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JANUARY MEETING

The January meeting will be on January 15th at 8:00 pm in room 208 of the Union Station. We will have a movie on the Alaska Railroad, as well as an old SP movie on their Daylight trains, when they were steam powered. In addition, anyone with 16 mm movies which we haven't previously seen is invited to bring them along. Results of the recent election will be announced at the meeting. Membership dues in the amount of \$4.50 for 1959 are now payable to the treasurer.

Mr. Vern Vasey, editor of the "Dope Bucket," publication of the Safety Dept. of the SPS Railroad has made the suggestion that one of the SPS 900 4-6-6-4's should be on display in the Oaks Park, inasmuch as it was the largest locomotive to enter Portland. Inasmuch as he feels it isn't cricket for the company to give one away since they did donate the 700, he suggests that someone contact the company as to the dollar value of one of the 900's and then through donations from those interested, arrange to buy one and put it on display. We second Mr. Vasey's idea.

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About the first weak in November, Georgia Pacific #5 (on the line out of their Toledo mill) hit a rock and tree slide in the rain, between the reload and Camp 12. It was about 5:30 pm in the afternoon and dark. The tender hit the slide, going into the ditch, tearing off the trucks. Shifting logs shoved in the front of the engine, smashing the head-light, stack and running boards. No one was hurt but the #5 was un-operative and the #3 was pressed into service the next day. The #3 does not seem to do satisfactory work and there is some talk of scrapping it. There have been some rumors that the line out of Toledo will be abandoned, but we recently checked with the traffic department of Georgia Pacific and they were not aware of any plans to abandon the line.

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Effective January 11th, the Union Pacific changed the route and schedule on their City of Portland between Portland and Chicago. Eastbound the train will leave Portland at 1 pm arriving Chicago 9 am the second morning and leaving at 3:45 pm arriving Portland 8:15 am the second morning. The train will be routed via the Borie cut-off to Denver instead of moving via Cheyenne, and at least for the winter months, the City of Portland and the City of Denver will be combined between Denver and Chicago. The train is due into Denver at 3:30 pm eastbound and into Denver at 7:30 am westbound. The new schedule opens up a new territory for the City of Portland inasmuch as the Denver area has been booming, and also speeds up service to Kansas City and St. Louis by connecting with the City of St. Louis. It also eliminates considerable train miles by combining the two trains between Denver and Chicago, at least for the winter months. The effect of the earlier departure from Portland remains to be seen, but at least it will give passengers a chance to see the Columbia Gorge and the Blue Mountains in daylight during the summer months. On the whole it would appear that the move is a smart one on the part of the Union Pacific.

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Anyone interested in a fan trip on Monday, February 23rd. As Feb. 22nd is on Sunday that day is a holiday for some people. We could make arrangements to visit either Rayonier at Hoquiam, Georgia Pacific at Siletz or the Crown Zellerbach line that was closed down at Cathlamet. Let me know at the meeting if you are interested.

Recently we had the opportunity to examine an SP timetable dated September 1907. It indicated that a person could travel from California to Omaha and Kansas City for \$25, to St. Louis and New Orleans for \$30, to Chicago for \$33 and to New York City for \$50. Pride of the SP at that time was the Overland Limited, which they boasted was "Electric Lighted." The train left San Francisco at 10 am and arrived Chicago 12:30 pm the fourth day. Other trains to the East were the Eastern Express, the China and Japan Fast Mail and the Atlantic Express. The Shasta Route had three trains each way each day, all via Eugene, Roseburg, and Ashland. Nos. 11 and 12 were the Shasta Express which left Portland at 8:15 am the first day and arrived San Francisco 6:28 pm the second day; Nos. 13 and 14 were the Portland Express, which left Portland at 11:30 pm the first day and arrived San Francisco at 9:48 on the fourth day; Nos. 15 and 16 were the Oregon Express which left Portland at 7:45 pm the first day and arrived San Francisco at 8:48 am the third day. One of the most interesting sections of the timetable showed the schedule of branch lines and connecting lines in Oregon, such as the Pacific and Eastern Ry which had two trains a day between Medford and Eagle Point, the Oregon and Southwestern which had two trains a day between Cottage Grove and Wildwood; the Coos Bay, Roseburg, and Eastern which ran one train a day between Marshfield and Myrtle Point; the Salem, Falls City, and Western, which had three trains a day between Dallas and Falls City. Also shown is the schedule, of the Portland--Forest Grove-Corvallis line which had two trains as far as Forest Grove, one train to Whiteson which then went to Sheridan, and one train all the way to Corvallis.

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March 10, 1959 marks the 75th anniversary of the establishment of the first mail train to be operated in the West, when the Burlington undertook the operation of a fast mail train from Chicago to Omaha on one day's notice. The Burlington has arranged a special cachet for stamp collectors and all self-addressed, stamped envelopes will be put aboard Fast Mail No. 29 the evening of March 10th, post-marked enroute and mailed to addressees from Omaha.

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SP has announced a new color scheme for their equipment. Locomotive bodies will be painted dark "Lark" gray, with scarlet noses. Instead of a medallion, the initials "SP" will be carried on the front, in light gray. Passenger cars will display scarlet letter-boards in the same shade as the locomotive fronts. The sides of the cars will be stainless steel or painted simulated stainless steel.

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Your editor spent the holidays in California and managed to get in a little rail-fanning along the way. At Dunsmuir we noticed that the SP has placed on display their 1727, a 2-6-0. This locomotive is in a little park on the west side of the highway as you are going through town. We had a chance to visit the display in Los Angeles county fairgrounds at Pomona, Calif. They have six steam locomotives on display, including UP 9000 4-12-2, SP 5021 4-10-2, SFE 3450 4-6-4, a small locomotive from the Fruit Growers Exchange at Hilt, Calif, an 0-6-9 from the Outer Belt in LA, and another small locomotive from Carlsbad, New Mexico. In addition they have a PE electric motor and an interurban car. It is open to the public all year long and is well worth seeing. On the way home we stopped over in Santa Maria where the Santa Maria Valley RR has their 100 2-8-2 in storage in the open. We didn't get a chance to see the locomotives the SP has stored at Bayshore and Roseville on this trip.

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Northern Pacific oil and gas revenue for 1958 will be about \$7,100,000 as compared with \$6,000,000 for last year. NP has also installed CTC on their line crossing the Cascade Mountains.

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See you at the meeting this Thursday, Jan. 15th. Bring a friend.

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