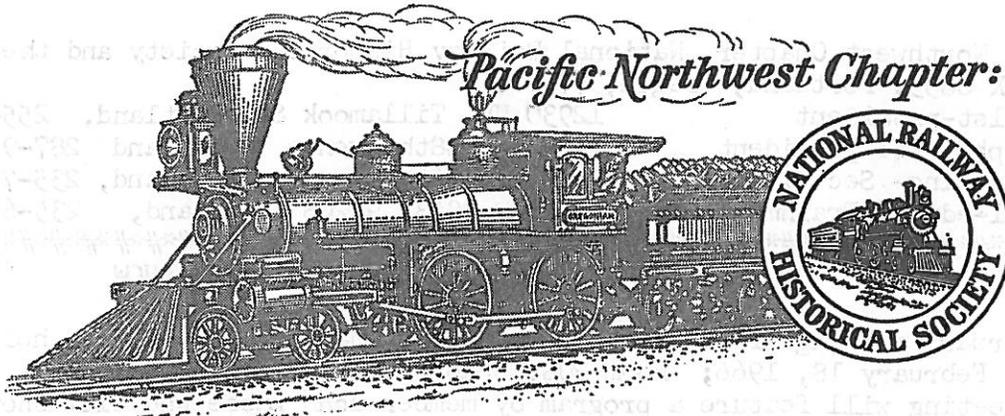
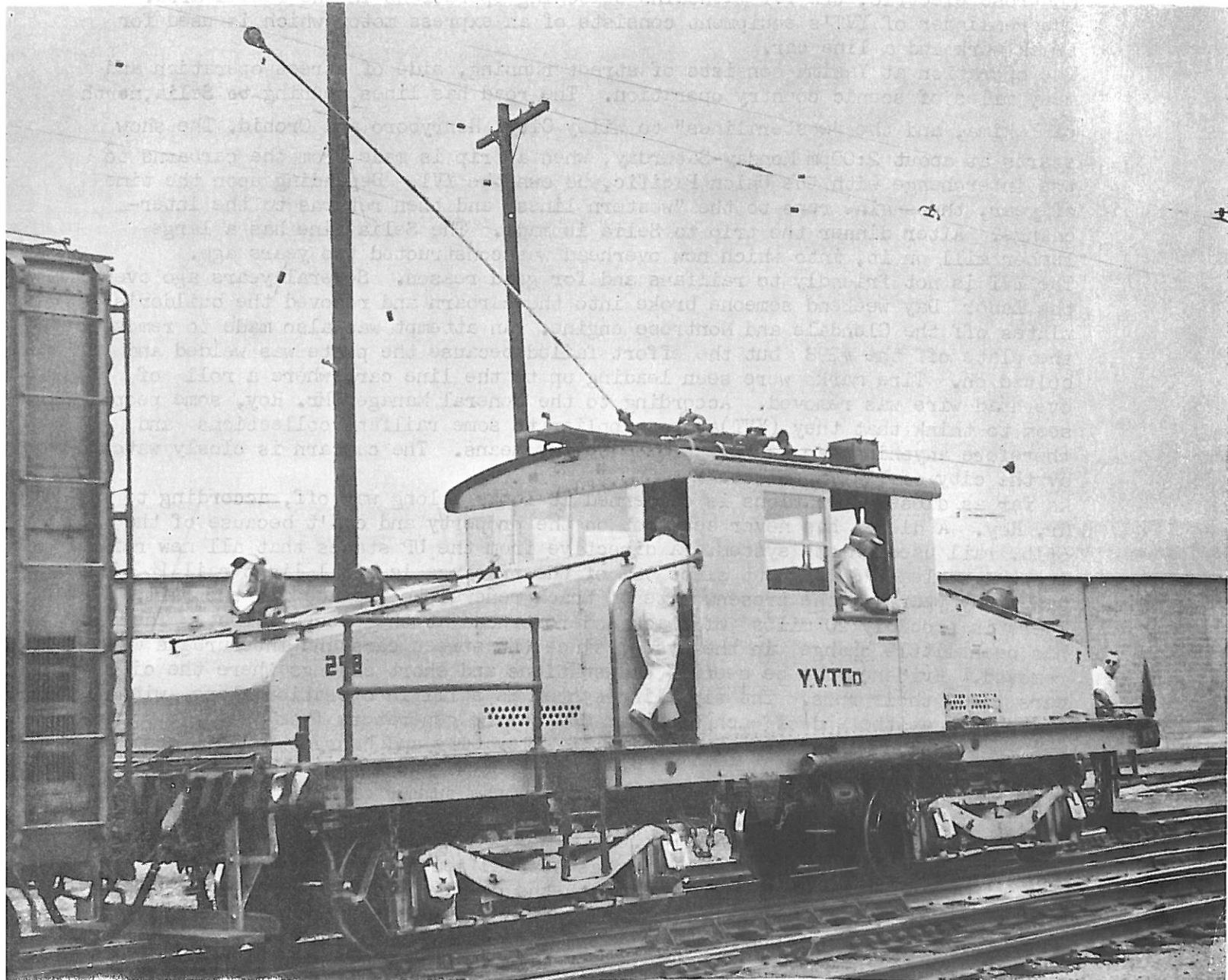


