THE TRAINMASTER

PACIFIC NORTHWEST CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

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January Meeting

The January meeting will be held on January 22d at 8:00 pm in room 208 of the Union Station. Mr. Gene Moell, who is a retired SP hostler, will show movies taken on the SP between Portland and San Francisco. George Burton has appointed Al Haij, John Labbe and Sam Merrell to a nominating committee for officers for the coming year. Remember, 1960 dues are now payable, if you have not already done so. Our meetings are always open to guests and we are always looking for new members. Endeavor to invite prospective members to our meetings.

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Locomotive No. 9 on the last day of 1959 made the final run on Georgia Pacific's logging railroad between Toledo and the Const Range logging area. On the final run No. 9, a 65-ton saddle tanker, hauled 17 cars loaded with fir, spruce, hemlock and cedar logs from Camp Gorge, 12 miles east of Siletz, to the log dump on Depot Slough, Toledo. Engineer was Floyd Kirkland, 65, Toledo, who has been with the railroad since Feb. 1926. Fireman was Jim Neal, Newport, who has been with the railroad 18 years. Brakemen were Bill Jones, Siletz, with the railroad 13 years and Floyd Castle, Siletz, 12 years. At the end of the run Engineer Kirkland slacked the Johnson bar, eased off the throttle and rolled No. 9 to a smooth stop just outside the engine house at Siletz. He swung down from the cab and started toward the shop office. Then he abruptly swung around, came back and gave No. 9 an affectionate pat. He started to answer a question, then wheeled around and strode off. His eyes were wet. Trucks will take over the job of getting the logs out of the woods. (From Oregonian-Journal of Tuesday, January 5.)

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On Sunday, January 2d, the "Oregon" made its first revenue run at its permanent site at the new Portland Zoo, hauling 892 revenue passengers. George Burton was at the throttle and Ron Wicke was the fireman. The steam train will not be in regular service until spring, but may be in service for special occasions prior to that time. On Saturday, Dec. 26th, several members of this group, who happened to be at the zoo, took an impromptu tour of the new extension to Washington Park on the work train. Members who went along were George Burton, Nelson Hickok, and Walt Grande, with Harold Mehlig at the throttle of the work train. On the return trip we picked up a couple of hitch-hikers, one of whom happened to be new member Jack Norton. The trip revealed that the ties and rails are laid over the entire distance, with the exception of a passing track about halfway, and the connection to the present line. About half of the line remains to be leveled and ballasted. A couple of slides along the way have given some trouble. Work was progressing on the foundation for the depot at the Washington Park end where the depot at the Oregon Centennial (built by the railroad of Oregon) will be installed. The line goes through timber much of the way, and is located high on the side of the hills above Canyon Road and you can look down about 500 feet and see the cars below. Perhaps some of the trees will be thinned out so that a better view of the city will be available. There are a number of grades on the line as well as some pretty sharp curves. This should be the outstanding park railroad in the country when it is finished. Radio station KEX is conducting a campaign to raise \$10,000 to cover the completion of the line.

The DRGW's famed Durango to Silverton narrow gauge passenger train, last of its kind in America, is headed toward perpetual operation as a living monument to pioneer railroading. The Helen Thatcher White Foundation, a non-profit institution, established to preserve historic assets of Colorado, has agreed to buy the 45-mile line, its equipment and properties from the DRGW for \$250,000. The line will be named the Durango and Silverton Railroad. Property to be acquired by the foundation includes all of the right-of-way between Durango and Silverton, the depots and station grounds at Durango and Silverton, all Rio-Grande owned buildings, lands, water tanks and operating mechanisms on the line, one locomotive, a baggage car, baggage-buffet car Alamosa, seven coaches, three maintenance cars, two box cars, four flat cars, two coal cars, three track motor cars and two track push cars. The foundation will have an option to buy a second locomotive from the DRGW for \$10,000. Only steam power will be used. The regular engine will be the veteran coal-burner No.473, a Mikado type 2-8-2 built in 1923 by the American Locomotive Co. They plan to take over operation of the line in 1961.

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The Oregon Historical Society has received one of the nation's more comprehensive collections of electric railroad journals and records. Rose City Transit Co. has turned over to the Society various electric railroad books, maps and other documents, some dating back to 1894, for the use of railroad historians. Electric railroad historians believe the collection will rank high with any collection and is probably second only to the Stanford University collection on the West Coast, the Society said. The collection includes the Electric Railway Dictionary and files of Railway Age, the Electric Traction Weekly and the Street Railway Journal.

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Union Pacific Locomotive 2537 arrived in Walla Walla, Wn. over the Christmas season, where it will be on display at the yards until it can be moved to a permanent showplace at Jefferson Park on South Ninth.

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A steam passenger excursion train for Tillamook County may become a reality, if plans of various Tillamook county groups are fulfilled. The proposed train would make a thirty-five mile run through five Oregon coastal towns of Tillamook County on two or three schedules per week, stopping at various points of interest for visiting beaches, view points, and boat basins on Tillamook and Nehalem bays. Suggested name for the steam train would be the "Gold Coast Special", with cars being named for towns or localities of Tillamook County. The idea originated with the Garibaldi Lion's Club and the proposal is sponsored by the same groups that sponsored the "Morning Star" in connection with the Oregon Centennial.

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During December the locomotive from Finland was moved from the Centennial grounds to the Oaks Park where it joined the other equipment on display there. The locomotive was moved by truck and was placed on its own five-foot gauge track at the park. Plywood has been placed over the windows of the other equipment on display there and a floodlight has been installed to reduce vandalism.

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This and That: A picture story on the Portland Zoo Ry by Ellis Lucia appears in the January 1960 issue of Popular Science Magazine.....Western Washington Excursions is sponsoring a "Mountain Snow Trip by Rail" on Sunday, Feb. 21 via the Northern Pacific between Seattle and Ellensburg, with a fare of \$4.80 for adults.....International Paper Co. closed down their logging operations in the Grand Ronde area shortly before the first of the year.....If anyone is interested in visiting the Rayonier RR at Hoquiam on Feb. 22d, let me know.....I am also looking for people who would be willing to work on our collection of negatives.

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