



THE TRAINMASTER

APRIL, 1969

Number 124

Pacific Northwest Chapter, National Railway Historical Society,
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A P R I L . M E E T I N G

The April meeting of the Pacific Northwest Chapter, NRHS, will be held on Friday, April 18, 1969 at 8:00 p.m. in Room 208, Union Station, Portland, Oregon. Chapter member Ed Immel will show movies of railroads in Australia with some interesting footage of double headed Beyer-Garret types. Also member John Holloway will show slides of the Alaska Railroad and we will have slides of the Spokane trip.

C H A P T E R . C A L E N D A R

- April 18 Regular Monthly Meeting. Room 208 - Union Station. 8:00 P.M.
(PLEASE NOTE CHANGE. Salem meeting will be in May.)
- May 16 Annual Salem Meeting. Dinner meeting at the Kopper Kitchen
North, 3400 Portland Rd. N. E. 7:00 P.M.
- June 20 Regular Monthly Meeting. Room 208 - Union Station. 8:00 P.M.
- June 21 & 22 RAILCON '69. Portland, Oregon

C H A P T E R C A L E N D A R (cont.)

July 13-15 3rd Annual Bend-Oregon Trunk Mixed Trip
 August 10 Trip Skandia Limited to Junction City

SALEM DINNER MEETING IN MAY

The annual Salem meeting will be on Friday, May 16 at 7:00 P.M. at the Kopper Kitchen North, 3400 Portland Rd. N.E., Salem, Oregon. There will be a charge of \$1.85 per person for the dinner. Wives and friends of Chapter members are invited.

To reach the restaurant, turn off the freeway at the first Salem exit just beyond the State Farm Insurance Co. building. Proceed south on Portland Road about three-quarters of a mile to the Kopper Kitchen North.

The program will be old time silent railroad movies as gathered and prepared by Chapter member Jay Blair. Bring railroadians items for an auction.

Chapter members from Portland planning to attend the Salem meeting should notify Chuck Storz (phone 289-4529) evenings.

SPOKANE MT. ST. HELENS TRIP

Friday evening, March 28, the Mt. St. Helens again departed on S.P.& S. No. 4, but this time the destination was Spokane and a get together with Inland Empire Chapter N.R.H.S. Maybe because of the time of the month or short notice the trip was operated with only fourteen Tacoma and PNW Chapter members on board. If it had not been for the support of Tacoma Chapter, it would not have been possible to operate. As it all turns out, we had one of the finest trips operated by the chapter.

We all had a pleasant sociable evening with a great deal of talk and many trips to the well-stocked buffet. As the evening progressed, it became apparent that airline passengers pay a high price for the few moments, if all goes well, they can save. Number 4 was quite fast enough for our group. Some posted cards in the operating R.P.O. and all retired after Pasco. We awoke in the G.N. Station in Spokane and all were up and ready to go by 8:00 A.M.

Inland Empire Chapter outdid itself in providing a pleasant day in Spokane. After check in at the horse shoe counter in the station, the group, now numbering about forty, went to the Coeur d'Alene Hotel for breakfast where a banquet room had been arranged. After breakfast, we all went on a very comprehensive tour of rail facilities in Spokane by private auto visiting N.P.'s Parkwater Shops and U.P. The club and the railroads outdid themselves in making everything available to us. After lunch, the tour continued. The evening meal was a steak dinner at the Black Angus overlooking the falls in Spokane. After a drawing for a number of prizes, all were invited over to the Mt. St. Helens for some refreshments and conversation.

While the weather in Spokane was absolutely perfect, apparently this was not the case farther east and Empire Builder was getting later and later.

SPOKANE MT. ST. HELENS TRIP (cont.)

Apparently we departed Spokane around 4:00 A.M. (I had retired to my bedroom somewhat earlier). At Pasco, we were delayed further because the North Coast was even later than the Builder. We finally departed Pasco around 7:00 A.M. and arrived Portland before noon on Sunday, after having a fine breakfast in the last true diner (still none of this paper napkins on the S.P.& S.) into Portland.

