

T H E T R A I N M A S T E R

NUMBER 109

SEPT. 1967

Official publication of the Pacific Northwest Chapter, N. R. H. S.
P.O. Box 8853, Portland, Oregon 97208

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SEPT. MEETING NOTICE

The September meeting will be held on Friday, September 15, at 8:00 pm in room 208 of the Portland Union Station. Entertainment will consist of slides by Chapter Director Al Haij and Chuck Storz. Anyone with slides of the Oregon Trunk Mixed or Scandia Limited trips are invited to bring them for the edification of the group.

NEW N.R.H.S. CHAPTER

A new chapter of N.R.H.S. in the Pacific Northwest has been formed by a group of dedicated railway historians in Vancouver, British Columbia. The new Chapter is our second in Canada & the third in the Pacific Northwest. This Chapter was approached by the Board of Directors of N.R.H.S. at the National Convention in Albany, New York. Formation of another new chapter, the Inland Empire, at Spokane is also underway. Welcome aboard!

1969 N.R.H.S. National Convention

Denver, Colorado was picked at the 1967 Annual Convention held at Albany, N.Y. as the site for the 1969 convention. Our Chapter had gone on record as supporting Salt Lake City as the convention site, but Promontory Chapter withdrew their bid in favor of Intermountain Chapter. Lets start saving our money and vacations so that the chapter can have a big turnout at Denver over Labor Day Weekend in 1969. Big steam events via U.P. are expected.

FOUNDER OF STEAMTOWN KILLED

F. Nelson Blount, owner of the Green Mountain Railroad, Edaville Railroad, and founder of Steamtown was killed in September 1st when the light plane he was flying crashed near Marlboro, N.H. Future of his operations is not known, but as Steamtown has been under control of a religious organization for some time, it is doubtful that there will be any significant change in its operation. Nelson was a visitor to Portland last spring & many of the members of the Chapter had an opportunity to visit with him & hear his inspiring remarks at the Portland Christian Businessmen's dinner.

NEW LOCOMOTIVE FOR DOCKS

Portland Public Docks has purchased a new diesel locomotive to replace the one that a longshoreman ran into the Willamette River a few months ago. The new loco is the ex Hallack & Howard Lbr. Co. #50 from Winchester, Idaho where it had been used on the Craig Mountain Rwy. until its abandonment in 1965. The loco is G.E. 12910 380hp built 9/40, a standard 44ton model.

PRESIDENT'S MESSAGE

The September meeting marks the end of our traditional "vacation" from N.R.H.S. activities and in effect, starts the new N.R.H.S. year. A lot of activities occurred this past summer even though we didn't have any regular meetings. The major activities this past summer are covered elsewhere in this issue. I'd like to take this opportunity to thank those who volunteered to help out. Many offered to help on various projects without being asked....no one who was asked refused to help....this is great cooperation & it is greatly appreciated by the club.

Activities lined up for this coming year are the Railfan's Conference to be held in TACOMA on Oct. 14-15, continued work on the move of the Mt. Emily shay to the Oaks Park, painting of car #598, and our usual interesting series of programs. An all-time motive power roster of the S.P. & S. Rwy. and its predecessor companies has been suggested as a club publication project. Other ideas are welcome.

Jack M. Holst

CHANGES AT BANKS

During the summer, the V.S.P. & S.S. R.R. acquired two new locomotives, shay #8 from Pickering Lbr. Corp. at Standard, Calif. and shay # 8 from the narrow gauge West Side Lbr. Co. at nearby Tuolumne, Calif. Both locos are owned by George Malarky and his cousin Malarky Wall and will be displayed at Banks pending further disposition. Heisler # 102, ex Kinzua Pine Mills # 102 has left Banks and is presently sitting in Portland at Willbridge awaiting shipment to Woodland, Wash. where it is planned to rehabilitate it.

PRIVATE CAR LUXURY ON OREGON TRUNK

Due to the fact that our "third Friday" meeting in June comes on or near the longest day of the year and the weather is usually warm, we have, for some years, had an outdoor activity at that time. This year's meeting extended from Friday night, June 16th to Sunday morning, June 18th.