Pacific Northwest Chapter:



THE TRAINMASTER

NUMBER 95
FEBRUARY 1966



Pacific Northwest Chapter, National Railway Historical Society and the "Trainmaster"

PO. Box 8853, Portland, Oregon, 97208

Jack Holst-president	12930 NE. Tillamook St.	Portland, 255-0631
Bob Murphy-vice president	2434 NE. 58th avenue	Portland, 287-9627
Ken McFarling-Sec. Treas.	7417 NE 20th avenue	Portland, 235-7032
Ed Immel-editor Trainmaster	PO. Box 8853 97208	Portland, 235-6287

FEBRUARY MEETING FEATURES JOHN LABBE SHOW

The Feburary meeting of the Pacific Northwest Chapter NRHS will be held on Friday, February 18, 1966; Room 208, Union Station, 8:00pm.

The meeting will feature a program by member John Labbe who will show by the use of an opaque projector some of the items in his collection. This show will deal with the electric railways of the area and a good bull session will probably accompany the program.

THIS MONTHS COVER ON YVT. Co.

This months cover is of #298, Yakima Valley Transportation Company of Yakima, Washington. The YVT is probably the last interurban electric operation west of the Rockies. With #298, bought new by the YVT, and #297, ex. Glendale and Montrose electric, the YVT maintains switching operations in the Yakima area. The remainder of YVT's equipment consists of an express motor which is used for track work and a line car.

The operation at Yakima consists of street running, side of street operation and many miles of scenic country operation. The road has lines running to Selia, north of Yakima, and the "westernlines" to Wiley City, Henryboro and Orchid. The show starts at about 2:00pm Monday-Saturday, when a trip is made from the carbarns to the interchange with the Union Pacific, who own the YVT. Depending upon the time of year, the engine runs to the "western lines" and then returns to the interchange. After dinner the trip to Selia is made. The Selia line has a large lumber mill on it, into which new overhead was constructed two years ago. The YVT is not friendly to railfans and for good reason. Several years ago over the Labor Day weekend someone broke into the carbarn and removed the builder's plates off the Glendale and Montrose engine. An attempt was also made to remove the plate off the #298 but the effort failed because the plate was welded and bolted on. Tire marks were seen leading up to the line car, where a roll of overhead wire was removed. According to the General Manager, Mr. Roy, some people seem to think that they (YVT) are a supplier to some railfans collections and therefore anything can be "preserved" by any means. The carbarn is closely watched by the city of Yakima police.

As far as diesel operations is concerned it looks a long way off, according to Mr. Roy. A diesel has never set foot on the property and can't because of the 65lb. rail used on the system. A directive from the UP states that all new rail must be at least 80lb. But since 98% of the trackage is still light rail it will take many years at the present rate of track renewal to replace all the rail. There is probably 20 miles of track underoverhead and the present time. There has been little change in the system since the street cars and interurbans were removed. Evidence can be seen of old stations and short sidings where the city cars ended their runs. The signaling system is still in operation along with telephones at the end of each branch. One of the generators from the powerhouse was removed and placed at the junction of Wiley City and Henryboro lines as an automatic substation.

This month's cover was taken by Bob Murphy in the summer of 1965.

PORTLAND TERMINAL RAILROAD

The Portland Terminal Railroad (NPT) has started relettering their engines. Alco switcher #32 was the first seen with the new lettering. The old emblem was used with Portland Railroad Terminal Company replacing Northern Pacific Terminal Company. The hood on the switcher reads P.T.R.R. in 1 ft. letters.

MOVEMENT OF LOUNGE CAR UNDERWAY

The first step in the movement of the Chapter's UP lounge car #1517 from the OMSI site to its new home in the Oak's Transportation Park was undertaken on Saturday, February 12th. Thanks to the Portland Traction Company and the Park Bureau the necessary number of ties were laid by a Chapter workparty. The laying of the rail is awaiting necessary approval from the Traction companies parents, UP&SP. The main stumbling block delaying the car movement is getting the use of a crane large enough to lift the car off its trucks. It seems that every crane is in use because of the large amount of commercial and freeway building going on in the Portland area.

