

THE TRAINMASTER

No. 87
February, 1965

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FEBRUARY MEETING

The February meeting of the Pacific Northwest Chapter will be held on February 19, 1965 at 8:00 pm room 208 Union Station, Portland, Oregon. The meeting's program will feature an exchange program from Edmonton, Alberta. The slide show will contain some Canadian Railroading and some Milwaukee Road Electrification. These slides should be of interest because many of us have not seen them before.

Dues are due now

All of you, by this time, should have received dues notices for 1965 from our Secretary-Treasurer, Glenn Eades. His address and home phone number (639-2585) appear below the masthead of this issue. National NRHS dues are \$3.50 and Pacific Northwest Chapter dues are \$1.50, a total of \$5.00. Please make your check payable to Pacific Northwest Chapter, (Or PNW Chapter,) National Railway Historical Society.

As getting the NRHS national BULLETIN (now published 6 times per year) is dependent upon your being listed on the 1965 roster at national headquarter, the sooner you send in that dues money to Glenn, the better. He, in turn, sends in your name as a paid up member to national headquarters. This will also assure getting your name and address listed in the Annual Directory of all NRHS members which comes out in April of each year.

FROM THE EDITORS DESK

Pacific Northwest Chapter is proud of what may be a record as to having the member who travels the greatest distance to attend each meeting. Anyway, we are willing to be challenged! Our Vice-President, Art Hamilton, lives at The Dalles, Oregon and travels 168 miles rt. to attend each Chapter meeting. In addition, Art has made this long trip just to attend meeting of the 1965 Convention Committee! A number of our members come from Salem, Oregon to Portland to attend a monthly Chapter meeting- a round-trip distance of 96 miles on the Freeway, 106 by rail.

SEND IN NEWS ITEMS TO TRAINMASTER EDITOR

Please cooperate by sending in news stories and news clippings on items of PNW Chapter and railfan interest to Ed Immel, PO Box 8853, 97208. The editor is not only working his way through college (Portland State) but is also editing the Trainmaster and therefore can't find all the news himself. The quality of our

publication depends upon all members. Now that the TRAINMASTER has photographs, send in any interesting pictures you may have of Pacific Northwest railroading (black and white) Include caption and date of your pictures (negative not necessary) any story connected with the story would be helpful too. We will make every effort to return any picture sent in.

Special thanks are due the other two Chapter members who are indispensable in the success of our TRAINMASTER. Jack H. Norton is responsible for our having pictures, and is the editors "right arm" as layout and production man. Chris A. Pagni has volunteered his services as Circulation Manager, and is responsible for addressing and mailing the TRAINMASTER. Deadline is usually by the 7th of each month. If you have a "hot item", send it to the editor or call him at home 235-6287. Remember we exchange news bulletings with every one of the 55 NRHS Chapters!

Speaking of distances traveled; Who will come the greatest distance to attend the 1965 National Convention? Will Pacific Northwest Chapter again be a winner? Our chapter member Roger Phillipps, now stationed with the U.S. Army in Germany, is planning to come home for the Convention over the Labor Day weekend.

