



## THE TRAINMASTER

April, 1967

Number 106

Official publication of the Pacific Northwest Chapter, N.R.H.S.  
P.O. Box 8853, Portland, Ore. 97208

Jack M. Holst	President	12930 N.E. Tillamook St.	Portland, Ore.
Charles Storz	V.P.	146 N.E. Bryant St.	Portland, Ore.
Ken McFarling	Sec.-Treasurer	7417 S.E. 20th Ave.	Portland, Ore.
Al Haij	Chapter Director	5618 N. Campbell	Portland, Ore.
Alex Ceres	Editor	1547 S.W. Hall St.	Portland, Ore.

---

### APRIL MEETING NOTICE

Our April meeting will once again be held in Salem, Oregon for the benefit of our members living "down the valley". The date is April 21 at 8:00 p.m. on Friday. The meeting will be held in the meeting room of the SALEM FEDERAL SAVINGS & LOAN ASSN., 580 State Street. This is at the corner of State & Church Streets, downtown, across the street from the Marion County Court House.

As there is a \$10 fee for use of the meeting hall, we shall pass the hat for contributions to pay the rent.

An outstanding and interesting program is assured as our member, Beth Russell will show color slides of railroads in the Holy Land, Egypt, and Europe taken on her trip last year.

---

### RAILRODIANA AUCTION

The April meeting will feature another of our highly popular auctions of railroadiana. This will give our valley members a chance to participate. Many surplus "goodies" are already on hand for this event and much more will be forthcoming. As usual, proceeds will be used for Chapter projects.

---

### RAILFAN'S GUIDE TO OREGON

Sales of the Railfan's Guide are moving along and with a few more sales we will be at the break even point. Guides will be available at the meeting, by mail from our PO Box & at Vic's Hobby Shop in Portland.

## Georgia Pacific builds all door box cars

Georgia Pacific is building new all door box cars in their Oregon Pacific and Eastern Ry. plant at Cottage Grove, Oregon. The new 54 foot cars are expected to save 3 to four hours in loading and unloading time. It is designed to meet transport requirement of the G-P miles nationwide. In its first test run, the 137,000 lb capacity was loaded at G-P Springfield, Ore. Mill with 100,000 for the company's Portland distribution centre. A recent shipment to Elkhart, Ind. And handled by the CB&O from Denver to Chicago was reported on inspection to be in satisfactory condition. The car contained 1,150 pieces of 4 x 12 long panel plywood (92,88 lbs.) used in mobile home flooring.

## PASSENGER TRAIN WILL CARRY DANCERS TO BEND

The ever-cooperative SP&S will run a special train from Portland to Bend on a fast seven hours schedule in each direction leaving Portland Sat. Morning April 29th. Purpose of the train is to take several hundred square dancers for a big square dance meeting in Bend. Use of a special train will allow the gang to stay together and have fun on the way.

## Orders Two New Trains

The Manitou and Pikes Peak Cog Railroad will increase from five to six the number of daily trips on the Cog Wheel Route to the summit of Pikes Peak with the purpose of two new train, to be delivered in 1968. The 52-foot, Swiss-made diesel electric train will have an 80 passenger capacity.

## Snow Unit Train?

When the heavy snowfall hit Chicago this winter the railroads were hard pressed to get rid of the snow. Several of the roads loaded a million lbs. of the stuff into a train of empty hopper cars and sent it south-hoping the stuff would melt n the warmer weather in the south.

## MEDALLIONS OFFERED TO COLLECTORS

Rare Illinois Central centennial medallions kept under lock and key for the past 16 years, recently have been released for sale by the railroad. The medallions were cast in 1951 as part of the railroads centennial celebration that year. At that time they were presented to government leaders, outstanding businessmen, educators, clergymen and others.

The Illinois Central has decided to make the three-inch bronze medallions available to railfans, employees and collectors for \$3 each. The medals can be ordered from C.J. Bueschel, General Superintendent, Dining, Parlor and Coach service. Illinois Central Railroad. 135 E. Eleventh Place. Chicago, Illinois 60605. (ed. Picture of the medallion will be at the April meeting)

## Southern Pacific in Seattle

Under a pooling arrangement between the Southern Pacific and the Northern Pacific the units of the two roads will operate between Eugene, Oregon and Seattle, Washington. The pooling arrangement removes some of the bottleneck in the interchange in Portland. Crews change train at Union Station with the complete train staying intact between Eugene and Portland. Most common engines used in the service the NP FT units and the older SP f units.

REMEMBER RAILFANS GUIDE AVAILABLE AT APRIL MEETING IN SALEM.

