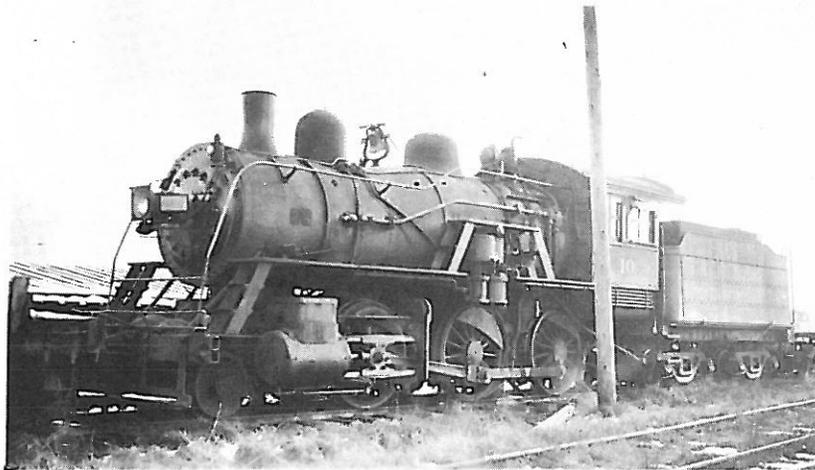


TRAINMASTER

No. 104 Feb. 1967

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C.C.&C. # 732 (1) at
Chehalis, Wn.
Don Roberts photo,
collection of J.Holst



C.C. & C. # 10 at
Chehalis, Wn. Feb. 1932
Don Roberts photo,
collection of J.Holst

C.C. & C. # 20 at
Chehalis, Wn. June 1951
Jack Holst photo



THE TRAINMASTER, 1547 S.W. Hall St., Portland, Oregon 97201

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FEBRUARY MEETING NOTICE

The meeting will be held in Room 208, Portland Union Station on Friday, February 17th at 8:00 pm.

PROGRAM

Our program will feature a color slide presentation by our guest, Jack A. Pfeifer. Jack will show slides of the last excursion on the Rio Grande Southern narrow gauge and Union Pacific steam in Nebraska and Colorado. Jack hails

PRESIDENTS MESSAGE

Attendance at the last meeting was excellent. It looks like we are really getting on the mainline again. There is a lot of interest in the club by perspective members and many of the old-time members of the group are showing the old enthusiasm once again.....lets keep it up! We hope that many of you will continue to bring guests to the meetings; this is the way to bring new members into our group.

We are always interested in obtaining new material for our programs. Those of you who have something to offer or know someone who does are encouraged to pass the word to Chuck Storz, our program chairman. At the suggestion of some of the members at the last meeting I have prepared a draft of a "Railfan's Guide to Oregon" which I will present for comments at the Feb. meeting. If this Guide meets with club approval we shall publish it for sale.

RAILROAD QUIZ

By
Ed Immel & Jack Holst

This month's quiz is designed to test your knowledge of articulated locomotives used in the West. After each locomotive number try to insert the proper Whyte Classification symbol, i.e.; 4-8-8-4, 2-6-6-2, etc. No wheel arrangement is duplicated in this quiz, but there is one tricky one! Allow ten points for each correct answer. Answers elsewhere in this issue.

- | | |
|---------------------------------|-------------------------------|
| 1. Great Northern #2040 _____ | 2. S.P.& S. #910 _____ |
| 3. Northern Pacific #5000 _____ | 4. Great Northern #2008 _____ |
| 5. Southern Pacific #4272 _____ | 6. Union Pacific #4010 _____ |
| 7. Deep River Logging #7 _____ | 8. Great Northern #1951 _____ |
| 9. Milwaukee Road #58 _____ | 10. Uintah Railway #251 _____ |

COWLITZ, CHEHALIS & CASCADE RAILWAY

Incorporated June 24, 1916. Acquired Washington Electric Railway June 26, 1916 which operated 10 miles of track east out of Chehalis, Washington. Extended to Lakamas, 8 miles, in 1916-18. Further extension to Cowlitz, 14 miles, in 1926-27. Owned jointly by Northern Pacific, Great Northern, Union Pacific and Milwaukee. Operation abandoned May 1955.