Sufficient rail will be layed in order to allow the two-truck Shay now at the site of the old Forestry Building to join the rest of the equipment at the Oak's. Members will be notified when the next work party will be held.

SOUTHERN PACIFIC RAILROAD

The SP has started started a complete renumbering of all the system's engines. The numbering will take about six months to complete and will involve most of SP, T&NO and Cotton belt engines. The renumbering is the first major renumbering undertaken by the SP since 1901.

Numbers 1100 to 2999 will be given to switching units. Numbers 3000 to 3399 will be assigned to passenger engines; while 3400 and up will be freight locomotives. The new numbering system will also include a new series code for the engines, to be used by dispatchers in their operations.

Sample: EF418A. The first letter tells the manufacturer, the second the type of service, the third is the number of axles with the next numbers the horsepower to the nearest hundreths. The last letter signifies A or B units. Thus EF418A is an EMD freight unit with four driving axles and a 1,800 hp engine and it is an A unit. All engines not expected to be in operation after 1970 will not be given new numbers. From the Chapter news of R&LHS comes a comment on the renumbering: An interesting side note is that the SP has reserved 3000 to 3399, or 400 numbers for passenger units, but only 26 engines will be placed in the numbering, those in commute; in other words, the SP plans to phase-out all other road passenger units by 1970, meaning they plan no long distance passenger train operation by 1970?

The SP has asked the ICC to discontinue operation of the "Lark" an overnight passenger train between Los Angeles and San Francisco. They stated that operation of the Coast Daylight would continue for "the future."

The SP has also removed all special coach fares and seat reservations along with closing the Portland City Ticket Office. This will result in higher regular fares for coach riders and no seat being saved for him. The SP also removed the Seattle-Oakland sleeper from the consist of the "Cascade".

Hot debate is underway in California concerning the removal of the Northwestern Pacific's "Redwood." Operations were suspended over one year ago because of the terrible floods which hit the NWP and the RDC was never brought back.

CASCA-DAYLIGHT?

Monday, January 31, saw the arrival of a SP passenger train in Portland about 8:00PM. Start of a new SP passenger train? No, it was the arrival of the northbound "Cascade" which usually arrives in the mornings, delayed because of a 26 car freight train wreck near West Fir on the mainline to California. Has the Cascade ever been later than this?

PENINSULA TERMINAL COMPANY

The Peninsula Terminal Company has taken delivery of a GE. 70 ton diesel. The engine came from the Souix City Terminal and was their #3. The 600 hp. locomotive was built in 1956 #32510. The Dark green with white lettering diesel has a large Indian head on the cab. This will probably mean the end of 2-6-2T #104 which is on standby in the company engine house. (Every effort should be made by the PNW Chapter to keep this engine in Portland-ed)

SPOKANE, PORTLAND & SEATTLE RY.

The SP&S's new RPO# 32 saw service far from its own rails recently. Because of an automobile wreck which put the regular RPO of the "Mainstreeter" out of operation, the SP&S's #32 was deadheaded on the evening "pool train" where it was used in service between Seattle and St. Paul.

The calender of SP&S features several new Alco units crossing a bridge over a highway near Spokane. Mr. John Melonas of the SP&S informed me that the bridge is the longest pre-stressed concrete railroad bridge in the world, spanning 77ft.

PACIFIC GREAT EASTERN

The PGE has resumed part of its passenger service to Prince George. Daily service to Prince George was discontinued early in December because of a labor dispute. The railroad cut back its service to Lillooet. The new schedule calls for through service between N. Vancouver and Prince George on Monday, Wednesdays and Fridays. Service between N. Vancouver will be Tuesdays, Thursdays and Sat. Greyhound lines will honor PGE tickets on non-service days.

The PGE has come under attack by several Vancouver newspapers because of its poor labor relations and unconcernment towards the public, displayed by the management of the railway.

CB&Q

The Burlington has announced that only 6 steam trips will be operated by the railroad this year. Because of a change in management the 6 trips this year look like the last on the "Q". The last six are:

Saturday, Feb. 19th.	St. Louis-Hannibal
Sunday, Mar. 20th	Chicago-Zearing
Sunday, April, 24th	Chicago-Rock Island
Sunday, May 22nd	Chicago-Ottawa
Sunday, June 19th	Chicago-Galesburg
Sunday, July 17th	Chicago-Denrock

MAN IN BEAR SUIT RUNS BESIDES TRAINS

By Douglass Welch
In Seattle PI, Feb. 4, 1966

ENROUTE* A good day to you all, and particularly to bears and people who put on bears suits and run alongside trains.

