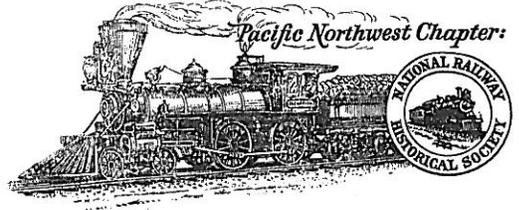


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THE TRAINMASTER



PACIFIC NORTHWEST CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, and "THE TRAINMASTER, PO. Box 8853, Portland, Oregon 97208

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NOVEMBER MEETING

The November meeting of the Pacific Northwest Chapter, National Railway Historical Society will be held on Friday, November 18, 1966, room 208, Union Station, Portland, at 8:00 pm. The program for the November meeting will be furnished by Alex Ceres and will feature the railroads of the East. Alex lived in the east for many years and grew up with the Pennsy et all. This program should prove of interest since it will deal with railroads many of us are not familiar with.

QUIZ ON NORTHWEST RAILWAY HISTORY

- Name the 5 railroads which had trackage crossing the Oregon-California state line.
 - _____
 - _____
 - _____
 - _____
 - _____
- There were two Pacific & Eastern Railroads operating at the same time....where they located?
 - _____
 - _____
- The Columbia & Cowlitz and the Chehalis Western Rwy. are controlled by what parent company?

- The Longview Portland & Northern Rwy. has four operating divisions.... name them.
 - _____
 - _____
 - _____
 - _____
- The SP&S branch to Astoria and the coast was once a separate railroad. Name it.

- The SP&S Vernonia branch was also formed as an independent railroad...Name it.

- Which of the following railroads was never electrified: _____
 - Walla Walla Valley Rwy.
 - Red River Lumber Co.
 - Skagit River RR.
 - Gales Creek & Wilson River
 - Mt. Hood Rwy & Power Co.
- The SP&S's solarium-lounge car "Mt. Adams" had a companion car name it. _____
- Name the Northern Pacific car ferry which operated between Kalama and Goble, Ore.

- Name the SP. Business car assigned to the Oregon Division. _____

THE GREAT LOCOMOTIVE CRASH

Portland's old dirt track, the Rose City speedway, was a one miler that occupied the area now comprising the Rose City Golf Course.

The Speedway's biggest and last super-attraction was a locomotive collision-right in the middle of its grassy infield! Old locomotives were then quite common due to the phasing-out of many logging operations in this area. The American Legion sponsored the July 4th thriller on a hot and sunny day in 1922. It was quite a spectacle, and proved to be a quick way to amass an enormous pile of scrap.

The access track was laid from the site of the old Povey (?) Machine Works in lower Montavilla, down across the hollow, and onto the speedway's infield. Semi-ballasted track was then laid diagonally across the infield, east and west. The grandstand faced the south. There was a huge gathering for the July 4th spectacular-during the auto races, the locomotive engineers kept the crowd mindful of the day's finale by slowly chugging back and forth over the rails. Occasionally, the engines let off steam through the bleeders which drifted away in billowing puffs...to be followed by bell tolling and the whistle blasts that drowned out the roaring exhausts of the race cars. Both ends of the locomotive's track were high, which conformed to grand contour and created a dip in the center that gave an exciting emphasis to the anticipated result.

With races over, the locomotives met in the center, softly touching noses; then they were backed off to the extreme ends of the track. With the stage set, the engineers tied down their whistles; and on signal, opened their throttles and jumped! The old puffers took-off, gaining speed as they roared toward one-another..each determined to annihilate its aggressor!

They met in the center in a tremendous collision that was suddenly engulfed in a gigantic mass of steam—then...as abruptly, it became so quiet you could hear a pin drop. There was no more thunderous pounding and hissing—its source of origin being stilled forever. With subdued and mixed emotion, the crowd saw that the old puffer from the east, although smaller, had embedded itself in the apparently softer one from the west. The back trucks of its tender were bare, except for the deck; the rest of it had slid forward and telescoped its locomotive's cab.

