



THE TRAINMASTER

MARCH 1983

NUMBER 250

PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
ROOM 1, UNION STATION
PORTLAND, OREGON 97209
PHONE (503) 226-6747

CHAPTER TIMETABLE OF EVENTS

- | | |
|------------------------------|---|
| Friday March 18
7:30pm | Regular meeting of the Pacific Northwest Chapter will be held at the Union Pacific Clubhouse located at the corner of North Interstate and Russell Streets.

The program will feature several 16mm movies one of which will probably be color movies of steam power on the SP&S. This is in commoration of the 75th anniversary of the completion of the SP&S.

Raffle and refreshments after business meeting. |
| Friday April 15
7:30pm | Regular April meeting of the Chapter at the Union Pacific Clubhouse. |
| Sat and Sun May
14&15th | Special Amtrak train from Portland to Bend by of Chemult and return through Deschutes River Canyon. Contact Room 1, for more information. |
| Friday, May 20
7:30pm | Regular monthly meeting of the Chapter at the Union Pacific Clubhouse. |
| Friday, June 17 | Regular picnic meeting. More details later. |
| Saturday, Sept
3rd | Chapter sponsored trip over the Oregon, California and Eastern Railway from Klamath Falls to Bly, Oregon. Details being finalized and will be released early May. |
| Friday, Sept.
16th 7:30pm | Regular monthly meeting of the Chapter will be held at the Union Pacific Clubhouse. |

AMTRAK ANNOUNCES PUBLIC COMMENTS FOR
PROPOSED AUTO-FERRY SERVICE

Amtrak is proposing to start an auto-ferry service between the Washington, D.C. area and central Florida. The new service would begin late in 1983 and would combine modern passenger coaches, sleeping cars, food service cars and auto carriers in one train. It would operate on an overnight schedule three times a week during off-peak periods and daily during the peak seasons. Each train would accommodate approximately 530 passengers along with 200 automobiles.

Amtrak management projects the auto-ferry will serve approximately 140,000 persons per year and will increase substantially the potential population served by Amtrak. It is expected to have a positive impact on traveler safety and assist in reducing fuel consumption. Amtrak also expects the auto-ferry to make a profit, thus reducing the need for federal operation grants for other Amtrak services.

Amtrak will probably utilize the Lorton, Virginia and Sanford, Florida terminals that were once used by Auto-Train. No announcement has been made as to whether or not Amtrak will be using any of the old Auto-Train auto carriers that were made surplus when the carrier went bankrupt. It is assumed that Amtrak will use a combination of Heritage and Amfleet equipment on the new service.

Amtrak news release

ISSUE NUMBER 250 OF THE TRAINMASTER

An examination of the issue number on the preceeding page will show that this is the 250th issue of The Trainmaster. During the years the TM has had a number of editors and research of Chapter files indicates that C.J. Keenan, Walt Grande, Al Haij, Nelson Hickok, Alex Ceres and Ed Immel have at one time or another been the editors of the TM. (If we missed someone we are truly sorry).

Since chapter membership has grown dramatically during the last several years there are many members who do not have a collection of old TMs. Following are some excerpts from previous issue of the Trainmaster. The pages are but a sample of the many articles that have appeared over the years. The subjects chosen are a representation of how the publication has changed over the years. To start with is issue #1 followed by an example of another early TM.

MEMBERSHIP CHAIRMAN, JOHN HOLOWAY, REMINDS MEMBERS THAT THEIR 1983 DUES MUST BE PAID BY THE END OF MARCH OR THE INDIVIDUALS WILL NOT RECEIVE ANY MORE ISSUES OF THE NATIONAL BULLETIN OR THE TRAINMASTER.

THE TRAINMASTER

Volume 1 - Number 1

Portland, Oregon

March 31, 1956

CHAPTER OFFICERS - 1956

PRESIDENT.....	Stephen E. Donohoe, 1205 N.E. 109th Ave.)	
1st VICE-PRES.....	R. A. Barnett, P. O. Box 4316, Zone 9)
2nd VICE-PRES.....	Paul V. Class, 3512 S.E. 8th Ave.) Portland, Oregon
SECRETARY.....	Miln D. Gillespie, 3549 S.W. Grover St.)
DIRECTOR.....	C. J. Keenan, 6354 N.E. Cleveland Ave.)

CHAPTER NOTES

Harry Bedwell, one of our charter members, passed away on October 4, 1955. Mourned by his widow Lorraine and members of this chapter, he will be missed by millions of readers. Harry Bedwell ranked second to none as a railroad fictioneer. Railroad Magazine, Saturday Evening Post, and other periodicals published his many stories, most of which have become classics. As a small tribute to a great author Railroad Magazine reprinted one of them, "Sun and Silence" in the April issue. His close friend, Bill Knapke, found in his desk an unpublished manuscript, "The Sound of an Avalanche", and sold it to The Saturday Evening Post for a price that ran well into four figures. The next issue of Railroad Magazine will carry another famous Bedwell yarn from long ago, "On the Night Wire".

Honorable Richard L. Neuberger, United States Senator from Oregon, whose by-line is railroads, is a charter member.

Damon Trout, widely known for his interest in railroadiana, has applied for membership. Damon has his own transportation museum at Cedar Mill, which includes a cable car formerly operated in San Francisco.

PASSING PARADE

March was quite a month for Portland. First was the arrival of Lucius Beebe and Charles Clegg in their ornate private railroad car. Finishing a tour of the United States, they're on the way back to home in Virginia City, Nevada. Author Stewart Holbrook, their host here, is a charter member of this chapter. Messrs. Beebe and Clegg say that the private car is the only one in the country owned by those who ride in it.

Next the futuristic aerotrains rolled into Portland over the Union Pacific. The present locomotive, designed for flat country, needed a helper over the Blue Mountains of eastern Oregon.

A few days later part of San Francisco's local color - a cable car passed through Portland to be transplanted in Forest Grove. It will be added to W. W. McCredy's "car barn".