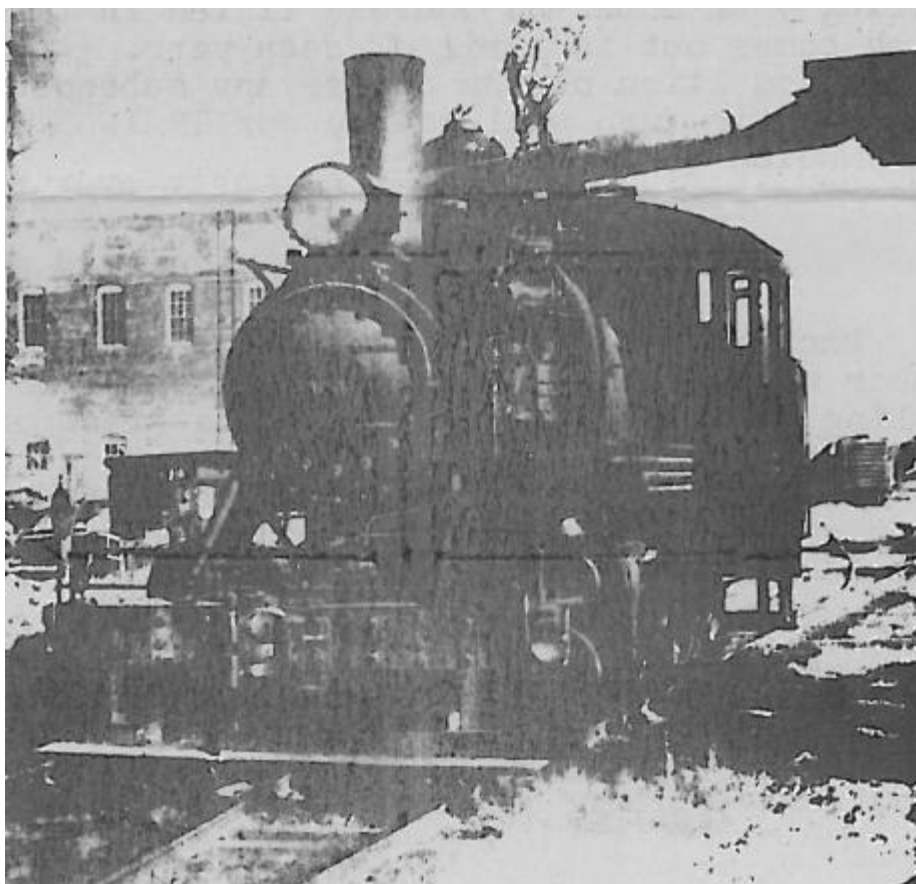
ALAN HUNN WANTS LARGE, GLOSSY PHOTOS OF PORTLAND AREA RAILROADING !

The editor of the NRHS national publication, THE BULLETIN, has asked for 8 X 10 glossy photos of items of railroad interest pertaining to the 1965 Convention. He has already been sent pictures of the stern wheeler PORTLAND, a photo of the Portland Zoo Railway "Oregon", one photo of "Sunset Line" train on Mendenhall Trestle, and one large photo of Glenwood Trolley Park showing B.C.E. #1304 coupled with former Oregon Electric observation car "BRIDGE RIVER". We need to send Alan Hunn other large photos of Glenwood Trolley Park and the Vernonia, South Park & Sunset Steam Railroad but, even more important, Alan needs a good action photo of the SP&S Astoria-Seaside line, a picture of the famous streetcar #506 on top of Council Crest (which we will visit), and he makes a special request for good, clear, photos of current mainline activity in the Portland area. Slightly smaller photos will do but no smaller than 5X7. Everything now points towards our Monday (Labor Day) trip being over the Chelatchie Prairie Branch of the Longview, Portland & Northern Railway. We need a good clear photo of engine #960, a 2-8-2 Mikado kept at Grande-Rhonde on their Willamina-Grande Rhonde Division. Be sure to caption your picture as to location and date (if possible), and story (if possible). Send them as soon as possible directly to Alan G. Hunn 5713 N Camac St Philadelphia, PA 19141. Remember that pictures for the May issue are due next week and for the July issue in early March. Please advise Miln Gillespie as to any pictures sent Alan Hunn.

right:

Peninsula Terminal Co.
#104 takes water in N. Portland yards.

(Jack Holst Photo)



The following is reprinted from THE PACIFIC NEWS- photos by Jack Holst.

END OF STEAM-PENINSULA TERMINAL CO.

The axe has fallen. The Peninsula Terminal Company has at last turned to the growl of a diesel and the roaring fires of its saddle-tank steam locomotives have been extinguished. The roads pair of Baldwin-built 2-5-2T's are now stored outside, on a standby basis. One of them will be placed into service in the event of mechanical failure of the diesel, and plans are also underway for operation of one of them during the National Railway Historical Society's Annual Convention which is to be held in Portland for 1965.

With the end of steam as the sole means of motive power on Portland, Peninsula Terminal Company, there is no longer a Common Carrier Railroad in the states bordering the Pacific Ocean which is exclusively powered by steam locomotives. Dieselization is now complete.

The Peninsula Terminal Company is a five mile stretch of standard gauge railroad in Northwest Portland, adjacent to the Portland Union Stockyards Company, a subsidiary of the United Stockyards Corporation. At one time the railroad's stock was held directly by the Portland Union Stockyards Company, however, it is now held by the First National Bank of Oregon under a voting trust agreement which has been in existence since 1960.

