

MAR 31

THE TRAINMASTER

**Room 1, Union Station
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Portland, Oregon 97209**

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PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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CHAPTER NEWS LETTER
(*"The Trainmaster"*)

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Articles which appear in *"The Trainmaster"* do not express the official National Railway Historical Society attitude on any subject unless specifically designated as such.

SCHEDULE OF EVENTS:

Friday March 19, 1971

Regular monthly meeting of the Pacific Northwest Chapter, National Railway Historical Society. This month's meeting will be held at the BURLINGTON NORTHERN SAFETY AND RULES DEPARTMENT MEETING ROOM, located at the Lovejoy Ramp end of the East Freighthouse at 11th and N.W. Hoyt Streets. Drive up the 11th Street drive and the entrance will be on your right. Meeting will start at 8:00pm. The library will be open at 7:00pm at Room 1, Union Station. This month's program will be:

16mm MOVIE NIGHT. A SELECTION OF FILMS WILL BE SHOWN INCLUDING A FEW SUPRISE FILMS FROM A MEMBER. NEVER BEFORE SHOWN 16mm RAILROADING SCENES IN STEAM.

Friday April 16, 1971

The regular April meeting of the Pacific Northwest Chapter, National Railway Historical Society. See next month's TM for meeting place and program.

Sunday April 28, 1971

Whistle Stop Tours (VSP&S) will operate a special train over the Burlington Northern/Oregon Trunk to Madras, Oregon. Call BN city ticket office for reservations, information and tickets.

Saturday/Sunday April 24-25, 1971

Railcon '71 in Spokane, Washington. See the new Burlington Northern construction in the inland empire and ride the Union Pacific "City of Hinkle". PNW Chapter will have a special group leaving for Railcon via Seattle, Friday April 23. Details at March meeting. If interested contact Roger Phillips at Room 1, Union Station.

Sunday April 25, 1971

Another Whistle Stop Tours special train to Madras, Oregon. Probably last special train operated before implementation of RailPax.

QUIZ:

What do the following reporting marks stand for? Private and common carrier included. Answers elsewhere in this issue.

- CSDX _____
- CLK _____
- AJ _____
- RLGX _____
- DCI _____
- SAN _____
- DSA _____
- HI _____
- ZIPX _____

"Dave" Davison

ITEMS FOR SALE:

The Pacific Northwest Chapter has acquired a large number of duplications in its collection of railroad magazines. Below are some of the publications that are for sale. The price for these items will be as follows:

<u>Trains</u>	\$.40 cents	<u>Railway Progress</u>	\$.10 cents
<u>Mo del Trains</u>	.25 cents	Additional items for sale at Room one, Union Station Before the regular meeting	
<u>Model Railroader</u>	.40 cents	<u>Railway and Locomotive Historical Society Bulletin</u>	
<u>Railroad</u>	.25 cents	\$1.00	
<u>R.R. Model Crafts</u>	.25 cents		

Chapter members may pick up their magazines at the monthly meeting. All mail orders under \$1.00 please enclose 10 cents for postage. On Trains and Model Railroader and Railroad please list additional choices in case the issues you desire are already sold. Address mail inquiries to Pacific Northwest Chapter, National Railway Historical Society, Attention magazine sales, Room 1, Union Station, Portland, Oregon 97209.

TRAINS:

April	1954
Sept	1954
May	1957
Nov	1957
March (2)	1958
July (3)	1958
Aug	1958
May (3)	1961
Oct	1961
Dec	1962
Dec	1962
Jan (2)	1963
Feb	1964
April	1964
June	1964
Aug	1964
Oct	1964
Nov	1964
Jan	1965
June (2)	1965
July	1965
Aug	1965
Sept	1965
Aug	1966
Sept	1966
Nov	1966

RAILROAD:

Sept	1935
Dec	1936
Oct	1937
Jan	1938
July	1942
Oct (2)	1942
Feb	1946
June	1962
Dec	1962
Feb	1964
Aug	1964
Oct	1964
July	1967
Nov	1967
Jan	1968

MODEL RAILROADER

Mar	1961
Dec	1957
Feb	1958
Dec	1958
Feb	1959
Jan	1961
Feb	1961
April	1961
May	1961
May	1961
July	1961
Aug	1961
Dec	1961
Jan	1962
Feb	1962
April	1962
May	1962
June	1962

MR cont

July	1962
Sept	1962
Nov	1962
Jan	1963
May	1963
Dec	1963

MODEL RAILROAD CRAFTSMAN

Sept	1963
July	1959
Jan	1963
July	1963

MODEL TRAINS

Summer	1959
March	1952

RAILWAY PROGRESS

Oct	1953
Nov	1953
April	1954
April	1956
Dec	1956
Jan (2)	1957
March	1957
May (3)	1957
June (2)	1957
Aug	1957
Oct	1957
Dec (3)	1957

Railway and Locomotive Historical Society Bul.