LOCOMOTIVE ROSTER

Eng. No.	Type	Built By	Date	Factory No.	Original History and Disposition
732 (1)	4-4-0	Baldwin	1883	6920	Built as N.P. 295, renumbered 732 Class C-3. Assigned CC&C #1 but never renumbered. Scrapped Chehalis 1930s.
2	4-6-0	Rhode Island	Feb. 1890	2337	Built as Seattle, Lake Shore & Eastern #15, then Seattle & International #15, then N.P. 299 Class E-6 renumbered NP 365 Class E-4. Sold for scrap 1930s.
5	4-6-0	Cooke	1892	2223	Built as Everett & Monte Cristo #1 then N.P. 366 Class E-7, Sold to CC&C 2-15-25. Sold for scrap 1930s.
10	2-6-0	Alco Schenectady	Mar. 1906	39090	Built as Chicago Junction Rwy. #126, renumbered C.J. #102, Sold to CM&StP 597 11-1909, reno'd 6001 6-1910, reno'd 2976 9-1912. Sold to CC&C 12-28-1927. Scrapped 1930s—boiler went to cranberry industry in Grays Harbor, Wash.
15	2-8-2	Baldwin	Sept. 1916	44106	Built as Clear Lake Lumber Co. 200 then Puget Sound & Cascade Rwy 200. Now on display at Chehalis, Wash.
20	4-8-0	Schenectady	1897	4524	Built as N.P. #4, renumbered 14 Class X. Sold to CC&C 8-6-36. Scrapped 1956.
25	2-8-0	Baldwin	March 1920	53037	Built as Whitney Co. Ltd. 2501, then Astoria Southern 53. Acquired March 1944 and completely overhauled At U.P. Albina Shops, Portland, before put in service in April 1944. Now on display at Centralia, Wash.

Compiled by:
 Don H. Roberts
 151 N.E. 45th Avenue
 Portland 13, Oregon

CONSIST OF SNOWFLAKE LIMITED

From Al Haij

Northern Pacific excursion train sponsored by Vernonia, South Park & Sunset Steam R.R. on Jan. 29th, Portland to Cle Elum, Wash. & return.

N. P. Coach	# 526	N. P. Coach	# 520
“	# 517	“	# 502
“	# 506	“	# 500
“	# 521	N. P. Baggage	# 231
N. P. Baggage	#1599	N. P. Coach	# 597
N. P. Coach	# 514	“	# 595
N. P. Coach	# 593	“	# 508
“	# 592	“	# 515
S. P. Lounge	#2986	SP&S Lounge	“Mt. St. Helens”

ANSWERS TO RAILROAD QUIZ

1. G. N. # 2040	2-8-8-2	2. S. P. & S. # 910	4-6-6-4
3. N. P. # 5000	2-8-8-4	4. G. N. # 2008	2-8-8-0
5. S. P. # 4272	4-8-8-2	6. U. P. # 4010	4-8-8-4
7. Deep River #7	2-4-4-2	8. G. N. # 1951	2-6-8-0
9. Milwaukee #58	2-6-6-2	10. Uintah # 251	2-6-6-2T

LOS ANGELES OSTRICH FARM RAILWAY

All time roster:

1 Rhode Island ? 10 x 16 cyl. 35” dr. 0-4-0T 56 1/2” gauge

acq. Second hand from the east, to Santa Ana Railroad #1; to Los Angeles County R.R. #1; sold to Eagle Salt Works #3 on 9/03. NOTE: There is no engine of this size listed in R. I. Construction records so the builder is probably in error.

