THE TRAINMASTER

PACIFIC NORTHWEST CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

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February Meeting

The February meeting will be held on Friday, February 19th at 8:00 pm in room 208 of the Union Station. For our program we will have the movie "Roots of the Tree" produced by Omark Industries on the history of Oregon. We will also have a movie on railroads produced by the AAR. We will have our election of officers at this meeting. The nominating committee has made the following nominations: For president, Dick Buike or Walt Grande; For vice-president, Al Haij; For Secretary-treasurer, Nelson Hickok; For director, Everett Wortman or F. M. Sercombe. Nominations will be open from the floor. There will be no mail ballot this year so be at the meeting to cast your ballot.

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Those members who have paid their dues for 1960 will find their membership card enclosed. If you do not have a card by now, let this be a reminder to pay your dues promptly. We have 19 paid-up members so far, while last year we had a paid-up membership of 26.

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On Saturday January 30th a golden spike ceremony was held at the Portland Zoo Ry. Various city and railroad officials were on hand for the ceremony. Actual operation on the new line is now expected to start about May 15th, if the weather does not hold up construction.

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This summer the Pacific Railway Journal will publish an article on the United Railway of Oregon by Harley Hallgren and Prof. John Due. Harley has lent me his copy of the manuscript and the article is excellently done and will be a valuable addition to the field of railroad history inasmuch as very little has been written about this line. Some of us have heard of the Gales Creek and Wilson River RR but how many of us have heard of the Portland Astoria and Pacific Ry, both of which were operated by United Railways. The authors and publisher are having difficulty in locating photographs of the United Railway. If anyone has any or knows where any photographs of this line can be obtained please contact me immediately.

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PNWERA is planning a railfan excursion to Forest Grove, Oregon on the OE on Saturday, Feb. 27th, in connection with the Gay Nineties Celebration being held in Forest Grove on that date. The train will leave from the SP&S yards (not the Union Station) at 10:30 am. Package price is \$3.85 for adults.

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The Association of American Railroads has issued a booklet on "Steam Locomotives on Display in the United States." If anyone would like a copy they may secure one by writing to the AAR, Transportation Building, Washington 6, D.C.

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While no new material has actually been secured for our club's historical collection since the last issue, we are still contacting various people to see what is available, and hope to purchase or receive some additional material before too long. Members are urged to be on the look-out for any material that would be of value. Also endeavor to contact any of your friends who might not belong to any organized railfan groups. The success of our project depends on our members.

March issue of Trains carries part one of story on SP&S Railway by Donald Sims. Article will be included in April issue. The March issue concerns itself with the story of the SP&S as it is today. We found the article quite interesting.

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Derailments on railroads are common and a derailment at Western Paper in Salem wouldn't be new to this area. Saturday night January 23d a box car loaded with 25 tons of paper in Jumbo Rolls was placed on the siding. This siding runs south from the SP main line 630 feet, the first 400 feet being on a 2.5% grade with a Hayes Model Derail at the top of the grade. The loaded car was placed on Spot "C" 50 feet beyond the derail and left. An inexperienced switchman presumed the track to be level and left the car without brakes or blocking. After the car was spotted the crew returned about halfway down the grade to line and close the plant gate at which point, fortunately before the gates were closed, the foreman noticed that they were being followed by the Box Car that they had just spotted. In order to avoid a standing collision a fast run was made to the main line and the car made a running coupling with the engine. An investigation revealed that the car had passed over the derail shoe and re-railed within three feet and proceeded down grade. It has been concluded that the freezing weather of the period played a part in making the black top around the derail hard enough that the flange-way did not break away enough to allow the wheels to go off rail. The flanges traveled within ½ inch of the rail edge and did not drop off. Investigating officials claimed they had never seen one quite like it involving a Hayes Model Derail. We are pleased to report that there were no injuries and property damage was small.--submitted by Nelson Hickok.

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Some interesting articles on the railroads of the Pacific Northwest have appeared from time to time in the Oregon Historical Society Quarterly. We have secured a copy of the September 1947 issue which contained an article on the Utah and Northern Railway by Robert L. Wrigley, Jr. One interesting item about this line was that it reportedly was changed from narrow gauge to standard gauge in one day. "In order to eliminate the job of transferring freight between narrow and broad gauge lines at Pocatello, the officials of the Union Pacific, about 1885, made preparations to rebuild the Utah and Northern into a standard gauge road. The section from Pocatello to Butte was widened first. Between those cities thousands of new standard length ties were laid. All was made ready for a widening of the line, which was accomplished in one day, July 24, 1887. Virtually everyone living near the road enthusiastically aided in the job. Work commenced about two in the morning and by mid-afternoon the 262 miles between Pocatello and Butte had been relaid into a standard gauge." These quarterlies would be a valuable addition to our club's collection. If anyone knows where we could pick up some used ones, please let us know. The OHS has published a pamphlet on the Ilwaco Railroad, which sells for \$1.

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More and more books and pamphlets on railroading are being published. Some of the latest ones include: "Hawaiian Tramways" by Pacific Railway Journal for \$2.00. The text and printing combine to make this an excellent publication. "Album of Western Locomotives" has been reissued by Guy Dunscomb, 1418 Fordham Ave., Modesto, California at \$2.50. The Louisville and Nashville Ry is publishing "Louisville and Nashville Railroad, 1850-1959" at \$3.00. The Western Railroader has reissued their edition on the Nevada-California-Oregon RR.

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This and That: Currently on display at Gills in a Scholastic Art Exhibit is a photo of Shay #7 of Klickitat Log and Lumber Co by Frank Seufert of The Dallas High School. The photograph is very good.