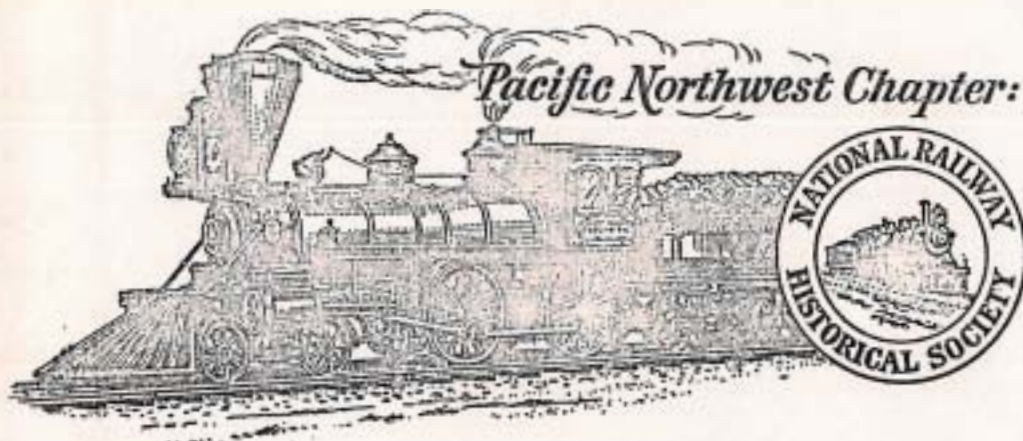


OCT 69



THE TRAINMASTER
ROOM 1, UNION STATION
800 NW SIXTH AVENUE
PORTLAND
OREGON 97209

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NATIONAL RAILWAY HISTORICAL SOCIETY
PACIFIC NORTHWEST CHAPTER

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CHAPTER NEWSLETTER
("THE TRAINMASTER")

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CHAPTER ACTIVITIES

meetings	Once each month (except during July, August, & December) on the third Friday evening at 8 PM in Room 208 of the Union Station
excursions	One public excursion each year, "The Scandia Limited", to the Scandinavian Festival at Junction City, Oregon. Other "members only" trips by private railway car to places like Bend, Oregon or Spokane, Washington.



WHAT HAPPENED ?

When Oregon Locomotive Works constructed the little 4-4-0 steamer for the Portland Zoo Railway, pains were taken to build the engine as realistically close to scale as possible.

After ten years of operation the engine has won the praise and admiration of railfans and the general public alike. Many words have been printed on the design and upkeep of the engine. However, during the past month changes have been made to the engine that would dishearten those that built the engine. In the name of operating efficiency and with no regard to the design of the engine, an abominable stack has been erected along the side of the smoke stack to carry the exhaust of the steam air pump out of the smoke stack since it interfered with the engine's draft. Surely a better answer could have been arrived at instead of putting the ugly stove pipe up the side of the engine. Put one on the other side and the engine would look like a diesel truck! Now is the time for the members of the Chapter to do something constructive about the situation; write to the Portland City Council, the Zoological Society, and the newspapers. Get that pipe off of the engine!!!!

Ed Immel, editor

OCTOBER MEETING

The October meeting of the Pacific Northwest Chapter will be held on October 17, room 208, Union Station, Portland. West Coast Vice-President, Ed Berntsen, will show his slides of the national convention which was held the second week in September at Denver. Ed will also brief the members on what the National has in the works as far as future conventions etc. Meeting starts at 8:00pm, however the Chapter's office will be open at 7:30 in case anyone has something they want to get out or put in the room.

PUBLICATIONS AVAILABLERailfan's Guide to Oregon

Published by the Pacific Northwest Chapter. Price: 50¢ postpaid.

1969 Supplement to Railfan's Guide to Oregon

Will be sent without charge to purchasers of the Railfan's Guide to Oregon upon receipt of a stamped, self-addressed envelope.