After the smallest of the flying debris had returned from the sky, the souvenir hunters had a field day! I was one of them, but our gang was unsuccessful in trying to drag one of the big brass bells off into the hazel brush— it was too heavy. I imagine the remains of the old puffers eventually went overseas as scrap.

Ted C. Devers—"Oregonian", 10/30/66

ALCO-BUILT LOCOMOTIVE ON WAY HOME

After 17 years of service in Mexico, an Alco-built, Niagara-type steam locomotive—National of Mexico #3028—is on her way home to Schenectady, N.Y.

The Great North Eastern Railroad Foundation Inc. announced acquisition of the steam locomotive. It will be used by the foundation for display and conducted tours, according to the announcement.

#3038 was built by the American Locomotive, formerly the Schenectady Locomotive Works and now Alco Products Inc., a subsidiary of Worthington Corp., and was purchased by the National of Mexico in 1946.

She was retired in 1963 when the Mexican railway was dieselized.

Before leaving Mexico, the locomotive was completely overhauled in the Valle de Mexico shops. Locomotive and tender are just over 86 feet long; weight 629,000 lbs; driving wheels are 70 inches in diameter; the wheel arrangement is 4-8-4. Oil fired-it develops maximum traction power of 57,000 pounds and carries 6000 gallons of fuel oil.

WOULD YOU BELIEVE?

A small country station a freight train pulled in and side tracked for the passenger train. The passenger arrived and pulled out; then the freight started to do its switching. A well dressed woman not used to the language of railroad men, had alighted from the passenger train and was standing close to one of the freight brakeman, when he yelled to another "Jump on her when she comes by, Bill; run her down to the elevator, cut her in two and bring the head end up by the depot!"

Who can blame the lady for fainting.

Pacific Electric Magazine, 2/10/26
(Al Haij)

DIESEL HORNS

Bob Swanson of Victoria, British Columbia, who has designed horns for the Pacific Great Eastern and one for Pete Replinger, who liked the sound so well he bought one to put on his engine which he operates for the Simpson Lumber Co. at Shelton, Wash., has been approached by the Canadian Centennial Committee to design and air horn for use on transcontinental locomotives which would play the first few notes of "O Canada" the Canadian National anthem.

Boston Chapter NRHS

DINING CAR COMES OF #407-408

The Northern Pacific has removed the regular dining car off the Portland-Seattle pool train #407-408. It will be replaced by a new buffet car. The buffet car is a new concept for the NP dining car department. The buffet car is a converted dining car. The buffet car retains the full carpeting, windows at each table and the colorful interior décor. It seats 38 people.

The buffet car will offer passengers a choice of well prepared hot meals, juices, salads, desserts and assorted sandwiches and beverages at a low price. A typical meal will cost around \$1.00.

The change from a dining car to a buffet car was made after the Northern Pacific had tried a Southern Pacific auto-mat Car but found it lacking.

The run between Portland and Seattle is now less than four hours with 3 hrs and 30 minutes expected to be introduced in the near future. People that travel these trains are not interested in eating a complete full course meal. Most of them only want a piece of pie or sandwich and coffee. (In the buffet car a piece of pie sells for 20 cents)

Answer to quiz;

1.

a. Nevada-California-Oregon (S.P) b. California & Oregon (S.P.) c. Great Northern
d. California & Oregon Lumber Co. e. Northern California Lbr. Co. f. Klamath Lake RR.

2.

a. Raymond-South Bend, Washington
b. Medford-Butte Falls, Oregon

3. Weyerhaeuser Co.

4. a. Terminal Division b. Southern Division, c. Northern Division d. Chelatchie Div.

