

T H E T R A I N M A S T E R

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P.O. Box 8853, Portland, Oregon 97208

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NOVEMBER MEETING NOTICE

The regular November meeting will be held in Room 208, Portland Union Station on Friday, November 17. Meeting will start at 8pm sharp. Our entertainment will be the first order of business and will commence at 8 sharp. It will consist of a showing of a 16 mm movies taken by the late Ray Rogers. They will be presented by Ray's partner, Mr. Roy Brear. Included with Ray's excellent railroad movies will be some coverage of steam launches, another of Ray's interests.

Following the entertainment, the business meeting will be held including the most important election of new officers for next year. Let's have a big turnout of members!

REMEMBER, NO MEETING IN DECEMBER !

PRESIDENT'S MESSAGE

The November meeting will bring my term of office as President to a close. Have certainly enjoyed working with you all during that time and I feel that a lot has been accomplished. Important things accomplished include the holding of the N.R.H.S. National Convention, movement of the U.P. lounge car from OMSI, its sale & purchase of CPR #598, a car much more suited to our needs, the operation of a couple of great members only "fun trips", to the Flume Railroad at Electron & the Oregon Trunk Mixed, the operation of our first public excursions to Goldendale & Junction City. I certainly appreciate all the help and support I have received from my officers and fellow members...without their support and help these things could not have been done. Much remains to be done, the movement of the Mt. Emily shay to the Oaks, operation of future trips, investigation into possible acquisition of additional equipment, establishment of permanent quarters for the club's archives and library, and many other projects. I'll continue to work for the club in everyway possible, although my new job will not permit spending the time on club activities that I have spent in the past. I hope everyone will give the new officers the continuing support that I have received.

Jack Holst

LOCOMOTIVE ROSTER

MONROE LOGGING COMPANY, Machias, Wash.

# 1	Porter	6797	20x24cyl.	46"dr.	7/23	2-8-2	bgt new; to Puget Sound & Baker River #3, scp. 1958
# 2	Willamette	2	12x15cyl.	36"dr.	70tn.	1/23	3tk. bgt new, scp.
# 3	Lima	2653	12x15cyl.	36"dr.	70tn.	7/13	3tk. ex Sultan Ry. & Tbr. #3; scp '39
# 4	Lima	2597	12x12cyl.	36"dr.	60tn.	6/12	2tk. ex Waite Mills & Tbr. #3; to Sauk River Lbr. #
# 5	Lima	3074	13½x15cyl.	36"dr.	80tn.	5/20	3tk. ex Sultan Ry. & Tbr. #5; scp '46

Jack Holst

NOTES FROM FORT ORD

Ed Immel, "The Killer – Typist", our former editor is now stationed at Ft. Ord, California. After completing his basic training in killing & similar "Military Arts" he has been assigned as an instructor – typist for the balance of his involuntary servitude. As a practice exercise he was requested to type up the minutes of an imaginary club meeting. He has passed this set of minutes on for the amusement of the membership.

Editor

Minutes of the Special Meeting EXCURSION COMMITTEE 27 Oct 1967

ATTENDANCE

A special meeting of the Excursion Committee was held in the rear corner table of the Happy Hare Tavern. The meeting was presided over by Jack Holst, committee chairman. In attendance were an undisclosed number of club members. The exact amount was never known since people kept coming and going.

OLD BUSINESS

Not minutes of the last meeting nor a treasurer's report was read since the last Treasurer left for a lengthy trip to Brazil when the Chapter's bank account reached the \$2,000 mark. As of last week the only word from the Treasurer was a post card from Sao Paulo which said "there is one born every minute".

NEW BUSINESS

The plans for the upcoming trip to the West Union Siberian Festival were discussed. But first, the committee chairman bought a round.

Roger Phillips outlined the proposed route for the special train.

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| 1. Portland Union Station | 7. Vancouver |
| 2. East Portland Yards | 8. N. Portland Jct. |
| 3. Portland Traction Co. interchange | 9. Union Station |
| 4. Oregon City | 10. Beaverton |
| 5. Klamath Falls | 11. West Union |
| 6. Bend | 12. Portland (via Brooklyn Yard) |

There then followed another round and much discussion on the proposed route. Mr. Storz suggested that maybe we were taking the long way to West Union. Could we not save time by going by bus?

After Mr. Storz was thrown from the rear door of the Happy Hare tavern by several members of the excursion committee, the meeting continued.

