



THE TRAINMASTER

JUNE, 1969

NUMBER 126

Pacific Northwest Chapter, National Railway Historical Society, Room 1, Union Station, Portland, Oregon 97209

Charles W. Storz, Jr., President  
146 N.E. Bryant, Portland, Ore. 97211  
289-4529

Roger W. Phillips, Vice-President  
3733 N.E. 15th, Portland, Ore.  
97212 - 282-7691

John E. Greenaway, Secretary  
1825 N.E. Cleveland, Gresham, Ore. 97030  
665-8356

Roger W. Sackett, Treasurer  
1795 S.E. Madhatter Lane, Beaverton,  
Ore. 97005 - 644-3437

John M. Holst, Chapter Director  
12930 N.E. Tillamook, Portland, Ore. 97230  
255-0631

Alexander B. Ceres, Editor  
THE TRAINMASTER  
1547 S.W. Hall, Portland, Ore. 97201  
228-2840

JUNE PROGRAM

The regular meeting of the Pacific Northwest Chapter will be held in Room 208, Union Station on Friday, June 20, at 8:00 P.M. Jack Holst will present slides and movies of the Golden Spike Centennial celebration held at Promontory, Utah last May 10th. Jack, who was official press representative at the event for the NRHS Bulletin, had a front row seat at Promontory.

CHAPTER CALENDAR

June 20 Regular Monthly Meeting. Room 208, Union Station. 8:00 P.M.  
June 21 & 22 Railcon '69, Portland, Oregon  
August 10 Scandia Limited Excursion to Junction City, Oregon  
Sept. 19 Regular Monthly Meeting. Room 208, Union Station. 8:00 P.M.  
Note: There will be no regular meetings during July and August.

THE TRAINMASTER presents the following short sketches to acquaint the railfans attending RAILCON '69 with the three principal places of interest to be visited during the conference: The Pacific Northwest Live Steamers operation at Shady Dell, the Trolley Park at Glenwood, Ore., and the Vernonia, South Park & Sunset Steam Railroad at Banks, Ore.

### Live Steam at Shady Dell

Shady Dell, located just southeast of Molalla, Ore., is the operating location of the Pacific Northwest Live Steamers. At the time the Live Steamers were organized in 1964, there were 1,300 ft. of 1" scale track on an area of one acre. The property has grown to two acres with 3,800 ft. of 3-rail trackage.

The Pacific Northwest Live Steamers have grown in both membership and the number of locomotives in the group. When the club was founded, there were 20 members and only 3 scale live steam locomotives. At present, there are 80 members and 18 - 1" and 1½" scale steam locomotives. In addition, there are 19 steam locomotives under construction.

Other equipment includes eight gas and electric locomotives plus numerous cars and cabooses. An 18 ft. stern wheel steamboat is almost completed (its boiler and engines are replicas of those on stern wheelers that ran on the Columbia River fifty years ago). A 14 ft. turntable and several steaming-up bays have been added to the operating facilities during the last year.

The trackage is open every Saturday and Sunday. Non-members are welcome to visit or to bring and operate their locomotives on these days. Track gauges are 4-¾" and 7-½" with 50 ft. radius curves.

### The Trolley Park

The Trolley Park, located at Glenwood on the Tillamook Highway, a short distance beyond the Timber Junction, is operated by the Oregon Electric Railway Historical Society. The property is the site of the former Consolidated Timber Co.'s shops while the "mainline" of the Trolley Park is constructed on the grade of the Gales Creek & Wilson River R.R.

Equipment on the property includes an "open breezer" Australian car, a double decker from Blackpool, England, #1304 Interurban from B. C. Electric (property of W.V.E.R.A.), the "Bridge River", former Oregon Electric parlor car (also property of W.V.E.R.A.), a "Broadway car" from Portland, a P.T. Co. sweeper, a Key System articulated car, and a narrow gauge Los Angeles car - the latter two cars being scheduled for disposition.

Two alternate power sources are available, a diode converter and a diesel generating set which was formerly the power plant for a Northern Pacific railcar.

### Vernonia, South Park & Sunset Steam Railroad

The Vernonia, South Park & Sunset Steam Railroad was founded in 1960 to operate steam excursion trains over the Spokane, Portland & Seattle tracks between Banks and Vernonia, Oregon. After several years of hard work and the overcoming of numerous difficulties the first trip was operated on May 10, 1964.

The V.S.P. & S. runs over twenty-one miles of S.P. & S. track between Banks and Vernonia. Points of interest along the line are five miles of 2½% grade (steepest on the S.P. & S.), two large timber trestles and an unusually sharp crest at the summit at Tophill.

The V.S.P. & S. train is pulled by 2-6-2 #105 which was built for the Oregon-American Lumber Co. by Baldwin in 1925. The cars were built for the Oregon Electric Railway between 1910 and 1915.

## V.S.P.&amp; S. (cont.)

In addition to the operating train, other equipment is on display at Banks. Included are two Shays, a 2-6-2 side tank locomotive, a logging caboose and an ex-S.P.& S. rail car.