The railroads line is a vital segment of industrial track serving a large group of small industries that have located along its length. The type of industry is quite varried and ranges from small and occasional customers to almost daily switching at a branch plant of the Stauffer Chemical Company and a pole yard of the Crown Zellerbach Corporation. This pole yard is at one end of the railroad and is, in fact, the line's newest track, having been constructed in 1963 as a one half mile extension in order to reach the then new Crown Zellerbach pole plant and yard.

The source of the most revenue and the largest number of cars on the railroad is the giant Swift Company packing and cold storage plant adjacent to the stockyards and not far from the railroad's shops and yard office. Even today with the vast majority of livestock traveling by highway truck, the Peninsula Terminal Co. moves an impressively large number of stock cars bound for the Swift Company plant and much of this same stock travels back out from Swift to the food markets of the area, over the Peninsula Terminal trackage.

The Portland Union Stockyards, the railroad's original reason for construction to this day provides the line with a considerable amount of tonnage. The railroad also enjoys an income from stock shipments brought into the stockyards for fattening and distribution by highway truck.

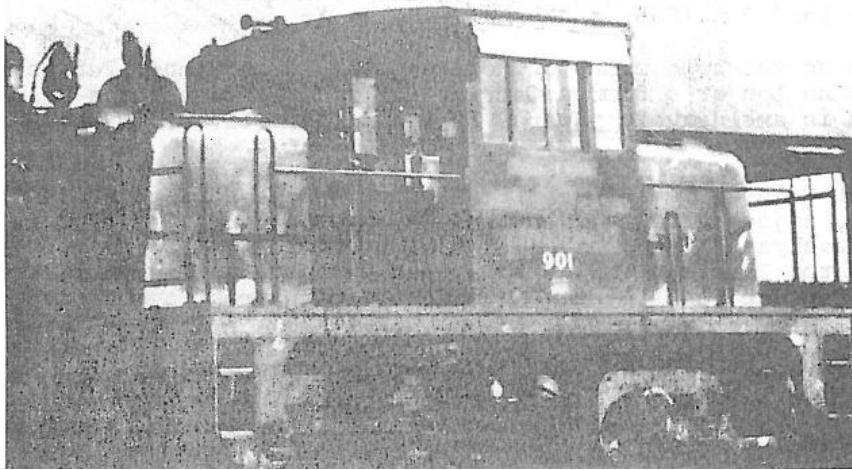
Each year the annual Pacific Livestock Exposition in October brings a "seasonal rush" of livestock shipments, displays, and other related material all of which is bound for the Livestock Exposition show.

The railroad maintains an interchange with the Union Pacific and SP&S Railroads and it also has trackage rights over the Columbia River bridge into Washington, although these rights are not being used.

The railroad operates seven days a week and almost every Holiday in the year, althought Sunday and especially Holiday operation is often very limited. The majority of the industrial switching is accomplished during a morning trip out on the line made for this purpose. A regular afternoon trip is also made but there is seldom much work to do. Because of the stockyards and the importance of moving livestock on a times schedule the railroad remains on call around the clock. The Swift Company plant also requires frequent switching of cars to the various cold storage and loading docks as well as timed and rush shipments of their products. The railroad can be found active or quiet at any time day or night as the needs of their customers requires, and as the line receives excellent cooperation from its customers on the future need of switching service it can often be found locked up tight with activity going on at all.

The need of maintaining railroad service around the clock was, of course, expensive due to maintaining the locomotives under steam and ready to go for long periods when they are not needed, and extra hours of

