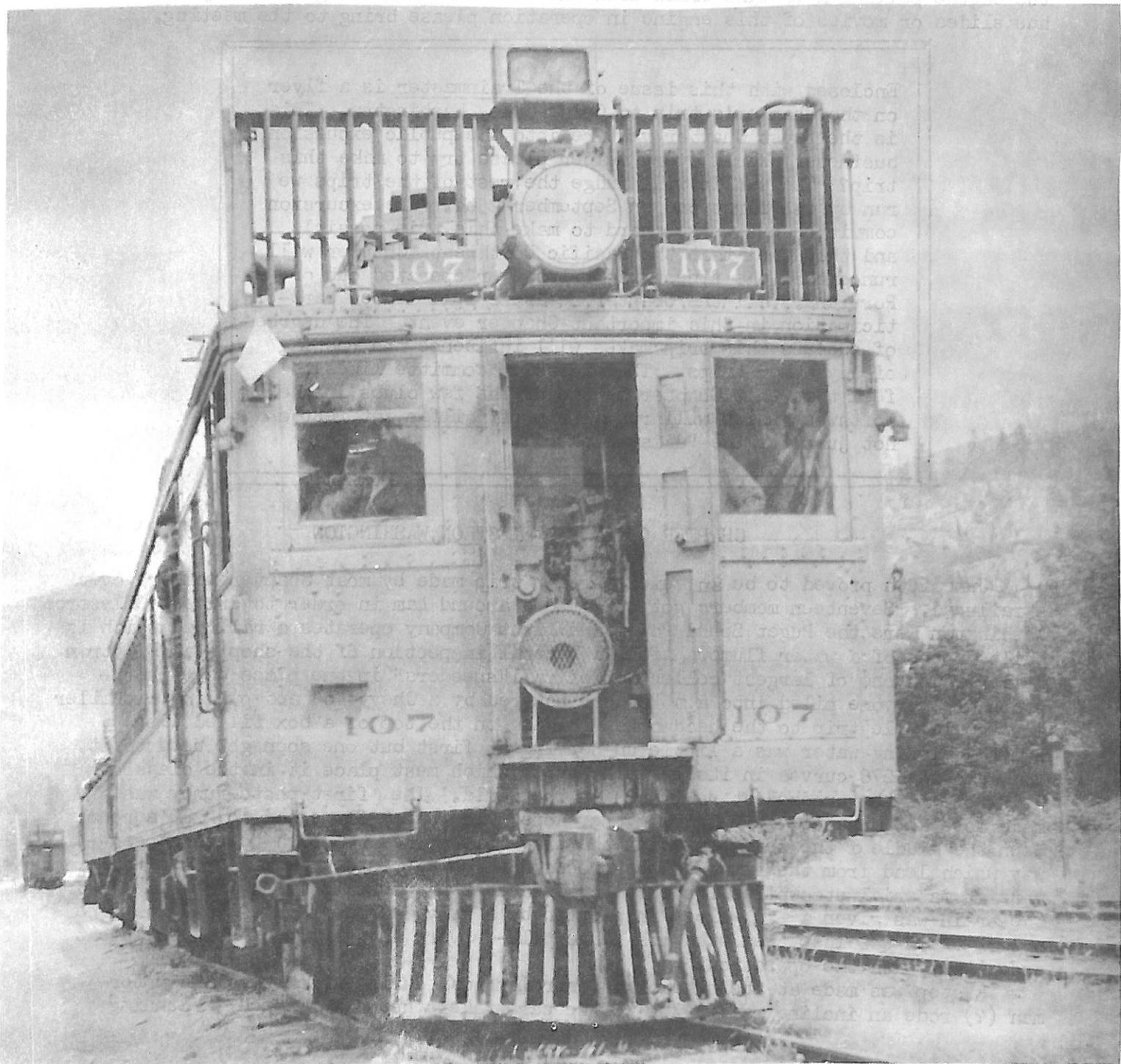


No. 100 Sept. 1966

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THE TRAINMASTER



Cover: Pacific Great Eastern "doodlebug" at Squamish, BC. It is trailing on of PGE's open observation cars. This car is now owned by the Vernonia, South Park & Sunset Railroad. This proved to be the last trip of the gas car since it burned out a traction motor on the return trip to Vancouver.

PACIFIC NORTHWEST CHAPTER-NRHS and THE TRAINMASTER, PO. Box 8853, Portland, Ore. 97208

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SEPTEMBER MEETING

The September meeting of Pacific Northwest Chapter, National Railway Historical Society will be held on Friday, September 16, 1966, Room 208 Union Station at 8:00 pm. The meeting will feature movies and slides of Union Pacific 4-8-4 #8444 in use at Boise, Idaho, and Portland fan trips. Included will be exclusive movie footage of the engine pulling a freight train down the Columbia River Gorge. If any member has slides or movies of this engine in operation please bring to the meeting.