SANTA CLAUS RIDES THE DAYLIGHT

The San Joaquin Daylight, out of San Francisco December 23, 1966, with a capacity load of happy holiday travelers eagerly anticipating spending Christmas with loved ones, was about 2 hours behind schedule because of the very heavy travel and many of them were concerned about making connections with other trains at L.A. One passenger overflowed with the spirit of the season, and as he does all over the world on Christmas Eve, he suddenly appeared on the train a day before the designated day, Santa Claus, dressed in his eye-catching costume including white flowing beard, bells on his belt, and that important bag of goodies. “Appearance” was not enough for our Santa. He proceeded to “Work” the train, moving from car to car instilling the spirit of the season in all, and handing out treats from his bag to youngsters of all ages. The effect was electrifying, tired children were made happy and the spirits of their parents and of other adults were lifted. Like was wonderful after all and concerns and cares were made much less serious. Our Santa, Mr. Melville W. Sands, a teacher at Franklin High School, Portland, was enroute to L. A. to “play” Santa for his grandchildren, noted the depression among his fellow travelers and decided to make the journey more enjoyable. That he did by giving unselfishly of himself, for the enjoyment of others, Mr. Sands receives the heartfelt thanks from the Southern Pacific Company for a job well done.

*From the Southern Pacific “GRAPEVINE” 1/1967
Courtesy of M. E. Chadsey*

CANADA-1966 Part II

As you remember last month our hero was speeding towards Montreal on the "Super Continental" over 7 hours late. Would the connection with the "Scotian" be made or would an overnight stay in Montreal be necessary?

Well the "Scotian" was held for the "Super" but I found that those passengers who missed their connections with the "Chaleur" would be allowed spend the night in sleeping cars in Montreal station. Using this plan I decided that I had missed my connection and spent the night in the Montreal station. Since the "Panorama" was behind us and we didn't get in until 1:20am all the sleeping car passengers on the "Panorama" could stay on board if they wished.

The next morning a tour was made of the Canadian National's suburban operations was made. Their commuter lines are electrified and operate with MU cars, along with locomotive hauled trains. I left on an 11 car MU train to Cartierville. Since this was the morning rush hour the train was filled returning into Montreal. Back at Montreal station we left four of our cars and went out to Val Royal where the cars went through a crossover and returned to Montreal station with another full load. These seven cars were cut off and the remaining five cars moved out to the line to Duex-Montagnes. This line is single tracked most of the way and includes some real fast running with speeds of over 50mph reached in places. The right-of-way is real inturbanish with bridges and through the fields type of running. One of the MU cars had a horn on it of the type the Pacific Great Eastern uses which brought back memories of trips on that line.

The motorman on the train informed me that if I would return in the afternoon I could ride one of the locomotive hauled trains. In the morning I saw several of the locomotive hauled trains which were pulled with large centre cab GE electrics along with several pulled with box cab electrics.

A tour was then made of Montreals subway-the Metro. The Metro just opened in October after many years of promises followed by more years of construction. The Montreal subway is patterned after the one built in Parris-rubber tires. The cars are rather narrow but very modern inside. The trains operate in trains of 9 cars each with six power cars and 3 trailers. The control cabs stretched across the front of the power cars with make viewing the subway difficult. But by talking to the right people a ride was managed throughout most of the system. The driver is seated in the centre of the cab and has radio communication with the central dispatch point and with the driver on the opposite end of the train. There is a driver at each end of the train, so one rides backwards half of the time. I asked one driver if he worked 16 hours a day or got paid for only 4 hours worked since he worked only 50% of the time.

I was very mpressed with the system since it is new and modern. There were several drawbacks which caught my eye. First, the large advertising posters in the stations detracted from the beauty of the system. Second, the lack of a connection between the system and the CN's commuter operations. Thirdly, I couldn't find a good map of the system which made trying to follow it on the surface difficult.

As the afternoon was nearing I went back to the CN station (Gare) to ride one of the locomotive hauled trains. I found the motorman and we walked down to his train which was hauled by #180 a B-B English Electric built in 1924-a real historic piece of rolling equipment. The locomotive hauled trains operate to Cartierville since their slow speed makes it difficult to operate on the Deuz-Montagnes. On the way back from Cartierville the motorman wanted to know if I wanted to run the engine to val Royal? It didn't take much to talk me into that!

I got back to Montreal station in time to make my connection with the "Ocean". Montreal would be devoted more time on the way back.

