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November Meeting

The November meeting will be on Thursday, November 20th, at 8:00 pm in Room 208 of the Union Station. Miln Gillespie has come across an old "magic lantern" which projects postcard size pictures on a screen. Miln will bring some of his old photographs, George Burton will bring his collection of V&T prints, and your editor will bring along some of his old time photographs, as well as some action photographs. Anyone with interesting postcard size photographs is asked to bring them along, and they will be shown to the group.

The October meeting turned out to be one of our finest meetings, both program-wise and attendance-wise. Ed Moss showed his fine 8 mm movies taken over the past 20 years. What a sight to see five or six SP 2-8-0's taking a log train over the hill near Timber on the Tillamook branch of the SP; to see the SP 5000's pulling out of Brooklyn yard; to watch the log trains on the Oregon American Lbr. Co. at Vernonia, and many, many more. Our thanks to Ed Moss for preserving these sights on film, and all of us would enjoy seeing them again sometime.

Who says steam locomotive building is dead? The Oregon Locomotive Works has been incorporated under the laws of the State of Oregon for the purpose of constructing an 1875 type steam locomotive to be used at the Oregon Centennial and then to be used at the Portland Zoo Railroad. Officers of the new group include John Laabeas President, George Burton as Vice-President and Chet Wheeler as Secretary-Treasurer. Other members are Ron Wicke, Dale Blair and Ed Moss. Construction is taking place at the NP T roundhouse in the Guilds Lake area.

One side-light to the recent truck strike was the fact that it returned steam to Sherman Hill on the UP in Wyoming. Several of the big-boys were put into service to handle the increased business which came at the same time as the peak of the perishable season. Also, we understand that several UP 800's were in service east of Choyenne and that the C&S were using a few steam locomotives. The UP are supposed to have received the first of their new batch of turbines. Seven more are due to be delivered, and we understand the balance of the order has been cancelled. Oh happy day!

The DRGW carried 31,984 passangers on their Silverton branch in Colorado in 1958. Ninety-three scheduled round trips were operated, making an average of 344 passangers per trip at a fare of \$4.00 per person. Excursions started on the Silverton branch in 1947 when 3,444 passangers were carried. By 1953 the total reached 12,264 and increased to 14,945 in 1954, to 20,352 in 1955, 23,847 in 1956 and 24,699 in 1957. The season was extended through September this year.

Southern Pacific 4294 4-8-8-2, last of the cab-in-front articulated steam locomotives purchased by the Southern Pacific has been placed on permanent display in Sacramento next to the SP No. 1, the C. P. Huntington. The 4294 was built by Baldwin in 1944 and has been retired since March 1956. It was dedicated in connection with a fan trip over the Sierra's on one of the last steam runs on the SP. In all, SP has now donated some 60 steam locomotives to on-line communities.

The world's first all-roller bearing steam locomotive has gone to the scrap heap, after logging more than 2,200,000 miles between 1930 and August 1957. As Timken Roller Bearing Company's No. 1111, this Alco-built locomotive ran tests over 12 railroads between 1930 and 1933, and then it was purchased by the Northern Pacific and numbered 2626. It started in service on the North Coast Limited, but when diesels took over, it ended its regular service on the joint pool line between Portland and Seattle. Its last run was on August 4, 1957, when it pulled a rail-fan special up the Cascades. It had been sitting on a storage track in Seattle until September when it was taken to South Tacoma for scrapping. It was held in South Tacoma for two weeks in the hopes that a reprieve would come through, but none showed up and in a couple of days the proud "four aces" was scrap. An excellent photo story on this locomotive appears in Trains Magazine.

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The Spokane International Railway has finally come under the control of the Union Pacific after several years of haggling before the ICC. The 150-mile bridge line between Spokane and Eastport, Idaho, was bought in a stock deal that involved the exchange of 200,135 shares of UP for 192,438 shares of SI stock. UP got 96 per cent control. Nobody wanted the SI until the UP tried to buy it, but then the CP and GN got into the act and wanted to keep the UP from getting control.

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In an effort to increase business on their secondary trains, the Northern Pacific, Great Northern and SPS will honor coach tickets in Pullman cars on the Western Star and Mainstreeter as far as St. Paul upon payment of the Pullman charge. This is an experimental move and will continue until May 15, 1959. For the most part these trains haul only deadheads in the winter months when there is no park business so any revenue passengers will help meet out-of-pocket costs and help keep Pullmans on the runs. The Milwaukee Road has a similar plan but the UP and SP have not gone along.

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Faster eastbound freight schedules from the Pacific Northwest to the Twin Cities and Chicago have been announced by most carriers effective November 1st. The reduction in time amounts to approximately 24 hours. While the faster schedules were aimed at perishable and forwarder company traffic, it should result in faster service for all freight. The new schedules were also planned to coincide with the introduction of transcontinental piggy-back service by the forwarder companies, but the piggy-back rates were suspended by the ICC pending investigation, upon protest by the trucklines.

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Passenger service was abandoned on the Northwestern Pacific RR south of Willits, Calif., effective November 10th.

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What railroad operates in Colorado and Wyoming but does not cross either the Colorado or Wyoming border? What railroad operates in Oregon and Washington but does not cross either the Oregon or Washington border?

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While no official notice has been received, we understand that the national membership fee for next year has been raised to \$3.50. This action was apparently taken at the national convention in Montreal this past September.

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