A Railfan's Guide to Washington State

Published by the Tacoma Chapter, NRHS. Price: \$2.00 postpaid. Tacoma Chapter, NRHS, PO Box 340 Tacoma, Washington 98401

SPECIAL NOTICE

On September 30, 1969 the Pacific Northwest Chapter's post office box was closed. All correspondence should be addressed to the Chapter's permanent mailing address which is: Room 1, Union Station, Portland, Oregon 97209

TRAINMASTER MATERIAL

All material for the Trainmaster should be in by the 7th of the month. We will hold production for a "hot" item.

EXCURSIONS

"Fall Foliage Trip", Vernonia, South Park & Sunset Steam Railroad. October 19. Call Portland 236-1589 for tickets, schedule and prices.

"Spook Rides" Portland Zoo Railway, Halloween Week, call PZRY for times and nights. A must if you have young children.

"New Year's Special" Mystery trip with SP&S's Mt. St. Helens. More information later. PNW-NRHS will operate the trip so you know it has to be good.

ALL TIME MOTIVE POWER ROSTER
 NORTHERN PACIFIC TERMINAL COMPANY
 Portland, Oregon

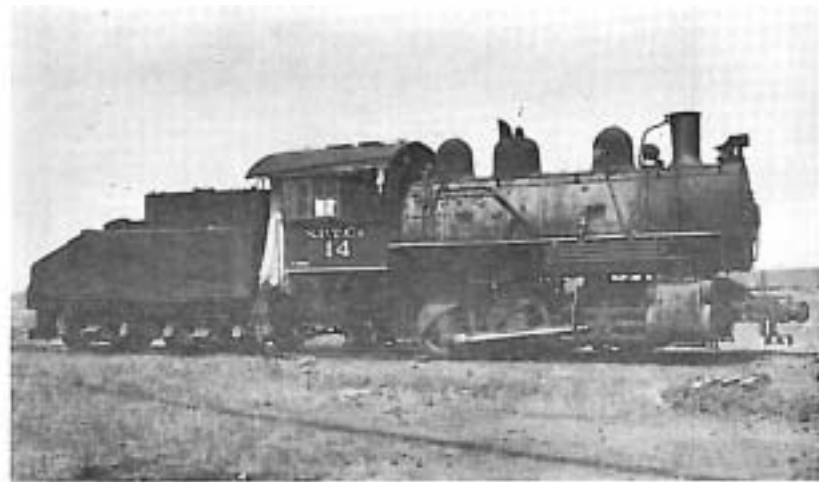
# 1	Schen.	3423	18x24cyl.	50"dr.	2/91	0-6-0	;bgt new; to M.F. Brady Co. (D) on 4/13; to Big Creek Logging Co. # 3
# 2	Schen.	3424	18x24cyl.	50"dr.	2/91	0-6-0	;bgt new; to Mt. Hood Rwy. & Power Co. # 2 (8/11); to Portland Rwy. Light & Power Co. # 114; to M.F. Brady Co. (D) (7/13); to Columbia & Nehalem River R.R. #114
# 3	Schen.	3425	18x24cyl.	50"dr.	3/91	0-6-0	;bgt new; to Railway Eqpt Co. (D) on 8/12; furtnur disposition unknown
# 4	Schen.	3426	18x24cyl.	50"dr.	3/91	0-6-0	;bgt new; to Northwest Steel Co. (D) on 5/17; furtnur disposition unknown
# 5	Schen.	6121	19x26cyl.	51"dr.	11/01	0-6-0	;bgt new; to Peninsula Terminal Co. # 402 (11/34); to Oregon Steel Mills for scp. 1/51
# 6	Amer/Sch.	28565	19x26cyl.	51"dr.	4/03	0-6-0	;bgt new; to Standard Junk Co. (D) 1/48
# 7	Amer/Sch.	41430	19x26cyl.	51"dr.	11/06	0-6-0	;bgt new; to Alaska Junk Co. (D) on 11/48
# 8	Amer/Sch.	43013	19x26cyl.	51"dr.	9/07	0-6-0	;bgt new; to Alaska Junk Co. (D) on 11/48