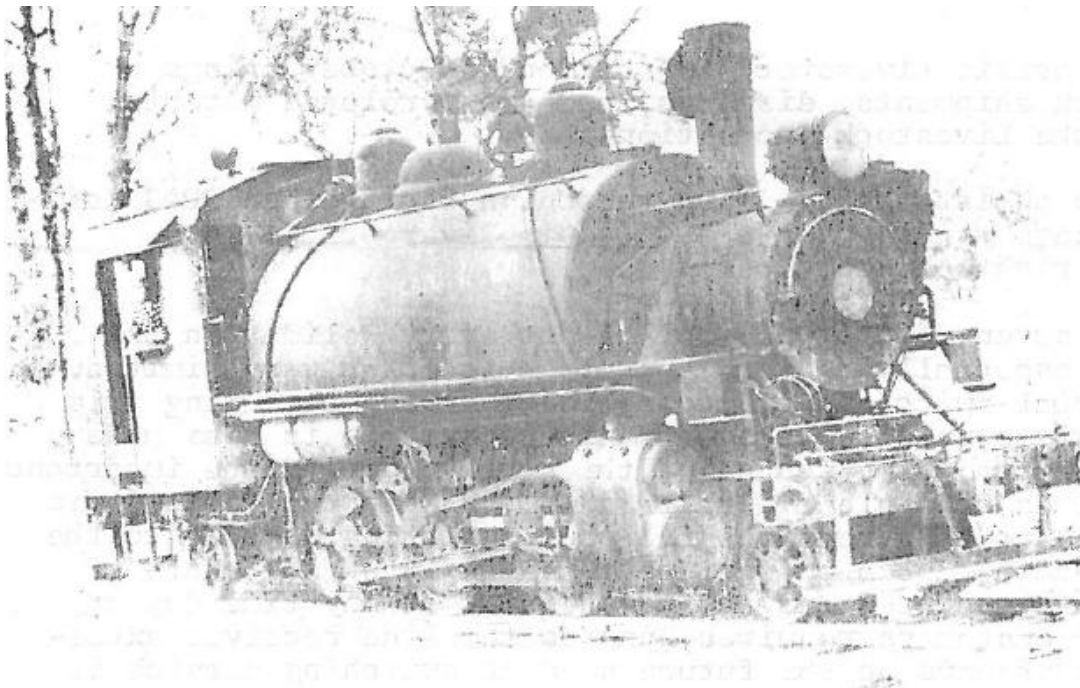
cost and work in getting up steam after a layover. The immediate availability of the diesel and the lack of manpower and attention needed to keep it ready around the clock is expected to cut operating costs considerably, in addition to fuel costs and savings.



left:
Peninsula Terminal
#901, its first
diesel.

The #901 was obtained second-hand from the Tacoma Municipal Belt Line Ry, in Washington, and the rebuild of the locomotive's engine was accomplished in the Peninsula Terminal shops. The locomotive first entered service on Oct. 13, 1964 and it proved to be satisfactory for the required job.

Due to the railroad's admiration of the steamers the #901 was returned to the engine house and the #104 continued to ply railroad line. In the early part of November, however, the #104 ventured out the line as she had done so many times for so long and when she returned her fire was put out and the end had come.



left:
#104 out on the
line.

FLOOD DAMAGE REPAIRED AT SHADY DELL

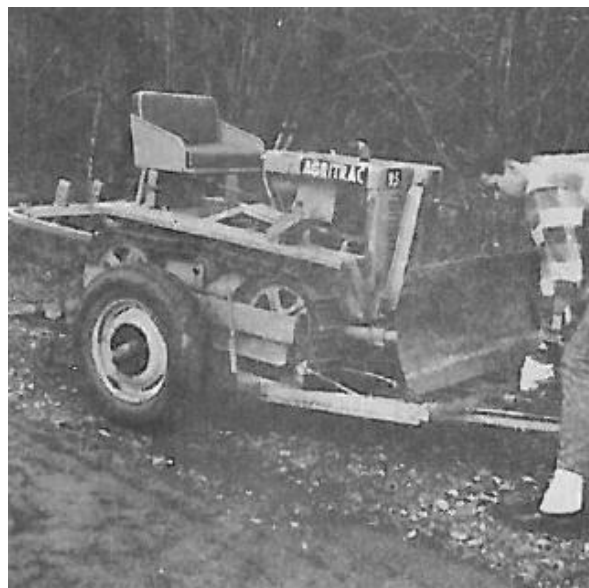
During the floods of Christmas week, the miniature railway at Shady Dell was heavily damaged. About 70% of the trackage was wiped out along with all of the bridges. The turntable pit was filled with mud and a huge hole was left in the yards. The track was torn up to such an extent that some of it wasn't reusable. When your editor looked at it the scene looked near hopeless. But railroads never give up, be they 12" = a foot or 1 1/4" = a foot. People turned out to rebuild the railway including some Pacific Northwest Chapter members. Members Harry Harvey, Dick Samuels, John Holloway, Jack Norton along with many others could be seen

working hard on the track. New track was purchased and installed. Ballast was hauled and the bridges were reconstructed. The huge hole in the driveway was filled with the help of a small tractor furnished by PNW members Dick Samuels and John Holloway.