Miln Gillespie said that the guarantee of \$23,134.15 was not too high for this trip. Also the ticket price of \$823.95 was within the guidelines recently put forth by several Eastern clubs. Besides, any red-blooded, American railfan would easily pay this for a "once in a lifetime trip". The cost of the ticket also included a hot meal at the Maupin Hotel, served on the railing of the bridge over the Deschutes River accompanied by real dances put on by a group of Multnomah Indians. This was thrown in for the "daisy pickers" who might be along on the trip.

A telegraph was read from the Southern Pacific Co., dated 26 Oct 196, which stated that they would be unable to supply a locomotive for their portion of the trip. Whereupon discussion was held on the possibility of using "Bullwinkle" (Holst's Sprite") to propel the train. Jack Holst said he was not sure it would clear the tunnel at Oakridge.

Alex Ceres suggested that maybe we had better shelve the trip and plan one for next year to the Henryboro, Washington Grasshopper & Crabapple Festival. Meeting was adjourned for more refreshments.

NOTES ON INTERCHANGE

The C.B. & Q. Railroad's U28B's which have been operating over the B & A into Boston are part of a Burlington-Central power tool and they originate in St. Paul.

It is possibly some odd caboose pool that would explain the presence of Southern Pacific caboose # 1251 at the New London, Conn. Station of the New Haven on August 14th? (Any of the PNW Members know anything about this?)

In mid-Sept., the MBTA served as host to a conference of representatives from present PCC operating transit properties in the U.S. and Canada. The purpose of the meeting was to draught requirements for a replacement for the PCC cars. The requirements are that a car can be equipped for both high-level and street-level loading, that it have at least 2 doors per side for loading and unloading, that it be bi-directional, and that it be air conditioned and quiet. There is a possibility that the MBTA will test recent European equipment that posses these qualifications.

The United Aircraft Corp. TurboTrain, currently undergoing tests on the New Haven, since its arrival in Providence from Chicago in August, exceeded 140 mph on a run between Mansfield, Mass. and Attleboro, Mass. on Sept. 26th. After completion of the testing in Boston, the trainset will be tested on the PRR's high-speed test track in New Jersey, then returned to Chicago for outfitting for service on the New Haven between Boston & N.Y.

Steel Wheels, Boston Chapter

GG-1's ASSIGNED TO PENNSY HIGH SPEED SERVICE

Four GG-1's have been selected for regular assignment to the "Congressional" and 18 more have been approved for high speed service on a reserve basis. The four assigned locos are 4901, 4910, 4912, and 4916. The 18 which are also available for high speed service are: 4889, 4892, 4894, 4899, 4902, 4903, 4906-8, 4911, 4914, 4925, 4926, 4928, 4929, 4932, 4936, and 4937.

Seventeen GG-1's have now been withdrawn from service and have either been scrapped or are awaiting scrap. One GG-1, #4846, has been rebuilt into an electric snowblower for use in the Wilmington Shop. The numbers of GG-1's dropped are: #4804, 4831, 4847, 4812, 4833, 4830, 4823, 4807, 4813, 4814, 4817, 4819, 4846, 4829, 4843, 4871, and 4888.

In addition, one B-1 electric switcher, #3910 and two L-6 electrics, the last on the roster, have been retired. They are L-6 #4790 and L-6a #4791 built by Lima in 1933, and the only electric built by that company.

(Editors note: to refresh your memory, the designation GG1 comes from the Pennsy's steam loco designation of a 4-6-0 class G, thus GG1 is in effect two ten-wheelers, back to back.)

"The Official Guide" Wilmington ch.

ANOTHER OLD STEAM HOLDOUT FINALLY CAPITULATES

Rion, South Carolina

The Rockton & Rion RR is now sporting a freshly painting grey and yellow striped diesel switcher purchased from the Southern (as rumor has it) and numbered one. Baldwin mikes # 19 and 31 sit very coldly over behind the machine shop awaiting a taker. They are both in very good shape, it is understood, since they alternated monthly in service up until June when the new toy arrived. What a sight and sound they used to be every day around noon, sometimes twice a day when the quarry was really busy. Now that the crusher operation has been taken over by a new company, trucks are hauling the big stone cuts from the Winnsboro main quarry to Rion for crushing and reshipment via rail. Although tracks between the two operations are still in place, no trains are run each day as in the past. The only steam in evidence is one of the two 0-4-0T's, still hustling flats for the quarry and mashing plant, but even that may be very limited, perhaps through this year.

"Highball", Old Dominion Chapter