

THE TRAINMASTER
 PACIFIC NORTHWEST CHAPTER
 NATIONAL RAILWAY HISTORICAL SOCIETY

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SEPTEMBER MEETING

The September meeting will be on September 25th, Friday, at 8:00 pm in room 208 of the Union Station. Please note the change in date from our usual meeting night. We will have as our guest Mr. Herb Arey, who has one of the finest collections of photographs on early railroads in this area. Mr. Arey's father was one of the first railroad photographers in this area, and he has added to this collection with pictures that he has taken himself. Many of these photographs have appeared in books and articles dealing with the history of railroading in these parts. Inasmuch as we have not had a business meeting for some time there are quite a few matters to be handled.

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On Tuesday, Sept. 15th, an historical marker was unveiled in the Grand Ballroom of the Multnomah Hotel, commemorating the arrival of the first transcontinental train in Portland on Sept. 11, 1883. Speaker for the day was Mr. R.S. Macfarlane, President of the Northern Pacific Railroad, who gave a very interesting talk on Mr. Henry Villard, who was President of the Northern Pacific Railroad at the time of the arrival of the first train. We are attempting to secure a copy of his talk for our files.

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The SPS has applied to the ICC for permission to discontinue their trains 5 and 6 between Pasco and Portland effective Sept. 30th. The GN discontinued their "Cascadian" between Everett and Spokane after previously terminating the train at Everett instead of Seattle. Application has also been made to the ICC to discontinue trains 459 and 402 between Portland and Seattle. It is also understood that the UP are planning to change the departure time of the City of Portland from Portland to later in the day.

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Approximately 1500 people took the ride over the Oregon Pacific and Eastern Ry from Cottage Grove to Culp Creek on July 18th and 19th behind No. 1, a 2-6-2 tank type locomotive, which has been in retirement for a number of years. The weather was quite hot on Saturday and most passengers were "baked" by the time they returned to Cottage Grove. Majority of the stock of the OP&E was owned by the Booth Kelly Lbr Co. which has since been purchased by Georgia Pacific Corp....Other fan trips operated this past year included a trip over the Mt. Hood Ry on the Fourth of July and a trip to Astoria over the SPS on August 16th....PNWERA is contemplating a special train to the dedication of the Dalles Dam on OCT 10th, and also a farewell trip to trains 5 and 6 on the SPS.

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Please note that your Editor (who also serves as Secretary-Treasurer, or vice-versa) has a new address, which is 4243 S.W. Admiral Street, Portland 1, Oregon. All mail for this organization should be sent to the above address.

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Work is progressing on the extension for the Zoo Railroad at the new zoo site and it is hoped that it can be finished by September 17th, when the Centennial closes. George Burton has been recruiting volunteer laborers for working on weekends. This line, when finished, should furnish one of the finest zoo railroad rides in the world. The "Oregon" has proved to be one of the outstanding features of the Oregon Centennial with the diesel being used only on days when traffic warrants, except since school started, when there hasn't been sufficient traffic to justify running the steam locomotive on weekdays.

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The Big Creek and Telocaset RR in eastern Oregon was formally abandoned effective September 6, 1959 under authority of certificate and order of the ICC in Finance Docket 20618 of June 15, 1959.

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The correct name of the observation car brought to Portland by WVERA is Bridge River instead of Peace River. It was stipulated in the sale of the car that it should continue to maintain its identity as PGE Bridge River.

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On June 22d, PTC trolley 4012 and track sweeper number 4055 were moved to the Oaks Museum to join the steam locomotives already there. John Labbe was successful in getting Willamette Iron and Steel Co. to purchase one of the Medford Corp's shays, probably the #7, for the museum at the Oaks. There also is an old-time boxcar coming from Simpson Logging at Shelton. Efforts to get one of C-Z's locomotives at Cathlamet were unsuccessful as we understand they have all been scrapped, except for the shay that was donated to the city of Cathlamet.

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The Shasta will again go on its tri-weekly schedule effective Sept. 15th, with the train departing from Portland on Tuesday, Thursday, and Saturday NP, GN and SPS have announced that they will again honor coach tickets in Pullmans on the Western Star and Mainstreeter during the winter months NPT has sold some land near the Union Station to the U.S. Government for the site for a new postoffice for Portland Latest edition of Railroad Magazine contains a list of locomotives on display throughout the country. It looks like the list contains quite a few inaccuracies and will have to be revised considerably Trains Magazine also recently made a survey of railroad fan clubs and the number of clubs and members is increasing over the previous survey made some years ago

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What our members have been doing over the summer: George Burton has been engineer on the steam train at the Centennial on Thursday and Friday nights Dick Buike has been working at various points on the SP Harley Hallgren has been all over the country and worked as an escort on a tour to Alaska and will work part time for Dorothy Van Nuys Travel Service Jeff Keenan had to take time off from his booth at the Centennial to go to the hospital for a week or so Miln Gillespie and Al Hajj are now at the Union Station since SP moved their reservation Bureau from the Pacific Building Everett Wortman spent a week or so in British Columbia

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Irksome Passenger: "What Happened, conductor?"
Conductor: "Nothing much—we ran over a cow."
Irksome Passenger: "Was it on the track?"
Conductor: "No, we chased it into the barn."