AMERICAN RAILROAD SHRINE

One of the most stirring events in the romance of railroads will take place within a few days when the most celebrated of all 10-wheelers, "Old 382", will come down from the Cumberland mountains over the "Dixie Route" to its lasting resting place at the American Railroad Shrine in Jackson, Tennessee. "Old 382" carried Casey Jones to his death the morning of April 30, 1900, at Vaughan, Mississippi. The shrine, to be dedicated on April 30, will enthrone "Old 382" and also Casey's old home.

THE TRAINMASTER
PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

Number 28 Portland, Oregon December 12, 1958

George R. Burton, President 4045 S. W. Charming Way Portland, Oregon
Walt Grande, Editor 3904 S. E. 39th Ave., Apt 2 Portland 2, Oregon

NO MEETING IN DECEMBER

Because of the holidays, there will be no meeting in December. The nominating committee appointed at the last meeting has made their nominations, and the ballot is included with this issue of the Trainmaster. Ballots should be returned to the secretary before January 10th, 1959. Also included with this issue of the Trainmaster is a statement for 1959 dues. The national dues are increased \$1 over last year to cover the cost of increasing the size of the Quarterly Bulletin.

Union Pacific has announced plans to operate a through Pullman car from Portland to Los Angeles via Salt Lake City. Southern Pacific has announced plans to put the Shasta Daylight on a three-times-a-week schedule from January 15th to May 28th. Trains will leave San Francisco on Sunday, Wednesday and Friday and from Portland on Monday, Thursday and Saturday. They tried to reduce service before but were denied permission by the state commissions--but under the Transportation Act of 1958 they may be successful this time.

NP steam power still around as of Nov. 29, 1958 included the following: at Seattle 2601 and 2604, 4-8-4's and 1697 and 1911, 2-8-2's, all outside and 1372 4-6-0 in the roundhouse; at Auburn, 1253 and 1262, 2-8-0's, and 1706, 1776 and 1826, 2-8-2's, and at South Tacoma, 1621, 1679, and 1904, 2-8-2's and 2425, 2451 and 2453, 2-6-2's. Also at the NP yard in Seattle is Port of Olympia #2, 2-6-2 tank type locomotive, which is reportedly owned by Charley Morrow of Seattle and the Puget Sound Historical Society. This is the fellow who owns the Deep River Lumber Co. 2-4-4-2 mallet which is on its side along the Deep River Lumber Co.'s abandoned right-of-way in southwest Washington. There is also an old British Columbia Electric car there.

It looks like the local freight agent is going the way of the steam locomotive--at least as far as the SP in Oregon is concerned. The SP is working on a plan to handle all billing at three points on their Portland division--Brooklyn, Eugene and Medford. While agents will remain at most stations for the present, their duties will be greatly reduced and a number of positions will be abolished. All waybills and freight bills will be made out at the three points named. Also previously announced was a plan to move their locomotive repair facilities from Portland to Eugene. SP tried to enlarge their Brooklyn yard but was turned down by the city upon the objections of Eastmoreland residents and as a result are moving most of their Portland operations to Eugene. We wonder if those Eastmoreland bankers who were so happy not to have SP trains going by their windows as frequently are as happy now that SP paychecks won't be passing through their bank windows as often.

Any hope for restoring interurban service on the Portland Traction Co seems very poor. In the latest proceeding in Marion County Circuit Court, PUC's Morgan has become convinced that the case would not be confined to the situation as it was a year ago but that the company would present evidence of the high cost of restoring a service which in almost a year of abandonment would have lost its patronage. So he asked that the case be remanded back to him. He plans, he says, to drop the whole matter.

QUIZ ON NORTHWEST RAILWAY HISTORY

1. Name the 5 railroads which had trackage crossing the Oregon-California state line.

- a. _____ d. _____
- b. _____ e. _____
- c. _____

2. There were two Pacific & Eastern Railroads operating at the same time....where they located?

- a. _____ b. _____

3. The Columbia & Cowlitz and the Chehalis Western Rwy. are controlled by what parent company? _____

4. The Longview Portland & Northern Rwy. has four operating divisions....name them.

- a. _____ c. _____
- b. _____ d. _____

5. The SP&S branch to Astoria and the coast was once a separate railroad. Name it.

6. The SP&S Vernonia branch was also formed as an independent railroad...Name it.

7. Which of the following railroads was never electrified: _____

- 1. Walla Walla Valley Rwy. 4. Gales Creek & Wilson River
- 2. Red River Lumber Co. 5. Mt. Hood Rwy & Power Co.
- 3. Skagit River RR.

8. The SP&S's solarium-lounge car "Mt. Adams" had a companion car name it. _____

9. Name the Northern Pacific car ferry which operated between Kalama and Goble, Ore.

10. Name the SF. Business car assigned to the Oregon Division. _____

November 1966

One of the Chapter's earlier and more colorful members had to Miln Gillespie. The April 1963 issue of the Trainmaster contained a short story by Miln in which he related some of his background. As can be seen, Miln did things that most of us just dreamed or read about. Miln also kept track of rail happenings in the Portland area and he related his findings in many issue of the TM. The report on Christmas rail travel appeared in the January 1966 issue.

THE RAILROAD BACKGROUND OF MILN GILLESPIE

For as long as I can remember (since 1918) I have been fascinated by any vehicle running on rails. Having been born in 1916, my early childhood in Portland (and one year spent in Eugene) was during the latter days of the interurban and streetcar era, and it was my fortunate pleasure to have ridden to many destinations now reached only by bus, or not served by any public transportation whatsoever. Highlights of my early childhood include riding open trolleys in regular Summer service on the famous Council Crest line, open trailer cars (behind trolley motors) on the long-abandoned Bull Run line of PRL & P Co., and the local S.P. owned streetcars in Eugene and between Eugene and Springfield, Oregon.