5. Astoria & Columbia River RR.

6. Portland, Astoria & Pacific

7. #4-Gales Creek & Wilson River

8. "Mt. Jefferson"

9. "Tacoma"

10. "Oregon"

This Month's Cover - THE TRAINMASTER, November, 1966 No. 102

Coos Bay Lumber Co. #9, Mineret type, at Powers, Oregon. Credit Jack's Photo Service, Coos Bay, for the picture.

LIST OF SHAY'S IN CANADA CONTINUED THIS MONTH *****

C.N.	DATE	GAGE	CYL.	DRS.	WT.	TKS.	OWNERS	LOCATION
2712	12/13	Std	8x8	27 ¼		2	Shevlin-Clark, Ltd. #3	Flanders, Ont.
2766	5/14	Std	12x15	36	70	3	St. Lawrence Pulp & Lumber #3	Pablos Mills, Queb
2778	12/15	Std	11x12	32	50	2	Davison Lumber Co. #6	Bridgewater, N.S.
2879	4/17	Std	11x12	32	50	2	Warren Timber Co. #1 Canadian Robert Dollar Co. #1 Robert Dollar Timber Co. #1 Eugene Lumber Co. #2	Union Bay, B.C. " Mable, Ore. Holley, Ore.
2922	4/17	36	8x12	26		2	Imperial Oil Co. #1	Sarnia, Ont.
2945	2/18	Std	12x12	36	60	2	Sultan Rwy. & Timber Co. #31 Canadian Robert Dollar Co. #4 Hage Timber & Investment Co. # Thurston & Flavelle #4 Alberni Pacific Lumber Co. 3	Oso, Wash. Union Bay, B.C. Port Coquitlan, B.C. " Port Alberni, B.C.
2962	2/18	Std	12x12	24	60	2	Nimpkish Timber Co. #1 Wood & English Timber Co. #1 Canadian Forest Products #1 (lost at sea in barge sinking)	Albert Bay, B.C. Beaver Cove, B.C. " "
2972	5/18	Std	12x15	36	70	3	A. H. Guthrie & Co. #216 Brooks Scanlon & O'Brien #216 Campbell River Timber Co. #216 Victoria Lumber Co. #11; #1011 MacMillian-Bloedel, Ltd. #1011	St. Paul, Minn. Stillwater, B.C. Campbell River, B.C. Chemainus, B.C. "
2994	9/18	Std	10x12	29 ½	42	2	Warren Spruce Co. #5 Campbell River Mills #426 Craig Taylor Lumber #426 Esary Lumber Co. #426 Thomsen & Clark Timber #1 Mayo Lumber Co. (D) Kapoor Lumber Co. #1	Yaquina, Ore. Cultas Lake, B.C. " Bowser, B.C. " Paldi, B.C. Sooke Lake, B.C.
2996	10/18	Std	10x12	29 ½	42	2	Warren Spruce Co. #7 Brooks Scanlon & O'Brien #7 P. B. Anderson Logging Co. #7 Maritime Timber & Trading Co. #7 Green Point Logging Co. #7 Salmon River Logging Co. #7	Yaquina, Ore. Stillwater, B.C. Knox Bay, B.C. Hardwicke Isl., B.C. Harrison Lake, B.C. Kelsey Bay, B.C.
3085	6/20	Std	12x15	36	70	3	International Timber Co. #4 Elk River Timber Co. #4	Vancouver, B.C. Quinson, B.C.
3091	6/20	Std	12x15	36	70	3	Bloedel, Stewart & Welch #5 MacMillian & Bloedel, Ltd. #5	Franklin River, B.C. "
3147	12/20	Std	8x8	29	24	2	Hillcrest Lumber Co. #1 Osborn Bay Wharf Co. #1	Sahtlem Sta., B.C. Crofton, B.C.
3163	2/21	Std	11x12	32	32	2	Pacific Mills, Ltd. #3 Mayo Lumber Co. (D) Export Logging Co. # Great Central Sawmills #3 Bloedel, Stewart & Welch #8 Deep Bay Logging Co. #2 Canadian Forest Products #98; #251 (converted to a diesel)	Vancouver, B.C. Paldi, B.C. " Great Central, B.C. " Deep Bay, B.C. Englewood, B.C.