I would like to take this opportunity to thank all concerned for making this trip such a success. First, we must thank the S.P.& S. for again making the Mt. St. Helens available to us. They did way more than one would normally expect from a railway company. The Inland Empire Chapter certainly was a great host for us and we know they are ready for grander things.

Roger Philips

UNION PACIFIC, GOLDEN SPIKE CENTENNIAL EXPOSITION TRAIN

Union Pacific "Expo Train" will be in the Northwest April 2-29, 1969. The train will be displayed in Pocatello, Baker, La Grande, Pendleton, Hinkle, Yakima, Kennewick, Walla Walla, Spokane, The Dalles, Hood River, Portland (Albina), Kelso, Centralia, Aberdeen, Olympia, Tacoma, and Seattle.

This "Expo Train" will be moved in regular freight trains except it will be operated as Special Train from Walla Walla to Spokane, April 10, and Spokane to Ayer, April 12, because of insufficient clearance to operate via main line.

The train consists of a museum car and three flat cars on which are loaded two steam locomotives, one coach, and a derrick car, blacksmith car, and box car. The flat cars are loaded as follows:

UP 258160 Engine JUPITER and Engine 119, UP 258654 blacksmith car and derrick, UP 258655 Coach 11 and box car.

The train will be in Portland (Albina Freight House) April 16 thru 19 with the train open to the public from 9:00 A.M. to 7:00 P.M. weekdays and 9:00 A.M. to 5:00 P.M. Saturday.

E. M. Berntsen

IMPROBABLE HEADLINES

From time to time some of the gang have indulged in some flights of fancy (usually over an occasional mug at the Men's Bar or the Cheerful Tortoise) discussing some item of items of railfan wonderment that would make great news stories if they ever took place. A few of these discussions are set forth in headline form for the edification of our readers....please take with a grain of salt!

SPOKANE, PORTLAND & SEATTLE RY. TO PURCHASE ALCO PRODUCTS PLANT

Movement of the Schenectady Works to Vancouver will assure continued supply of C636's.

ROSE CITY TRANSIT ANNOUNCES INTENT TO REBUILD COUNCIL CREST STREET CAR LINE

"Rosy" future in handling multitudes of tourists on scenic line inspires change.

N.P./G.N./U.P. ANNOUNCE PACIFIC NORTHWEST HIGH SPEED TRANSIT CORRIDOR PROJECT

Portland - Seattle high speed rail project to be built with D.O.T. Grant, 1½ hour service planned.

WEYERHAEUSER COMPANY TO BUILD FOUR NEW LOGGING RAILROADS IN THE NORTHWEST

Long term studies have shown truck logging uneconomical, all future logging to be done by means of rail. Detailed studies on steam vs. diesel power for new lines underway.

SOUTHERN PACIFIC ANNOUNCES RETURN OF "SHASTA DAYLIGHT"

Success of advertising campaign for "Cascade" makes return of daytime train necessary.

UNITED AIR LINES GOES OUT OF PASSENGER BUSINESS

Long terminal delays, high cost of new equipment, and inability to cope with hijacking given as reasons.

SP/UP ASK I.C.C. TO REBUILD OREGON CITY LINE AND ESTABLISH PASSENGER SERVICE ON ENTIRE P.T.C.

The new line will enter Portland on the new Rosy Subway and be for Passenger Service only.

Jack M. Holst

COLUMBIA AND COWLITZ ALCO C-415

Columbia and Cowlitz Alco C-415 No. 701 (Alco 6018-01 11-22-68) has been in the shops at Longview most of the time since its arrival December 15, 1968 for the installation of step-shunting to increase the top speed from 19 mph to 43 mph. While the 19 mph speed is not restrictive to the C&Ca bit more speed is needed to get a run at the grade through West Kelso. D-1 will be traded to Alco for the 701 and D-2 will be renumbered 700 and stored serviceable. No. 701 will handle all the C&C's work, doubling the West Kelso hill if needed, eliminating the present frequent double-heading of D-1 and D-2.