My railroad interests have always been with the historical-business-personality side of railroading rather than the mechanical. In 1928 a family friend gave me the December, 1928 issue of the "OFFICIAL GUIDE". This opened a "Pandora's Box" of pleasures through page after page of time-tables and schedules in a pre-depression age when nearly all lines, both long and short, offered passenger service to most everywhere in the U.S.A., Canada and Mexico, and railroad maps were shown in plenteous quantity. Since then (1928) a hobby of reading the "OFFICIAL GUIDE" at regular intervals throughout the years has given me a living history of the railroad passenger business up to the present time.

Due to many other interest both during high school (Lincoln High of Portland) and college (Pomona College, Claremont, California) and afterwards my railroad fan enthusiasms have "blown hot and blown cold". I guess all of us have pangs of regret regarding the picture taking we did not do and the riding of trains we did not take. However, I have many memories to carry me through my lifetime, and many pictures and momentoes to last beyond. Among my most cherished railfan experiences are these:

- (1) Riding the very last S.P. "WEST SIDE LINE" RED ELECTRIC (PORTLAND) TO MCMINNVILLE VIA FOREST GROVE JULY 1929
(Cameras clicked.....Spectators lined the route and held up their children to see the train.....)
- (2) Riding the last OREGON ELECTRIC RAILWAY PASSENGER TRAIN-MAY 13, 1933 BETWEEN PORTLAND AND EUGENE AND RETURN
(An even greater emotional "Binge" than No. 1 above....The conductor was near tears.)
- (3) Riding as a "Drover" with a trainload of cattle from Prairie City to Baker, Oregon on the famous NARROW-GAUGE SUMPTER VALLEY RAILWAY IN AUGUST, 1932.
(This was last year of operating via switchback over Dixie Mt. That Fall the last 20 miles of line (to Prairie City) were abandoned. Returned with free permit "on the cushions"---- regular passenger fare was five cents per mile!
- (4) Spending all day in Nov., 1941 with the train and engine crew of the NARROW GAUGE PACIFIC COAST RAILWAY covering Main Line and Branches South of San Luis Obispo, California. We went 44 miles south to Orcutt. (First train there in four months!!) and picked up all movable equipment to be returned to San Luis Obispo prior to abandonment of the Main Line three months later. Trains ran as far as Santa Maria, California about once a week until final abandonment.

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(5) Riding trains in 1936-37 in SIAM (NOW THAILAND), FRENCH INDO-CHINA (NOW VIETNAM), CHINA, MANCHURIA, KOREA, AND JAPAN, INCLUDING FIRST PASSENGER TRAIN WHICH THE JAPANESE MILITARY ALLOWED TO LEAVE PEKING AFTER THEIR CAPTURE OF THAT CITY IN AUG-1937.

After working for S.P. prior to WORLD WAR II in the Salinas-Monterey area both in the freight and ticket work, I enlisted in the Army in November, 1942 and was assigned to the Railway Operating Battalion, an Illinois Central sponsored outfit, which trained at Camp Shelby, near Hattiesburg, Mississippi. I was trained as a station-agent, train order operator, including the rudiments of telegraphy. Six (6) months later we were sent overseas to Oran, Algeria, then put aboard "40 and 8" box cars for the three day rail trip of 900 miles to SOUK AHRAS, near the Tunisian border. Eight months later we were transferred to Italy where we operated railroads starting near Naples and ending at Bologna when the war ended. Our outfit ran the first Allied train into Rome and the first Allied train through the 113/4 mile Appenine Tunnel into Bologna. I worked in the very middle of that tunnel and had the thrill of handing up train orders and clearance to these historic "first trains", as well as all Allied trains entering Rome.

To me the poetry of motion of the steel wheel on the steel rail is the finest of literature, and the wail of an engine whistle in the night (be it steam or diesel) is the siren's call to adventure of the highest order. What other hobby or interest has 125 years of stirring history behind it and a future still to be decided? What other hobby has so changed the economic and political future of mankind in every continent of the world? The steel rails reach in continuous line from the 5th cataract of the Nile in lower Egypt via Siberia and China to Singapore, and from Prince Rupert, B.C. in North America to San Jose, Costa Rica in Central America. It is a hobby both static and dynamic--static in the countless lonely stations and twin-ribboned rails throughout the world, and dynamic in the motion, of whirling wheels along these rails to each railfan's personal Valhalla of railroad glory. Miln Gillespie 4/12/63

Miln had a typewriter that had the smallest type one could find. His usual style of writing was to fill the page from top to bottom and margin to margin (many times edge to edge) with the small type. Below is but a small sample of Miln's mini-type. Those of us who knew Miln found that was like his typing - filled every bit of the day from edge to edge. - - - -

12:15 PM - Board sternwheel steamer PORTLAND for Willamette River tour of Portland's harbor. As steamer's capacity is 225 persons, half the excursionists will ride the PORTLAND (a two-hour trip each way) while the other half "motoroades in special busses to vantage points along the river where good movie and photo shots may be taken. A switch will then be made to give the others an equal chance to ride on the PORTLAND. If time permits, "motoroaders" will be shown Portland's three large drydocks and the ship repair area. Portland is the second largest dry-cargo seaport on the American Pacific Coast (exceeded only by Los Angeles Harbor) and the largest grain shipping port on the Pacific Coast. It is 100 miles from the sea, and the fresh water of the Columbia and the Willamette Rivers removes ship's barnacles without necessity of expensive scraping!

REPORT ON CHRISTMAS RAIL TRAVEL OUT OF PORTLAND

by Miln Gillespie

Christmas 1965 rail travel out of Portland Union Station was very heavy, with all passenger trains carrying additional cars, and many running with maximum consists. In comparison with the previous year, all lines would show increases, because the terrible floods which occurred during the 1964 Christmas season caused the curtailment of much holiday rail passenger service. In general, Christmas rail traffic held up favorably with that of Christmas 1963; the Portland-Seattle "pool line" service was even heavier! Traffic was so heavy on the three daily round-trip runs between Portland and Seattle that a number of trains operated with standees- at least for part of the distance. "Special Coach" short-limit fares are the same as the bus. This has resulted in an increase in Portland-Seattle train travel, and this is volume business where rail passenger transportation can show to advantage.

