

THE TRAINMASTER

No. 84
November 10, 1964

Miln Gillespie, President	3549 SW Grover St	Portland, Ore.
Jack Holst, Vice President	12930 NE Tillamook	Portland, Ore.
Walt Grande, Chapter Director	4243 SW Admiral St	Portland, Ore.
Ed Immel, editor "The Trainmaster"	PO Box 8853	Portland, 8 Ore.

NOVEMBER MEETING - Friday night, November 20, 1964-Room 208 Union Station

The November meeting will feature slides by Chuck Storz on the Milwaukee Road's electrification and railroading in the Middle West. Chris Pagni will also show slides which he took on a trip to New York and Toronto.

The November 20th meeting will also include election of Chapter officers for the year 1965. Glen Eades has volunteered to act as Secretary-Treasurer to replace our faithful Beth Russell who wants a rest after four years on the job. Walt Grande has expressed his willingness to be our Chapter Director for one more year (1965). We will also elect a President and Vice-President for 1965. Elections will be conducted by Miln "Highball" Gillespie so come to the November meeting and watch a real "railroader" in action.

At our November meeting will be Bill Anderson who wishes to form a Tacoma chapter of the NRHS. Any Puget Sound people interested in forming such a chapter, contact Bill at 3517 N. Puget Sound, Tacoma, Washington (tel. Skyline 9-2470) The membership list attached to the October "Trainmaster" forgot to include one member, Art Hamilton. Art comes all the way for The Dalles to attend the meetings, so please add Arts name to your membership list.

Arthur L. Hamilton
408 W. 9th St.
The Dalles, Oregon 97058

Al Hajj will have the Golden West Calendars for 1965. The calendar's run \$1.50 each and come in two selections electric and steam.

Miln Gillespie, convention chairman for the 1965 NRHS national convention, has appointed the following PNW Chapter members to convention committees:

Jack Holst-Trip Committee
Annual Banquet and Sheraton Hotel Arrangements-Walt Grande
Intertransportation co-ordinating chairman (bus transportation) Al Hajj
Publicity-C. J. Keenan

We will need the help of all chapter members for future convention plans as the need develops.

Southern Pacific asks to discontinue Nos. 19 & 20

The SP has asked the Interstate Commerce Commission to discontinue two mail trains between Portland and San Francisco. The railroad said that nos. 19 & 20 have lost their reason for existence. The SP lost the mail contract to Railway Express by default. The railroad is piggy-backing the through mail from Portland to San Francisco. The SP said that the average daily passenger use was 15, which includes all passengers getting on or off the train between Portland and San Francisco. Any one having objections has until 15 days before December 10, 1964 to make that objection known in writing to the Interstate Commerce Commission.

With the cutting back of service by the "Shasta Daylight" and now the request to drop nos. 19 & 20, the Southern Pacific will have but one train a day between Portland and San Francisco. One wonders if within a few years the only way to take a train to San Francisco from Portland will be by Union Pacific. Most railfans can remember the day when the only way to San Francisco was by a fast, comfortable Southern Pacific train.

In other SP news, the railroad has completed the installation of C. T. C between Portland and Eugene and is in operation now. The railroad has also taken delivery of 3 Alcoholics (local railfan slang for diesel-hydraulics made by Alco, American Locomotive Company. The units were a recent visitor to SP's Brooklyn yards and were seen on trains in the Willamette Valley. The engines are known as Century 643-H. The unit is 75 feet 10 inches long and weighs 195 tons. It is powered by two Alco 251 engines with a combined output of 4300 h.p. The engines work through Voith transmissions and have a continuous tractive effort of 85,000 lbs at 10 mph. Nos. 9016-9018 have 4000 gallon fuel tanks and are equipped with hydrodynamic braking and can M. U. with diesel electrics.

SP&S PASSENGER TRAIN CARRIES PIGGYBACK CARS.

Piggyback cars are a recent addition to SP&S no. 4, between Portland and Spokane. In order to help a sagging winter passenger load the railroad is now hauling piggyback trailers on the end of the train. Usually one or two cars are attached to end the train and are destined for Spokane or points beyond.

Also as of November 1, 1964 passengers traveling between Portland and Spokane will be required to make coach seat reservations. For information call CA 8-9111 or the Union Depot.

THE ENGINEER EXPLAINS IT

We have requests for the story of Mr. Purdy which was read at the last meeting in Salem, so the following is "The Engineer Explains It".

You've been a railroadman for forty years, Mr. Purdy. Can you tell me just how the old 97 was wrecked?

Sure, son. That's railroad history. I remember it like it was yesterday.

Thanks, Mr. Purdy. I've always wanted to know the inside story. I've heard so much about it.

Well, they rolled the old Armstrong out of the pigpen and started through the garden. The dinger handed the hoghead the flimsy when the grunt told him the air monkey and the car toad had okayed the run with the jambuster. He asked the grunt to keep his eye on the paddles and use the company notch plenty, though they worked mostly on smoke signals, like the High Grass line. He didn't want any cornfield meet on the main iron and a burnt jewel meant freezing the blazer, of course.

Of course, Mr. Purdy.

The car knocker cooned it over the gons and when they got near the gate at the end of the alley, he swung off the clown wagon. They had a boiler wash that run that could make any hog die game and when they hit the first high-diddy she was carrying the white feather and fogging from the niggerhead. They didn't use any breeze those days so the donikers on the reefers didn't have to look out for a dynamiter, you understand.

Naturally, Mr. Purdy.