- #53
- #37
- #58

FORTLAND TO GET NEW TRANSCON RAILROAD

After ending up only 44 miles from Portland for many years the Milwaukee Road is finally going to reach the city. Part of the conditions under which the merger of the "Northern Lines" was allowed was a point that the Milwaukee Road would be granted entrance to some additional cities, Portland included. The day for the arrival has been set as Monday, March 22, 1971. Celebrations will be instore but are not known at this time.

The Milwaukee Road will have only one stop in Oregon and that will be the Burlington Northern's Hoyt Street Yard. Engines will be turned, serviced and stored at this facility. Crew dispatching will also be under the direction of the Burlington Northern. Milwaukee Road had been seeking trackage rights over the Steel Bridge and into the Southern Pacific's Brooklyn Yard to afford a direction connection southbound and northbound between SP and Milwaukee. The entrance of the Milwaukee had been delayed by a suit filed by the Union Pacific but that was dismissed by the courts.

Milwaukee's entrance will give Portland more major railroads than any other major city on the West Coast (SP, UP, Milwaukee, Burlington Northern).

Editor's Comment:

On behalf of the Trainmaster staff and the Pacific Northwest Chapter I want to welcome the Milwaukee Road to Portland. May its arrival be as successful as the first year of the Burlington Northern merger.

MILWAUKEE ROAD ELECTRICS

After many reports that the box-cab freight motors were gone from the electrification over the Cascades, member Gil Hulin presents this report on the status of these units.

Ellensburg, WA, January 30, 1971-

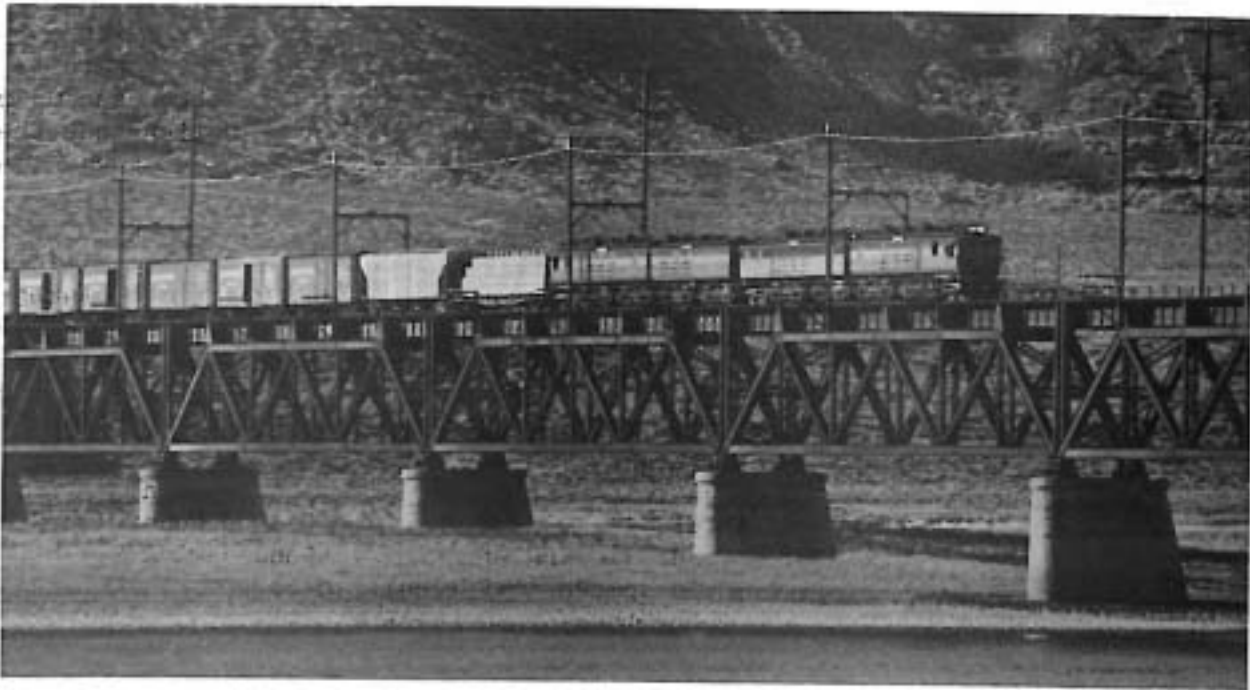
Operation of Milwaukee Road's 50+ year old boxcab locomotives on the Coast Division can best be described as "infrequent". In three months of keeping an eye and ear toward the tracks as much as possible, only four electric-powered freight trains have been encountered. All of these trains have been discovered on Fridays or Saturdays, an indication that the local and extra traffic to which the slow electrics are relegated may build up toward the end of the week.