Below is a "thumbnail sketch" of each carrier serving Union Station.

GREAT NORTHERN RAILWAY

GN#459, an all-coach train, carried as many as 550 passengers on one trips between Portland and Seattle (maximum capacity), as did its counterpart, GN #460.

SP&S #2 (EMPIRE BUILDER)-normal off-season consist, 1 chair car and 1 sleeper Portland to Chicago. From Dec. 14th, thru Jan. 1st, carried an additional chaircar Portland to St. Paul. Normal off-season consist for local traffic from Portland to Spokane is one or two 54-seat chair cars. Dec. 23-24, four chair cars carried to Spokane. Dec. 30-31 and Jan. 1st five local chair cars were carried to Spokane.

SP&S #4 (Western Star)-normal off-season consist, one SP&S 54-seat chair car to Spokane. During the holiday season as many extra chair cars as needed each night. Many coach passengers who couldn't get reservations on the "Builder" used the "Star". There were days when the "Western Star" out of Seattle (GN#460) had as many as 8 chair cars to Spokane; the majority of these continued on to either St. Paul or Chicago. Some, which unloaded local passengers at Spokane, were refilled with SP&S #4 passengers from Portland enroute East. (The "Western Star" was reported to have operated in two sections on numerous occasions during the Christmas season, from Seattle. Ed.)

NORTHERN PACIFIC RAILWAY

NP#407-408 operated with more than capacity (ie, some standees part way) between Portland and Seattle. Every available was added, up to tonnage limitation.

SP&S #2 (North Coast Ltd)-normal off-season consist, one chair car and one sleeper Portland to Chicago. Extra chair car added Dec. 14th thru Jan. 4th, Portland to Chicago, to equal summer consist.

SP&S #4 (Mainstreeter) Normally, off season, no through chair cars carried from Portland. "Mainstreeter" passengers ride SP&S local chair car to either Pasco or Spokane. From Dec. 15th through Jan 2nd a through "Mainstreeter" chair car was operated from Portland to St. Paul, the same as is done during the summer tourist season. Many coach passengers to intermediate NP points who were unable to get reservations on the "North Coast Ltd" too the "Mainstreeter."

SOUTHERN PACIFIC

ESPEE's one daily passenger train (THE CASCADE) in and out of Portland hauled capacity loads during the holiday season. Below is a comparison of normal off-season consists with the 22 car maximum consist which ran on certain days of very heavy travel. Consist is shown from head end to rear end. No extra sections of THE CASCADE were operated, as SP was able to take care of everyone wishing to travel south by rail.

Holiday rail travel cont.-

NORMAL OFF-SEASON CONSIST

2 head-end cars
4 chair cars
3 cars (Triple-unit Diner)
1 car (Automat refreshment car)
<u>3 sleepers</u>
13 cars TOTAL

MAXIMUM 22-car HOLIDAY CONSIST

2 head-end cars
10 chair cars
3 cars (Triple-unit Diner)
1 car (Automat refreshment car)
<u>6 sleepers</u>
22 cars TOTAL

SPOKANE, PORTLAND & SEATTLE RAILWAY

SP&S passengers consists covered under Great Northern and Northern Pacific headings. On December 23rd, SP&S#2 had a consist of epic proportions with the additional local chair cars and both EMPIRE BUILDER AND NORTH COAST LIMITED heavy consists plus local SP&S sleeper "MT. Hood, plus two SP&S diners. Diner #405, now named "Columbia" and in Empire Builder colors was placed mid-train. Newly-acquired SP&S diner #406, the "Willamette" was placed at the rear of the train. The "Willamette" a stainless steel diner purchased from the ex-"Texas Special" consist of the ~~MARKET~~ Railroad, now sports new SP&S passenger color scheme of stainless steel with a yellow letter board and window panel.

UNION PACIFIC RAILROAD

UP#106 (City of Portland)-no second sections operated.

Normal off-season consist is 4 chair cars and 3 sleepers, plus head-end cars, dome diner, dome lounge car, and Buffet-lounger car.

Christmas holiday period consist increased to 8 chair cars and 4 sleepers on especially busy travel days plus the usual dome diner, dome lounge car and Buffet-car, and head end cars. Some extra chair cars carried on #106 through Jan, 9th.

UP#18 (Portland Rose)-Normal consist is one Pullman, Portland to Denver, 3 chair cars Portland to Kansas City, Buffet-lounge car, La Grande, Ore. to Green River, Wyo; and head-end cars.

On Dec. 21-22-23, UP #18 carried one extra sleeper, Portland to Denver. During the holiday season #18 carried 6 chair cars (three extra cars)

UP #457-458 carried maximum-consist capacity loads between Portland and Seattle.

During the 1965 holiday season, Union Pacific made a very concentrated effort to attract college student to train travel. This resulted in a healthy increase in college-student coach travel on Union Pacific trains.

Now, why would a non-railfan college student travel home by rail? There are the usual factors-Safety (the safest form of transportation); Economy (much cheaper than even air coach); Speed (Premier trains are faster than bus travel); Comfort (Delus railroad chair cars, especially "day-nite" leg-rest seats. offer much more leg room than a bus or even air-coach seats.

There is, however, another important factor, which I shall call the "social factor". A holiday-time train, like a cruise ship, is filled with happy and fun-loving people. On the train there is "room to roam." College boys, walking through cars enroute to the diner or lounge car, cannot help but notice the attractive college girls also traveling home for the holidays. Pretty co-eds are not unaware of good-looking college. The lounge car and diner are true social center, and "boy meets girl" can easily become reality. Train travel can be fun!

Jack Holst and Walt Grande used to contribute detailed articles on short line railroads in the area. In order to do them one better the October 1969 issue contained the history of one of the most colorful short lines - the Coopey Falls & Gribble Creek.