## THE WAR THAT ENDED IN A RAILROAD CABOOSE!

Over 50 years ago a war in Mexico ended with surrender aboard a railroad caboose. The railroad is now the San Diego & Arizona Eastern.

As the setting for the ceremony, the conductor W.G. McCormick and crew of the San Diego and Arizona Railroad (the "Eastern" was added in 1933) halted their bullet-scarred train with its tailend over the international boundary.

There, where efficient custom offers inspect trains today, "General" Mosby laid his guns on the caboose table at noon, June 22, 1911, ending the bloody attempt by his I.W.W. (International Worker of the World) to take Baja, California, from Mexico by insurrection and to set up their own government there.

Six weeks of trills and near death ended for the railroaders. Direct action had been taken by Sport, their bulldog mascot – who nearly got one of the insurrectionists by the seat of the pants – but otherwise the railroaders have saved themselves and company property only by sustained courage and bluffing.

With the exception of Sport, it was no fun for anyone – especially the insurrectionists who were killed in the last battle aboard the train. Their unmarked graves lie within a few feet of the rails that now carry SD&AE freight trains on their daily swing of 71.4 kilometers into and out of Mexico en route between San Diego and the Imperial Valley.

The insurrection was one of the several headaches suffered by the sugar king J.W. Spreckels in his attempt to build his "impossible" railroad through the Carriso Gorge. SP assisted him in finishing the job and bought out the Spreckels interest in 1933.

"General Price, another of the I.W.W. insurrectionists, declared, "Spreckels has millions and large interests in this section. It is my intention to make him and either large holders contribute heavily to the support of my army."

Against General Price and Mosby and several hundred of their army, Conductor McCormick and crew, including Sport, pitted their wits.

On May 8, the insurrectionists began cutting telegraph wires along the railroad to hide their attack on Tijuana. They killed the mayor the following day, burned the church and bull ring and chased most of residents across the border into the United States. Next day General Price put his men aboard the construction trains to be sure the railroaders remained neutral as the trains went south through Tijuana to where the railroad forces were laying rails near Redondo Valley, headed toward Tecate.

Soon the insurrectionists were demanding and taking railroad supplies from the trains, giving "receipts" in return. It was at this time that Spot, apparently skeptical of the receipts, attached Quartermaster Melford.

On May 19 the insurrectionists went so far as to raid the work cars and take possession of the train, but Conductor McCormick got them out of the camp by fast talking and took his train back safely to San Diego, where Chief Engineer E.J. Kallright advised him against trying to oppose the insurrectionists so vigorously. Kallright quoted Speckels as saying he would rather lose everything in Mexico than have one of his employees get killed.

Conductor McCormick told him to not worry.

On May 24, General Price arrested a party of railroad workers and held them in jail overnight in Tijuana. McCormick talked them free in the morning.

Five days later General Price collected a substantial sum of money from supporters and skipped out with the cash. The insurrectionists then asked Captain Smith to take over, but he refused; and Captain Mosby came to take command, although recently wounded in a battle at Tecate. He was given the title of general, but was unable to control his forces. The insurrectionists began to sheet at the trains. Quartermaster Melford seized more supplies. More laborers were arrested.

Mosby took most of his forces and headed for Ensenada, leaving only a token number to protect Tijuana, but he fled back when he learned that 1,400 Federals were approaching. In order to avoid

international complications, Mosby commandeered McCormicks train and headed south with 128 men to stage the battle as far from the United States as possible. McCormick and crew luckily were not forced to go.

Baled hay was piled on the flat car as a barricade, but along the river bottom near Frenchman's Ranch the bales proved of little protection as the Federals suddenly opened fire with machine guns from hills towering over the tracks. The slaughter was terrific. (After the battle the Federals reported that they buried 21 of their own men)

Mosby and his few survivors raced their train madly back to Tijuana and asked if they could surrender to the American forces massed just across the border. This was arranged for, with Mosby in the Mexican end of the caboose and Captain Wilcox of the United States Army in the other. The insurrectionists were in terror, fearful of the Federals.

The surrendered guns remained on the table of the caboose, souvenirs of the war.

S.P. "Bulletin, June 1957.

### NP AND GN OPEN NEW PIGGYBACK RAMP

The ramp is located in north Portland at 3930 NW Yeon Avenue, adjacent to the Portland Terminal Railway Co. The Portland ramp is the first such joint installation put into operation in the US by the two railroad companies.

There are now three ramp trucks on each side of the concrete unloading platform. The "table top" concrete loading dock now measures 200 by 140 feet. Leading to the loading dock from the dock ramp is the present huge 830 by 160 foot parking area which provides parking space for more than 150 trailers.

