



THE TRAINMASTER

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MEETING:

March 20, 1964, meeting will be held in Room 208, Union Station Building, Portland, Oregon, 8 P. M., Mr. John Labbe will present Logging Railroads of the West Part II. John is an author a noted expert on Logging Railroads having grown up in the woods and been a logger. John has not lost his touch, he was one of the machinists from our club who helped in the construction of the Portland Zoo steamer. John gave us a fine program in September and now brings us a continuation of that program.

IT'S HERE:

After several delays, our new Bulletin heads are in use, thanks to Mr. Raymond Rogers for an outstanding Art job, and to Westab's Salem Div., Printing Foreman Eugene McIntire who did the printing for us.

KLICKITAT, WASHINGTON TRIP:

April 4, 1964 the Puget Sound Railway Historical Association and the St. Regis Paper Co., will run a farewell trip from Klickitat, Washington to the re-load Station. Departure time at Klickitat is 11:30 A. M. Driving distance from Portland is 90 miles. Use either Washington or Oregon Columbia River Highways east to Lyle, Washington thence north to Klickitat. Suggested that you bring a sack lunch. Returning time 6 P. M. Fare for Adults \$7.00, Children under 12 \$5.00. Equipment: Shay No. 5, Gondolas and S. P. & S. Ry. Cabooses. A waiver of liability and safety-rule agreement must be signed by all passengers. Please make a prompt sign-up as a minimum of 200 tickets must be sold. If enough are interested a Chapter Bus will be used for Portland area passengers. For reservations and tickets contact Puget Sound Railway Historical Assn., Oregon Office, 408 W. 9th St., The Dallas, Oregon 97058 or Miln Gillespie, President, Pacific Northwest Chapter N. R. H. S.

WEVERA OPEN HOUSE:

April 5, 1964, Willamette Valley Electric Railway Club is holding their first Public Open House at Glenwood Trolley Park from noon until dark. B. C. E. 1304 and P. G. E. Bridge River will be in service. See enclosed brochure for details.

OREGON ELECTRIC RAILWAY HISTORICAL SOCIETY:

announces that their General Manager, Mr. Paul Class, will leave April 13th on a trip to Brazil where he will negotiate the purchase of Open Trolley Cars. Anyone interested should contact the Oregon Electric Railway Historical Society, Inc., Glenwood, Oregon or Mr. Paul Class 1931 S. W. 10th Ave., Portland, Oregon. By direct negotiation Mr. Class will be able to obtain equipment at reasonable prices.

MESSAGE:

President Miln Gillespie has asked that the Trainmaster be mailed to each N. R. H. S. Chapter this month. We of the Pacific Northwest Chapter feel honored to be chosen as the host Chapter for the 1965 National Railway Historical Society Convention. Committees are already working on plans to make it worthwhile to cross the country to visit Oregon and the Pacific Northwest. We are pleased with the plans of the Iowa Chapter to run an "International Limited" to Portland, Oregon in 1965. In the meantime we are looking forward to co-operating with the two New Jersey Chapters who are sponsoring the 1964 National Convention. We should like to exchange Bulletins with every N. R. H. S. Chapter in order to become better acquainted.

Miln Gillespie, President, Pacific Northwest Chapter N. R. H. S.

SALEM NEXT:

April 17, 1964, our annual trek to Salem. Ed Culp is in charge of the program and promises to have the Flu Bug completely licked. We are pleased to report Ed is back on the job and will have more news for us in next Months Bulletin.

CONGRATULATIONS:

to the Pacific Northwest Live Steamers Club of Portland, Oregon. Their Bulletin No. 1 March 1964 is a real fine work. We have enjoyed association with Messrs: Harry Harvey, George Burton, Jack Norton and Jeff Richardson members of our Chapter who are active in the "Steamers". Our very best wishes to this new group.

news NOTES:

Many thanks to all of you fellows who dropped me a line this past month with fine coverage of Railroading in the Pacific Northwest.

Roger Corbin reports the acquisition of two three truck Shay Locomotives for the Puget Sound Railway Historical Association museum at Snoqualmie, Washington. Both engines are at Centralia, Washington, where the Puget Sounders are in the process of rebuilding a siding for movement of the engines to a track connection with the Northern Pacific Ry.

Marsh Beall has done a good job of keeping us posted. The Wall Street Journal of February 18th has an excellent report on the Chicago and Northwestern Railway's Commute service in the Chicago area. Contrary to popular belief, the Northwestern has demonstrated that Commuter trains can be profitable. W. S. J. Pacific Coast Ed.

From the February 11th Wall Street Journal the report of the Grade Crossing study Committee of the Interstate Commerce Commission. This is welcome reading for those of us who for years have felt the I. C. C. has taken an overly protective Public position on the issue of Grade Crossing protection costs. All too often the Railroads have been required to bear the largest portion of the costs of such projects. The commission report also notes that enforcement of laws requiring motor vehicles to stop at railroad crossings is "woefully weak". The I. C. C. study bears out a report given by Judge R. B. Kester, Counsel for the Union Pacific RR, presented to the Oregon Legislature several years ago, in which he stated that over 50% of the grade crossing accidents in the State of Oregon involve automobiles hitting trains after the engine has crossed the crossing. In more than 50% of the grade crossing accidents the hours were during daylight. The facts appear to be that the motoring public has little regard for the danger that exists at grade crossings. Our public agencies seem even more reluctant to bear a fair share of the costs of grade crossing protection that benefit the motoring public.

The Bulletin Head of the Old Dominion Chapter N. R. H. S., Richmond, Virginia is a very impressive one. We also noted Editor Wally Johnson's credit for the report of the City of Prineville operation. Wally I hope our mailings are a little more current than June 1963?

The Great Northern Railway noted with justifiable pride the 35th anniversary on January 12th of their Cascade Tunnel, longest in the Western Hemisphere located at Scenic, Washington. The tunnel is 7.79 miles long and was operated under wire from 1928 to 1956. In 1956 the Great Northern installed at a cost of \$650,000 a ventilating system which includes a door at one end of the tunnel that opens automatically on the approach of trains. With adequate ventilation diesel power operates over the former electrified line. In 1962 continuous Radio transmission was installed in the tunnel to allow uninterrupted communication.

As a special treat to those of us living in the Willamette Valley the Southern Pacific operated the Krauss Maffie Engines Nos. 9000 and 9001 in freight service the last week in February between Eugene Yard and Brooklyn, Oregon. All reports indicate that the engines turned in better than hoped for records.

Hearings were conducted this past Month by the Interstate Commerce Commission at San Francisco, Klamath Falls, and Portland, Oregon concerning the request of the Southern Pacific Company to curtail the winter service of the Shasta Daylight Trains Nos. 9 - 10. There was so much conflicting testimony that your editor extends sympathy to the examiner who will have a lot to weigh. Perhaps you will allow me to say that I suspect politicians are delightful optimists... 'nuff said.

Walter Grande, our former editor, has written an interesting paper on the Mock Engine used in the T. V. series Petticoat Junction which will be acquired by the Hoyt Hotel in Portland, Oregon. I want to make a special issue of this paper so will run it when we do not have enclosures as is the case this month.

Speaking of enclosures, we have two this time. The Klickitat, Washington Shay Trip April 4th and the April 5th Open House at the Trolley Park at Glenwood. This gives you fans a real week end...

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