E. M. Berntsen

COLUMBIA & COWLITZ RAILWAY (Longview, Washington)
All Time Locomotive Roster

#102 Baldwin 45248 18x24 cyl. 44" dr. 3/17 2-8-2
Orig. West Oregon Lumber Co. #3

#103 Baldwin 37497 18x24 cyl. 44" dr. 1/12 2-8-2
Orig. Twin Falls Logging Co. #103; then Clark County Timber Co. #103

#109 Baldwin 41710 18x24 cyl. 44" dr. 9/14 2-8-2
Orig. Baldwin demo displayed at Panama-Pacific Exposition; then Columbia & Nehalem River #117; then Weyerhaeuser Tbr. #109

COLUMBIA & COWLITZ RAILWAY
All Time Locomotive Roster (cont.)

- #D-1 Fairbanks-Morse 10L174 1000 h.p. 5/49 BB diesel, bought new, repowered to 1200 h.p., to be turned in on #701 to Alco Products, but still on property 3/69.
- #D-2 Fairbanks-Morse 12L1025 1200 h.p. 10/56 BB diesel, bought new, to be re-numbered #700.
- #701 Alco Products 6018-01, Model C-415, 11/68 BB Diesel, bought new.

Jack M. Holst

"NEW" RAILROAD FOUND IN LONGVIEW

Another new railroad has been "found" - this time at International Paper Co. Pole Plant in Longview, Washington. A small G.E. diesel-electric (G.E. 15687) with one traction motor and chain drive to front axle moves small four-wheel crib cars in and out of tie treating building. Operation started about 1947 by I.P.'s predecessor, Long Bell Lumber Co. The locomotive was obtained from Kaiser's Vancouver, Washington, shipyard.

E. M. Berntsen & J. M. Holst

ON HIGHSPEED

The Penn Central has just announced that a third Metroliner will go into NON-STOP New York-Washington service effective April 2, 1969. This run will require only 2 hours and 30 minutes with the same accommodations available as on the present Metroliners. KEYSTONE NEWSLETTER, Pittsburgh Chapter NRHS (please note): The three hour Metroliner could just about equal the NYC-Washington time of the airlines. The point missed by all the newsmen was while the time difference was marginal between New York City and Washington, the railroad had the advantage from about Delaware north. They are now competitive again on the entire route. Airlines still have the advantage of many more departures and their shuttle service does not require reservations.

Roger Philips

S.P.& S. COACH 279 AND BAGGAGE CAR IN EUGENE FOR OMSI

Coach 279, one of two with solarium ends from the time they were reserved seat coaches-cafe cars of the Columbia River Express, along with a double door baggage car, are now in Eugene to be used as classroom and exhibit space for the Southwest Oregon Museum of Science and Industry. The museum is located in the Old Oregon Electric Passenger Station in Eugene at Fifth Avenue and Willamette Street. Car 279 has been freshly painted in the new S.P.& S. paint and has all the seats removed. Both the cars and station are "on loan" from S.P.& S.

Eugene Register Guard 3-15-69
 from Ted Zehrung

DETHMAN'S THING

Member KEN DETHMAN has this thing with the Great Southern Railroad and is asking anyone having or knowing the location of any material to contact him. Hopefully, the final product of his efforts will provide something of interest and information for everyone.

The Great Southern started in the Dalles in 1905 headed towards Dufur and eventually reached Friend. The line was abandoned during the Depression. Ken can be reached at 1919 S. W. Madison, % Orbis International, or at the reincarnation of the Chocolate Moose at Third and Ankeny, Portland.

Roger Philips

TRANMASTER EDITOR GOES TO BOISE

The reader must have noticed The Trainmaster is not its glossy self this month. Editor Alex Ceres has business in Boise so he is on the City instead of working on The Trainmaster. Your Vice President, Excursion Chairman and General Flunky is editing The Trainmaster for one month - with two days' notice. To add insult to injury, our usual typist is getting married!

After we convinced Alex that it was safe to travel by the steam cars in the West, he has used them on several business trips. More of us should - we might not have the chance much longer. The more you use them, the longer they will be there.

