



THE TRAINMASTER

JANUARY 1967
103

President	Jack M. Holst	, 12930 N.E. Tillamook St.	Portland, Ore.
V.P.	Charles Storz	, 146 N.E. Bryant St.	Portland, Ore.
Sec. Tres.	Ken McFarling	, 7417 S.E. 20th St.	Portland, Ore.
Editor	Alex Ceres	, P.O. Box 8853	Portland, Ore. 97208
Director	Al Haij	, 6705 N. Campbell	Portland, Ore.

JANUARY MEETING NOTICE

January meeting of the Pacific Northwest Chapter of N.R.H.S. will be held on Friday evening, January 20th at 8:00 pm. in Room 208 of the Portland Union Station.

Program will consist of a series of fine color slides by our member Roger Sackett, former member of the Intermountain Chapter. Featured will be slides of Colorado railfan trips, display engines, and shots of abandoned narrow-gauge grades.

1967 Dues are now payable. Ken will accept dues at the meeting.

LOCAL RAIL NEWS

The triple unit lounge-dining cars have been removed from the "Cascade" for repairs and have been replaced with a coffee shop car and a lounge car. No word as to when they will be returned to the train.

Louis Menk, President of the Northern Pacific was in Portland January sixth, inspecting the S.P. & S. Menk assumed the presidency of the S.P. & S. on January first.

Guy F. Atkinson Co. has sold one of their small O40 Whitcomb diesels to the Port of Pasco, Washington. This loco had been stored in the G. F. A. yard in Parkrose for several years.

Christmas time is always a busy travel season for the railroads serving Portland. Since ye olde editor (ex editor) was not here for Christmas this year, Al Haij furnished the consists of the "Cascade" during Christmas week. December 26th was probably the peak travel day, with over 500 coach passenger on #11. Following is a list of PASSENGER CARRYING equipment (no locos or head end cars listed).

		CONSIST OF S.P. #11 "CASCADE" DEC. 26, 1966	
SP	#		
	2235	Coach	
	2421	"	
	2420	"	
	2403	"	
	2402	"	
	10605	Automat car	
	2428	Coach	
	2353	"	
	2434	"	
	2433	"	
	10283-4-5	Triple unit dining-lounge car	
	9000	Sleeper	
Pacific Island		"	
	9003	"	
	9354	"	
	9020	"	
	9023	"	

TO OUR MEMBERS AND FRIENDS :

With this issue of the "Trainmaster" we will have a new editor, Alex Ceres. Alex is from Harrisburg, Pennsylvania and recently moved to Portland. He is Chief Designer for the Oregon Historical Society.

Ye olde editor (Ed Immel) has asked to be "let off the hook" so to speak since it looks like Uncle Sam will finally catch his victim this summer. The editor of the "Trainmaster" would be a little out of touch stationed in Viet Nam. I have enjoyed working as editor over the last couple of years and will continue to serve as associate editor as long as possible. I am sure Alex will do an excellent job as editor.

Ed Immel

This issue of the "Trainmaster" will be little more than a few brief pages due to the change of editors proposed changes of the format of this paper.

I wish to extend the happiest of new years to you all.

Alex Ceres

RAILROAD QUIZ

Ok Fellows, scratch your heads a little and see if you can correctly identify the CITY in which the following famous (and in some cases obscure) locomotive builders had their main erecting shops. Give yourself 10 points for each correct answer. Anyone getting 80 or more must be a professional railroad historian....anyone getting less than 20 points must isn't paying attention!

1. Cooke Locomotives & Machine Co. (Cooke Works, American Loco. Co.)
 2. Mason Machine Works
 3. Climax Manufacturing Co.
 4. Hinkley Locomotive Co.
 5. Rogers Locomotive & Machine Works (Rogers Works, Amer. Loco. Co.)
 6. H. K. Porter Co.
 7. Moore & Richardson
 8. Heisler Locomotive Works
 9. Brooks Locomotive Works (Brooks Works, Amer. Loco Co.)
 10. Davenport Locomotive Works
-

PRESIDENTS MESSAGE

Our Christmas layoff of meetings is behind us now and I hope that everyone is eager to get back to the railroad hobby. I hope we have an excellent turnout for the January meeting. During the past year, the club had many interesting programs that were missed by a number of members....how about a big turnout this year! Remember that this is our club, and only by participation can you achieve the full benefits of your membership.

