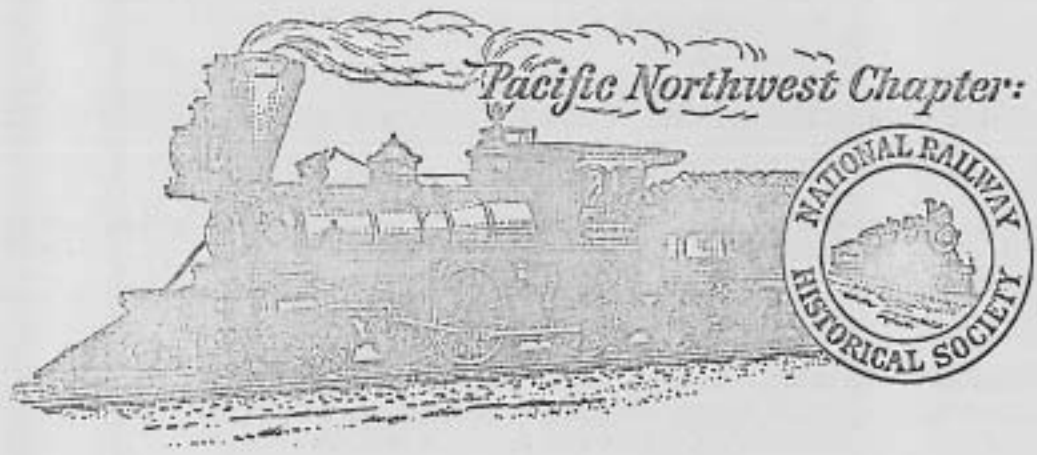


Dec 69



**THE TRAINMASTER**  
**ROOM 1, UNION STATION**  
**800 NW SIXTH AVENUE**  
**PORTLAND**  
**OREGON 97209**

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NATIONAL RAILWAY HISTORICAL SOCIETY  
PACIFIC NORTHWEST CHAPTER

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CHAPTER NEWSLETTER  
("THE TRAINMASTER")

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CHAPTER ACTIVITIES

meetings	Once each month (except during July, August, & December) on the third Friday evening at 8 PM in Room 208 of the Union Station
excursions	One public excursion each year, "The Scandia Limited", to the Scandinavian Festival at Junction City, Oregon. Other "members only" trips by private railway car to places like Bend, Oregon or Spokane, Washington.

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## CALENDAR FOR DECEMBER 1969

Friday  
19 December

No meeting scheduled due to the holiday season.

Wednesday  
31 December  
9:30 P M  
Track 5  
Union Station

NEW YEAR'S EVE EXCURSION

There is still some space available for this PNW Chapter (of NRHS) "first" - a private car trip on New Year's eve to the bustling railroad community of Wishram, Washington. Also for the first time, ladies will be invited to participate. Fare is just a nominal ten dollars (\$10) per person for this gala event which will also include a well-stocked buffet and beverages. See flyer included with the November issue for further details and reservation form.

## ADVANCE CALENDAR FOR JANUARY 1970

Friday  
16 January

REGULAR MONTHLY MEETING

Program to be announced in January issue.

Saturday  
24 January  
Denver  
Colorado

STEAM TRAIN EXCURSION WITH UNION PACIFIC #8444

The Colorado Midland Chapter of NRHS is sponsoring a "Steam in Winter" excursion from Denver, Colorado to Laramie, Wyoming and return. The fare, including three meals, is \$27.50 (fare for children under 12 is \$17.50). For detailed information and/or tickets write to: Colorado Midland Chapter, NRHS at 1323 Server Drive, Colorado Springs, Colorado - - 80910.

Saturday  
31 January  
McCloud  
California

PLA SNOW TRIP WITH MC CLOUD RIVER RR STEAMER #25

The Pacific Locomotive Association is sponsoring another "Snow Trip" on the McCloud River Railroad. Fare is \$17.50. For information and/or reservations write to: Pacific Locomotive Association at 3904 19<sup>th</sup> Street, San Francisco, California - - 94114.

## ADVANCE CALENDAR FOR FEBRUARY 1970

Friday  
20 February

REGULAR MONTHLY MEETING

Reserve the date now!

## PACIFIC NORTHWEST CHAPTER

## REPORTING MARKS &amp; A.C.I. FOR CAR 598

The A.A.R. has assigned the reporting marks "PNWC" to the Pacific Northwest Chapter for use on observation car 598. Application for reporting marks was made necessary by the requirement for Automatic Car Identification labels on all railroad equipment by January 1, 1970.