The V.S.P.& S. begins its regular 1969 season on Sunday, June 14 with one trip leaving at 3 P.M. with afternoon trips also to be run on June 21 and 28. During July, August and September, there will be trips at 10 A.M. and 3 P.M. each Sunday. The train originates at Banks, Oregon, which is about 25 miles west of Portland on U.S. Highway 26.

For the railfan who wishes to motorcade the train there are numerous locations along the line for good photos. The train regularly stops at Beaver Creek trestle for a photo run past. Good sound recordings can be made on the train and from trackside.

- - - - -

OREGON TRUNK MIXED TRIP

The third annual "mixed" train adventure got underway as scheduled with a hardy crew of 13 on board the Mt. St. Helens. Ken Dethman really was a hit at the "Pastime" in Wishram when he appeared in his Arab robes. One would have thought that a 6'4" bearded Moroccan tribesman was a rather unusual sight in this quaint, out of the way settlement.

We arrived in Bend only a little over an hour late with Irving Ewen winning the jackpot for estimating arrival time. The day in Bend was spent by renting cars for a tour of the area with visits to the City of Prineville Railway, Peterson's Rock Gardens, lava caves and similar points of interest. Jack Holst and Ken Dethman spent the day researching old Brooks-Scanlon Lumber Co. photos for a story Jack is writing on the history of their logging railroad.

The return to Portland was as scheduled with an interesting daylight ride to Madras and twilight ride into the Deschutes Gorge. The crew's favorite past-time of spot lighting deer brought forth numerous herds of 15-20 deer in the vicinity of South Junction. After arrival in Portland on S.P.& S. #3, most of the gang adjourned to the Hoyt Hotel for breakfast.

Jack Holst

- - - - -

BALTIMORE CHAPTER'S CAR NO. 3302 FORMALLY DEDICATED

The Baltimore Chapter's very own Car No. 3302, a former Baltimore & Ohio observation-lounge car, was officially dedicated on Saturday, May 10, 1969, at Camden Station, Baltimore. Chapter members really worked hard on the car, the "Baltimore & Ohio" has been removed and now we have "National Railway Historical Society" and "Baltimore Chapter" on the car. Also on the car is "Edward G. Hooper". Yes, the car now bears that name in honor of the N.R.H.S. Chairman of the Board and long-time member of the Baltimore Chapter. Mr. Hooper really deserves the honor as he has devoted much of his life to the N.R.H.S. and if it were not for his hard work and his ability to look forward, there is the possibility that there would be no N.R.H.S. today. President Bowers presided

BALTIMORE CHAPTER'S CAR NO. 3302.....(Cont.)

at the dedication ceremonies, attended by a number of Chapter members, along with William F. Howes, Jr., and E. L. Thompson, of the C.& O.B.& O. R.R. Mr. Hooper's daughter broke the bottle of champagne on the car, and Mr. Hooper, very pleased at being honored by the Chapter in this manner, had a few words of appreciation. After this, refreshments were served in the car, and Mrs. Eleanor Kirchner had a lovely cake with the 3302 showing in the icing, with a piece of it available for all attending the ceremonies. Thus, a dream came true for many members of the Chapter, and we are happy that the name "Edward G. Hooper" may be seen in the future rolling along, not only on the Baltimore & Ohio Railroad which he served well for many years, but on other railroads as well.

"The Interchange", Baltimore Chapter

- - - - -

COMMENTS ON RAIL PASSENGER SERVICE

P.C. Empire Service continues despite a bad winter of adverse publicity. Local press in Buffalo, and we assume other on-line communities, have lambasted this token service for one bad day's run under severe weather conditions. Call it just one of those days when the Thruway was undriveable and flying conditions left lots to be desired. What happened was that people came to ride the train and the train wasn't prepared.

Most of you know the rest; a big press playup by disgruntled tinhorn politicians who would have driven or flown otherwise. We are not condoning the P.C. for possible shortcomings either. It was just one of those things. The wrong day for the wrong people to be on the wrong trains. Too much has been written and read for us to harp further. In closing, your Ed can report that competitive modes of transport do not fare much better. Your Ed commutes daily (via N.F.T.) with THE JET SET, those who either WANT TO or HAVE TO fly. He listens with cocked, amused ears as stories unfold of airport congestion and lost baggage and other things which are not supposed to happen to THE way to travel. Unfortunately, THEY have their share of problems, which somehow do not get the adverse publicity that the P.C. gets for equally poor service or on-time performance. We wonder if it isn't a case of the wrong elements of the press or public traveling via the wrong mode of transport at the wrong time.

Well, we can see the sunrise thru the haze. The early 70's loomed ahead. A world of METROLINERS, expanded beyond their present areas. A world of Turbo-trains on lines presently with token service. A world of expanded rapid transit. Hang on and stay with us. The trains we knew and used to love are dead as a doornail. Better trains are coming. The auto has had it and the jet is limited. Stick around - it is going to be a great decade for railfanning.