This past year much was accomplished by the club. Moving our lounge car from OMSI to the rails was the largest accomplishment....we still have to get it to the Oaks Park this coming year. Other projects included our most successful first public excursion to Goldendale, Wash. We hope to have another excursion in 1967. Our club outing to the flume railway at Electron, Washington (a joint affair with the Tacoma Chapter) was a lot of fun. Ed Immel & Lee Jackson tell us of a similar railroad at Bull Run....perhaps a trip on it will be forthcoming this summer.

Jack Holst

CANADA, 1966

By Ed Immel

"You must be nuts going to Canada in the winter" pretty well sums up most of the reactions to my trip to Canada in December. But winter is also a great time to see railroading in action where the weather is a real enemy to deal with. Armed with my Canrailpass (#1507) I set out on a 11, 300 mile trip on the Canadian National which would take me from Vancouver to Newfoundland. For eighteen days my home would be a sleeping car.

I left Vancouver on the first section of train 2 "The Super Continental" in roomette 3 car 224. After the bus ride between Portland and Seattle the GN's parlor car on the "International" was most welcomed. And the "International" would be my last US train I will ride until I returned to Vancouver.

At this time a short word might be said about the CN's fare arrangements. Since I was not a resident of Canada I purchased a Canrailpass, which for \$99 (\$92US) allows 30 days of unlimited coach travel on the Canadian National. For an additional 90 dollars I got 32 meals and 12 nights in a sleeping car since on the CN meals are included with sleeping car space.

Morning saw #2 at Jasper, Alberta, the first of many time changes which have to be made crossing Canada. The train had an ex-B&O dome sleeper, the "Sunlight Dome" in its consist and the passengers crowded into it to catch the scenery of the Canadian Rockies. This dome car is an Edmonton-Vancouver sleeper and is attached or removed at Edmonton. On this particular trip there was only one person using the car.

The station at Edmonton is probably one of the best and most modern stations in all of Canada. It was opened in November 1966 and is located at the base of CN's 20 story office building in Edmonton. The station itself is below ground and is equipped with the most modern of furnishings included TV broadcasting of arrivals and departures. In the front of the station is a large chromed driving wheel from a CN mountain type locomotive which commemorates the dedication of the station. At Edmonton was the first sign of the extensive use of French in station signs and directions. While the menus are half French, Edmonton was the first place Care was used along the Station.

The next morning saw the train arrive fifteen minutes late in Winnipeg. At the station was the Northern Pacific train for Fargo, ND. Because of holiday traffic the regular RDC's were replaced by a Funit and several coaches. They cut the train up and added another coach and removed the Saskatoon-Winnipeg sleeper. During this time there was no steam on the train and with the temperatures at -5 the passengers got pretty cold. One of the three units on the train was removed, which proved to be the start of quite an adventure for later in the day one of the units broke down.

As we rolled through the northern Ontario countryside in the bright sunshine, it was hard to believe that it was below zero outside. Everything was covered with a white blanket of snow. At Sious Lookout passengers were viewers of a plane crash next to the right-of-way. Several miles out of Armstrong, Ont. the train started losing steam pressure and several cars were starting to get cold. Then with the train half into a siding we lost our air blocking the mainline. Finally we managed to make it into Armstrong where we were to sit for almost three hours with an outside temperature of 35 below zero. Our lead unit #6502 (EMD-1956) had its air compressor frozen and engine air intake was clogged with frozen snow. They shut the unit down and we sat in the cold and snow until another engine could be stolen from a freight to power the train to Montreal. Several of us were in the lounge car and we promised that if we woke up in the morning and found us still at Armstrong we would burn the station down as a form of protest.

But finally sometime after midnight we stole a Geep #4476 from a westbound freight and the train got under way. By now the train was over four hours late. With the freight unit on the head end it was impossible to gain time since it was greared lower than our passenger units. We kept losing time until we got to Caproel, Ont. where we were 8 hrs and five minutes late. Every time we would get rolling good we would have to take a siding. Several meets had us waiting for over 15 min. There were 32 passengers who were planning to catch planes at Dorval airport, out of Montreal; several of them were bound for Europe and couldn't catch a plane for several days.

After a quick stop at Ottawa, the plane passengers were told that they would be housed in Montreal until their flights. The station at Ottawa is new, having been opened in the summer of 1966. It is one of the most beautiful large stations I have ever been in. It is modern and well planned.

(cont. next month)

* * * * *

Consist of Canadian National train #2 (1st section) at Caproel, Dec. 19, 1966.

