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THE TRAINMASTER

Pacific Northwest Chapter
 National Railway Historical Society
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PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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CALENDAR FOR SEPTEMBER 1970

- Friday
18 Sept. REGULAR MONTHLY MEETING
8:00 P.M. Program to feature diesel and electric locomotive slides from
Room 208 around the U.S. by Jack M. Holst
Union Station
- Sunday
27 Sept. Excursion with Hillcrest Climax #10 from Lake Cowitchan to
Victoria (60 miles). Bus will motorcade this extensive
Victoria freight train movement. Fare is \$15.00 Canadian. Contact
B.C. Jack Holst for further details.

ADVANCE CALENDAR FOR OCTOBER 1970

- Friday
16 Oct. REGULAR MONTHLY MEETING
 Details in next Trainmaster
- Saturday
10 Oct. Excursion "Two Steamers to Burney" - double-headed farewell to
 steam on the McCloud River. Trip from McCloud to Burney and
 return using McCloud #25 2-6-2 and Yreka Western #19 2-8-2
 on a 120 mile steam spectacular. Coaches and open air ex-
 cursion cars will be the consist. Fare is \$17.50 - write
 Pacific Locomotive Assn., 1244 Paloma Ave., Burlingame, Calif.
 for details.
- Sunday
11 Oct. Excursion "McCloud River Rattler" - freight trip with McCloud
 #25 from McCloud to Mt. Shasta and return. Consist is working
 freight cars plus open car and caboose for fans. Limited
 tickets available at \$17.50 each from P.L.A. (above).

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CHAPTER EXCURSIONS

Oregon Trunk Mixed

The mixed train trip to Bend this year was another railfan experience with plenty of train riding and picture taking. The lounge-sleeping car Mt. St. Helens left Portland on Friday, July 10th, on Burlington Northern #24 with a capacity crowd for Wishram and the connection with the Oregon Trunk train. Again as in the past years, an appearance was made at the Pastime Tavern; however, this time Ken Dethman was not there to astound and amaze the populace with his beard and flowing Arab robe. Morning found the car in the middle of the Deschutes River Canyon running the customary several hours late. After switching at Madras, the train continued on to Bend arriving around 11:00 A.M. The crew had called ahead to the local restaurant they frequent and extra fried chicken was prepared for the hungry mob from Portland.

The afternoon was spent in various ways with one group sightseeing (?) in Bend while others rented cars and journeyed to Prineville for the City of Prineville Railway and a return to Lava Butte and the lava caves nearby.

The departure from Bend was on time with our train consisting of an FA and RS3, the customary combine and the Mt. St. Helens, a true passenger train. A photo runby was made at Culver while waiting in the siding for a passing through freight and the mixed continued on to Madras to pick up one empty tank car (our only business for the evening). Stops were made at mile post 78.4 to pick up some fishermen and at Maupin where some of the Portland group left the train for a quick trip to the tavern while the train waited for over an hour for a meet. It is amazing how excited a bartender can get when eight people show up at one time in the three stool and one table establishment.

The trip back to Portland was in the grand style as a connection was made at Wishram with the Burlington Northern's #21, the Empire Builder-North Coast Limited. The dining car crew was expecting the station influx of hungry travelers and put forth the usual excellent breakfast found on the dining car Columbia.

While arrival back in Portland was a little late, on the Oregon Trunk Mixed trip the schedule is not important and only having an experience for the true believer is appreciated. Hopefully the trip can be run again next year on what must be one of the best railfan trips in the United States.

Scandia Limited

As in past years, the Scandia Limited was a financial and operational success. True to form, some committee members got ulcers because the public insists on waiting until the last week to buy their tickets and then it becomes necessary to try to shoehorn them into the existing equipment.

As an added attraction this year, an attempt was made to have the train powered by two ALCO FA type locomotives although this proved easier said than done. It seems that everyone knew about the locomotive assignment except the people in Vancouver

Scandia Limited (cont.)

and Hoyt Street yards. The two FAs came into town Friday where they were washed and put into the engine house to await Sunday's trip. The night dispatcher did not know about the engine assignment and sent them out on a turn to Pasco.