Enclosed with this issue of the Trainmaster is a flyer on the Chapter's trip to Goldendale, Washington. This is the first Chapter venture into the public excursion business. Would every member please try to make this trip? The public will judge the rest of the trips we run by the first one on September 25th. The excursion committee has worked hard to make this trip possible and they feel that the Pacific Northwest Chapter will run one of the finest fan trips ever operated out of Portland. All the Chapter needs is full member participation in this important Chapter event. The degree of success this trip makes will influence the running of any other trips. The excursion committee likes to feel that this Chapter is one of the few clubs in the Northwest which will run a trip of railfan interest and not just for the "daisy-pickers".

CHAPTER OUTING TO ELECTRON, WASHINGTON

June 25th proved to be an exciting fan trip made by most Chapter members over a railroad. Seventeen members got out of bed around 4am in order to drive to Electron, Washington where the Puget Sound Power and Light Company operates a railroad which is built on top of a water flume. After a general inspection of the shops at Electron during which one of the largest collection of rail "speeders" in one place were photographed, everyone piled into a motor car powered by a Chevy "6" and pulling a trailer for the 10 mile trip to the headworks. Riding on the top of a box filled with swiftly flowing water was a little un-nerving at first but one soon got used to it. The line has 278 curves in its 10 mile length which must place it in the class of being one of the crookedest railroads in the world. The first photo-runby was down the middle of the track on which the travelers walked to reach the short gangway which lead from the flume to the ground on which it rests. Several stops were made at material stockpiles for photo-stops and at the settling pond five miles out the train was given a close inspection by a very curious deer. Along the line a work train was inspected with its large pile-drivers and string of work equipment associated with the operation.

A stop was made at the headworks controlling dam during which time the motor-man (?) rode an incline railway up to the care-takers house for lunch. Running around the unpowered trailer was accomplished with the use of member's strong backs. On the return trip the

photographers were rewarded with tremendous views of snow clad Mt. Rainier was so close it towered over the little railcar.

Back at the shops the members were rewarded with a trip on a 1,700 foot cable car line which has a grade of 62% at its steepest point. It was a fitting climax for a tremendous day of railroading.

Post-Airline Strike Railroad Business

The recent airline strike put many air travelers back on the rails. With most airline space filled the railroads came through with the extra equipment to handle the crowds which showed up at Union Station. Union Pacific passenger business in the Northwest was up 55% over last years with Portland showing an 86% increase. More people were put aboard the City of Portland than coach seats with the overflow riding in the lounge car and restrooms. Nos. 11 & 12 ran with extra coach space and all UP trains carried extra sleeping cars.

The Southern Pacific had about a 10% increase in business (editor note-I think 7 sleeping cars and 10 coaches filled is more than a 10% increase on the Cascade) according to a company spokesman.

The SP&S ran every piece of extra equipment they had. The Portland-Seattle Pool trains average 500 passengers for the GN and about 480-500 for the Union Pacific.

The interesting part of the airline strike is that many of the people who once traveled by air have remained with the railroads. Most lines serving Portland have reported that business hasn't fallen as far as expected after the settlement of the strike. Most report an increase of over 10% when compared with last years figures.

It is hard for the railroads to be up to their usual pattern of operation during an emergency period. Old equipment just be pressed into service and existing lounge and dining car service must be used to a greater extent than may be comfortable. Most employees have longer working hours and/or more passengers, may fray the nerves of some. Travelers aren't at their best since the two hour flight was been stretched to 20 hours by train.

But the railroad have done an excellent job and have proved their ability to come through in a pinch. How many of these people will remember that the "Empire Builder" runs also when there is no strike!

"Bye-Bye, SHASTA?"

The day after Labor Day was the last run of the 1966 version of the Southern Pacific's day train between Portland and the San Francisco Bay area, the "Shasta Daylight". The SP is expected to renew their efforts this winter to obtain removal of this summer-season only train.