#4476	EMD 1954	5594	Coach	Farnham- sleeper
6502	EMD 1956	5643	"	
6607	EMD "B" unit	Skeena River	sleeper	
9186	Baggage-Express	Val St. Michel	"	
Point Aconi-	Dormette	1347	Dining car	
487	Coach	Bon Jour	Jounge car	
3105	Café-Coach	Evandale	sleeper	
		Eureka.		

Many of our club members answered the questionnaire sent out last year with the statement that they were interested in writing a booklet on the history of the Oregon Electric. Would those who have roster data, photos, or other forms of historical matter concerning the O.E. please drop a note to the editor. Once it is ascertained who has material that will be helpful, a meeting of those interested in work on this project will be set up. We have facilities for printing such a booklet available to us at little expense and a first rate publication job can be done. Here is our opportunity to make a name for the Chapter in the History field and perhaps even make some money for the treasury.

Also in the mill for publication in the "Trainmaster" is an all time roster of locomotives of the Spokane, Portland & Seattle. If enough material is obtained, this too may be published in booklet form.

ANSWERS TO QUIZ

- | | |
|---------------|----------------------|
| 1. Cooke | Paterson, New Jersey |
| 2. Mason | Taunton, Mass. |
| 3. Climax | Corry, Penn. |
| 4. Hinkley | Boston, Mass. |
| 5. Rogers | Paterson, N. J. |
| 6. Porter | Pittsburgh, Penn. |
| 7. Moore & P. | Cincinnati, Ohio |
| 8. Heisler | Erie, Penn. |
| 9. Brooks | Dunkirk, N. Y. |
| 10. Davenport | Davenport, Iowa |

ALL TIME LOCOMOTIVE ROSTER

NORTH TOMAWANDA NEW YORK
CHICLE AND TEA GROWERS ASSOC.

This issue concludes the all time roster of Lima Shays in Canada.
Additions and correctios to this list should be directed to Jack Holst.

Commencing with this issue is the first of several installments of Ed Immel's 12,000 mile rail tour of Canada.

Lets keep these cards and letters coming in folks.....Jack and I sure do appreciate them!

EXCURSIONS COMING UP

Pacific Locomotive Association annual winter snowplow trip on the McCloud River using steamer # 25 2-6-2, snow plow and cabooses. January 28th, leaves McCloud, Calif. 10:00 am. Fare \$19.95, adults only. For details call Jack Holst, 255-0631.

V.S.P.&S. winter snow trip to Stampede Pass via N.P. January 29th Fare \$12.95, children \$6.50. Tickets available from N.P. Ticket offices or by mail from Vernonia, South Park & Sunset Steam RR, 8138 S.E. 13th Portland, Ore. Or phone 244-8744 for details.

NEXT TIME RIDE THE TRAIN

C.N.	DATE	GAGE	CYL.	DRS.	WT.	TKS.	OWNERS	LOCATION
3300	4/26	Std	12x12	36	60	2	Bloedel, Stewart & Welch #9	Franklin River, B.C.
3308	2/27	Std	11x12	32	50	2	Fairservice & Gierin Timber Co. #2 Kapoor Lumber Co. #2 Ocean Timber Co. #2 Mayo Lumber Co. (D) Lake Logging Co. #4 Western Forest Industries #4	Mile 70, V.I., B.C. Sooke Lake, B.C. Cowichan Lake, B.C. Paldi, B.C. Cowichan Lake, B.C. Honeymoon Bay, B.C.
3311	6/27	Std	11x12	32	50	2	Merrill & Ring Lumber #2 Comox Logging & Rwy. #12	Squamish, B.C. Lacysmith, B.C.
3312	10/27	Std	13x15	36	PC	3	Bloedel, Stewart & Welch #11	Menzies Bay, B.C.
3313	7/27	Std	14 ¹ / ₂ x15	36	90	3	Island Logging Co. #3 Malahat Logging Co. #3 B. C. Forest Products #6	Duncan, B.C. Port Renfrew, B.C. Youbou, B.C.
3317	2/28	Std	13x15	36	PC	3	Weyerhaeuser Timber Co. #5 B. C. Forest Products #17	Rainier, Wash. Youbou, B.C.
3319	9/28	Std	13x15	36	PC	3	Cascade Timber Co. #109 St. Paul & Tacoma Lumber #12 Bloedel, Stewart & Welch #29 Canadian Forest Products #29; #118	Hoodsport. Washington Ohop, Wash. Franklin River, B.C. Englewood, B.C.
3320	7/28	Std	13x15	36	PC	3	Mayo Lumber Co. #4 Lake Logging Co. #5 Hill Logging Co. j#1 Western Forest Industries #5	Paldi, B.C. Cowichan Lake, B.C. " Honeymoon Ba, B.C.
3326	2/29	Std	13x15	36	PC	3	Hedlund Lumber & Mfg. #6 Chinook Lumber & Mfg. #6 Hauser Construction Co. #6 International Timber co. #6 Elk River Timber Co. #6	Marcus, Wash. Republic, Wash. Holbrook, Ore. Campbell River, B.C. Quinson, B.C.
3328	1/29	Std	13x15	36	PC	3	Victoria Lumber & Mfg. Co. #9 Victoria Lumber Co. #1099 MacMillian & Bloedel, Ltd. #1099	Chemainus, B.C. " "
3329	1/29	Std	13x15	36	PC	3	Cathels & Sorenson #2 Renfrew Logging Co. #2 Cameron-Hemmingsen Logging #2 B. C. Forest Products #2	Port Renfrew, B.C. " " "
3330	2/29	Std	13x15	36	PC	3	St. Paul & Tacoma Lumber #11 Victoria Lumber & Mfg. Co. #8 Victoria Lumber Co. #1088 MacMillian & Bloedel, Ltd. #1088	Kulshan, Wash. Chemainus. B.C. " "

