



# THE TRAINMASTER

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OCTOBER METING - Friday night, October 16, 1964-Room 208 Union Station, Port.

Our usual "third Friday" meeting comes early this October, so remember to save the date. We are going to have another historical reminiscence meeting with a man who was a civil engineer who helped build the Oregon Truck Railway in the Deschutes Canyon. Our honored guest is Mr. Guy V. Lintner who will tell us the railroading days forty and fifty years ago as we figuratively "sit around the caboose stove" and hear railroad history from one who helped make it.

Mr. Lintner knows about the "canyon war" and the men who laid steel to Central Oregon. He knew James J. Hill and successor Great Northern Railway presidents as well as their Northern Pacific counterparts. He surveyed the line south of Bend in the early 1920's for the Great Northern and the Northern Pacific. In addition, Mr. Lintner was responsible for the building of the great steamer docks at Favel, near Astoria, the Portland, Astoria & Pacific from its connection with the United Railways at Wilkesboro to Vernonia, and the Nehalem Boom at Rafton (near Burlington), at the south end of Sauvies Island. Guy V. Lintner was in charge of operations on the United Railways in March 1923 when electric passenger and freight service was discontinued. Don't miss this outstanding meeting!

### PLEASE SEND IN PROXIES

All NRHS member have been mailed proxies for representation at the Annual Meeting of the National Railway Historical Society to be held in Philadelphia on November 8, 1964. Please co-operate by signing and promptly mailing the proxy card.

### CONVENTION BUSINESS MEETING

September 24<sup>th</sup> saw the first business meeting which will work on the details of the 1965 NRHS National Convention in Portland. Flyers announcing the running of the "International Limited" from Chicago were shown to those present along with several letters which concerned the "Limited" The meeting laid the important groundwork which will make the 1965 Convention the best which has been staged. Want to thank Jack Holst for making his house available for the meeting and also the refreshments which he served.

### "SUNSET LINES" RUNS AGAIN

After making the last Sunday run of the summer with their steam excursion between Banks and Vernonia on the Vernonia Branch of the SP&S Railway on August 30<sup>th</sup>, old No. 105 has been taking a well-earned vacation. However, one more day of operation is planned on October 25<sup>th</sup>, when two "Fall Foliage Excursion" will be run. The first trip will leave Banks at 9:15 am PST, with the second trip departing Banks at 2:00 pm PST. In as much as Daylight Saving Time

ends in Oregon at 2:00 am on Sunday, October 25<sup>th</sup>, the Vernonia, South Park & Sunset Steam Railroad will operate their trips on PACIFIC STANDARD TIME.

#### SP&S Goldendale Branch to See Special Train

Sunset Tours announces that on Sunday October 18, they will operate a special train from Portland to Goldendale, Washington. The special train will leave NW 10<sup>th</sup> and Hoyt at 8 am (DST) by the SP&S Railway and return in the evening. Special stops will be made for camera fans in the Klickitat River Canyon and the Swale Canyon. Busses will take passengers from Goldendale to the Maryhill Museum, 12 miles away. The tickets, at \$9.95 for adults and \$5.95 for children, are available at the Northern Pacific, Great Northern, SP&S offices and Union Station ticket office.

#### DOUBLE-HEADED STEAM TRAIN

On Saturday October 31, Jack Holst's Sprite will no doubt be in Yreka California. The occasion will be a double headed steam-power excursion over the Yreka Western Railroad. The regular Yreka-Montague daily freight will be powered by Mikados nos. 19 and 18. Passengers will be handled by a coach and caboose. Two roundtrips will be made to allow for pictures. The fare, which includes two roundtrips over the Yreka Western Railroad is \$14.00. Tickets may be obtained from the Pacific Locomotive Association, 3903 19<sup>th</sup> Street, San Francisco, California.

#### OREGON CITY STATION TO BE TORN DOWN

The march of progress will remove the Southern Pacific passenger station from Oregon City. The SP's installation of C. T. C. will eliminate the necessity of maintaining telgraphers and order stations at the passenger depot. The station is built on a city street with an easement held by the SP. A new warning signal at the Singer Hill gradecrossing will improve traffic protection at one of the most blind railroad crossings in the state.

#### PORTLAND TRACTION RELAYS TRACK

The Portland Traction Company is starting to relay its trackage up the mainstreet of Oregon City. The track dates back many years and has recently seen the need for repair. Observation of the dug up track showed the rails to be held together mostly with luck! Angle bars were being held up by one bolt which allowed inches of movement between rails.

Since the Portland Traction is a nocturnal animal, picture taking is a hit or miss proposition. The Oregon City train can be best seen in the mainstreet of Oregon City between 12:00 and 1:00 am. The sight of a complete freight train moving down a city street, along with its caboose, is a strange sign in this area. The Gresham and Boring train usually operates in the late afternoon or the early evening, with operating days changing with the season. A daytime run is usually made to the Kellogg Industrial Park around noon but this is subject to daily changes.

#### PENINSULA TERMINAL ACQUIRES A DIESEL

The 100% steam-powered Peninsula Railway in North Portland recently acquired a diesel. The engine is a General Electric, 50 ton, side rod engine from the Tacoma Municipal Belt Railway in Tacoma, Washington. Numbered 901 for Tacoma use it will receive a reported yellow and black paint job and a new number for the Peninsula Terminal. The fate of engines 103 and 104 is undecided. No. 104 is in current use until the diesel is ready for operation. No. 103 sits beside the hay storage sheds of the stockyards. No. 104 will be used for standby power and should be available for the 1965 convention.

#### Double-decked Tram for Glenwood

The SS. Siponga carried a double-decked tram from Blackpool, England as deck cargo. No. 48 of the Blackpool Corp. Transport, was built in 1904 and saw nearly 60 years of service in Blackpool before it was retired. The car is for the Glenwood Electric Railway at Glenwood, Oregon. Sunday, September 27<sup>th</sup> the car was to be moved to Glenwood a distance of 39 miles. Sunday dawned bright and sunny. The

car was loaded on a "low boy" truck and trailer. The caravan moved out of terminal no. 1 and proceeded up 19<sup>th</sup> street to Canyon Road. Up Canyon Road moved the car causing a huge traffic jam since the truck had to move from side to side in the highway in order to clear low hanging wires. Since the car was almost 19 feet tall every highway overpass had to be run around. A right turn was made at Somerset West where the car had to leave the Sunset Highway because of low crossings (Oregon Electric at Cornelius Pass Jt.) and continued through the country side. People would come to their front porches to see the strangest load to have ever traveled their road. Later the car returned to the Sunset Highway where it helped the flow of traffic on its way to the coast. Drivers would stop and look at the car., others could be seen straining to see out of their rear-view mirrors to see what they had just seen. The rest of the trip went smoothly with the car drawing stares and trimming low hanging branches. Later Sunday the car was unloaded and the wheels returned under it. Information about the operation will be forthcoming in later Trainmaster's. One thing is certain though, the double-decked tram is sure to be the hid of the Trolley Park and an attraction at next years convention.

#### DID YOU SEE?

The Northern Pacific diesels at SP's Brooklyn Yark? The new box-cars labeled ACRX "The Route of the Hydro-Trains? The Pacific Electric grade-crossing sign at 17<sup>th</sup> street in Oregon City? SP&S's blue and silver ALCO road switcher no. 97? The TOMCO car labeled Robert Hines Lumber Company?

ATTACHED TO THIS MONTH'S TRAINMASTER IS A MEMBERSHIP LIST FOR THE PACIFIC NORTHWEST CHAPTER OF THE NRHS. (This list is attached to Pacific NW Chapter member's Trainmaster only)