Sunday morning found the train waiting at the 10th and Hoyt Street yards for its engines. At 7:15 the consist came down the track; a C415 and a RS3! In the meantime back at the roundhouse the FAs had just returned and were frantically being fueled, cleaned and serviced. At 7:30 (train departure time) the hostler removed the 415 and RS3 and returned with the two FAs. The FAs must have felt that this was a special day for them since they covered the distance to Junction City in record time. At one time, the train was almost an hour late but arrival was only five minutes late. As is customary with all ALCO engines, the FAs gave the pollution control people heart failure but they were a photographer's delight as they smoked down the Willamette Valley.

Upon arrival at Junction City, the almost 500 passengers roamed through the festival site partaking of the various types of food and beverages. Others headed for the fire hall for the barbecued chicken dinner and a trip through the surrounding mint and farming area by bus. At 4:30 the FAs sounded two short blasts from their horns and the train left Junction City with tired, sunburned but contented passengers. As with most PNW trips, arrival back in Portland was on time.

To try to list everyone who made the trip possible would be impossible since not only Pacific Northwest Chapter members were involved. Excursion director Roger Phillips is to be commended for another excellent trip. The popularity of the trip over the past years attests to the organizational planning and execution that have made it a success. While it is a lot of work for many people, there is a great measure of satisfaction gained from the compliments the passengers pay the workers when the train has arrived in Portland. Already your excursion committee is working on next year's trip to make it bigger and better.

THIS N' THAT

SP ALCO units 7100, 7102 and 7106 on lease to the Burlington Northern have been returned to the Southern Pacific.....look for a relaying of the Traction Company's mainline from East Portland to Golf Junction with bigger rail and new ties. It is rumored that SP is seeking a bypass for their trains from Brooklyn Yard, a bottleneck on the division and a sore spot with the city council at Powell Blvd.....The Cascade has been reduced to tri-weekly service. At the same time, the SP has asked the public utilities commission for a 10% fare increase.....Ex-SP&S business car #99 has been sold to Monte Holm of Moses Lake Iron and Metal Company. The 99 has been replaced by the ex-NP car Yakima River as the region's business car.....The Oregon Pacific & Eastern has been sold

This N' That (Contd.)

to the Yreka Western Railroad Company and the railroad plans to move their steamer #19 to Cottage Grove for possible excursions next summer. The OP&E was sold since its parent, the Georgia Pacific Company, was a minor shipper on the line and wanted to dump the operation.....Gunderson Bros. is building 1,000 box cars for the SP and Cotton Belt. Delivery is at the rate of 10 cars a day.....The Bay Area Electric Railway Association operated a special train of 13 sleeping cars to Portland over the Labor Day weekend. The train arrived as the second section of the Cascade and returned to the Bay Area via the BN, McCloud River RR and SP.....UP operating many of the 6900 class locomotives into Portland. Observed was a 6900, DD45, 6900 and a GP.....Council Crest streetcar in Portland was moved to the TriMet shops for rebuilding.....Speaking of TriMet, the operations of the Blue Buses have been acquired by TriMet. Expected next is an order for almost 200 new air-conditioned buses.

WHAT EVER HAPPENED TO THE OREGON ELECTRIC DIESELS?

In the period just following World War II the Oregon Electric Railway acquired several RS1 locomotives at the same time the SP&S acquired theirs. The RS1s are the second major class of ALCO diesels to disappear from the SP&S after the demise of the FB units. The FB units were traded in on newer century units but what happened to the RS1s since ALCO is no longer in the business of building locomotives? The mystery has been solved:

- SP&S 50 (Serial 73757) sold February 27, 1970, to R. W. Pitman, Saratoga, California, FOB Portland, and way-billed out March 30, 1970, to the Mannix Company, Ltd., Calgary, Alberta, with the final destination PGE Railway yards, North Vancouver, B.C. routed BN Seattle, Island Tug and Barge to North Vancouver.
- SP&S 51 (Serial 73762) sold to the same as above but way-billed to Morrison Knudsen, Inc., Libby, Montana.
- OE 52; SP&S 52 (Serial 73570) sold December, 1968, to ALCO Products, Schnectady, NY.
- OE 53; SP&S 53 (Serial 73571) sold and forwarded same as unit 50 except waybilled out March 27.
- OE 54; SP&S 54 (Serial 73572) sold and forwarded same as unit 50 except waybilled on April 8.
- OE 55; SP&S 55 (Serial 73756) sold and forwarded same as unit 50 except waybilled out March 27.

