

THE TRAINMASTER  
 PACIFIC NORTHWEST CHAPTER  
 NATIONAL RAILWAY HISTORICAL SOCIETY  
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NO MEETING IN DECEMBER

Because of the holidays, there will be no meeting in December. The nominating committee appointed at the last meeting has made their nominations, and the ballot is included with this issue of the Trainmaster. Ballots should be returned to the secretary before January 10th, 1959. Also included with this issue of the Trainmaster is a statement for 1959 dues. The national dues are increased \$1 over last year to cover the cost of increasing the size of the Quarterly Bulletin.

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Union Pacific has announced plans to operate a through Pullman car from Portland to Los Angeles via Salt Lake City. Southern Pacific has announced plans to put the Shasta Daylight on a three-times-a-week schedule from January 15th to May 28th. Trains will leave San Francisco on Sunday, Wednesday and Friday and from Portland on Monday, Thursday and Saturday. They tried to reduce service before but were denied permission by the state commissions--but under the Transportation Act of 1958 they may be successful this time.

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NP steam power still around as of Nov. 29, 1958 included the following: at Seattle 2601 and 2604, 4-8-4's and 1697 and 1911, 2-9-2's, all outside and 1372 4-6-0 in the roundhouse; at Auburn, 1253 and 1262, 2-8-0's, and 1706, 1776 and 1826, 2-8-2's, and at South Tacoma, 1621, 1679, and 1904, 2-8-2's and 2425, 2451 and 2453, 2-6-2's. Also at the NP yard in Seattle is Port of Olympia #2, 2-6-2 tank type locomotive, which is reportedly owned by Charley Morrow of Seattle and the Puget Sound Historical Society. This is the fellow who owns the Deep River Lumber Co. 2-4-4-2 mallet which is on its side along the Deep River Lumber Co.'s abandoned right-of-way in southwest Washington. There is also an old British Columbia Electric car there.

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It looks like the local freight agent is going the way of the steam locomotive--at least as far as the SP in Oregon is concerned. The SP is working on a plan to handle all billing at three points on their Portland division--Brooklyn, Eugene and Medford. While agents will remain at most stations for the present, their duties will be greatly reduced and a number of positions will be abolished. All waybills and freight bills will be made out at the three points named. Also previously announced was a plan to move their locomotive repair facilities from Portland to Eugene. SP tried to enlarge their Brooklyn yard but was turned down by the city upon the objections of Eastmoreland residents and as a result are moving most of their Portland operations to Eugene. We wonder if those Eastmoreland bankers who were so happy not to have SP trains going by their windows as frequently are as happy now that SP paychecks won't be passing through their bank windows as often.

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Any hope for restoring interurban service on the Portland Traction Co seems very poor. In the latest proceeding in Marion County Circuit Court, PUC's Morgan has become convinced that the case would not be confined to the situation as it was a year ago but that the company would present evidence of the high cost of restoring a service which in almost a year of abandonment would have lost its patronage. So he asked that the case be remanded back to him. He plans, he says, to drop the whole matter.

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Stand Up! Be Counted! It has always seemed to me that the membership committees of the national groups tend to overlook what is really the only universal argument for membership in a national railway historical. By holding membership in one or more of the national societies, the individual is identified as interested in railroads. While he may not care to take any part in the activities of the organization or use any of its services, his membership lets the world know that he's proud to be a railroad enthusiast. There's no better way for him to demonstrate any interest he may have toward the railroads than by holding membership in his local club and in one or more of the national railroad historical societies. There's good reason to suspect that the enthusiast who isn't willing to hold membership in a railroad fan and/or historical organization is a little ashamed of his interest in railroads. This may not be the state of things at all, of course, but we could have good reason for wondering if he isn't willing to stand up and be counted. (By Jeff Keenan).