Eighteen members of the Pacific Northwest and Tacoma Chapters, including other railfan friends, boarded SP&S train #4 (Mainstreeter-Western Star) at Portland for a private car trip to Bend. SP&S lounge-sleeper "Mt. St. Helens" offered sleeping accommodations and the lounge section was liberally stocked with refreshments. We are going to relive the days of the overnight sleeper between Portland and Bend (discontinued in 1940), but in a streamlined room sleeper more luxurious than the "14 section, drawing room" car used in the tri-weekly service at the end.

The "night owls" of the group sampled a bit of Wishram's "night life" (resembled some stories from Railroad Magazine) at the one and only tavern after a hearty meal at the SP&S depot lunch room. A few ventured to the roundhouse to see the steam powered wrecking crane, little realizing that we would see it again later in the day! Our car was attached to the rear of Oregon Trunk #102 which left Wishram 1 hour late at 2 am. This was a break, scenery-wise, for it was getting daylight by the time we reached Sherar siding in the Deschutes Gorge. The usual load of about 30 fishermen boarded the train at Maupin to be let off at various fishing spots in the Canyon. His weekend, Oregon's only "Mixed" train was dignified with a most attractive drumhead sign created by chapter members Ed Immel and Alex Ceres. In the center was a drawing of the famous Oregon Trunk Crooked River viaduct with the words "Oregon Trunk Mixed" outlined in Black letters. Properly lit at night, the drumhead graced the rear of the "Mt. St. Helens".

All went well until we made a 7 am stop at Gateway, NOT on of Oregon's coolest spots in June. Protracted delay brought the news that three cars of a northbound symbol freight had split a switch at Paxton (next station up the line) tearing up the mainline. No one knew how long we would be at Gateway (pop. about 5), but spirits undaunted, we kept in good humor. As the morning grew hotter and moved towards noon, the dullness of Gateway was livened by arrival of a special air-conditioned bus sent by the ever-helpful SP&S to take the stranded passengers to either Bend or back to Portland...whichever they wished. Being railfans, we said that we had come to Central Oregon to ride the "O.T. Mixed", regardless of destination and stick with the train we would. We and the crew (by now declared off-duty and by the DS) agreed as long as we had the bus, we would use it to take us to Madras for a late Brunch and return us to the train. While at Madras we stocked up on supplies for a picnic dinner on the train & returned to the heat and pastoral tranquility of Gateway, bidding our friendly "bus-jockey" goodbye.

The long, hot afternoon was spent in various ways. Some slept on seat pads laid out on the floor of the baggage section of the combination coach, with doors open to catch the slight breeze. Some sweltered in the "Mt. St. Helens" (sans air conditioning due to dead batteries). Some sat out under the few poplar and willow trees around the station. Miln Gillespie took a two hour swim in a nearby irrigation ditch. And for those who didn't sleep, the world's longest railfan bull-session was going on.

During this time, the wreck train from Wishram came by with the steam-powered big hook we had seen the night before. At 5 pm we left Gateway for Bend, passing the wrecked cars at Paxton. After crossing the high Crooked River Bridge, our mixed train finally arrived at Bend at 8:40pm where we all retired to a nearby café for another hot meal.

We left Bend at 10:40 pm as Oregon Trunk Miced #105 with 30 cars of freight and orders to pick up nearly 75 more (including most of the consist of the previously de-railed symbol freight at Paxton). The more optimistic among us were hoping that we might arrive at Wishram in time to have our car attached to SP&S #1 (Empire Builder) for return to Portland. And we had all of those fishermen to pick up too! But we had an outstanding train crew and a bit of luck. Our 103 car train stopped its rear-end passenger consist in front of the Wishram station at 5:20 am, but # 1 was late enough that we made our connection! The fine breakfast that we had in # 1's well-appointed dining car was a fitting climax to a great weekend. We arrived in Portland's Union Station on time at 8 am, Sunday June 18th. This trip was so much fun we hope it may become an annual tradition for our June meeting.

