip will be limited to the first twenty requests.