Consist of Southern Pacific "Shasta Daylight" September 6th 1966 out of Portland,
(maybe the last "Shasta")

SP #6448	EMD-Feb. 1953
SP #6450	EMD-Feb. 1953
SP #6778	Baggage
SP #3601	Dome Lounge
SP #10210	Coffee Shop
SP #2403	Coach
SP #2402	Coach
SP #2296	Coach ex-round end parlor car
SP #106	Business Car "Oregon"

Answers to Quiz:

1. Mississippi Central 2. Minneapolis & St. Louis 3. Toledo, Peoria & Western 4. Wabash 5. Lancaster & Chester Bay 7. Elgin, Joliet & Eastern 8. Delaware & Hudson 9. Chicago Great Western 10. Illinois Central 11. Canadian Pacific Rwy. 12. Gulf, Mobile & Ohio 13. Louisville & Nashville 14. Louisiana & Arkansas 15. Detroit, Toledo & Ironton 16. Pittsburgh & Lake Erie 17. Green Bay & Western 18. Florida East Coast 19. St. Louis Southwestern Ry. 19. Seaboard airline RR.

RAILROAD QUIZ
By Jack Holst and Alex Ceres

The following list is slogans and mottoes taken from the sides of railroad cars. Fill in the correct road name to match the slogan. If you get over 15 of these you either work as a car checker or spend far too much time caught in the 17th & Power traffic jam waiting for the friendly S.P. to clear Brooklyn yard.

1. The Natches Route _____
2. The Peoria Gateway _____
3. The Short Route between the East and West _____
4. Follow the Flag _____
5. The Springmaid Line _____
6. The Bay Line _____
7. Around, Not Through Chicago _____
8. Bridge Line to New England & Canada _____
9. The Corn Belt Route _____
10. Main Line of Mid America _____
11. Spans the World _____
12. The Rebel Route _____
13. The Old Reliable _____
14. Route of the Southern Belle _____
15. We have the Connections _____
16. Serves the Steel Centers _____
17. Green Bay Route _____
18. Speedway to America's Playground _____
19. Cotton Belt Route _____
20. Through the Heart of the South _____

HISTORIC SLEEPING CAR SAVES FROM FIRE

Fire almost got to the historic Alaska Railroad sleeping car "Denali"—the one that slept President Warren G. Harding when he went to Alaska to drive the golden spike on the Alaska Railroad. Early in August, a Fairbanks warehouse fire adjoining the Harding car rail siding, threatened the destruction. Fireman Bill Johnson tried in vain to roll the Denali away from the flames, tried with one truck to tow it out and then with a larger coal company truck, finally pulled the old red plush and mahogany paneled sleeper to safety.

Blistered paint and peeled gilt will be refurbished and the Denali will be included with other historic item at the Alaska 67 centennial site.

GOLDEN LEAVES SPECIAL



to Goldendale, Washington

SUNDAY, SEPTEMBER 25, 1966

Sponsored by the Pacific Northwest Chapter, National Railway Historical Society and operated over the Spokane, Portland & Seattle Railway. SPECIAL TRAIN will travel up the Columbia Gorge and then proceed on a FRIGHT-ONLY branch of the S.P.& S. to Goldendale, Washington. The route will be through the scenic Klickitat River Canyon ablaze with spectacular autumn foliage. Ride on the FIST PASSENGER TRAIN over this line since the disastrous Christmas Week Floods washed out many miles of track, which has since been reconstructed. BRING YOUR CAMERA!

Lv. Portland *	7:30 AM	Pacific Daylight Time
Ar. Goldendale	12:15 PM	" " "
Lv. Goldendale	2:00 PM	" " "
Ar. Portland	6:30 PM	" " "

* Train leaves N.W. 10th and Hoyt Streets

FARE \$6.95 adults

\$3.95 children 6-12 yrs.

INCLUDES

- * Roundtrip rail transportation Portland to Goldendale
- * Fried Chicken Dinner
- * Refreshment Car serving light snacks
- * 253 miles of the West's most spectacular scenery
- * For the Photographer
 - Photo runbys of the train
 - Photographer's car

TICKETS may be purchased by mail from:

Pacific N.W. Chapter, N.R.H.S.
P.O. Box 8853
Portland, Oregon 97208

(Please send self-addressed stamped envelope for prompt ticket return.)

Or in person from:

Great Northern Ticket Office
607 S.W. Washington St.
Portland, Oregon

Northern Pacific Ticket Office
439 S. W. 6th Ave.
Portland, Oregon

UNION STATION
Ft. N.W. 6th Ave.
Portland, Ore.

Pacific N.W. Chapter, N.R.H.S.
P.O. Box 8853
Portland, Oregon 97208

Please send me ___ adult tickets @6.95 & ___ childs (6-12 years) @ \$3.95 for special train to Goldendale, Washington on Sunday, Sept. 25, 1966.

NAME PLEASE SEND SELF-ADDRESSED,
ADDRESS STAMPED ENVELOPE FOR PROMPT
CITY STATE ZIP TICKET RETURN

COPPER SPIKE DRIVING ON COPPER RIVER & NORTHWESTERN

March 29, 1911 -

The driving of a hand-wrought copper spike in the last rail of the Copper River and Northwestern Railroad at Kennecott marked the end of nearly three years of construction, the expenditure of some twenty million dollars, and the building of 196 miles of track through some of the world's most rugged country.