C.N.	DATE	GAGE	CYL.	DRS.	WT.	TKS.	OWNERS	LOCATION
3188	9/22	Std	10x12	29 ½			Abitibi Rwy, & Navigation #40 Dominion Construction Co. #40 Abitibi Power & Paper Co. #40	Iroquois Falls, Ont. Fraseroale, Ont. Iroquois Falls, Ont.
3216	8/23	Std	12x15	36	70	3	Northwestern Lumber Co. #1 Canadian National Rwy. #1	Edmonton, Alberta
3222	9/23	Std	10x12	29 ½	42	2	Abitibi Rwy. & Navigation Co. #50 Abitibi Power & Paper Co. #50	Iroquois Falls, Ont. “
3228	9/23	Std	11x12	32	50	2	Canadian Puget Sound Lumber #2 Island Logging Co. #2 Malahat Logging Co. #2 B. C. Forest Products #14	Jordan River, B.C. Duncan, B.C. Port Renfrew, B.C. Youbou, B.C.
3243	12/23	Std	11x12	32	50	2	Merrill & Ring Lumber Co. #3 Comox Logging & Rwy. #14	Theoosia Arm, B.C. Lacysmith, B.C.
3246	12/23	Std	10x12	29 ½	42	2	Scottish Logging Co. #1 Scottish-Palmer Logging #1 Royston Lumber Co. #2	Cowichan Lake, B.C. Benallack, B.C. Cumberland, B.C.
3261	7/24	Std	14½ x	1536	90	3	Lima Locomotive Works #100 Merrill & Ring Lumber #7 Alberni Pacific Lumber Co. #9 MacMillian & Bloedel, Ltd. #7; #1037	(Demo) Pysht, Wash. Port Alberni, B.C. “
3262	4/24	Std	11x12	32	50	2	Mayo Lumber Co. #3	Paloi, B.C.
3269	10/24	Std	12x15	36	70	3	Scott & Howe #3 Howe-McGibbon Timber Co. #3 Maywood Logging Co. Canadian Forest Products #103; #114	Frederickson, Wash. Nagrom, Wash. Englewood, B.C.
3279	3/25	Std	12x15	36	70	3	Thomsen & Clark Timber Co. #3 Mayo Lumber Co. (D) Salmon River Logging #-(for parts)	Bowser, B.C. Paldi, B.C. Kelsey Bay, B.C.
3280	3/25	Std	14½x15	36	90	3	Wood & English Timber Co. #5 Beaver Cove Lumber & Pulp #5 Canadian Forest Products #5	Englewood, B.C. “ “
3282	6/25	Std	14½x	1536	90	3	Sauk River Lumber Co. #22 Victoria Lumber & Mfg. #12 Victoria Lumber Co. #1012 MacMillian & Bloedel, Ltd #1012	Darrington, Wash. Chemainus, B.C. “ “
3285	12/25	Std	12x15	36	70	3	Merrill & Ring Lumber #6 Kelley Logging Co. #6 Powell River Co. #	Pysht, Wash. Morsby Isl, B.C. Powell River, B.C.
3289	3/25	Std	11x12	32	50	2	Merrill & Ring Lumber #4 Comox Logging & Rwy. #15 Elk Falls Co., Ltd. #1	Theodosia Arm, B.C. Ladysmith, B.C. Campbell River, B. C.
3298	2/26	Std	12x15	36	70	3	Tallahassee Power Co. # Alcoa Power Co. # Dominion Construction Co. # Standard Chemical Co. # Abitibi Power & Paper Co. #70	Caloewood, Tenn. Shipshaw, Quebec Cochran, Ont. South River, Ont. Iroquois Falls, Ont.