For A.C.I. purposes the mark "PNWC" has been assigned the numerical designation 925. For car 598 it will be preceded by a "7" which indicates passenger equipment in the A.C.I. system. In numerical terms the label for car 598 will read: 7 925 000598.

Each A.C.I. label consists of thirteen "lines" or, more correctly, label modules. Labels begin with a "start" module and end with "stop" and "validity check digit" modules. The complete label for car 598 will therefore be arranged as follows: "start", 7 925 000598, "stop", "validity check digit".

By way of background, Automatic Car Identification was adopted by the railroads as a means of rapidly and accurately reported car movements to their computerized information systems. In addition to the Sylvania "KarTrak" system which is coming into use, systems by Abex and Wabco were considered. According to the AAR evaluation study the Wabco system was turned down due to possible danger to personnel from its laser scanner. The Abex system was discounted because of expensive labels requiring very critical placement on car sides.

Chuck Storz

## NEWS OF SOUTHERN RAILWAY SYSTEM

According to the Wall Street Journal, four railroads owned or controlled by Southern will be consolidated into one unit to be called Central of Georgia Railroad.

Central of Georgia Railway will be largest of the four lines to join the new corporation. The other lines also losing corporate identity are: Wrightville & Tennille RR, Georgia & Florida Rly, and the Savannah & Atlanta Railway.

Although not reported in the WSJ, Mr Claytor, President of Southern Railway System has been very instrumental in placing a number of steam locomotives in operation on the Southern and other roads. Thanks Mr Claytor!

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## THE LAST ROUNDUP?

By Mike Denuty \*

In the years past, large meetings in the United States usually prompted the accumulation of a large number of Pullman cars at the event. In the second week of July, 1969 the last "roundup" so to speak of Pullman cars occurred in the Spokane, Washington area as thousands of Boy Scouts converged on Farraget, Idaho for their national convention. The Pullman Company was at this time being dissolved but the action was put off until the Boy Scout function was over. Listed below is the last roster of special Pullman cars assembled in the United States.

Train "A" passenger Extra 2544 (Great Northern) West July 10, 1969. All Pullman

Railroad	Number	Name	Notes
B&O		Muscatatuck	
ATSF		San Miguel Valley	
GN	1272	Spokane River	
GN	1270	Tobacco River	
L&N		Short Leaf Pine	
ATSF		Mescalero Valley	
ATSF		Verde Valley	
PRR		Richard Beatty Mellon	
CB&Q		Silver Flower	
ACL		Okefenokee	
Seaboard	54	Pinehurst	
Seaboard	52	Henderson	
GN-CB&Q	1179	Siyeh Glacier	
SP	9351		
UP		National Domain	
UP		National Embassy	
L&N		Florida Surf	stainless steel car
L&N		Whispering Pine	regular blue
ATSF		Antelope Valley	
GN	1291	St Nicholas Mountain	observation car

\* Editor of "Yardbull", newsletter of Inland Empire Chapter, N R H S

## PACIFIC NORTHWEST CHAPTER

The Last Roundup, cont'd.

Train "B" passenger Extra 2529 (Great Northern) West arrived July 13, 1969.

Railroad	Number	Name	Notes
Southern	2018	Tombigbee River	
Southern	2014	Shenandoah River	
C&O	2614	Virginia Hot Springs	
C&O	2604	City of Charlottesville	
PRR		Union County	stainless steel
Seaboard	27	Norfolk	
PRR		Greenwood	
C&O	2608	City of Williamsburg	
GN	1198	Manitoba Club	Pullman-lounge
ACL		Glynn County	
SP	9051		
C&O	2602	City of Montgomery	
C&O	2653	City of Holland	
PRR		Middle River	stainless
C&O	2628	City of Lynchberg	
B&O		Shenango	
UP		Pacific Home	

Great Northern Extra 432  
arrived 5:23 A M July 14, 1969

RF&P		King and Queen	PRR tuscan paint scheme
PRR		Patapsco	stainless
SP	9022		
UP		Pacific Guard	
UP		Pacific Harbor	
UP		Pacific Light	
UP		Pacific Cruiser	
UP		Pacific Heights	
SP	9038		
UP		Pacific Park	

## The Last Roundup, cont'd.

Railroad	Number	Name	Notes
UP		Pacific Cove	
UP		Pacific Lodge	
UP		Pacific Bridge	
UP		Pacific Hills	
PRR		Imperial Beach	
PRR		Imperial Trees	
CB&Q		Silver Vista	Dome-observation, round end

Passenger Extra 2519 (coach) (unloaded at Sandpoint, Idaho) coaches only arrived Hillyard 1:40 P M July 14, 1969.