October 1909

THE IRVINGMILLER
NUMBER 128



6 - Switching the station area in 1940.
(photo - collection of J M Holst)



#14 - One of the two Cooke Works locomotives on the roster.
(photo - collection of J M Holst)



#16 - Stored at the Lake Yards "awaiting the call that never came".
(photo taken by J M Holst)



#17 - The only Baldwin on the roster of the N P T Co.
(photo by Karl R Koenig)

Northern Pacific Terminal Company Motive Power Roster, cont'd

# 9	Amer/Sch.	43014	19x26cyl.	51"dr.	9/07	0-6-0	;bgt new; to Alaska Junk Co. (D) on 3/48
#10	Amer/Sch.	48957	19x26cyl.	51"dr.	10/10	0-6-0	;bgt new; to Alaska Junk Co. (D) on 2/50
#11	Amer/Sch.	48958	19x26cyl.	51"dr.	10/10	0-6-0	;bgt new; to Alaska Junk Co. (D) on 2/50
#12	Amer/Sch.	48959	19x26cyl.	51"dr.	10/10	0-6-0	;bgt new; to Alaska Junk Co. (D) on 2/50
#13	This number not assigned						
#14	Amer/Ck.	62596	20x26cyl.	51"dr.	1/21	0-6-0	;bgt new; to M.F. Brady Co. (D) on 3/54
#15	Amer/Ck	62597	20x26cyl.	51"dr.	1/21	0-6-0	;bgt new; to M.F. Brady Co. (D) on 3/54
#16	Amer/Sch.	65945	20x26cyl.	51"dr.	10/24	0-6-0	;bgt new; to Schnitzer (D) for scrap on 6/61 last NPTCo. steamer
#17	Baldwin	43542	21x26cyl.		6/16	0-6-0	;ex Union Pacific #4429 acq. 5/30 sold to Alaska Junk Co. (D) on 2/50
#18	Amer	43260	20x26cyl.	51"dr.	7/07	0-6-0	;ex Northern Pacific #1090 acq. 5/30; sold to Alaska Junk Co. (D) on 5/50
#19	Amer.	60453	21x28cyl.	51"dr.	2/19	0-6-0	; bgt 4/37 from Union Pacific #4755; to M.F. Brady (D) on 1/53
#20	Amer.	60455	21x28cyl.	51"dr.	2/19	0-6-0	; bgt 4/37 from Union Pacific #4757; to M.F. Brady (D) on 1/53

October 1969

THE TRAINMASTER
NUMBER 128



#30 - One of the early diesels on the storage tracks at Lake Yards. Note Mt Emily Lbr Co #1 in background. (photo by J M Holst)



#46 - The latest order from Alco included #46 & #47. #46 is shown on the ready track at Lake Yards. (photo by J M Holst)



#30 - As it appears today in service as Yreka Western #603.

Northern Pacific Terminal Company Motive Power Roster, cont'd

#21 through 29 were not assigned

#30	Alco	69199	660hp.	7/40	B-B diesel; to Yreka Western RR #603 on 12/63
#31	Alco	69201	660hp.	7/40	B-B diesel; to Yreka Western RR #604 on 12/63
#32	Alco	69608	660hp.	2/42	B-B diesel; to Tacoma Municipal Belt Line Ry. # 2nd 901 on 3/68
#33	Alco	69609	660hp.	2/42	B-B diesel; to Tacoma Municipal Belt Line Ry. #2nd 902 on 3/68
#34	Alco	69610	660hp.	2/42	B-B diesel;
#35	Alco	70214	1000hp.	10/43	B-B diesel
#36	Alco	70215	1000hp.	10/43	B-B diesel
#37	Alco	70232	1000hp.	10/43	B-B diesel
#38	Alco	76581	1000hp.	1/49	B-B diesel
#39	Alco	76582	1000hp.	1/49	B-B diesel
#40	Alco	76903	1000hp.	1/50	B-B diesel