The need for rebuilding made new plans necessary which allowed improvements possible. This summer should a improvement in the operations at Shady Dell along with more trackage. The dam which backed up the water to form the pool for boating was washed away and at this writing has not been rebuilt. The grass which grew about the trackage has been covered with a thick layer of silt but hope is held that it will grow back. One had to see the damage in order to believe the power of the water which moved through the area. A bridge was found hundreds of feet from the property along with other parts of the railroad.

Fortunately most of the equipment was not on the property at the time of the flood. The only engine to suffer water damage was the

Willamette Valley Northern diesel #100 owned by Dick Samuels. The water entered the engine house and got into the traction motors. Dick is planning to rebuild the drive machinery completely along with completing the construction of his Southern Pacific SD9. (additional photos on next page.)



PNW member John Holloway is shown unloading the tractor at Shady Dell.

SPECIAL SP&S TRAIN TO FOREST GROVE

Sunset Tours will operate a special train over Oregon Electric trackage to Forest Grove on Saturday February 27. This train is operated to cover the events of the Ballad Town Days in Forest Grove. The Forest Grove Branch hasn't seen regular passenger service for many years and is even now used only occasionally for freight service. The train's departure will be at 9:30 AM from the SP&S's yards at NW Tenth & Hoyt Street. Return will be at 6:00 PM. The cost of the all day trip is only \$5.50 which includes train ride, Hot lunch, the Ballad Town Matinee along with other entertainment and prizes. Tickets may be purchased from the Northern Pacific, Great Northern or Union Station ticket counters. Tickets may be also purchased by sending a stamped addressed envelope to 400 NW Beaverdam Rd, Beaverton, Oregon 97005.

SP TRAIN DERAILED AT BANKS

February 7 saw 13 cars of a Southern Pacific freight train leave the tracks at Banks, Oregon. The Southern Pacific stated that a broken rail caused the cars of ballast and rock fill to wander off the track. The wreck was repaired by the railroads "big Hook" along with one rented from a private firm. (additional photos on next page)

REPORT ON 1965 CONVENTION PROGRESS

Our January Trainmaster told of our great fortune in securing a Willamette River harbor tour on the famous steam sternwheel steamer PORTLAND on September 3rd. INTERNATIONAL Limited passengers will arrive in time to be aboard. Portland, although 100 miles from the Pacific Ocean, is a world port of significance. It is the second largest seaport in the shipment of dry cargo on the American Pacific coast, exceeded only by Los Angeles harbor! It has the finest dry-dock facilities on the Pacific Coast. On Friday

evening we charter the railfan-built 2 ft 6 in 4-4-0 steam locomotive "Oregon" and her "brigade of cars" for trips along the 2½ miles of the Portland Zoo Railway. A hot picnic dinner will be offered and numerous chances for both daytime and nighttime running and photo stops. Saturday is the trip to the GLENWOOD TROLLEY PARK and a trip over the Vernonia, South Park and Sunset Steam Railroad. Saturday will be the annual Banquet followed by a program of movies and slides of Pacific Northwest Railroading. Sunday is the 250 mile rt. over the Seaside Branch of the SP&S Railway.

Monday's schedule is now assured. We are going on an excursion over the Chelatchie Prairie Branch of the Longview, Portland, and Northern. We are still working on the possibility of operating this train under steam power. The LP&N owns one small Mike *_680 which we are trying to acquire. We also plan to visit the plywood mill at Yacolt operated by the International Paper Company which also controls the LP&N.

See you in Portland! Travel the INTERNATIONAL LIMITED and really see the West.

Miln Gillespie-Convention Chairman.

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New track at Shady Dell



SP "Big Hook" working on Banks wreck.

Because the press on which the TRAINMASTER is usually run will be inoperative on account of repairs, next months bulletin will be memographed for March. If some of the bulletin is lacking in quality I hope you will bear with me for it will be better in April.

Ed Immel- editor

THE TRAINMASTER
 PO Box 8853
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 97208

THIRD CLASS MAIL

Take the INTERNATIONAL LIMITED TO Portland Sept. 3-6, 1965