GN	H-11	heater car
GN	1204	coach
GN	1002	coach, ex UP car
GN	1004	coach, ex UP car
GN	1134	coach
GN	1007	coach, ex UP car
GN	247	baggage used as commissary?
US Army	89615	kitchen car
GN	257	baggage used as commissary?
GN	1302	ex 1190 series observation
GN	1082	coach
GN	1077	coach
GN	1080	coach
GN	1092	coach

All above trains Great Northern. All Pullman except last one listed. All stopped for meals except for above coach train. All of the Great Northern Pullmans were stored intact (except for one train on two tracks north of Francis Avenue Bridge in Hillyard). Coaches stored at Spokane yard.

Listed below are some of the coaches on one of the elongated SP&S #4's and the consist of the only Northern Pacific special. NP train broken up in Athol and Spokane passenger yard. Also included in one last Great Northern special which ran as the second section to train #31 (Empire Builder).

## PACIFIC NORTHWEST CHAPTER

The Last Roundup, cont'd.

NP Special Train

Railroad	Number	Name	Notes
C&O	2621	City of St Helens	
Southern		Hiwassee Valley	
Southern		Tennessee Valley	
IC		Magnolia State	
IC		Banana Road	
NP	597		coach
NP	239		baggage
N&W	1732		coach
N&W	1724		coach
N&W	1720		coach
N&W	1734		coach
NP	235		baggage
NP	236		baggage
N&W	1730		coach
N&W	1726		coach
N&W	1727		coach
N&W	1723		coach
N&W	1728		coach

Left at Athol

CB&Q	1016		baggage
N&W	1347		baggage
N&W	1349		baggage

SP&S #4 arriving Spokane July 7, 1969 had  
the following coaches for Boy Scouts  
(engines 806, 153, 141 - 14 cars)

SP&S	280		standard coach
SP&S	303		Pullman-standard coach
SP&S	307		stainless ex KATY coach
SP&S	308		stainless ex KATY coach



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## The Last Roundup, cont'd.

Railroad	Number	Name	Notes
SP&S	305		Pullman-Standard coach
SP&S	301		Pullman-Standard coach
SP&S	276		standard coach
SP&S	275		standard coach

GN #27 on July 15th had the following cars set out at Spokane

CB&Q	4657		coach
CB&Q	4653		coach

GN Second 31 (Empire Builder) arrived Spokane July 15, 1969 (engine 2543)

SP	9357		
GN	1265	Chumstick River	
GN	1267	Skagit River	
B&O		Guyandotte	
ACL		Harnett County	
ACL		Ware County	
UP		National Form	
UP		National Command	
UP		National View	
UP		Pacific Falls	
SP	9352		
SP	9354		
L&N		Curley Pine	
SP	9000		
PRR		Elberton	stainless
GN	1261	Sun River	
GN	1290	Appekunny Mountain	observation

That is a total of 74 Pullman cars, a sight one will probably never see again in the United States. Does anyone have any pictures of these cars in the Great Northern yard?

## PACIFIC NORTHWEST CHAPTER

## CLIPPINGS

from the "Wall Street Journal", 21 October 1969:

MORRISON-KNUDSEN UNIT PURCHASES HALF  
INTEREST IN CANADIAN COAL VENTURE

Boise, Idaho - Morrison-Knudsen Inc. said a subsidiary has purchased a 50% interest in "extensive" coal properties in the Elk River Valley area of southeastern British Columbia from Scurry-Rainbow Oil Ltd., Calgary.

The properties, which the Idaho construction and engineering concern says contains deposits of high-grade coaking coal estimated "in excess of 100 million tons," will be mined by open-cut methods by a jointly owned operating company of Morrison-Knudsen and Scurry-Rainbow.

The coal, which will be transported by unit train to Roberts Bank, a port near Vancouver, will be marketed principally in Japan, Morrison-Knudsen said. Mining operations are expected to begin "late in 1971" and first deliveries should begin in "early 1972," it said.

The operation will mark the first time Morrison-Knudsen has operated such a mining venture, although the company often has acted as an operator for other concerns.

Editors note: Does this explain several of the ALCO 636  
demo units bearing Morrison-Knudsen logo?

THIS N' THAT

There are two beautiful  $\frac{1}{2}$  inch scale live steamers on display in the lobby of the Hoyt Hotel. They were built in the late 40's by Charles Austin. Don't miss them!

An addenda sheet to the "Railfans' Guide to Oregon" is still available to those who have purchased copies. Send a stamped and self-addressed envelope to: Pacific Northwest Chapter, NRHS at Room 1 Union Station, Portland, Oregon - - 97209. Copies of the "Guide" (including the addenda sheet) are fifty cents.

Dues are due!