

CALENDAR FOR OCTOBER, 1970

Friday                   REGULAR MONTHLY MEETING  
16 Oct.                   Program  
8:00 PM                   to be  
Room 208                   Announced  
Union Station

ADVANCE CALENDAR FOR NOVEMBER, 1970

Friday                   REGULAR MONTHLY MEETING  
Nov. 20                   Chapter Elections

QUIZ

Here is a quiz for the Southern Pacific fans out there. Just match the train numbers with the train names (year 1935). Probably our hardest quiz to date!

_____ 1&2	A. Border Limited
_____ 3&4	B. Tehachapi
_____ 5&6	C. Klamath
_____ 7&8	D. Sunset Limited
_____ 11&12	E. Sunset Mail
_____ 13&14	F. Golden State Limited
_____ 15&16	G. Coaster
_____ 17&18	H. Imperial
_____ 27&28	I. Apache
_____ 55&56	J. Cascade
_____ 69&70	K. West Coast
_____ 75&76	L. Sunbeam
_____ 303&304	M. San Francisco-Overland Limited
_____ 819&820	N. Lark

(Answers elsewhere in this issue)

PACIFIC GREAT EASTERN BLOWS UP COMPETITION'S BRIDGES

Can there be any personal satisfaction in blowing up one of your competitor's bridges?

For the PGE's Doug Whiffin, Engineer Special Duties, it was all in the line of duty. Engineer Whiffin leads a double life. When not working for the PGE, he is Major Doug Whiffin of the 6th Field Squadron, North Vancouver.

Pacific Great Eastern Blows up Competition's Bridges (Cont.)

Recently Major Whiffin was the commander of an exercise involving the demolition of a huge railway bridge at Mile 22.7 on the abandoned CPR Kettle Valley in the Coquihalla. The 375 foot long timber trestle bridge, built by the CPR in 1948 and abandoned in 1959, required two detonations to bring it down. The bridge belonged to North Pacific Mines and company officials plan to salvage the timbers for shoring material in the mines.

After the blast, Major Whiffin had to admit that it was a great opportunity to work with a real demolition target of this size.

PGE "Coupler"

AS IT WAS

Today trying to get around the state of Oregon by passenger train can be a trying experience. But not too many years ago, most towns of importance in Oregon could be reached by train. Thirty-five years ago, you could take a train between:

Southern Pacific

Portland-Marshfield  
 Portland-Tillamook  
 Portland-San Francisco  
 Portland-Woodburn-Mt. Angel-Silverton  
 Whiteson-Gerlinger  
 Gerlinger-Independence  
 Albany-Corvallis-Toledo  
 Albany-Shelburn  
 Corvallis-Monroe  
 Albany-Mill City  
 Willamina-Whiteson  
 Alpine Junction-Bell Fountain  
 Salem-Dallas  
 Dallas-Black Rock  
 Portland-Ashland  
 Lakeview-Reno

Union Pacific

Portland-Huntington  
 Portland-Spokane  
 La Grande-Joseph  
 Ontario-Burns  
 Vale-Brogan  
 Huntington-Robinette  
 Pendleton-Spokane  
 Heppner Junction-Heppner  
 Arlington-Condcn  
 Biggs-Shaniko  
 The Dalles-Bend

As It Was (Contd.)

SP&S System

Portland-Spokane  
Portland-Seaside  
Portland-Bend

Short Lines

Hood River-Parkdale (Mt. Hood Railroad)  
Portland-Oregon City (PEPCO)  
Gresham  
Boring  
Prineville-Prineville Jct. (City of Prineville Ry.)  
Kinzua-Condon (Condon, Kinzua & Southern Ry.)

CAR #598 WHERE ARE YOU?

The chapter's open air observation car #598, the Miln D. Gillespie, made what will likely be its longest journey while owned by the organization. The car had been arbitrarily ruled unsafe for mainline operation when the Bay Area Electric Railway Association requested the use of the car. It had originally been scheduled to travel on their all-sleeping car train between Portland and Mt. Shasta (BN-MCRRR) but someone down the line had decided that since it had friction bearings, it couldn't travel on the BN mainline. A telephone call between San Francisco and St. Paul finally okayed the use of the car, but the permission was given only in voice since there was no time to put out a message.

When the Bay Area group arrived in Portland, all PNW Chapter had was a copy of the original denial of use of the car. That same morning the SP&S roundhouse at Vancouver had burned down, and trying to get an official to release the car proved to be almost impossible. Finally at 9:00 pm, the permission was given and early on Sunday morning, September 6th, the car was switched on to the rear of the sleeper special in Union Station.

The trip to Shasta was uneventful except for one case of sticking brakes which was quickly repaired. One sidelight of the trip: usually on the rear end of trains, the 598 found itself on the headend on the McCloud after the diesels had to run around the train at a switchback and proceed up a 4 percent grade. With 17 sleeping cars tied on the rear end, the 598 made some strange and wonderous noises from the strain but it came through unscathed. At least this proved to us the soundness of her construction!

The return trip was supposed to have been the reverse route. The McCloud turned it over to the BN who rushed it to Wishram where it stayed for almost a week. It seems that with no reporting

Car #598 Where Are You? (Contd.)

marks on the car, the BN had no idea what to do with the 85 foot monster and just hoped it would go away. Finally, the word came around to move it to Portland where it finally returned after almost three weeks on the road. All in all, it was a good job by those concerned. The BN just doesn't get an 85 foot, maroon, open air observation car everyday! Chuck Stone has since added our PNWC reporting marks to the car and on future jaunts, she will be properly identified.

