

THE TRAINMASTER  
PACIFIC NORTHWEST CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

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E.D. "Ed" Culp, President    2890 Ellis Ave, NE    Salem, Oregon  
Alfred Haij, Editor    6615 N Campbell Ave    Portland, Oregon  
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June 21, 1963    JUNE MEETING    8:00 P. M.  
BROOKLYN YARD "EXCURSION"

Our June meeting will be held on Friday evening, June 21<sup>st</sup>, the longest day of the year. It will feature a complete tour of all facilities at S. P.'s Brooklyn Yark (in Portland), including switching facilities, yard office, "roundhouse", freight house, rip track and car-repair facilities, Relief Train (wrecker), piggy-back ramps and the new operational center of S. P.'s subsidiary truck line, Pacific Motor Transport Co. (P. M. T.).

Brooklyn Yard has changed considerably since the days of steam when many of our members may have been there last. Although it does not have the hump yard or electronic equipment of a major railroad nerve center such as exists at Eugene, it offers an interesting insight into a modernized and coordinated rail and truck terminal designed to serve a major city within the limitations of space allowed.

We are to meet at the base of the yard control tower at the regular time - 8:00 P. M. Daylight time. There is ample parking on railroad property nearby. Entrance to this area of Brooklyn Yark is via S. E. Harold St. which connects with S. E. McLaughlin Blvd., the main east-side Portland-Oregon City highway. The tower can easily be spotted from S. E. McLaughlin.

Mr. Karl Perrin, Assistant Trainmaster, will show us all facilities and answer questions. Southern Pacific is going "all-out" to make this yard tour an interesting one. To save considerable time, it will be necessary to drive from one part to another part of the yard. It will be helpful if a considerable number of members bring cars. About 9:30 P. M. Daylight time we will end up at the facilities of Pacific Motor Transport Co., and one of their traffic representatives will show us through their brand new truck terminal and other buildings. In the basement of P. M. T's office building is a nice meeting room where complimentary coffee will be served our group. During or after this "coffee klatsch" we will hold a short business meeting, our last until September.

Train No. 20 is due Brooklyn at 6:55 P. M. (P. S. T.) Special arrangements can be made to detrain Salem and Willamette Valley members right at Brooklyn; also, after our meeting, to entrain these memebbers at Brooklyn No. 19 for the south. Miln Gillespie must be advised of these requests no later than Thursday morning, June 20<sup>th</sup>. Will you please advise Miln Gillespie in Portland (CA 2-6010) or Ed Culp in Salem (EM 4-6021) by Wednesday night (June 19<sup>th</sup>) if you plan to attend—this if for a coffee count.

ANNUAL SUMMER PICNIC

Our annual summer picnic is set for Harry Harvey's Shady Dell model live-steam layout near Mollala on Sunday, July 28<sup>th</sup>.

NATIONAL RAILROAD HALL OF FAME (NARHFAM)

Our member, Charles J. (Jeff) Keenan, is presently on a trip east to personally present certificates in connection with NARHFAM. On June 8<sup>th</sup> Jeff presented a certificate to Canadian National Railway officials honoring the famous Canadian railway civil engineer, Sir Casimir Gzowski. The late Sir Casimir was the builder of the famous international railway bridge between For Erie, Ontario and the American side at Black Rock, N.Y. He is the latest railroader to be elected to the National Railroad Hall of Fame. The Canadian National provided a special train for this event, and our own C. J. Keenan made the presentation in the middle of the span.

On June 10<sup>th</sup> "Jeff" presented a certificate to the Governor of Ohio commemorating the election of James J. Andrews to the NARHFAM "Hall of Railroad Romance". James J. Andrews the leader of the famous "Andrews Raid" during the Civil War, was a long-time resident of Ohio prior to his death. After visits in Phoenix and Los Angeles, Jeff Keenan plans to arrive back in Portland on S. P. "CASCADE" 6/20.

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THIS AND THAT

PRINEVILLE, OREGON-No city tax in Prineville again this coming year thanks to the city railroad. City set a budget of almost \$1,000,000 but earnings of the Prineville Railway will cover most of this. The railroad has been the city's principal income for years. It runs 18 miles to Redmond junction, carrying lumber and crops to the main line

MC CLOUD RIVER R. R. OF NO. CALIF. - Saturday June 22<sup>nd</sup> Pacific Locomotive Assn. and the Bay Area Electric R.R. Assn. and the Bay Area Electric R.R. Assn. are going to enjoy a ride behind steam power, through wondrous scenery with Mt. Shasta in the background. Cost - \$12.00 from McCloud to Barney and returning a full 112 miles. Train will consist of the 2-6-2 # 25, some empty log flats, 2 gondolas and a caboose, and will leave McCloud at 10 o'clock a.m. and return around 6:00 p.m. Numerous photostops.

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ATTN: AMATEUR MUSICIANS - A German "type" band is being formed by Ed Ellis Ross, who wishes all interested railroad enthusiasts from all local organizations to contact him at Lock Box 8811, Portland 8. Information he desires is whether you have an instrument, the time you would be available for practice and whether you would wish an instrument to be provided. Those already interested are Bob Hughes, Base Drum & Cym., Trumpet, Gordon Weiler and Snare Drum - Ed himself. Those positions open are Leader, Clarinet (E flat), Flute & Piccolo, Trombone, and Tuba. No age limit - children of members welcome.

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INDEX, WA. - Great Northern Railway is transforming the peaceful valley between Index and Goldbar into one of the biggest railroad projects in two decades -relocation of 3.75 miles of track at a cost of \$2,465,000. This will eliminate nearly a mile of troublesome right-of-way and reduce danger of rock slides. This involves construction of four bridges, one at the west end across the Skykomish another at the east end across the river. It will double the speed limit for freight trains—from 25 to 50 miles and hour—because it will get rid of 370 degrees of curves.

MAY MEETING

Thanks goes to Art Hamilton for interesting slides with particular emphasis on U. P. and Rio Grande Narrow-gauge steam, to Jack Holst for West Side Lumber logging lines in Tuolumne Co. Calif and to Wayne Bilderback on Australian steam and traction.