### THE TRAINMASTER

# PACIFIC NORTHWEST CHAPTER

# NATIONAL RAILWAY HISTORICAL SOCIETY

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#### APRIL MEETING

The April meeting will be held on Thursday, April 16th in the Green Room of the Marion Hotel in <u>Salem</u>, starting with dinner at 7:00 pm. Price will be \$2.00 per person and wives and friends are invited. Mr. W.F. McCulloch of OSC will give a talk and show slides on narrow gauge railroads. We would like to know how many will attend, so please call Walt Grande at BE 4-4740 in Portland or Nelson Hickok in Salem by April 15th if you plan to attend.

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The May meeting will be on May 21st and will feature an inspection trip to the Oregon Locomotive Works in the NPT roundhouse in the Guilds Lake area, where the steam locomotive for the Oregon Centennial is under construction. The locomotive should be near completion by that time as it is scheduled to go into operation early in June.

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Our apologies to members in the Salem area, who we understand did not receive notice of the March meeting until the day after the meeting. Notices were mailed the Friday before but Uncle Sam must have decided to lose them somewhere between here and Salem. In the future we will send all notices to Salem first class mail.

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Remember the trip over the Oregon Electric Railway on May 17th to Albany. The train will leave from the Union Station in Portland at 8:30 am and will arrive back in Portland about 7:30 pm. Fare is \$7.00 for adults. Tickets go on sale April 15th and we will have some at the Salem meeting on April 16th. Try to get as many friends to go as possible. The trip is sponsored jointly by Willamette Valley Electric Railway Assn. and Pacific Northwest Chapter of National Railway Historical Society.

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The list of events for the Oregon Centennial this year shows a trip over the Mt. Hood Railway on the 4th of July, which we understand is sponsored by the residents of Parkdale. We will try to get additional details for our next issue.

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The Western Railroader for March 1959 carried a note to the effect that the Portland Traction Co. was being purchased by the SP and the UP subject to ICC approval. Apparently this transaction was hushhush in this area as nothing appeared in the Portland papers and most employees of the PTCO were not aware of the negotiations, as were some of the other terminal lines in the Portland area who have also considered purchasing the line. None of the lines seemed to want the PTCO as long as they had their interurban operation. Now that the city operations have been divorced into the separate Rose City Transit Lines and the suspension of interurban service was dropped in the courts, the way was opened for purchase. Reported purchase price is \$3.8 million with each line to own 50 per cent of the stock, with the PTCO to maintain its identity. We understand that Portland Traction Co. stock has been bought up lately at almost any price so that there isn't any to be had anymore. It is expected that if the deal goes through, a line will be built from the present PTCO right-of-way at Ruby Jct to the UP main line in the Troutdale-Fairview area, forming a belt line around Portland. The PRL&P (a predecessor of the PTCO) had a line to Troutdale and it is expected that this right-of-way will be used.

#### DISPOSAL OF PORTLAND TRACTION CO. INTERURBAN CARS - AN OBITUARY - By M. Gillespie

No passenger-carrying equipment now remains on the property of the Portland Traction Co. (Portland Railroad and Terminal Division) except former Portland City streetcar #4012, built to 3 ft. 6in. gauge in 1931. One of an original order of 15 cars (the newest streetcars Portland ever had). #4012 and sister car, #4013 (since scrapped), were converted to standard gauges for the interurban lines in 1950 after the demise of city streetcar service. The 4012 and the famous old broom sweeper, #1455, were donated by the PTCO to the City of Portland Transportation Museum. In addition, seven passenger interurbans and two work cars have been saved by fans and fan groups. Cars saved and their disposition is shown below in numerical order:

4001 - ex Indiana RR - moved on flatcar April 2d to Northern Calif. Electric Ry museum at Colusa, Calif.

- 4003 ex Indiana RR purchased by Mr. McCready of McCready Lbr Co. for display at Forest Grove, \* Oreg. Trucked to Forest Grove on Feb. 12.
- 4008 YVT -Yakima Purchased by Puget Sound Electric Railway Hist. Soc. for their museum at \* Issaquah, Wn. Moved by truck about Apr. 1.
- 4009 -ex YVT-Yakima Purchased by Andy Hansen of Northwest Trolley Railfan group of Seattle. \* Moved March 9th by flat car.
- 4010 -ex YVT-Yakima Purchased by Mr. McCready at Forest Grove. Trucked to Forest Grove on \* Feb. 11th.
- 4011 ex Oakland street car owned by the Bay Area Electric Railroad Assn. Moved on flat car on April \* 2d to Northern California Electric Railway Museum at Colusa, Calif.
- 4022 ex P.E.
  Purchased by Mr. Weaver Clark of Hillsboro, Oreg. Moved on truck dollies
  March 19th to Hillsboro where Mr. Clark plans to lay a circular electrified track around the Washington county Fairgrounds and give people rides in the grand old tradition.
- 1058 Line Car- Many years ago a passenger interurban on the Troutdale line of PRL&P Co.\*(predecessor of PTCO). Purchased by Puget Sound Electric Railway Historical\*Society for their museum at Issaquah, Washington. Moved Mar. 9th on flat car\*to Seattle.
- Cars burned listed below: (Sold to Frank Davis of Portland Equipment Co. of Portland, Oregon by the PTCO.)

4004 – ex Indiana RR	- burned about March 2d.
4015 – ex Pac Elec.	– burned about March 2d.
4016 – ex Pac Elec.	- burned on Feb. 28th (first car burned)
4017 – ex Pac Elec.	)
4018 – ex Pac Elec.	) These three cars burned during March.
4019 – ex Pac Elec.	)
4020 – ex Pac Elec.	– Burned Saturday, Feb. 28th.
4021 - ex Pac Elec.	- Burned on April 1, 1959. (Last car burned)

Passenger waiting shelters have all been burned, and only the overhead wires must be removed to make the Nation's very first interurban into a "freight-only" diesel powered line. However, three steeple cab electric locomotives still remain as evidence of former days. They are numbers 1413 (with pusher snow plow attached), 1408, and 1406. No. 1406 was used a little last summer switching in the yards. The two diesels, Nos. 100 and 200 still have their trolley poles to activate the wig-wag signals along the way.