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Mrs. Casey Jones passed away on November 21 at the age of 92 - active during the past 58 years in keeping green the memory of America's hero of the iron horse. Mrs. Jones now rests along side of Casey at Mt. Calvary Cemetery on the edge of Jackson, Tenn. For 58 years engineers of the "Dixie Route" have saluted Casey with two short blasts of the whistle while the headlight beamed on his grave while rounding a curve nearby. As long as trains pass by, the salute will be for Janie and Casey Jones. I believe this to be an opportune time to quote a poem composed by Hortense Bozeman Harvey several years ago for Mrs. Casey Jones as follows:

There's a little old lady left all alone,  
That lady's name is Mrs. Casey Jones,  
For she is the widow of the engineer who,  
Did his duty his whole life through.

I'm sure Mrs. Casey remembers when  
That Casey would be coming in,  
But on that last run he didn't come back,  
And it left her heart with despair so black.

But I'm sure now she's proud to remember  
All of hers and Casey's life together,  
But God reached down and took Casey to drive,  
That Heaven-bound engine in the skies.

So, Mrs. Casey, is you hear a train,  
Blowing his shrill whistle again,  
You'll know it's Casey driving again,  
Riding God's people on His Heaven-bound train. (By Jeff Keenan).

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Rebuilt flues have been installed in Ponnisula Terminal Railroad Company's No. 103, which will give the last active steam operation in the Portland area some additional life. With more and more livestock moving via trucks, there have been some rumors of discontinuing the line, but it looks like the line should be around for a while longer. With the Oregon Centennial in its backyard, it's too bad the line doesn't have passenger service.

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Simpson Logging Co., Shelton, Wn has donated an old 28-foot wooden truss-rod box car to the railway museum at the Oaks Park. Delivery will be made sometime in the future. The steam locomotive offered by the Finnish government is still be held up until transportation can be arranged in this country.

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Why do approximately 70 railroads have listings in the Portland telephone directory when only seven railroads run trains in this area. The answer is that most of these offices are what is known as off-line traffic offices. Sometimes they are joint offices representing two or three railroads but for the most part they are an office representing just one railroad. In addition some railroads have representatives in Portland who work out of their homes, so the railroad's name is not listed. In addition there are 11 off-line railroads represented in the Eugene area and 8 in the Medford area. These offices have two basic functions--sales, and service. Solicitors endeavor to have cars routed over their railroad as against one of their competitors when there is a choice. On most shipments the originating line does not serve the destination so it is necessary to use at least one and sometimes several different carriers to get the car to its destination. The service aspect consists of tracing cars, furnishing freight rates, diverting cars, handling claims, and many other details that need handling. For the most part passenger work is a very minor part of their work, inasmuch as many of the lines do not run a single passenger train anymore. These offices represent a small but vital segment of the economy of the state. There are approximately 190 people employed in the state of Oregon by railroads that do not operate an inch of track within the state. Assuming that the average salary of these people is \$5500 a year, this represents an annual pay-roll of over \$1 million per year. In addition these lines spend large amounts on office space, communications, supplies, entertaining shippers, and travel expenses. Add this to the payrolls and purchases of the railroads operating in the state and you can see that the railroads mean a lot to the state of Oregon.

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The SP&S Ry. has abandoned their line from Vernonia to Keasoy. Since International Paper Co closed their mill at Vernonia and scrapped their railroad there was no business as International Paper Co's log trains were about the only ones to use the line. Business on the Vernonia branch itself has dropped to practically nothing and it will probably be abandoned in the not too distant future unless some large industry locates at Vernonia. Ties from this line were donated to the Zoo Railway.

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Salmon has been eliminated from the list of cities that have main-line railroads running down one of their main streets. For many years SP trains and automobiles fought it out on 12th street, just east of the Capitol building, with the autos usually coming out second best. A plan was worked out whereby additional land was secured on the west side of 12th street and the street was moved so that the railroad now has a right-of-way all to itself, except where it crosses streets.

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The Union Station in Seattle is a magnificent building handling a grand total of four passenger trains each day. It is jointly operated by the UP and the Milwaukee Road and at the present time the only trains using the depot are the Milwaukee's Olympian Hiawatha and the UP joint pool train between Seattle and Portland. Every third year the UP operates the night pool train between Seattle and Portland which raises the total to six trains each day. A while back the presidents of the NP, GN, UP and Milwaukee were trying to work out an arrangement whereby the stations in Seattle and Spokane would be merged with all lines using the same depot in each city, but apparently nothing has come of the proposed plan.