COOPEY FALLS AND GRIBBLE CREEK
RAILWAY & STEAM NAVIGATION CO.

One of the lesser known shortlines in the PNW is the Coopey Falls and Gribble Creek Railway & Steam Navigation Co. This line was founded by the well known John T Lobby circa 1833 to serve the salmon mines on the upper reaches of McChord Creek in eastern Multnomah County. Grades were extreme, but taking a tip from the "Rawhide Railroad" over in Washington, a unique method of propelling the trains up the hills was arrived at. Knowing of the tendency of rawhide to stretch great distances when wet, it was a simple matter to secure a length of rawhide around a large tree at the top of the hill and after wetting the rawhide, it would be pulled down the hill and attached to the train. When the sun came out, the rawhide dried and shrank back to its original length, pulling the train up the hill as it returned to normal.

Only one problem resulted from this novel method of propulsion. Mr Lobby failed to account for the Oregon rainy season which prevented the drying of the rawhide for some 9 months. This somewhat disrupted the planned schedule so that an additional method of moving the trains was soon found necessary.

As a replacement, a six truck geared locomotive was ordered from the Skagit Iron Works at Sedro Woolley, Wash, but this was found to be unsatisfactory. The next attempt of the management was to use a Buffalo-Springfield road roller, which with its vast amount of weight on the driver was a moderate success. While slow, this engine served for years until the late 1960's when a salesman from EMD (Jerry Pankeypink by name) approached the CF&GCR&SNCo. with a proposal for a diesel. While somewhat staggered by the conditions of service, i.e. 18 pound rail, 65% grades, 87 degree curves, EMD was up to any challenge to eliminate this last steam stronghold and a new loco type was soon built. This new engine was rated at 8500 hp and was set up on a novel truck arrangement best described as C-C-4-B-C-B-4-C-C. The 8500 hp was produced by 19 competition tuned Austin Healy Sprite engines driving Eastinghouse generators. As it turned out, the 8500 hp rating was a little overrated as dynamometer tests indicated only a nominal 8300 hp at 9,560 rpm. The locomotive was delivered to the railhead at Coopey Falls to begin tests on the road when it was discovered that the new diesel was built to standard 56½ in. gauge while the road of the CF&GCR&SNCo. was built to the gauge of 49 & 7/16 inches. As a result this unique diesel was rejected, Pankeypink was fired by EMD and became a roving editor for "Choo Choo Magazine", and the CF&GCR&SNCo. again had to look for a new locomotive.

NATIONAL RAILWAY HISTORICAL SOCIETY

PACIFIC NORTHWEST CHAPTER

C F & G C R & S N Co., cont'd

Finally in late 1969, through the efforts of the PNW Chapter of NHRHS, a suitable locomotive was located. This engine was even the correct gauge and had been rusting away on its siding at the Crayola Crayon Co. where it had been stored since its retirement when its "color" was discontinued. Yes, the famous "Burnt Ochre" has not only been preserved, but will again see service on the CF&GCR&SNCo. No more will it shuffle cars loaded with shiny new "Burnt Ochre" crayons about the factory with its 50 odd sister locos, but now will haul the famous Columbia River Salmon from the mines high in the Cascades down to the river where they can be released to be caught by Indians, Gillnetters, and misc. sportsmen.

Coopey Falls and Gribble Creek
Railway & Steam Navigation Co.
All Time Motive Power Roster

# 1	"Rawhide"	blt. by Hereford	1833				
						(retired, unsatisfactory)	
# 2	"Climler"	blt. by Skagit Iron	1835	21x11cyl.	13"dr.	6 trk geared	
						(retired, unsatisfactory)	
# 3	"Roller"	blt. by Buffalo- Springfield	1835	21x24cyl.	48"dr.	1-1-OT	
						(used until 1969, donated to Coopey Falls Transportation Museum for display)	
# 4	"Diesel"	blt. by EMD	1968	64 cyls. 3 $\frac{1}{2}$ x3	36"dr.	C-C-4-B-C- B-4-C-C	
						(rejected on account of wrong gauge and returned to factory)	
# 5	"Burnt Ochre"	blt. by A.W. Faber	1879	12 cyls. 8x13"	21"dr.	0-2-2-2-OT	
						(in service)	

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The Chapter's annual trips to the Scandinavian Festival in Junction City were the main sources of income for many years. The September 1969 issue told about the fourth trip. Compared to the dollars involved in today's Amtrak excursions the Junction City trips seem pretty inexpensive but in those days they were still a major undertaking.

SCANDIA LIMITED

On August 10th the Pacific Northwest Chapter of N R H S ran their third annual excursion to the Junction City Scandinavian Festival. It could be considered the most successful run from the number of persons carried - 445. Excursion chairman Roger Phillips must be congratulated on running an excellent trip; excellent on all accounts. However, Roger may have to take a three-months vacation in order to let his fingernails grow back from near his elbows - their present location.

The day excursion business has not been very good this summer with a trip to Seaside losing money and another trip to Banks being cancelled. The Chapter needed around 285 persons to pay the bills and by Tuesday of the week of the trip there were only 290 tickets sold. A combination of sunny skies and warm weather must have set off a rush of ticket sales because by Thursday there were over 400 tickets sold and we only had enough seats on the train to seat about 350 persons. A hurried call to the SP&S got another coach added to the train for a total of eleven cars.

Sunday morning dawned clear with no rain which meant that the weather man was at least on our side. Cora Jackson was present with her railroad apron and directing action in the baggage car much like Arthur Fiedler conducts a symphony; "pop over there", "now bring in some coffee", and "now let's hear it for the sandwiches and rolls".

Ed Berntsen and Jack Holst were busy guiding passengers to their reserved seats and cars. From a distance they looked like a couple of people trying to swat flies since their arms flailed in all directions pointing to the cars.