C.N.	DATE	GAGE	CYL.	DRS.	WT.	TKS.	OWNERS	LOCATION
3334	4/20	Std	13x15	36	36	3	Tideport Logging Co. #1 Consolidated Timber Co. #1 R. L. Smith Lumber Co. #1 B. C. Forest Products #19	Kerry, Ore. Glenwood, Ore. Canby, Calif. Youbou, B.C.
3335	9/29	Std	13x15	36	PC	3	Shawnigan Lake Lumber Co. #3 Bloedel, Stewart & Welch #17 MacMillian & Bloedel, Ltd. #1017	Shawnigan Lake, B.C. Franklin River. B. C. “
3339	8/29	Std	11x12	32	60	3	Eagle Lake Spruce Mills #2 Great Central Sawmills #2 Bloedel, Stewart & Welch #15	Giscome, B.C. Great Central, B.C. Frankling River, B.C.
3340	9/29	Std	13x15	36	PC	3	Island Logging Co. #4 Victoria Lumber & Mfg. #10 Victoria Lumber Co. #1010 MacMillian & Bloedel, Ltd. #1010	Duncan, B.C. Chemainus, B.C. “ “
3344	2/30	Std	13x15	36	PC	3	Merrill-Ring & Wilson, Ltd. #4 Salmon River Logging Co. #5 Kelley Logging Co. #1 Canadian Forest Products #-(parts)	Rock Bay, B.C. Kelsey Bay, B.C. Queen Charl. Isl., B.C. Englewood, B.C.
3347	3/30	Std	13x15	36	PC	3	Mason County Logging Co. #1 Kosmos Timber Co. #1; #10 Bloedel, Stewart & Welch #27 MacMillian & Bloedel, Ltd. #1027	Olympia, Wash. Kosmos, Wash. Franklin River, B.C. “
3349	4/31	Std	13x15	36	PC	3	Dolbeer & Carson Lumber #4 Alberni Pacific Lumber Co. #4 MacMillian & Bloedel, Ltd. #1031	Eureka, Calif. Port Alberni, B.C. Franklin River, B.C.
3350	4/36	Std	13x15	36	PC	3	Merrill-Ring & Wilson, Ltd. #5 Mayo Lumber Co. (D) Hillcrest Lumber Co. #11 Canadian Forest Products #11; #115 Railway Appliance Research, Ltd #115	Rock Bay, B.C. Paloi, B.C. Mesachie Lake, B.C. Englewood, B.C. N. Vancouver.
B.C.								
3352	6/38	Std	13x15	36	PC	3	Bloedel, Stewart & Welch #19 MacMillian & Bloedel, Ltd. #19; #1019	Franklin River, B.C. “

List compiled from Lima Loco Wks. &
Hofius Steel & Eqpt. Co. records

Jack M. Holst
12930 N.E. Tillamook St.
Portland 30, Oregon

Compiled 8/58
Revised 7/63