Robert E. Wilson, Jr., Editor  
"Air Pump", Buffalo Chapter

KLICKITAT SHAY #7 TO OPERATE

Klickitat Log & Lumber Co. Shay #7 is expected to begin public excursion operation Saturday, June 28, at "Camp 6" Logging Museum in Point Defiance Park at

KLICKITAT SHAY #7.....(Cont.)

Tacoma, Wash. The start of operation coincides with Tacoma Centennial Week, June 28 to July 5. The engine will probably operate most of Centennial Week and then Sundays for the rest of the summer. A loop of track with a trestle and wye has been constructed at the display, which includes Rayonier Camp 14 crew cars and a monstrous Weyerhaeuser/Longview Lidgerwood Loader. Contact E. M. Berntsen, Box 340, Tacoma, Wash. 98401, (206) 627-3711 for details.

Ed Berntsen

-----

ARCATA & MAD RIVER R.R.

A press release floating around which was quoted verbatim by such varied sources as the Portland Oregonian and Old Pueblo Chapter's "Caboose Chatter" reads as follows:

"The Arcata & Mad River Railroad in Humboldt County, California, owned by the Simpson Timber Company, now offers two round trips weekly on the weekends over a 575 mile stretch of the road's 715 miles of track. The motive power is a Shay steam engine."

A 575 mile stretch of track would equal a 1050 mile round trip which a Shay should be able to make in approximately 100 hours, exclusive of fuel, water and servicing stops----two trips per week would be over 200 hours running time per week out of a possible 168 hours----sounds like someone goofed! Actual mileage of the A.& M.R. is more like 7.15 so we suspect the ride is 5.75 miles.

Jack M. Holst

-----

CALIFORNIA ZEPHYR EXCURSION

On May 12, 1969, the Rio Grande Railroad applied to the Interstate Commerce Commission to discontinue service on their portion of the California Zephyr between Denver and Salt Lake City. If this request is granted, it is unlikely the train will run after the summer months.

The Colorado Midland Chapter of the National Railway Historical Society has planned a family weekend outing to Glenwood Springs, Colorado, on July 19th and 20th, utilizing the C.Z. as our means of transportation to and from the beautiful resort town. Since this trip is to be a relaxing outing for you and your family, no big events (as on our other trips) have been planned while we are in Glenwood with the exception of a Saturday night dinner for all at Buffalo Valley. The rest of your time will be yours to do with as you please, such as swim in the famous Mineral Hot Springs, or take pictures of trains on Rio Grande's mainline or many other things available in this fun town. Here's the schedule:

Saturday, July 19th-8:20 AM - Leave Denver on the California Zephyr.  
 1:45 PM - Arrive at Glenwood Springs.  
 2:00 PM - Registration at the Hotel Denver (across street from depot).

CALIFORNIA ZEPHYR EXCURSION (cont.)

Saturday, July 19th-2:15 PM - Free time. Swim, take pictures, or your choice.  
 6:30 PM - Meet in front of Hotel Denver for transportation to Buffalo Valley Inn. (Family style Bar-B-Que).  
 7:00 PM - Dinner at Buffalo Valley Inn.  
 8:30 PM - Return to Hotel Denver. Free time.

Sunday, July 20th -Morning - Free time.  
 1:15 PM - Board the California Zephyr at Glenwood Springs.  
 6:55 PM - Arrive in Denver.

This ought to be our biggest and best trip yet, so plan to sign up soon, because, as usual, our space is limited due to the busy tourist season. Complete schedule of rates are listed below. Ticket deadline is July 1, 1969.

Rail Fares: Each adult is \$18.00	Hotel Rates: Plan A-1 person - \$ 8.00
*Each child is \$12.00	B-2 persons - \$11.00
	C-3 persons - \$14.50
	D-4 persons - \$15.50
	E-5 persons - \$16.50
	Plus 4% tax

\*Under 12

Make checks payable and mail to: Colorado Midland Chapter - NRHS  
 P. O. Box 9161  
 Colorado Springs, Colorado 80909

ROOM ONE IMPROVEMENTS

Our chapter's room in Portland Union Station has received considerable improvements in the past few months. Ed Immel and John Holloway kicked things off by constructing shelving units to help house the chapter's library. In addition, Ed donated a file cabinet to house much of the loose material. A work party with Immel, Holloway, Storz, Holst, Phillips, Sackett and Dethman in attendance helped to sort the vast collection of material and placed a great deal of it in its proper place on the shelves.

Items sorted included Railway Age from 1932 to date, Trains, Railroad, and Modern Railroad magazines and lots of "house" publications by various railroads. The vast pile of timetables remains to be sorted and filed along with a great number of newspaper clippings and miscellaneous other items. Anyone interested in doing this work should contact Chuck Storz.

Surplus and duplicate items from our library will be on sale at "Railcon 69" with Ken Dethman in charge.

Jack Holst