#### WHY NOT USE ON FRONT AVENUE?

A roadway improvement project in May 1969 brought Moraine, Ohio, the first of two rubber grade crossings within the city. The 24-foot wide, two-track crossing was installed by the Baltimore and Ohio Railroad as its share of the joint project. The flexible materials were purchased by the City of Moraine at a cost of \$4,172.66. Manufacturer of the crossing was the Goodyear Tire and Rubber Company. The rubber railroad crossing assembly is flush with the rails and will maintain the relationship, not deform to become bumpy like a traditional crossing. Relatively simple to install, the crossings do require good workmanship for the initial installation. The rubber crossings have proven to be much smoother than the timber crossings they replaced.

#### Public Works

Editors Note: While grade crossings and public highways may not seem to be very important to the average citizen, one can only wonder the attitude the general public that uses such a street as Front Avenue has towards the railroads as their car is torn asunder by a rough grade crossing.

#### CAN IMD BETTER THIS ONE!

In these days of fancy electronic gadgets that have been applied to railroads, it is refreshing to see some old-fashioned horse sense applied to a problem. The Orissa Cement Ltd. in India needed a switch engine for their plant. A nearby hunting preserve was being broken up and the large stable of elephants were for sale. The cement company purchased several of the beasts and put them hard at work moving cars. The elephants not only can move three loaded cars but have been trained to throw the switches with their trunks!

#### ANSWERS TO QUIZ

D, F, C, E, I, L, K, J, M, B, G, N, A, H.

BOOK REVIEW

"Ships and Narrow Gauge Rails", the Story of the Pacific Coast Company by Gerald M. Best - Howell-North, Berkeley, California, 1964, \$6.00. 155 pages.

While this book has been around for some six years, your reviewer has only recently had occasion to read this work since its acquisition by the Chapter Library. My apologies to "Jerry" Best for taking so long to get to this book as it deserves reading by every historian of the Pacific Northwest's railways.

The Pacific Coast Company operated several railroads on our coast, a small switching line of the wharf at San Diego, the narrow gauge Pacific Coast Railway on the central California coast at San Luis Obispo, the standard gauge Pacific Coast Railroad at Seattle, and a large fleet of coastal ships, all of which are well documented in this book.

The book is well illustrated with many photos, all reproduced in the sharp manner we have become accustomed to in Howell-North books. Also included are several maps of the various lines and reproductions of timetables and advertising flyers.

About two-thirds of the book is concerned with the story of the narrow gauge Pacific Coast Railway, with the balance covering the other related railroads and steamships. My only real criticism is that "Jerry" didn't go into the Seattle area lines in the detail with which he did the California operations.

Rosters are included with photos of most locomotives and representative rolling stock. A ship roster is included for the boat buffs. Lacking are information or photos of a Port Townsend Southern locomotive #858 which is not in the roster or accounted for. This is a minor item and does not detract from the value of the work. I'd highly recommend this book which is still available through Howell-North or on loan from the PNW Chapter Library.

Jack M. Hoist

NEW SCHEDULE FOR SP "SUNSET"

Transcontinental railroad sleeping car service---first in the nation in several years---is a service improvement being planned for Southern Pacific's "Sunset" streamliner.

"Discussions are underway with the Southern Railway and the Penn Central," explained Robert M. Jochnor, SP's general manager of passenger traffic, "for joint operation of the Sunset's sleeping car from Los Angeles to New York."

## New Schedule for SP "Sunset" (cont.)

Route of the through car service would include such major cities as Phoenix, Tucson, El Paso, San Antonio, Houston, New Orleans, Birmingham, Atlanta, and Washington, D.C.

Transcontinental sleeping cars last operated on the Sunset Route, between Los Angeles and Washington, in 1956.

"We are hopeful that we can offer this service soon," Jochner said, "but our plans are contingent upon the Southern Railway receiving Interstate Commerce Commission authorization to put its 'Southern Crescent' train on a three-times-a-week schedule, rather than daily, between New Orleans and Birmingham."

The proposed Southern Railway schedule, he pointed out, would match up with the thrice-weekly round-trip schedule approved by the ICC for SP's Sunset. The latter will go into effect Thursday, October 1, with first departures from New Orleans and Los Angeles Friday, October 2.

While the starting date for the transcontinental service is still not set, plans being discussed call for westbound departures of the sleeping car from New York and Washington each Monday, Wednesday and Saturday. Eastbound, the car would leave Los Angeles each Sunday, Tuesday and Friday.

"There would be an overnight layover in each direction at New Orleans," Jochner said, "with the car parked for occupancy at Union Station there, while passengers would have the opportunity to spend the evening in one of America's most fascinating cities."

The new thrice-weekly Sunset will have sleeping car, dining and lounge service---taken off several years ago because business on the daily train could not sustain the services---as well as chair cars, with reclining seats and leg rests, and Automatic Buffet Cars offering low-cost food at all hours, Jochner added.

Sunset departures westbound from New Orleans on the new schedule are on Monday, Wednesday and Friday. Direct connections at Los Angeles will provide through service to San Francisco, Portland and Seattle.

## LAST STEAM RUN ON MCCLOUD

Saturday, Oct. 10th, saw what is to be the last steam trip behind McCloud River 2-6-2 #25. The locomotive is to be retired due to cost of heavy repairs. PNW Chapter members in attendance for the last run included Jay Blair, Gil Hulin, Jack Holst, John Holloway, Irv Ewen, Ed Berntsen and Jack Straw.