Milwaukee employees report that only two sets of boxcabs are now in operating condition: E-47 and E-50. During November and December E-25 was active, however it has been taken out of service during the past month to be used for parts to keep the two remaining sets running. E-50 arrived on the Coast Division last fall after being in helper service on Pipestone Pass in Montana. It was struck by lightning in September, and by the time repairs were completed at Deer Lodge, helpers were discontinued on Pipestone.

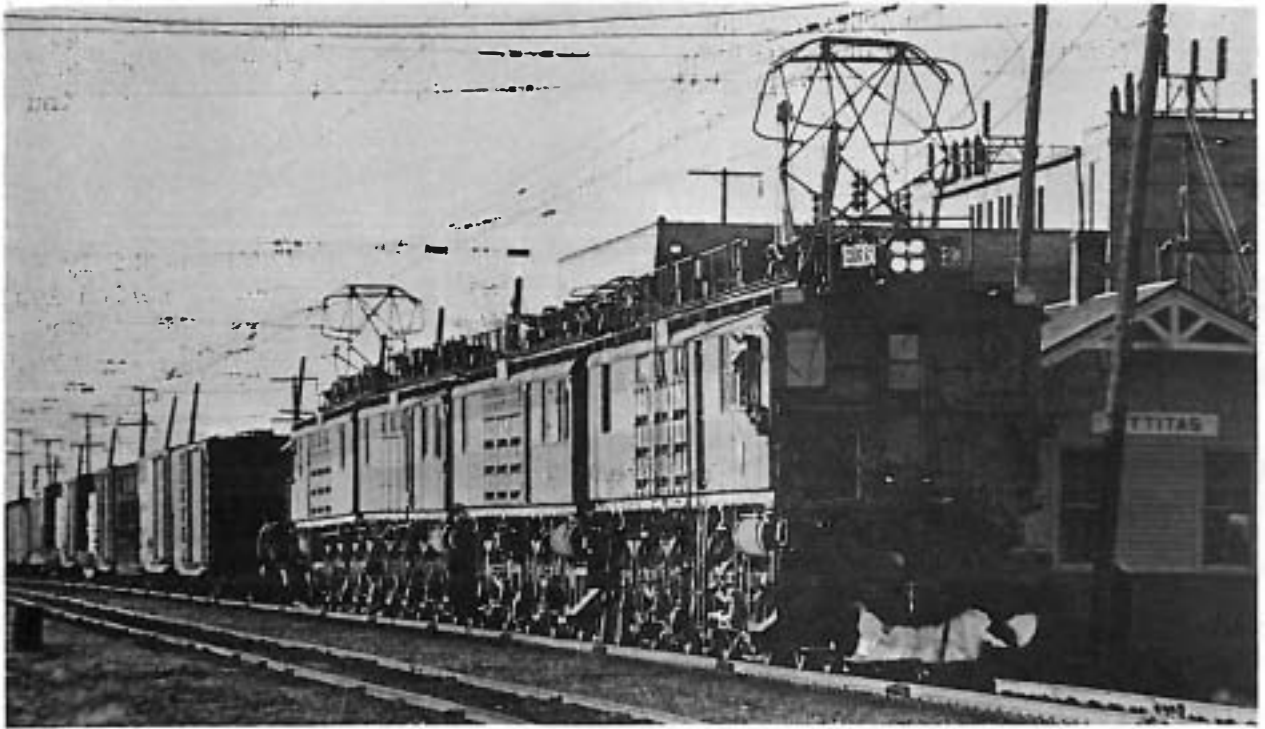
The electrics also saw helper service in Washington until the intruduction of diesel slave units in the last year. The elimination of electric helpers on the Saddle Mountains between Beverly and Kittitas was a prime reason for the closing of both stations during October, 1970. Now information on Milwaukee traffic is somewhat difficult to come by in Central Washington, as no stations remain open between Othello and South Cle Elum.



