

THE TRAINMASTER
PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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September 20, 1963 SEPTEMBER MEETING 8:00 P. M.

Summer is now over and we will start our meetings on Friday night, September 20, in Room 208, Union Station, Portland, Oregon.

Our member, DWIGHT SMITH, will show pictures which he took two years ago of a trip on the White Pass and Yukon Railway between Skagway and Carcross, Yukon Territory. Diesels had already invaded the line, but Dwight was able to see some steam still in operation. With the addition of three new diesels this year, steam on the White Pass Route is relegated to stand by service.

In the past years Dwight has also travelled on the Alaskan Railroad, and if we are eager, he may show us pictures of that line and other areas in Alaska, also.

OCTOBER MEETING

Our October meeting, which will be held on Friday, October 18, will feature retired Southern Pacific Conductor, Mr. E. T. Morian. He will tell of some of his many experiences in over fifty years of railroading all on the Portland Division of Southern Pacific. Conductor Morian is the oldest living conductor who hired out before the turn of the Century, the date 1897.

THE RESUME OF SUMMER ACTIVITIES

Our June meeting consisted of a field trip to Southern Pacific Brooklyn Yards in Portland-June 21- the longest day of the year. It gave us the opportunity to view the entire operation before dark. S. P. officials were very cooperative. A special stop for S. P. No. 20 at Brooklyn was made so that Salem members could detrain there. After dark we were guests of the Pacific Motor Trucking Co. (PMT) as S. P. truck subsidiary. After being shown the piggy back ramps and their new truck terminal, PMT, graciously provided complementary coffee in their new employee lunch room, where a short business meeting was held.

On July 21 our annual picnic was held at Harry Harvey's live steam layout, Shady Dell near Molalla, Oregon. This is an annual tradition with the Pacific Northwest Chapter. Each year fine new improvements - a car house and some electrically operated switches were the additions this year.

NEWS FROM HERE & THERE

Former parlor cars on Shasta Daylight S. P. trains 9 and 10 have been renovated into 72 seat reclining seat coaches. The rounded ends of the cars have been retained but the rotunda seats have been removed. It gives the railfan a perfect spot to view from the rear of the train. Parlor car service was discontinued November, 1962.

Oregon Electric Railway Historical Society at Glenwood, Oregon, opened September 1.
The tram car from Sydney, Australia, is operating over 500 feet of track.

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Sunday, October 20, Pacific Northwest Electric Railway Association will operate another trip over Southern Pacific's Tillamook line to Rockaway. It will be a one day excursion leaving Portland 7:00 a. m. PST and return 9:00 p. m. PST. This is the trip that everybody likes, so let's support it.

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Milwaukee Road is still trying to remove their trains 15 and 16 between Aberdeen and Deer Lodge on October 1.

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Chicago, South Shore and South Bend Railroad has asked ICC for permission to discontinue 36 passenger trains running between Chicago and South Bend and Gary, Indiana during off peak hours. The line says it has lost approximately 1000 passengers a day during the last 12 months—most of them non-commuters.

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Feather River Shays
Threatened

Northern California Timber toting Feather River Railway famed for its shay powered fan trips is faced with a cloudy future. Six miles of the line will be flooded by the Oroville Dam project. The California Department of Water resources is seeking to avoid the legal requirement of relocating the line. Unless the FRR and the Owen Georgia Pacific Corp. are successful in their efforts to see the small but active road remain in service, the passenger hauling careers of 90 tonners Nos. 2 and 3 may prove short.

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National Railroad Hall of Fame & Museum, Inc.

Lounge Car 1517 donated by Union Pacific Railroad to the National Railroad Hall of Fame & Museum, Inc. will be moved from the North end of the new freight station at Albina Yards about 9 a.m., Tuesday September 17, or Wednesday, September 18, to its new home on the East side of the Oregon Museum of Science and Industry Building. The car will rest on 90 foot section of track which is in readiness. Interstate Heavy Hauling has donated a low bed truck. Car 1517 was built in 1937 and was used on the Challenger trains as the ladies car. It was converted into a lounge car in 1947 and used on trains 105 and 106.

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Walt Grande, our former editor of Trainmaster and still assisting in running it off, made the National Convention in Denver, Colorado over Labor Day. A report from him will be made regarding same.

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Please send in your vacation reports and news items, which will help to make the bulletin more interesting.

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