They got this bear that runs alongside Union Pacific trains in the Blue mountains of Oregon in the summer tourist season to delight children and regale their parents. Actually he is not a real bear, he is a man who puts on a bear suit.

The Union Pacific found years ago that you couldn't depend upon real bears to run alongside trains, so they hired this fellow and he developed a very creditable act. He runs alongside the train and then in dramatic fashion he stands erect and waves and sometimes he brings his right paw up in a very reassuring patriotic salute.

The kids go out of their minds and rush to the lounge car and start letters or postcards to their grandparents; "Today I seen a bear..."

General management of the Union Pacific in Omaha insists that this bear is a real bear but I have a friend who saw him changing out of slacks, Hawaiian shirt and loafers into a bear suit in the station master's office in Pendleton, and later saw him crawling up into the cab of the City of Portland.

What happens is that the train slows on grade out of town and this bear drops off and runs alongside for a moment or two. A section man comes along and gives him a ride back to town on a speeder.

He only works the summer season. The snow is too deep in winter and its is much too dark to see him, anyway, when the City of Portland goes through. I talked to a couple of road-masters about this man-in-the bear suit last night. They were in the bar car heading to

Pocatello, and they assured me that there is a great future, both for real and ersatz bears on the railroad.

They say that a number of real bears began careers on the Union Pacific by running alongside trains and gradually worked their way up to positions of responsibility as high as superintendent and even general manager. Both of these road masters assured me that they were working for bears, and I believe.

(When Rocky the GN goat was quizzed on the article he stated that at least he didn't have to run along side the train. But it got pretty cold standing on that rock.-ed)

Union Pacific steam in the Northwest this year.

The UP will operate their 4-8-4 #8444 for the Pacific Northwest Region of the NMRA at their convention in Idaho this summer. A steam trip on the UP is planned but no details have been released as yet.

GO TO SKI BY RAIL

Among the transcontinental rail carriers serving Portland, the GN, NP, and UP are all vigorously going after potential passenger business generated by ski resorts along their lines. These resorts are usually located at points considerable distance from major airline terminals; also, trains run in even the coldest and iciest weather.

The Great Northern pushes several ski holidays to Big Mountain, adjacent to Whitefish, Montana- just overnight from Portland to Seattle via EMPIRE BUILDER. Schweitzer Basin, near Sandpoint, Idaho, is a new ski area which can be reached overnight from either Portland or Seattle via GN WESTERN STAR or Northern Pacific's MAIN*STREETTER.

Northern Pacific offers package ski holidays to both Schweitzer Basin and to the new Missoula, Montana Snow Bowl, both just overnight from Portland and Seattle. Farther east, NP also serves Bridger Bowl, near Bozeman, Montana, and Red Lodge.

NP also can offer skiers "slumber-coach" economy.

Union Pacific serves the "grand-daddy" of all railroad-reached ski resorts, Sun Valley, Idaho, and offers a variety of ski vacations. On Saturday Jan. 15th a special train left Portland bound for a week of skiing at Sun Valley. Over 300 people, not railfans, paid out \$125- \$250 for this vacation.

Each one of these three carriers puts out most attractive folders about their service to ski country and each emphasizes the fun of going by train. "Remember your ski vacation STARTS when you board the train." "Getting there IS fun!" This ski business by rail is a big boast to rail passenger business during the time from after Christmas to April when vacation travel used to be almost non-existent. Skiers, like all of us, like a change of scenery and the chance to do something different. The challenge of new and untried ski slopes is almost irresistible to anyone who has caught the "ski bug". Increased winter vacation business will do much to help preserve long-distance rail passenger travel. -Miln Gillespie.

Extra 8853

Who started the story about the Portland Zoo Railway ordering 10 new 60ft. chip cars from Gunderson Bros?

Some drivers just don't learn. Sunday Feb. 6th a driver of a pickup-camper had his camper reduced to a load of kindling when it was struck by the afternoon GN pool train. The crossing signals and horn on the locomotive were both in operation.

Excursions:

Portland-Forest Grove (SP&S) Saturday, Feb. 26th. Sunset Tours operating the train, price of \$5.50 includes the train ride and hot lunch. Write VSS 400 Beaverdam Rd. Beaverton, Oregon 97005

California Western Steam Freight Operation. Saturday March 19th. \$12 from Pacific Locomotive Assn. 3804-19th Street. San Francisco, Calif. 94114.

Portland-Klamath Falls and Return (SP&S-OT-GN-SP) Labor Day weekend 1966. Operated by Bay Area Electric Ry. Ass. And PNW Chapter NRHS-watch in the Trainmaster for fares NRHS NATIONAL CONVENTION*Richmond, Virginia, Labor Day weekend, details coming later.