Planning ahead has provided for further additions to the present three ramp tracks which lead from both the north and south of the ramp and the run-around track which runs adjacent to the loading dock and leads into the ramp tracks at either end of the loading deck.

With the planned three new ramp tracks and additional run-around track, over-head cranes will be provided to lift containers on and off cars.

The present ramp tracks can accommodate flatcars loaded with as many as 60 trailers, and the north-south access and egress from the ramp make it possible for NP-GN to maintain a continuous flow of truck-trailer traffic in both loading the Great Northern and Northern Pacific emblems on the door of the truck cabs.

The loading tractors are equipped with automatic transmissions and fully automatic "5th wheels" behind the cab. This automatic system allows the driver to hook on a trailer, move it either on or off the railroad flatcar, and dispense the trailer without having to leave the tractor cab. Figures show that the NP-GN ramp was handling up to 150 trailer a day with over 1,000 trailers during the first 19 days of February.

Other first-rate facilities offered at the new yard include communication through a two-way speaker system connecting all points on the ramp, office, scales and walkways help to speed handling of the trailers. A 5,000 gallon fuel tank and pumps at the ramp cut fueling delays. An automatic flood lighting system which not only extends ramp operating hours, but gives night-long protection for equipment at all points in the yard area. The large parking area makes it possible to assemble multiple-trailer shipments and saves hours at delivery both to and from the ramp by providing room to pre-sort trailer unites; direct access trucks scales at the ramp weigh inbound and outbound trailer units.

Larry Musgrove is supervisor of the terminal. The main headquarters for the entire operation is a new 20 by 40 foot all white metal building which includes a lunch room and offices.

Northern Pacific-Great Northern's new Portland Ramp represents a big investment in business and growth in the Piggyback field in the Pacific Northwest, and is a far cry from the operation which was previously conducted at NW 10th and Hoyt St. near downtown Portland.

\* \* \* \* \*

Look at the new line of ads the SP&S is running in the newspapers. They now call themselves "The Big Little Railroad that takes you anywhere".

SOUTHERN PACIFIC MOTIVE POWER ANNUAL  
1966 – 1967

Now available from the Pacific Northwest Chapter through Jack Holst is the Chatham Publishing Company's S.P. Motive Power Annual. This book, soft-bound 40 pages, is profusely illustrated with excellent photos of SP diesels and hydraulics lists all locos on the present SP roster, details of renumbering etc. with photos of every class. The book sells for \$3.25. Through arrangement with the publisher, NRHS makes a share of the proceeds for each one sold. Copies will be available at the Salem meeting. Buy these from Jack and help support the Chapter treasury.

RAILROAD QUIZ

1.  
Name the three railroads serving Well, Nevada?
2.  
Name the two round-end parlor cars on the GN's "Internationals"?
3.  
Name the five railroads serving Butte, Montana?
4.  
D.J. Russell of the Southern Pacific has a business car; what's its name?
5.  
The Milwaukee Roads terminals for electric operations are which two sets of towns?
6.  
Valier, Montana is served by what passenger carrying railroad?
7.  
The name of the Western Pacific train ferry built in Portland is?
8.  
How long is the Mt. Hood Railroad? (two mile error is allowed)
9.  
Several miles from Portland is a place where the trains of two railroads both carded as eastbound movements pass each other going in opposite directions. Where and what two railroads are involved?
10.  
Name the two sleeping cars once owned by the Oregon Electric?

[ [ [ [ [ ] ] ] ] ] ]

RUSSIA TRAINS THEM YOUNG

At a time when aerospace seems to have captured the imagination of our youth where is the next generation of railroaders coming from? Russia may have found the answer. In the USSR there are 30 "children's railways," and they are by no means toys. Seven to ten miles long, they are operated (under strict but unobtrusive grown-up supervision) by children between the ages of 10 and 15. Rolling stock is two-thirds of standard size and almost all technical novelties appearing on the Soviet railways are quickly introduced on the children's railway.

The payoff? In the city of Kharkov alone, about 1,000 school children have so far graduated from the "game of railway" to institutes where professional railway engineers are trained.

"Railway Age" April 10, 1967

Answers to quiz.

1. UP WP, SP. 2. "Port of Seattle", Port of Vancouver. 3. BA&P, GN, NP, UP  
Milwaukee Road. 4. "Sunset". 5. Tacoma Yard and Othello, Wash, Avery Idaho  
And Harlowton, Montana. 6. Montana Western. 7. "Las Plumas". 8. 22.2  
9. Beaverton, Oregon; Oregon Electric, Southern Pacific. 10. Santiam and  
Calapoya