MILWAUKEE ROAD E-50 rounds a curve within the Ellensburg, Washington city limits as it heads its eastbound freight towards Kittitas on 30 January 1971. Photo by Gil Hulin.



MILWAUKEE ROAD eastbound freight headed by E-50 starts across the Columbia River bridge at Beverly following the 2.2 percent descent from the Saddle Mountains summit at Boylston on 23 January 1971. Photo by Gil Hulin.



MILWAUKEE ROAD E-39 cuts away from its train in front of the Kittitas substation and depot to switch the Central Washington community's small yard. Date: 4 February 1971

Photo by Gil Hulin.



MILWAUKEE ROAD eastbound freight headed by E-50 (left) prepares to depart Cle Elum following arrival of E-25, running light, on 5 February 1971. Westbound E-25 had blown a transformer en route from Beverly to Boylston and left its train at Rye before limping on one unit to Cle Elum for temporary repairs.

Photo by Gil Hulin.

Milwaukee Electrics cont'd:

With the electrics limited to a maximum speed of 45 mph while the diesels are allowed up to 55 mph west of Othello, another reason for the assignment of through diesels to the four scheduled transcontinental freights is obvious. A reported shortage of diesel units at times, however, is generally considered the prime reason for the continued maintenance of the few surviving electrics.

February 9, 1971:

My report on Milwaukee Road electrics submitted last week should possibly be changed from "infrequent" to "irregular". The reason is that during a 24-hour period last Thursday and Friday I encountered (and photographed) three different sets of electrics totaling 11 units. This brought my electrification scorecard to five trains in 14 days after seeing only three during the first two and a half months in Ellensburg.

My earlier report also indicated that locomotives E-50 and E-47 were the only two in service while the E-25 which I had seen in November and December was now out of service and being used for parts. This is apparently incorrect, as E-25 was one of the three sets observed last week. Also, what apparently was described as E-47 is three units of E-39 with one E-47 cab unit on the west end. Thus when I found it working eastbound, it would have to be considered E-39. With such mixing and splicing of units, it is apparently a tricky chore to attempt to compile a roster of currently operating units.

SUMPTER VALLEY RESTORATION:

Part of the Sumpter Valley Railroad will be restored as a tourist attraction if the plans of Baker businessmen and sentimental railfans materialize. The full restoration of the SVRR is probably out of the question but a scenic line around Huckleberry Lake and Phillips Lake is being planned. The local group is talking to officials of the White Pass and Yukon Railroad to reacquire one of the SVRR engines that went to that line. Memberships of \$5 to \$100 are being offered as a source of funds to help move the engine back to Baker.

The SVRR led a busy, haggard life serving the residents and logging interests of the area below Baker, Oregon. As the track was extended anywhere the whim of the operators directed upsets and derailments became the order of the day. Despite somewhat of a fast "turnover" in engines, only one casualty occurred during the operations of the railroad.

The Sumpter Valley Railroad was the private enterprise of David C. Eccles of Ogden, Utah. The track was begun in 1890 at Baker, and was laid through McEwen, Sumpter, Tipton, Bates and arrived at Prairie City in 1910. Eventually the last 20 miles between Bates and Prairie City was abandoned, leaving the line about 60 miles long.

The Sumpter Valley is famous for having operated the ex-Unitah Ry. narrow-gauge articulated engines after they left the Utah line. The engines were finally sold to the International Railways of Central America where they are now near a state of complete deterioration. The SVRR only and last diesel was used from a number of years to switch the trackage in Baker and then it went to the Rio Grande operation in Colorado. The engine is now serving out the remainder of its life at the Roaring Camp and Big Trees Railroad at Felton, California.