Ed Berntsen

WILL THE MILWAUKEE ROAD EVER MAKE PORTLAND?

The Milwaukee Road was promised a route into Portland as part of the agreements covering the merger of the Burlington Northern. Six months later the Milwaukee is not yet in Portland.

According to the Milwaukee Road, they are requesting trackage rights over the Steel Bridge and access to the bridge via the Portland Terminal Railway. The Milwaukee wants to gain the right to run into Southern Pacific's Brooklyn yard. The problem seems to be that the Burlington Northern fears this move since the Milwaukee wants to be absorbed by the Southern Pacific and Union Pacific as part of the battle for the Rock Island (one needs a program to tell who is playing, ed.) The last thing the BN wants is for the SP to be able to serve Seattle and have trackage into Canada. Thus, SP would have a complete routing for freight not only north and south on the coast but also east and west. The BN has asked the ICC to hold application for access into Portland by the Milwaukee until the final decision in the Rock Island control case is made.

ABANDONED RAILWAYS ARE NOT NEW

The railfan of today can sometime be seen stomping through the underbrush following the roadbed of an old abandoned railway. While looking through some old copies of Railroad Stories magazine, your editor came upon an article of an abandoned railway that never operated almost 60 years ago! From the January, 1935 issue of Railroad Stories comes an article entitled "A North Woods Tragedy" by W. E. Butler:

In the northwestern part of California, where Indian Creek empties into the south fork of the Eel River, stands a large sawmill. Though it was built thirty-one years ago, it has never been used. Running from it toward the east for seven miles to the town of Moody, and then west for 10 miles to the Pacific Coast at Bear Harbor, is a well-constructed standard gauge railroad which also has never been operated.

For thirty years the engines of the road have stood where they were abandoned. For thirty years the right of way, with its numerous bridges over Indian Creek, has never felt the rumble of a train or the click of wheels on rail joints. For thirty years the sawmill, with expensive but unused motor equipment and six large boilers which have never held steam, rotted away among the brush and trees.

The story goes on to explain how this operation came to be abandoned before ever being used due to unfortunate circumstances of deaths, earthquakes and court cases. It is of interest to report that all

Abandoned Railroads Are Not New (Cont.)

traces of this operation were gone by the 1960's although Locomotive #1, a "Gypsy" geared locomotive built in San Francisco, was saved and is now on display at Ft. Humboldt in Eureka.

RIO GRANDE NARROW GAUGE

The states of Colorado and New Mexico have purchased a segment of the D&RG narrow gauge and hope to begin tourist operations over the line. The purchase included the 65 miles of railroad from Antonito to Chama, nine locomotives (5 operable and 4 for parts), freight cars and much M/W equipment. The line from Farmington to Chama will be scrapped and the 3rd rail removed from Alamosa to Antonito. The present Silverton-Durango line will remain in operation as an isolated line.

D&RG "Green Light"

ROUNDHOUSE BURNS

The former SP&S (now Burlington Northern) roundhouse at Vancouver, Washington, was totally destroyed by fire on Friday evening, Sept. 4. Severely damaged were RS-3 #93 which was in the paint shop, C425 #311 and one other C-424 or C425 whose number is not presently known, as well as two cabooses and many stores items.

The diesel shop was not damaged, but loss of the old roundhouse and its stationary boilers and air compressors left the diesel shop without steam or air. The two former SP&S steam generator cars have been pressed into service to supply shop steam.

The damaged locos may not be repairable. Number 93 is Alco/GE 81369 RS-3 built 10/1955 (BN #4073) and Number 311, Alco 3423-02 C-425 built 6/65 (BN #4251).