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Another in our series of teasers on railroads: How many railroads serve all three of the Pacific Coast states of Oregon, Washington and California? How many railroads run from Chicago to the Pacific Northwest states entirely on their own rails? How many branch line passenger trains are operating on a regular schedule in the states of Oregon and Washington?

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On September 30, 1958, the Pacific Great Eastern Ry. in British Columbia opened their 325 mile extension in the Peace River country, from Prince George to Ft. St. John and Dawson Creek. PGE now has a main line of 790 miles stretching from Vancouver to Ft. St. John and Dawson Creek. The Peace River extension runs north from Prince George, then northeast to cross the summit of the Rocky Mountains at Pine Pass at an elevation of 2873 feet, which is the lowest crossing of the Rocky Mountains by any railroad. The line then turns easterly to Cheywynd, where the line divides, with one branch heading almost straight east to Dawson Creek, and the other running northeast, crossing the Peace River to enter Ft. St. John. The route parallels the John Hart highway, and grades are mostly one per cent or less, except 2.2 per cent where the line dips into the Peace River valley. The line was laid with 85 lb. rail and sharpest curves will be eight degrees. There are four permanent major bridges north of Prince George, along with eight other smaller bridges, four overpasses and one tunnel. The Peace River bridge at Taylor is the most impressive.

Construction of the PGE was started in 1912 by private promoters. In 1918 it was taken over by the province of British Columbia after the line failed financially. By 1921 the line ran from Squamish to Quesnel, a distance of 347 miles, and traffic was barged from Vancouver to Squamish. In 1953 the line was extended from Quesnel to Prince George, giving the line a connection with the Canadian National Ry. In 1954 the difficult task of extending the line from Squamish to North Vancouver was started along the fjord-like shore of Howe Sound. This extension was completed in 1956. The road was fully dieselized in 1956, operating 39 diesel units at the present time. In 1956, PGE purchased seven RDC's for its passenger service. The PGE has 1046 revenue freight cars with an average age of only two years. Pride of the PGE is the "Cariboo Dayliner" which normally consists of four RDC's between North Vancouver and Lillooet, and two between Lillooet and Prince George. These trains make the trip in 16 hours and 35 minutes, covering much of the scenic run by daylight, especially in the long summer days. Scenically, the line is one of the best in North America. Just out of the road's southern terminus at North Vancouver the track winds along the rocky shore of Howe Sound. At Squamish the line leaves tide-water and climbs through the spectacular Cheakamus canyon. Beyond Lillooet, the track winds through the Fraser River canyon, at one point swinging out over a 2300-foot drop to the river. Much of the line between Williams Lake and Prince George follows the Fraser River. A number of lakes and mountains are seen along the way. Main source of revenue on the PGE is freight, with lumber being the principal commodity. Forest product tonnage has tripled since 1952. At North Vancouver the line has direct connections with the CPR and CNR and via these lines to the GN. At Squamish cars are handled for interchange with the UP and Milwaukee via barge to Seattle. It is hoped that some day a railroad will be built to Alaska, tying in with the PGE at the Peace River. Already PGE is planning a \$7½ million, 50-mile extension from Fort St. John to the Beatton River.

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The Big Creek and Telocaset Railroad, which runs between Telocaset and Pondosa in eastern Oregon, has been purchased from the Collins Pine interests by the Herbert A. Templeton interests of Portland on the basis of scrap. It is anticipated that the line will be abandoned before long. The Big Creek and Telocaset now uses a diesel which was secured second-hand in California. They have an old Heislör in storage which hasn't been used for some time. This Heislör originally came from the Kelso area in Washington.

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Have you ever noticed UP passenger trains on the Fourth of July? It is a custom that line for passenger trains to carry United States flags on that day. We feel it is a worth-while tradition that should be followed by more lines.

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