Answers to quiz:

CSDX-Chicago Sanitary District; CLK-Cadillac and Lake City; AJ-Alma & Jonguieres Ry Co (Montreal, Que); HLGX-de la Garcia of Hons. S.A. (Mexico City); DGI-Des Moines & Central Iowa; SAN-Sandersville R.R. Co; ESA-Duluth S. Shore and Atlantic; HI-Holton Interurban; AIPX-Zip Transportation Company (K.C. Kansas)

BOOK REVIEW

"Railroad Postal Routes", a directory of Railway Post Offices from 1867 to 1961 - by Herbert H. Harrington Sr. 404 Asbury Lane, Niles, Ohio 44446, Third Printing 1967, \$5.00 , 129 pages.

Printed by a duplicator process on one side of the page only, this loose-leaf publication is the type of book that is valuable as a reference work rather than as an example of the art of printing. Its 122 pages of alphabetized RPO route listings total over 6,500 entries. Each listing included the full name of the RPO route, the railroad over which it operated, the mileage of the route if known, and the years of operation.

As an example, on page 121 is listed the Wishram, Wash and Bend, Ore. route, operating 151 miles over the SP&S Railway from 1930 into 1937 and again briefly during 1940.

The publication also contains a listing of all railroads that have operated Railway Post Office cars and information on postal history societies catering to collectors of RPO postmarks.

A weak point of the book is the fact that the dates of operation information is current only through 1961. Thus the large number of RPO routes discontinued within the last decade are not recorded, but are listed as "current" routes. This weakness is not serious, however, since the valuable RPO postmark is not the one from the 1960's, but the Woodburn & Brownsville (1914-1915) or Yacolt & Kalama (1907-08) or Eugene & Klamath Falls (1926-27) postmark that lasted but a year or two.

A few Northwest postal historians have noted omissions of a few of the littlest-known routes in the book, however for all practical purposes the directory is an excellent reference for identifying postmarks that one is likely to come across. The publication is available from the publisher, who did not compile the work, but "rescued" it from the Boston University philatelic library to bring the information into the hands of interested collectors.

Gil Hulin

"By Rail to the Ends of the Earth", Kenneth Westcott-Jones, A.S. Barnes and Company, 1967.

First attracted by the jacket cover which features a photo of the FGE at Lillooet and the Japanese "Bullet Train" the book turned out to be a big disappointment. The author writes with a very fluid style in describing some of the best railway journeys available around the world. His ride on the FGE is very close to truth although some of his statistics are a little off. As an example he states that the Deep Creek Bridge is one of the world's highest railway bridges that is approached only by one or two in the Swiss Alps. At 312 feet the Deep Creek bridge is very high but bridges quite near to it are higher ie, Oregon Trunk Bridge over the Crooked River, 320 feet and it is done with one span! He seems to do little background research but includes much hearsay in his writing. As an example he writes about Budd-car trains of certain sizes departing which would mean that the railroad would have all of their equipment on one train with nothing to serve the train heading in the opposite direction. He talks about using and/or seeing 9 RDCs while the FGE only has six to begin with. If items like this appear in one chapter what about some of the other's?

The person that did the layout of the book deserves a big fat "F" for a grade. The pictures do not agree with the articles. In the middle of an article on the Canadian National's Ocean Limited appears a picture of the FGE bridge over the Fraser River at Lillooet while the FGE article is 25 pages later. The map of the FGE system is located in the chapter on the Ontario Northland. In the middle of the Ontario Northland story is a photo of the railway station in Jerusalem (I'm still looking for the Jewish railway article). If you are really interested in this book check your public library since buying it is a waste of money.

THE PROFESSIONAL ISOSCELES*

by

John Kneeling, P.U., Consultant

ON UNIT TRAINS

Those of you who have followed this column will no doubt recall that for a long time I've bugged the Industry about the need to adopt "unit trains" or "intermodal trains" and have long expounded upon the merits of such systems.

I was wrong. "Unit trains won't work". This was forcefully brought to my attention by none other than John T. Labbee, consulting logger. The unit train concept of hauling trains of a single commodity utilizing special-built motive power over private rights-of-ways with specialized cars seems to have been exhaustively tried in the far reaches of civilization (read Pacific Northwest) over a period of nearly seventy years and the result was obviously a failure.

Special locomotives were designed by several firms, among them Climax, Heisler, Lima and even Baldwin and ALCO. Several types of cars were developed including one type, the "disconnected log truck," which was even more efficient than my proposed container cars for it removed the necessity of carrying the dead weight of even a car body on its return.