It is very enlightening to look around Union Station once in a while. Only one train still has all its refinements, traditional diner, club lounge, more than one Pullman regularly, etc. - that is S.P.& S. #1 & 2. The City has been running with only six cars, two head-end, two coaches (one usually a dome) and a single Pullman and a coffee shop lounge. The train still has U.P. class and gloss but is not the City of former days. The Rose has no more long line of head-end equipment and Pullmans for about every point in the West, including L.A. and Lewiston. Four cars are enough today - one head-end, two coaches and a 6-4-6. Will the Rose have the last section cars in the country? The Cascade (or should we call it CascaDaylight on its new schedule) is operating with only one Pullman, on the head-end yet.

Roger Philips

INTERESTING BUSFANS #0.02357-

CLOD C. KENWORTH

by Freeload Cubbard

No kin to the famous manufacturer of trucks, Mr. Kenworth developed his intense interest in buses after being trapped in the restroom of a transcontinental Trailways for sixteen days at the age of 19 years.

Mr. Kenworth was born February 29th, 1950, in the waiting room at O'Hare Airport where his mother had been grounded for some 10 months awaiting clear weather so her flight to Cicero could take off. "As a baby," his mother recalls, "Clod was a holy terror, foul tempered, and stubborn as H---." Things haven't got

INTERESTING BUSFANS #0.02357 (cont.)

any better since then, according to some of his best friends. When the author managed to locate both of his friends, their comments were "Yech!"

Clod is a firm believer in the use of tobacco and chews **snoose** constantly while smoking his usual carton of cigarettes and bale of pot each day. He thinks that those who don't smoke, drink to excess, and chase wild women are sissy. (The author finds he is in total agreement with this philosophy).

Clod has the worlds finest collection of bus builder's plates and his collection includes all the noted builders such as Mack, G.M., Flexible, International, and Blue Bird as well as many of the more obscure such as Edsel, Henry J., and the rare Subaru. Clod can easily recite the construction numbers of all of the buses on any rapid transit system in North America, but his real talent is in the field of old retired school buses utilized by migrant farm workers. Clod knows the entire history of any bus ever built and can easily quote all modifications done to them, such as the change from inward to outward opening doors, modified dome lites, and changes in tire pressures.

His favorite photograph was taken back in 1956 with his Kodak "Autographic 127" of a pair of Macks hitting headon in the Holland Tunnel, but unfortunately this, like his other photos, was underexposed and is unprintable.

By profession, Clod is a publicity agent in the Southern Pacific Passenger Department where he spends his hours promoting the use of passenger trains. Does his work create conflicts with his hobby of buses? "Yes, frequently, but fortunately the S.P. doesn't mind if I throw a little business to the competition now and then".

Our hero lacks just one inch of being five foot tall. He has beady, pink eyes. His weight hasn't varied in the last six years, remaining steady at 285. Clod is married, in fact, he has two wives, one residing with her twelve children in Scappoose, Oregon, and the other with her three children (one of each sex) in Cougar, Washington. Clod alternates his time with his two wives, and can be reached in care of P.O. Box 169, McNeil Island, Washington.

ADDITIONS TO BIBLIOGRAPHY - NORTHWEST RAILFAN BOOKSInland Empire, D. C. Corbin and Spokane - John Fahey

University of Washington Press

Published 1965, 270 pages, \$5.95

The life of D. C. Corbin regarding his railroads and other business activities. COMPLETE. (Spokane Falls & Northern, Nelson & Fort Sheppard, Columbia & Red Mountain, Spokane Falls & Idaho, Coeur d'Alene Railway & Navigation Company, Spokane International.) a few photos, 3 maps.

That Man Thompson - ?

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The story of the Seattle, Lake Shore & Eastern.

ADDITIONS TO BIBLIOGRAPHY - NORTHWEST RAILTAN BOOKS (cont.)

Electric Railways in Washington

Central Electric Railfan's Association Bulletin 95 ("Trolley Sparks"),
Published 1951, 86 pages, \$3.00 (out of print) Chicago
Timetables, rosters, histories of most Washington traction lines.
Nearly complete roster of proposed electric lines.

Trolley Trails through the West - Robert S. Wilson

Published 1942 - Yakima, Washington - soft bound
64 pages - Chapter 2 - "Yakima, Washington State's Last Trolley City" - \$1.00
Owen Davies - 1214 No. La Salle Street, Chicago, Illinois 60610

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