



# THE TRAINMASTER

Number 79  
 April 10, 1964  
 SALEM, OREGON

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### MEETING:

Friday April 17<sup>th</sup>, 8:00 P. M. at the WESTAB, Inc. plant, 2800 Pringle Road, S. E., Salem, Oregon, from Portland use the Airport Exit via Mission Street to 12<sup>th</sup> Street -One Way South- to McGilchrist Street left turn on McGilchrist St to Pringle Road - turn right proceed one block south, Westab plant is on the left side of the Road. Our Guest will be Southern Pacific Portland Division Trainmaster W. B. Knight, whose nick name you might guess is Way Bill. Mr. Knight is a native Oregonian, although he has seen service all over the S. P. lines. A former Conductor and well versed in Railroad experience. If nothing else we can get him to tell the story of "It can't happen - but it did at Westab." Refreshments will be served by the Salem Committee.

The Date and Time of the May meeting will be announced at the April meeting.

### T. V. Engine:

An answer to many requests former Editor Walter Grande of Portland submitted the answer. Many railfans have noted the reference to "Barbary Coast, Hoyt Hotel, Portland, Oregon," in the credits for the TV show Petticoat Junction. Actually Mr. Harvey Dick, owner of the Hoyt Hotel, purchased this 'mock' locomotive for his use when the TV series finishes its run. Plans are to install the engine on the roof of the Hotel Building at the corner of Broadway and Glisan Sts., where the wheels will turn and smoke will come from the stack. This locomotive was originally built for studio use in the firm "Ticket to Tomahawk" about fifteen years ago and is patterned after Rio Grande Southern No. 20. The combination coach is a replica of Sierra No. 5, made so it can be separated unto two halves, with a removable side to expose both rows of seats. Interior shots showing a moving background are made by projecting a motion picture of the exterior scene on a glass screen outside the window. The projector is synchronized with the camera, so the shutters of both cover the respective films at the same time. The outdoor scenes are taken on the Sierra Railroad main line between Oakdale and Jamestown, California, using Locomotive No. 3 and combination Coach No. 5. The Hoyt Hotel is developing into quite a tourist attraction. One may note several old time Railroad Photographs on display in the lobby. WRG.

### NEWS NOTES:

We are very pleased to receive two Bulletins with comments from the Tidewater Virginia Chapter, Norfolk, Virginia, W. T. Paxton mentioned that he was "out our way" last year on the North Coast Limited. From the New York Chapter, Director G. W. Sherwood sent a note indicating that we are now of record, we enjoyed very much the Bulletin 'Flashes and Ashes'.

Klickitat, Washington: Although the logging line from Klickitat to the re-loan is being torn up and truck logging will replace the Shays, switching tracks around the Klickitat Logging and Lumber Co. plant will continue in use. A Diesel Engine will be brought in from St. Regis Libby, Montana operation and Shay No. 7 will be maintained for stand-by power.

#### OPEN HOUSE SUCCESS:

Willamette Valley Electric Railway Association Open House at Trolley Park Glenwood, Oregon Sunday April 5<sup>th</sup>, despite showers as well attended. Our guess at attendance would be 250. WVERA President Frank Weiler had car British Columbia Electric No. 1304 running with Business Car 'Bridge River' Pacific Great Eastern (former Oregon Electric car Champeog) as a trailer to handle the afternoon rush. Just to add to the excitement Paul Glass grounded Car 1187 Sidney Australia open breezer. No fault of Paul Glass' running ability as Car 1187 has very narrow flanges. Some of the youngsters had a good work-out bringing up ties and fish-plantes to re-rail the car. The Reverend Father Haley had a group of his Chior boys on hand for rides and commented on the fact that it isn't every day you get to participate in a de-railment. Mr. Rae Shumway has carefully trained some good Motormen, among them your editor. There was some disappointment because Conductor Miln Gillespie, Badge No. 15, didn't show up in Blue-Serge, Cap and punch in hand; but, he showed up with his family and camera so all is forgiven? Mrs. Irene Walker presided at the Coffee Urn and she makes the best Coffee in the Pacific Northwest. Jack Norton was also helping at the Coffee Bar in the Car Bridge River. Some other Pacific Northwest Chapter members were seen in the crowd, Jeff Richardson and Bob Chamberlain among them. Public acceptance was excellent and for family fun we predict the Trolley Park is here to stay.

#### LAST SHAY TRIP

From Klickitat, Washington, April 4<sup>th</sup>, the Puget Sound Railway Historical Assn., sponsored the last run from the St. Regis Paper Company mill at Klickitat to the log re-load station 18 miles North. The last logs to be taken out by rail moved into the pond Friday April 3<sup>rd</sup>. A big crowd (over 400!) made the last trip Saturday April 4<sup>th</sup> with Shay No. 7 on the head end, four gons and two S. P. & S. Cabooses. The weather was perfect for a most memorable occasion. The entire line will be scrapped by M. Block & Co., Inc., of Seattle, Washington using their own rail cranes and equipment (diesel and gas powered). Scrapping is expected to take but 45 days. Starting at the top end (Re-load point) Monday April 6<sup>th</sup>. Following right behind the wreckers will be a contractor changing the right-of-way into a truck road. The truck-road is expected to be completed in its entirety by September 1<sup>st</sup>. On completion, big Diesel Trucks from J. Neils Lumber Company (St. Regis Paper Companys Montana operation) will operated from the woods directly to the mill at Klickitat. During the period of conversion from rail to truck, logs will be hauled by private contract carriers, this because St. Regis' trucks carry 10 foot wide loads, too wide for public highway use. These immense company owned trucks carry from 10,000 to 13,000 board feet to a load, as large as one of the skeleton rail flatcars. About twenty minutes time is required at the re-load to unload from truck to rail cars. With the truck operation the re-load will be eliminated and the trucks willmake the 18 miles in about 30 minutes. The wrecking contractor will scrap all rail, oil tank cars, all the skeleton log flats and railroad equipment with the exception of the two Shay Locomotives. The smaller Shay No. 5 is up for sale to the highest bidder with a minimum bid of \$5000.00 required. (Report from notes taken by Jack Holst.)

#### PLEA FROM MEXICO:

The Central Coast Railway Club, San Jose, California notes in their publication The Ferroequinologist the urgent need of Rail Fans to write a plea to urge the Mexican Government to retain the Narrow Guage between Mexico City and Puebla. Letters should be addressed to Miss Cora Van Milligen, Florencia 32, Mexico 6, D. F.

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