All this time Roger Phillips was rushing about chewing his nails and wondering whether car hosts were present, did all the food get to the baggage car? etc. The people kept coming and a check of the cars showed two empty seats in car A, one in car D, ten in the "598". But at 7:30 A M with two blasts from our diesels' horns the Third Annual Scandia Limited was on its way out of the Hoyt Street Yards.

A stop was made in Beaverton to load passengers. The schedule called for a 9:01 departure from Beaverton, but since we were early a wait was in order for five minutes. This upset the local police who immediately called the SP&S dispatcher and told him that the train was blocking the city streets for at least ten minutes (an untrue statement since this writer was in the cab and counted the time of our wait at six total minutes).

The automatic switch which lets the SP&S on to Southern Pacific tracks at Beberg has a five minute delay. Our scheduled departure meant that we were to be in Beaverton more than five minutes and the train had to back up to Tektronix to reactivate the signal and switch. This time the train continued through Beaverton nonstop and on to the SP.

Slow running was in order through Tigard since again we were early but time was lost on the photo run-by at Wilsonville. The picture stop went off without a hitch as the passengers disembarked and spread throughout the countryside for their favorite photo spot.

As usual on any excursion down the Oregon Electric, the 85 foot passenger cars had to break an airhose running on the crooked trackage in Salem. After this slight delay the train continued on to Junction City with an on-time arrival.

The Scandia Limited was greeted by dancers and bands upon arrival at Junction City. The 445 passengers spread throughout the festival for an afternoon of eating, watching dancers perform, buying handicraft items, or like most of the excursion committee, head for the beer garden to relax in the warm summer sunshine.

Departure time was delayed slightly, but the box lunches did arrive in time for the train whereupon Roger collapsed in the "Mount Saint Helens", his nerves completely shot. The last major worry of the excursion, the box lunches, had arrived and now all that was left was the return trip to Portland.

The train arrived in Portland four minutes late. As the last passengers headed for their automobiles and the crewmen checked out at the roundhouse, the Third Annual Scandia Limited was past history. The better excursions are always operated by the Pacific Northwest Chapter seems to be the motto of the organization and the Fourth Annual should be even better than the Third Annual.

Again let us say - Roger you did an excellent job. We also want to thank the many members who contributed their time, money, and talent in making the trip a success. Irving Ewen and John Holloway worked hard on the flyer, Jack Holst and Chuck Storz put in hours getting the train ready with signs and numbers, ordering items for sale on the train, et cetera. It was truly a club effort which made the Scandia Limited a success.

Jack Holst decided to poke a little fun at Railroad magazines series entitled "interesting railfan #-". The April 1969 issue contained the often reprinted Clod C. Kenworth - interesting bus fan

INTERESTING BUSFANS #0.02357
CLOD C. KENWORTH
by Freeload Cubbard

No kin to the famous manufacturer of trucks, Mr. Kenworth developed his intense interest in buses after being trapped in the restroom of a transcontinental Trailways for sixteen days at the age of 19 years.

Mr. Kenworth was born February 29th, 1950, in the waiting room at O'Hare Airport where his mother had been grounded for some 10 months awaiting clear weather so her flight to Cicero could take off. "As a baby," his mother recalls, "Clod was a holy terror, foul tempered, and stubborn as H---." Things haven't got

INTERESTING BUSFANS #0.02357 (cont.)

any better since then, according to some of his best friends. When the author managed to locate both of his friends, their comments were "Yech!"

Clod is a firm believer in the use of tobacco and chews snoose constantly while smoking his usual carton of cigarettes and bale of pot each day. He thinks that those who don't smoke, drink to excess, and chase wild women are sissy. (The author finds he is in total agreement with this philosophy).

Clod has the worlds finest collection of bus builder's plates and his collection includes all the noted builders such as Mack, G.M., Flexible, International, and Blue Bird as well as many of the more obscure such as Edsel, Henry J., and the rare Subero. Clod can easily recite the construction numbers of all of the buses on any rapid transit system in North America, but his real talent is in the field of old retired school buses utilized by migrant farm workers. Clod knows the entire history of any bus ever built and can easily quote all modifications done to them, such as the change from inward to outward opening doors, modified dome lites, and changes in tire pressures.

His favorite photograph was taken back in 1956 with his Kodak "Autographic 127" of a pair of Macks hitting headon in the Holland Tunnel, but unfortunately this, like his other photos, was underexposed and is unprintable.

By profession, Clod is a publicity agent in the Southern Pacific Passenger Department where he spends his hours promoting the use of passenger trains. Does his work create conflicts with his hobby of buses? "Yes, frequently, but fortunately the S.P. doesn't mind if I throw a little business to the competition now and then".

Our hero lacks just one inch of being five foot tall. He has beady, pink eyes. His weight hasn't varied in the last six years, remaining steady at 285. Clod is married, in fact, he has two wives, one residing with her twelve children in Scappoose, Oregon, and the other with her three children (one of each sex) in Cougar, Washington. Clod alternates his time with his two wives, and can be reached in care of P.O. Box 169, McNeil Island, Washington.

The April 1969 spoof on the regular TM spawned a more-or-less regular Trainsmasher which was put out in April. The Clod C. Kenworth article inspired additional articles highlighting unsung railroad heroes. The April 1973 April Trainsmasher brought to the forefront more of these truly great (but unknown) railroaders.

April 1973

THE TRAINSMASHER

(unofficial publication of PNW Chapter, NRHS)

UNsung RAILROAD HEROES

In writing railroad history most writers dwell on the magnetic and powerful personalities that shaped railroad destinies. But what about the little men who followed the orders of the Hills, the Harrimans, the Crockers, and the Huntingtons? Through intensive research some of the part played by these unsung heroes has been brought to light. What follows is but a sketch of these peoples' lives.

GEORGE FAEGOL - Company Photographer

While not a shaper of destinies, George has left his mark on the West's history. He opened Matthew Brady's darkroom door and destroyed 183 developing negatives. George was bothered by the resulting gunshot wound for years thereafter. George missed the gold spike ceremony in 1869 having traveled to Thermopolis, Wyoming to catch the ceremony. Upon arrival there he learned that the railroad wasn't scheduled for completion until 1897.