Northern Pacific Terminal Company Motive Power Roster, cont'd

#41	Alco	76904	1000hp.	1/50	B-B diesel
#42	Alco	79559	1000hp.	3/52	B-B diesel
#43	Alco	79560	1000hp.	3/52	B-B diesel
#44	Alco	80297	1000hp.	2/54	B-B diesel
#45	Alco	80298	1000hp.	2/54	B-B diesel

NOTE: The Northern Pacific Terminal Company has now become the Portland Terminal Railroad Co. Two diesel locomotives have been acquired under the new name:

#46	Alco	3489-01		2/68	B-B diesel
#47	Alco	3489-02		2/68	B-B diesel

JACK M. HOLST
Sept. 12, 1969

COOPEY FALLS AND GRIBBLE CREEK
RAILWAY & STEAM NAVIGATION CO.

One of the lesser known shortlines in the PNW is the Coopey Falls and Gribble Creek Railway & Steam Navigation Co. This line was founded by the well known John T Lobby circa 1833 to serve the salmon mines on the upper reaches of McChord Creek in eastern Multnomah County. Grades were extreme, but taking a tip from the "Rawhide Railroad" over in Washington, a unique method of propelling the trains up the hills was arrived at. Knowing of the tendency of rawhide to stretch great distances when wet, it was a simple matter to secure a length of rawhide around a large tree at the top of the hill and after wetting the rawhide, it would be pulled down the hill and attached to the train. When the sun came out, the rawhide dried and shrank back to its original length, pulling the train up the hill as it returned to normal.

Only one problem resulted from this novel method of propulsion. Mr Lobby failed to account for the Oregon rainy season which prevented the drying of the rawhide for some 9 months. This somewhat disrupted the planned schedule so that an additional method of moving the trains was soon found necessary.

As a replacement, a six truck geared locomotive was ordered from the Skagit Iron Works at Sedro Woolley, Wash, but this was found to be unsatisfactory. The next attempt of the management was to use a Buffalo-Springfield road roller, which with its vast amount of weight on the driver was a moderate success. While slow, this engine served for years until the late 1960's when a salesman from EMD (Jerry Pankeypink by name) approached the CF&GCR&SNCo. with a proposal for a diesel. While somewhat staggered by the conditions of service, i.e. 18 pound rail, 65% grades, 87 degree curves, EMD was up to any challenge to eliminate this last steam stronghold and a new loco type was soon built. This new engine was rated at 8500 hp and was set up on a novel truck arrangement best described as C-C-4-B-C-B-4-C-C. The 8500 hp was produced by 19 competition tuned Austin Healy Sprite engines driving Eastinghouse generators. As it turned out, the 8500 hp rating was a little overrated as dynamometer tests indicated only a nominal 8300 hp at 9,560 rpm. The locomotive was delivered to the railhead at Coopey Falls to begin tests on the road when it was discovered that the new diesel was built to standard 56½ in. gauge while the road of the CF&GCR&SNCo. was built to the gauge of 49 & 7/16 inches. As a result this unique diesel was rejected, Pankeypink was fired by EMD and became a roving editor for "Choo Choo Magazine", and the CF&GCR&SNCo. again had to look for a new locomotive.

C F & G C R & S N Co., cont'd

Finally in late 1969, through the efforts of the PNW Chapter of NRHS, a suitable locomotive was located. This engine was even the correct gauge and had been rusting away on its siding at the Crayola Crayon Co. where it had been stored since its retirement when its "color" was discontinued. Yes, the famous "Burnt Ochre" has not only been preserved, but will again see service on the CF&GCR&SNCo. No more will it shuffle cars loaded with shiny new "Burnt Ochre" crayons about the factory with its 50 odd sister locos, but now will haul the famous Columbia River Salmon from the mines high in the Cascades down to the river where they can be released to be caught by Indians, Gillnetters, and misc. sportsmen.