Miln Gillespie

IMMEL JOINS UNCLE

Ed Immel, who was excursion director the Oregon Trunk Mixed trip, has joined UNCLE (Sam, that is). After graduating this June from Portland State College with a BS in education, Ed heeded his draftcall and was sent to Ft. Lewis Wash. for basic training. Ed graduated from basic Sept. 1, and was flown (alas) to Ft. Ord, Calif. where he will be in Clerical Administration until whatever his next move may be. Ed would appreciate hearing from Chapter members. Write him % his parents & they will forward his mail. Pvt. Edward Immel, US 56932501, 3803 S.E. 11th Ave, Portland, Ore. 97202. Ed's energy and helpfulness will be sorely missed by the Chapter while he is serving his country.

P.N.W. CHAPTER LEASES C.P.R. CAR

The money received from the SP&S Rwy, for the sale of the ex U.P. lounge car #1517 (Gutted by fire last summer) has come in mighty handy. The West Coast Railway Association of Vancouver, B.C. has agreed to lease their former Canadian Pacific Rwy. #598 mountain observation car to the PNW Chapter. This car is one of three in existence.....the others are now owned by Orange Empire Trolley Museum at Perris, Calif. and by Rail Tours of York, Penn. W.C.R.A. had no use for the car and has had trouble finding suitable storage for the car. As a result of negotiations with Jack Holst, the car has been leased to our chapter for \$1.00 per year on a two year lease, with option to renew. While this sounds at first like a real bargain, we have had considerable expense with the car....\$125 to make it ready for the move by inspecting the air, repacking bearings, etc, a freight bill of \$184, customs brokerage charges and bond of 26 bucks, and future repairs to replace some bad wheels and repaint the car. We also must reserve money for the eventual return of the car in case WCRA wants it back after two years. To help defray our expenses, we plan on leasing this car to other non-profit excursion groups in the area for use on their trips.

Arrival of this car in time to be used on our "Scandia Limited" trip was a real "cliff hanger". The Great Northern would only handle the car in freight service and by the time all arrangements were completed by Miln Gillespie and Jack Holst, the car didn't arrive at the SP&S passenger yards at Hoyt Street until Friday afternoon before the Sunday trip. Jack Holst, Al Haij, Art Paschelke, Roger Phillips, Roger Sackett and his son Randy pitched in on Saturday and washed down and cleaned the car and it was on the train Sunday! Next use of this car will be by the Railway Business Women in their September 24th excursion to Madras.

Miln Gillespie

MADRAS EXCURSION

The Railway Business Women will sponsor an excursion via SP&S to Madras on Sept. 24th. The trip will feature our mountain observation car #598. Tickets are on sale at SP&S ticket offices and at Union Station. Fare of \$9.95 adult includes lunch and continental breakfast. A rare opportunity to see the Deschutes Canyon in its fall splendor.

STEAM IN BRITISH COLUMBIA

The West Coast Railway Assoc. is having a unique trip to Vancouver Island to Motorcade to a logging railroad. Charter bus will take fans from Vancouver to the Island and return. Trip will feature MacMillan & Bloedel's logging line out of Ladysmith. Engines will be #105 2-8-2T and #1077 Montreal built 2-6-2. Logs will be hauled both ways with special photo runs all day. Fare is \$12.50 per person (includes all transportation, ferry, and lunch). No rides, but great photos. Anyone interested in going contact Jack Holst (255-0631) for more details. Date is Sept. 16th ...leaves Vancouver at 7am, returns that evening, late. No children please.

NEW S.P. & S. PASSENGER CARS

The SP. & S. has added to its present collection of former M.K.T. passenger cars by the purchase of the following "Texas Special" chair cars. These will be rebuilt for service to replace present heavyweight coaches.

MKT # 1301 "Temple"; MKT # 1200 "Edward Burleson" and MKT # 1201 "David Barnet"

With passenger train service in jeopardy everywhere, SP&S is to be highly commended for this forward step.

Al Haij