

P A C I F I C N O R T H W E S T C H A P T E R
NATIONAL RAILWAY HISTORICAL SOCIETY
T H E T R A I N M A S T E R

Volume 2 - Number 8

Portland, Oregon

December 10, 1957.

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6354 N. E. Cleveland Ave.

Portland, Oregon

NOTICE OF THE NEXT REGULAR MEETING

Time and place will be announced later. There will be no December meeting this year.

JAWN HENRY COMES TO PORTLANDS TRANSPORT WAY

Amidst a holiday atmosphere of civic good will 50 gandy dancers and their foremen cheerfully laid 330 feet of track at Oaks Park for the coming of two "Prima Donnas" of the railroad. The majestic steamlocomotives being donated to the City of Portland are Pacific typenumber 3203 by the Union Pacific and Northern type number 700 by the Spokane, Portland & Seattle

The track was laid in 90 minutes which is considered a record now-a-days without the employment of modern machinery ordinarily used by the railroads. The section men all members of the brotherhood of Maintenance of Way Employees donated their services and with an enthusiasm that left no doubt that they considered it a privilege to contribute to the project.

Earl Zimmerman, General Chairman, brotherhood of Locomotive Engineers, Union Pacific, was there in overalls working opposite "Jawn Henry" Kelly, Lead man, Section 21, S.P.&S. Carl Saling, U.P. Roadmaster, was on hand giving expert advice. Chuck Ueda, Section Foreman, Northern Pacific Terminal Co.; Nick Athos, Asst. Foreman, Section 1, S.P.&S.; Tommy King and Sam Carone, Section Foremen, Union Pacific, Albina; and Donald Hobson, Section Foreman, East Portland, Union Pacific; worked side by side with their men.

Even Glenn Harper, System Chairman, S.P.&S., and John Beard, General Chairman, Union Pacific, brotherhood of Maintenance Way Employees, were in there pitching all the way.

Roland Hall, Engineer, Park Bureau, and J. A. Meeker, Roadmaster, Portland Traction Co., were occupied with plans for connecting the track with spur entering Oaks Park.

The rails, ties, and other material were furnished free by the Union Pacific and Spokane, Portland & Seattle Railways. Our sincere thanks to two great railroads. You will always find railroads ready to cooperate. This is something for John Q. Public to think about when the railroads need his deserving support.

Also our sincere thanks to John Beard, Glenn Harper, Carl Saling and all other persons who contributed their services.

In the tradition of railroading, a "golden spike" will be driven to mark the opening of the "short line." Date for the ceremony has not been set