Coopey Falls and Gribble Creek
Railway & Steam Navigation Co.
All Time Motive Power Roster

# 1	"Rawhide"	blt. by Hereford	1833				
						(retired, unsatisfactory)	
# 2	"Climler"	blt. by Skagit Iron	1835	21x11cyl.	13"dr.	6 trk geared	
						(retired, unsatisfactory)	
# 3	"Roller"	blt. by Buffalo- Springfield	1835	21x24cyl.	48"dr.	1-1-0T	
						(used until 1969, donated to Coopey Falls Transportation Museum for display)	
# 4	"Diesel"	blt. by EMD	1968	64 cyls.	36"dr.	C-C-4-B-C- 3 $\frac{1}{2}$ x3	B-4-C-C
						(rejected on account of wrong gauge and returned to factory)	
# 5	"Burnt Ochre"	blt. by A.W. Faber	1879	12 cyls.	21"dr.	0-2-2-2-0T	
				8x13"			(in service)



GET OUT THOSE CAMERAS

Some railfans feel that when steam died they had to put away their cameras since no subjects on the railroads rated taking a photo. Now with the third generation of diesels on the scene some of them are taking out the dusty cameras to record the last of the first generation of diesels.

Operating out of Portland are several types of diesels that are fast disappearing from the railroad scene. The above photo shows several ALCO FA's at Vancouver on the SP&S. Only a few are left on the system with all the "B" units traded in on newer power. The SP&S also has a number of RS and S type engines but they are also leaving the scene as new models are acquired.

Other railroads operating early diesels are the Portland Traction Co. with their SW-1 switchers; the Northern Pacific with a few FT's and some early F units. Occasionally elderly F units are found on the Southern Pacific intermixed with the latest EMD and ALCO motive power.

Picture taking doesn't have to be confined to taking picture of engines. How about an RPO car? The Southern Pacific business car OREGON which is usually found on the private car tracks south of Union Station is one of the few pieces of equipment still painted in the "Cascade" gray. Few realize the gray disappeared faster than the "Daylight" colors. The old Baldwin switchers operated by the SP between Brooklyn yard and Albina/Union Station are a rare form of motive power. The old Great Northern colors are becoming harder to find as everything is painted in Big Sky Blue.

How many of us put off taking photos of the ALCO PA's on the Cascade and Shasta Daylight until they were gone? No time is better than the present to get those pictures you have been putting off.

PACIFIC NORTHWEST CHAPTER

CIRCUS TRAIN - 1969 STYLE

During September the Ringling Brothers, Barnum & Bailey Circus came to Portland aboard a modern version of the circus train. There are twenty cars in the train, many of which could be identified as former New York Central passenger equipment. Some cars appear to have been converted for circus use, especially the animal cars which include quarters for the handlers. A large diesel generator in one of the cars supplies power to the train. Included in the consist are four trailer flats built by ACF in January 1969. A detailed list of the train follows:

#120, 121, 122, 123	Piggy back type flat cars.
#124	Covered storage car, open both ends.
#130, 131, 132, 133	Animal cars with quarters for handlers.
#140, 141, 142, 143, 146, 147, 148, 149	Dormitory cars, interior arrangement not known.
#144	Diner. From exterior appearance this car may have been rebuilt into a diner especially for the circus train.
#145	Generator and storage car.
#150	Round end observation "Hickory Creek". Former New York Central car.

Chuck Storz

SOUTHERN PACIFIC REMOVES BRANCH

Southern Pacific crews are in the process of pulling up rails on their Falls City branch between Dallas and Falls City, Oregon. The line has been out of service for many years with its only car loadings a lime stone quarry. The line to the limestone quarry, known as the Buman Line, will be left intact by its owners the Oregon Portland Cement Co. The Buman Line is part of the Oswego, Dallas and Rosebury Railway.

THIS N' THAT

SP&S has received several new cabooses from International Car Company. Painted bright red, the cars still proclaim the SP&S as the "Northwest's Own Railway".....Look for Burlington power included in the consists of Union Pacific trains. Also look for UP power mixed with SP.