When she started to churn on the high iron, the grabber told the ground hog he'd never get the rocking chair on the Indian Valley Railroad. They had the binders with a shack on every fourth, except for one boomer in the strawberry garden with a bug torch. That was standard practice.

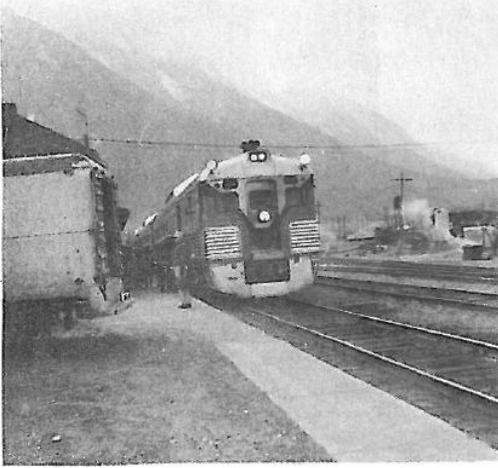
Sure, Mr. Purdy.

It was a mixed train and a couple of monkeys in the top dresser drawer of the crummy laughed when they thought of the Zulus in the varnish. In those days the hogs weren't jerkers, and besides, this one was a muzzle-loader. The tallow-pot was using real estate, so he had to work the jay rod plenty to maintain schedule and dodge the brownies. When the guns went off under the mudsuckers, the king snipes were chasing the gandy dancers off the ribbons a half mile ahead. They were sure going to be glad when the pulled pin at the end and you can bet the whistle-punks thousand-milers were going to be as black as a soft diamond special.

Gosh Mr. Purdy, that was exciting. You made me see the whole thing.

Hold on, son, I ain't got her out of the yard yet.

DO IT YOURSELF PGE TRIP ON A WEEKEND



(PGE no. 1 at Lillooet BC.)

Any railfan wishing to make a railfan trip on the Pacific Great Eastern now has a through bus-train schedule from Portland. This trip would take up two days and could be easily made any weekend.

The Pacific Great Eastern Railway runs from North Vancouver, BC to Prince George, B. C. a distance of 465.9 miles. Additional freight-only trackage continues on to Dawson Creek and Fort St. John, BC. The PGE's train nos. 1 & 2 are modern air-conditioned Budd RDC's. A first class ticket entitles a person to three meals and plenty of coffee. The railroad also throws in miles of snowcapped mountains and spectacular scenery for no additional charge. The Pacific Great Eastern is a modern railroad with the latest equipment and operating methods but this does not prevent the train crew from being friendly and helpful. They will usually point out to a passenger the special scenic spots of the

railroad. The PGE is different from many other railroads in North America because it is one of the few that is adding trackage. Under construction at the present is a 100 mile extension to Fort St. James BC. The 100 mile branch will serve the growing Peace River region.

The following schedule will enable one to travel some of the PGE trackage on a weekend.

lv. Portland (Greyhound bus)	8:00 pm	
ar. Vancouver B. C.	5:20 am	
lv. N. Vancouver (PGE no. 1)	8:00 am	
ar. Kelly Lake	2:53 pm	
lv. Kelly Lake (PGE. no. 2)	2:53 pm	
ar. N. Vancouver	9:55 pm	
lv. Vancouver (great Northern Ry.)	7:45 am	12:45 pm
ar. Portland	4:15 pm	9: 15 pm

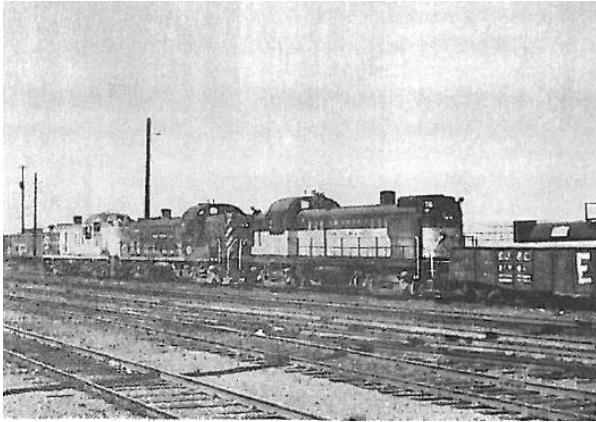
Bus transportation is available between the PGE ticket office in Vancouver and the station in North Vancouver for 35 cents each way. The busses leave 45 minutes before departure of trains from North Vancouver and meet incoming trains. Additional information and the latest schedule may be obtained from the Pacific Great Eastern Ry. 1095 West Pender Street in Vancouver, British Columbia.

PENINSULA TERMINAL STILL IN STEAM

The Peninsula Terminal ry. still keeps no. 104 clanking about its N. Portland yards. No. 103 is now resting outside awaiting disposition. The diesel is running and the 104 will be used for standby power.



SP&S ENGINES ACQUIRE NEW PAINT SCHEMES



left;

The SP&S has changed the colors of their engines. Before the final scheme was selected, the railroad tried out several. The three different color schemes are seen at passing through Wilbridge Yards. The first engine is painted blue and a silver-gray, the second in the present colors and the third in a green and yellow combination. The blue and silver unit is known by trainmen as the "Blue Goose".

right:

The color which is on engine no. 76 is the one selected to replace the one in use at the present. This combination is gradually being put on all engines as they are shopped and was also put on their new engines. The words Spokane, Portland & Seattle have been shortened to SP&S Ry on the emblem under the window.