Private rights-of-way, some hundreds of miles in length were developed for the movement of these special "unit trains". These rights-of-way were usually exclusively for the movement of the single commodity, logs.

These lines were never fully automated, but all ran without the benefit of the unionized labor with which present day trains are faced. Full crews were unknown, with the engineer, fireman and brakeman often doubling as mechanical crew to maintain locomotive and cars. They frequently served as wrecking crews as well and cleaned up their own minor derailments. Yard jobs and road jobs were often performed by the same crews and 16 hour days without overtime pay were common.

In 1909, the state of Washington alone had over 1,000 miles of these specialized rail lines in service, operated by no less than 215 companies. Today, only five lines survive in that state, proof enough that "unit trains" do not work.

Another facotr which I've discussed, that of running short, fast "pickup" trains from industry to industry to expedite movement of freight, was also tried by these loggers. Special engines and crews were frequently assigned to woods "landing" to gather up loaded cars and spot empties for loading. These engines then quickly moved the loads to "make up yards" where "unit trains" were assembled for the longer mainline runs, doing away with switching by the "unit trains". This system won't work either as it was done away with in the woods some years ago in favor of local pickup and delivery by trucks.

* Isosceles , "having two equal sides". The editor invites the readers to submit rebuttals to the above article so that the other side will be equal.

APRIL 23 thru 25

SPOKANE WEEKEND.....RAILCON 71 & FAREWELL TO B.N. & U.P. PASSENGER SERVICE

FRIDAY, APRIL 23, 5:00 pm Depart Portland on BN train #196 for Seattle in the luxury of your own revolving parlor chair in the Holiday Lounge. We hope you all feel a bit decadent in this last Parlor car in the Pacific Northwest. Call the Porter for refreshments or go to the buffet car for an inexpensive meal. Arrival in Seattle will be at 8:45 pm.

We depart Seattle at 10:00 pm aboard the BN's #28, The Western Star with Pullman space reserved for us. After a sociable evening, we can retire between clean white sheets in the old tradition. We arrive early in Spokane for a full day of Railcon activities finishing the day with traditional Banquet and program on the history of Spokane railroads and "Burlington Northern in Transition". Those who were along when we took the Mt. St. Helens to Spokane will already appreciate the hospitality and interest of the program provided by our Inland Empire Chapter.

SATURDAY, April 24

Events scheduled for Railcon in addition to the above include tours of the former NP Parkwater shops & a glimpse of the famous NP "Minnetonka", their first steam locomotive and #684, a 4-4-0. We shall also tour the former GN Hillyard shops and many other points of interest.

SUNDAY, April 25

The entire Railcon contingent will board the most unusual train on the Union Pacific Railroad. U.P.'s #19, or the City of Hinkle to the fans, is a mixed train which only the UP could run. A couple of E units, a baggage car, a modern reclining seat coach, a uniformed crew, 30 or 40 cars of freight and some of the best scenery on the Union Pacific including the highest bridge on the system will delight our travelers. Instead of returning to Spokane on the bus provided by Railcon from the first part of the trip, we continue on to Hinkle and a connection with the Portland Rose. The Rose carries a diner-lounge and after a friendly evening we arrive at Portland at 10:00pm, bringing to a close a weekend that can never be repeated.

FARES: Roundtrip transportation to Spokane, parlor and sleeping car space, Railcon registration (including banquet & Railcon events and transportation) but not including meals, transfers, or Hotel space.

SINGLE \$53.00 includes roomette
FAMILY 95.00 includes Bedroom Friday night (Husband & wife)

Note: Deduct \$6.00 per person if you do not desire sleeping car space.
Railcon reservation is \$15.00 and can be omitted for wife if desired.
Extra Banquet tickets are \$7.00.

Enclosed is \$15.00 to hold reservation until April 18th. As a convenience I will make reservations for you at the Ridpath Hotel (Convention HQ)/ Rooms are about \$15.00 single. Check appropriate blank. Double is about the same rate as a single so we suggest sharing rooms. SINGLE ___ DOUBLE ___ TWIN ___. I will share a room with _____.

NAME _____ Single Spaces at \$53.00 _____
Street _____ Family fare at \$95.00 _____
City _____ State _____
ZIP _____ Phone _____

Please enclose a self addressed, stamped envelope and mail your ticket reservations to Railcon Tour, Room 1, Portland Union Station, Portland, Oregon, 97209.