George then moved to the Northern Pacific where he took a great shot of the NP collapsing during the Panic of 1887. It's a great shot even if somewhat blurred. Success upon success propelled George to the back waters of the rail world and many museums prided themselves on not having one of George's pictures on display.

George worked until 1936 covering the Great Northern's southern extension from Klamath Falls to Bieber. These pictures may never be seen since George took the undeveloped film to the Kozy Korner Drug Store in Crane, Oregon. The processed pictures that came back were 236 different views of two kids playing in mud puddles.

"WOODEN" TRESTLE - Ticket Agent

Long considered the world's greatest ticket clerk, Wooden could answer questions on three telephones, write up 14 tickets, and place six reservations all at the same time. Wooden is not the Amtrak ticket office in Chicago.

Wooden could hit the ticket dater so hard that an 83 coupon ticket was cancelled in one whap. He later went on to become the world's champion ticket whapper. He broke two previous records; one for force, 533 pounds per whap; and another for speed, 213 whaps per minute.

BUSTER RAY - Hostler

One of the outstanding hostlers on American railroads, Buster went to work on the Missouri Pacific in 1929 and finished out his career for the Portland, Dallas and Roseburg in 1968 by being the company's hostler on the Buman Line.

Buster in his lifetime has dumped 19 steamers, 3 soda motors, 10 diesels, and 8 electrics into pits from Maine to Mexico. Buster also holds the record for the number of engines driven through roundhouse walls - 27.

Buster also made history when he failed to fill the fuel tanks of the first "California Zephyr" and it stalled at Wells, Nevada for 10 hours.

FINNIAS P. STRONG - Assistant Railroad Treasurer

Finneas is truly one of the unknowns of railroad fame having been ignored from 1945 until now when he is exposed as the worst financial expert in the business. His first job was with the New York, Ontario and Western until 1950 when it went bankrupt. He moved to the Rutland until it went under and was then hired by the Boston and Maine. In a record ten months he had the B & M being reorganized under Section 11 of the Interstate Commerce Act of 1923.

He was then hired by the designers of the New York Central-Pennsylvania Railroad Merger where he advised each of them to have a different computer system since the resultant mess would be a stimulus for employment. This in turn could be taken as a tax loss under the Oil Depletion Allowance Law.

In successive years he moved on to the Central of New Jersey, Reading, Lehigh Valley and the Rock Island, driving each one into economic chaos and bringing fits of despair to the ICC and Congress.

Finnias is currently working for the Union Pacific which has become a real test for his financial wizardry. According to Finnias: "I tried everything possible to wreck this railroad but the thing keeps on making money. If I can't mess things up in four months I'm going to quit and become a cost analysis expert for the Department of Defense".

Good luck Finnias!

The TM's biggest problem each month is trying to fill the space on the paper. It is one of those feelings that only those ever having had to write can really appreciate. Many times it was necessary to resort to finding filler material contained in the collection that has in Room 1. The November 1966 issue contained such filler. After reading the article below one is left with several unanswered questions:

Why did the parlor car operate as it did?

Why did train #306 make those funny stops. etc. etc

FOOTNOTES FROM A 1935 CPR TIMETABLE:

Train #258 Boston to Montreal would stop at Newport and West Burke to detrain school children on school days only.

For some reason train #306 would stop at Lanigan, Saskatchewan Monday, Wednesdays and Friday by signal only while on Tues, Thursdays and Saturday a regular stop was made

Why did the parlor car on train #11 operated between Calgary to Lethbridge, Alberta on weekdays but on Sundays ran to Fort Macleod?

Talk about infrequent service; Note A- Effective Monday, December 31, and each alternate Monday thereafter Train 841 will operate Rosebery to Nakusp. Note B. Effective Tuesday January 1, and each alternate Tuesday thereafter Train 842 will operate Nakusp to Rosebery. I hope no one at Nakusp was in a hurry to ride the train!

Nakusp must have been a popular place since it comes up several pages later: Account S.S. Minto being scheduled to leave Robinson West at 7:00am on Tuesday and Fridays, passengers on Nos 11 and 12 reaching Robson West evening previous will be berthed overnight on steamer - berth fares \$1.25 for single lower and \$1.50 for double lower. Same arrangement in effect at Nakusp.

Just think of the excitement when the boat and thrice monthly train met at Nakusp'.

JACK M. HOLST

John Monterey ("Jack") Holst, Western News Editor of the NRHS Bulletin passed away suddenly on August 26, 1972 in Portland, Oregon following surgery. He was 38.

Jack was born in Dallas, Oregon, but grew up in the logging town of Bend where he developed an active interest in steam railroading. After graduating from Oregon State University in 1956 with a Bachelor of Science degree in Natural Resources, he began a career in planning with the Multnomah County Planning Commission. In 1968 Jack moved on to a private consulting firm, Barnard & Burke of Oregon, Inc. In 1971 he became planning manager for Robert E. Meyer Engineers, Inc.

He was active in planning studies for various communities throughout the Pacific Northwest, including Chehalis-Centralia, Aberdeen-Hoquiam, and Klickitat County in Washington. In Oregon, areas included Sandy, Warrenton, and several others.

Joining NRHS in 1963, Jack played a major role in the success of the 1965 National NRHS Convention held in Portland. Jack later served as president and national director for the Pacific Northwest Chapter. In 1969 he was appointed Western News Editor for The Bulletin, the NRHS national publication.

At the time of his passing Jack was Chapter Mechanical Superintendant in charge of the restoration of "Peggy", a two truck 40 ton Shay geared locomotive from the Stimson Lumber Company which is soon to be put on display at the Western Forestry Center in Portland.

As an historian, Jack was nationally known for his expertise in methodical research about logging railroads and little-known locomotives, often pioneering discoveries in these fields with Heisler locomotives his specialty.