Rails were laid during the day to a point 800 feet beyond the concentrator and ore bins of the Bonanza Mine. At 3:30pm the copper spike was placed in position by R.J. Berry, general freight and passenger agent of the railroad. E.C. Hawkins, the chief engineer and general manager, Samuel Murchison, general superintendent for the contractor, took turns tapping it into the tie as other officials, engineers and laborers gathered around in the deep snow. On the track stood "old No. 50," one of the first locomotives placed in use during construction. Below her big headlight was fastened a framed picture of M.J. Heney, contractor builders whose genius had been largely responsible for the success of the undertaking and who had died suddenly on October 11, 1910.

The party had left Cordova on March 27 aboard the first train to make the entire trip over the road. Among those aboard were J.R. Van Cleve, superintendent of the railroad; E.C. Hegg, a noted Alaskan photographer, and Will A. Steel, editor of the Cordova Alaskan and the Chitina Leader. The train overnights at one of the construction camps, then went on to Kennecott on Tuesday after a stop at Chitina, J.C. Martin, manager of the Orr Stage Line at Chitina, joined the party there.

Following the spike-driving ceremony, the spike was carefully drawn from the time and sent to S.W. Eccles, president of the railroad, in New York. It was said the press, "the first return on an investment of forty million dollars in Alaska"

The spike had been hammered from a chunk of native copper found in the bed of Chittu Creek. The work was done by Joe Redmond, a blacksmith who had come north with Heney's first party. A real artisan, Redmond had shaped the copper to the size of a regulation railroad spike, then engraved it on three sides with the words, "Native Alaskan Copper", "Copper River & Northwestern Railroad", "Kennecot Mines, March 29, 1911."

The track, laid on ties of native timber to standard gauge, was of seventy-pound steel from Cordova to Chitina and sixty pound steel for the sixty-five miles beyond Chitina. The construction job, which at its peak employed about 6,000 men, produced some impressive statistics. It required a total of 5,680,000 cubic yards of excavation, including 3,140,000 yards of solid rock which was moved with \$375,000 worth of powder. Gravel filled totaled 1,200,000 cubic yards.

About 15% of the 196 miles of track was on bridges or trestles. There were for instance, 129 bridges in the 131 miles between Cordova and Chitina, and the line had five major steel bridges, into which went 20,000,000 pound of steel.

The first of these, from Cordova end, was the 1,300 foot Flag Point Bridge at Mile 27. A mile farther along was the Round Island Bridge, 560 feet long. The two were completed in the summer of 1909 at a cost of \$560,000. Next came the Hot Cake Bridge at Mile 34. It was 525 feet in length and had a price tag of \$230,000.

Then at Mile 47, was the most famous of them all, the Miles Glacier Cantilever Bridge. This has become known as the "Million Dollar Bridge" although its original cost was actually about a million and a half dollars. Some 18,000 cubic yards of concrete went into its two abutment and three caissons, and five million pounds of steel were required for its 1,550 feet in length.

The highest of the five big steel bridges crossed the Kuskulana River 228 feet above the floor to its gorge, near Strelna. It had a total length of 550 feet. Work on it was started on October 23, 1910 and was finished on Christmas Day of the same year. Much more rapid was the construction of the wooden Gilahina River bridge, 890 feet long and from 80 to 90 feet high. The entire job required eight days. The roads longest bridge, another wooden structure, crossed the Copper River at Mile 132, just out of Chitina. It was 2,790 feet in length.

On the day the copper spike was driven, the rolling stock of CR&NWR consisted of fifteen locomotives, eight passenger cars, 256 freight cars, four steam shovels, two rotary ploughs and a wrecking crane.

"Alaska Sportsman" March 1965.

IMPORTANT NOTICE!

Beginning January 1st 1967 all third-class mail must be addressed with a Zip-Code number or it will be returned. Since the Trainmaster is mailed third-class it comes under this ruling. Please look at the address label on this issue and notice if there is a Zip number on it or if the number is correct. If it isn't please fill in the form below and mail it Pacific Northwest Chapter. This is very important so please help us or you won't receive the "Trainmaster" after January 1st. Thank you-editor

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Pacific Northwest Chapter -NRHS
PO Box 8853
Portland, Oregon 97208

name _____

address

City _____ State _____

ZIP-CODE _____

THE TRAINMASTER
PO Box 8853
Portland, Oregon 97208

Third Class Mail

SEE IMPORTANT ZIP-CODE NOTICE IN THIS ISSUE