Jack was a primary organizer of the Pacific Northwest Railfan Conference, (Railcon), an annual gathering of Northwest rail enthusiast organizations.

In addition to NRHS activities, Jack was also a member of the Alfa Romeo Owners of Oregon, Puget Sound Railway Historical Association, National Model Railroad Association, Pacific Locomotive Association, and the Delta Sigma Phi National Fraternity (Beta Epsilon Chapter).

The Pacific Northwest Chapter extends deepest sympathy to Jack's wife Shari, daughter Suzi, and mother Almeda J Holst, all of Portland; and father Monterey Holst of Rhode Island.

Included in this issue of The Trainmaster (see page 3) is a copy of a letter received from Mr. Harry J. Surles, Regional Vice President of Burlington Northern, which expresses well the deep feeling of this Chapter's members and of all those who knew Jack.

OBITUARY

SPOKANE, PORTLAND AND SEATTLE RAILWAY

1905 - 1970

The rail world was saddened by the death of the Spokane, Portland and Seattle Railway on March 2, 1970. The road had been suffering from a lingering case of "mergeritis". The SP&S was born in the early 1900's as the Portland and Seattle Railway Company. It acquired its present name on February 1, 1908 after completion of the mainline from Pasco to Vancouver.

It has long been noted for its independence, even though the child of two strict and very much larger parents - Great Northern and the Northern Pacific. The SP&S probably became endeared to the people it served much more than its parents were ever able to in their own territory. Although small in size, it was anything but small in the way it operated. The SP&S's roadbed had been upgraded, rebuilt, realigned, and relaid to such an extent that it could advertise itself as "the fastest railroad in the Pacific Northwest" - a claim that no one disputed.

Its motive power was also a reflection of its independence and the result of getting "hand-me-downs" from its richer parents. Somehow, the SP&S just couldn't wear what everyone else had; its closet was filled with outdated rejects, new locomotives like its parents, and some like very few others operated.

Who can forget the 700's, those mainstays of passenger service and the last steam in service? Very few railroads operated any larger locomotives than the 900's and many employees can remember the sight and sound of these monsters leaving the yards at Wishram with a hundred cars in tow. As later years dawned, the road operated diesels that did not have LaGrange as a birthplace.

During its lifetime it had three children and several grandchildren. The Oregon Electric, United Railways, and Oregon Trunk all added their own bit of flavor to the personality of the SP&S

PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

SP&S Obituary, continued

The OE brought to mind a sound of whirring motors, a flash of electricity where pole and wire met, and a rush of air as a set of green Niles cars passed through Maplewood with a load of passengers for Eugene or commuters to Garden Home. With today's hue and cry against air pollution and growth of highways the OE can look back and smile to itself, knowing that it had the answer almost 60 years ago but no one listened.

The Oregon Trunk Railway turned out to be the rebel of the family by getting into a fight with the Harriman kids across the river. However, once the dust had settled, the OT could claim victory, and then came home to become a respected member of the family once more.

The United Railways was actually adopted, but that does not lessen its stature in the SP&S family.

One does not easily forget a railroad that took to the news media to tell the world that it was "the big-little railroad that takes you anywhere". The clever advertisements proclaimed that "our wheels are just as big", "we have our ties", and boasted that they would offer freight service to the moon.

Who can forget dinner in the diner of #2 as it sped up the Columbia River at a steady 65 mph? The food served was considered the finest, and in most cases was better than that of its highly touted parents. These weren't memories of the 1930's, but existed up until 1970.

While it carried travelers to Spokane, a mixed train rattled up the Deschutes River canyon carrying fishermen and an occasional true believer. The SP&S also found time to carry thousands of people on excursions over every part of its system. During a typical summer, the SP&S probably operated more special trains than any other railroad in the west.

The SP&S lived a vigorous life, but died a quick death once the final strains of mergeritis had set in. The people of the Pacific Northwest will always have a soft spot in their hearts for "the Northwest's own railway". It is survived by a widow - - Burlington Northern.

Ed Immel

LETTERS

After several cards and letters were received, pressure was put on the management to pass on this following information to the readers as a point of information.

editor

March 3, 1970

Mr. Edward E. Immel, Editor
The Trainmaster
1835 N.E. Schuyler Street
Portland, Oregon 97212

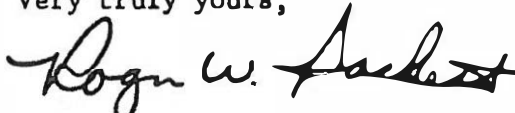
Dear Editor:

I find it necessary to call your attention to the misspelling of the word "Milwaukee" on page 12 of the February 1970 issue of the Trainmaster. Had this gross inaccuracy occurred only once, I could have overlooked it as a possible typographic error. But three times within two adjacent paragraphs is blatant evidence of a weakness in knowledge of national geography on the part of the author.

The Milwaukee Road derives its name from the largest city in Wisconsin. Having been associated with this large midwestern city for over a century, the railroad chose to have the spelling of its name identical to that of its namesake city -- with two "E"'s. The management of The Trainmaster seems so strongly attached to the obscure Oregon community having a similar name but with different spelling (i.e. "IE") that they feel obliged to establish a new cognomen for a famous railroad with an illustrious name.

As an aid to the Trainmaster staff in selecting the correct spelling for future publications, permit me to make the following suggestion: When contemplating the spelling of the word MILWAUKEE (Milwaukie) think of the word BEER (Bier). I'm sure the association of words, if diligently applied, will produce the editorial accuracy that is expected in a publication of such high caliber. Hopefully the staff can master the suggested spelling rule before the Milwaukee Road reaches Portland.

Very truly yours,



Roger W. Sackett
Society for the Preservation of
The Milwaukee Road in the
Pacific Northwest

The above shows at least someone read the TM.

RWS/cmj

20.

PACIFIC NORTHWEST CHAPTER

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7/11/83

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