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THE TRAINMASTER

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All exchange news letters should be sent to the Chapter's business address:
Room 1, Union Station
800 N W 6th Avenue
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THE TRAINMASTER

Portland, Oregon

NUMBER 152

FEBRUARY 1972

EDITORS NOTE: A special Trainmaster was sent out which contained the meeting notice since the regular February issue met with production delays.

CHAPTER IS DONATED EQUIPMENT:

As was announced in the special issue of the Trainmaster the Pacific Northwest Chapter has been donated ex-SP&S lounge-sleeping car #600 "Mt. Hood" and baggage dorm #76. Both of these pieces of equipment were to be delivered to the Chapter at an early date but some interesting sidelights have occurred since notification of donation. Because of a shortage of equipment on the Amtrak trains between Seattle and Chicago it became necessary to put the Mt. Hood back into service and of this writing is making its second roundtrip between Seattle and Chicago. Thus the Mt. Hood will be in excellent shape when delivered to the chapter. Also one must realize that the Mt. Hood was the last sleeping car overhauled by the Pullman Company at its Calumet shops in 1967.

There has been set a tentative date for its first operation on the Oregon, Pacific and Eastern Railway on Saturday, April 8, 1972. Additional details will be released as they become available. This trip will be for Chapter member's only to enjoy one of the finest pieces of railway equipment owned by any group.

CANADA PLANS NEW RAILROAD LINK TO ALASKA

A member of the British Columbia provincial government has officially confirmed that consideration is being given to the building of the long-awaited railway link between the continental United States and Alaska.

Frank Richter, Minister of Commercial Transport informed the Legislative Assembly that the Canadian federal government and the Canadian National Railway have agreed to facilitate arrangements by which British Columbia Railway (formerly known as the Pacific Great Eastern Railway) will have running rights on CNR trackage so as to extend rail service to White Horse in the Yukon Territory. Furthermore, there has been agreement, he says, to allow the BC Railway to extend a line to Alaska.

These announcements fail to explain how some of the legal and constitutional difficulties are to be overcome, but it is apparent these are not regarded as a problem. Indeed the new action indicates the several governments and railway directorates involved have satisfied themselves on procedural questions.

From an American viewpoint, the importance of the announcement lies in the fact that the network of United States railways will have access across Canadian territory to the borders of Alaska. How to direct the resultant traffic into the most useful service to the people of Alaska is a question for Alaskan officials and industrial firms doing business in that state.

The extension of the British Columbia Railway to the Alaskan border offers two competing routes for traffic between the northern state and its continental associates. The BC Railway runs north from Vancouver where the Burlington Northern Railroad has also an important terminus. Transfer of cargo from one to the other presents no problem.

On its way north the BC Railway intersects the transcontinental line of the Canadian National leading from the populous east to the Pacific Port of Prince Rupert. The CNR has many points of contact with American railways leading from the US mid-West and the East into Canada. The opportunity for healthy competition between the Burlington Northern route via Vancouver and the cross-Canada route from Winnipeg and Toronto is one that should give satisfaction to shippers and consumers.

Meanwhile, the British Columbia Railway is pressing on with construction of its northwestern branch heading towards Atlin and the Yukon border. Premier W.A.C. Bennett, who holds the reins of power closely in his own hands as minister of finance, and the fiscal agent for the giant British Columbia Hydro and Power Authority may shortly make further details known of the plans Bennett has been secretly negotiating with Ottawa and other railway managements. At the moment his interest is with directing attention to the new development is with respect to its job-creating value in an era of heavy unemployment.

With almost fanatical devotion to the old-fashioned Yankee devotion to thrift, Mr. Bennett has financed British Columbia development for the past 20 years on a balanced budget basis. Capital borrowing for Hydro and similar developments earning their keep are permitted, but for ordinary administration of governmental affairs, Mr. Bennett has had surplus after surplus in his accounts.

C. Norman Senior

Comment: This writer remembers when the PGE was offered for sale to any interested party. It was reported that the Great Northern turned down the offer and the BC government decided to rehabilitate the PGE themselves. One can but speculate the commanding position of the BN in British Columbia transportation if the GN had decided to buy the PGE.

Little comment or suggestions have come forth to extension of the Alaska Railroad to the North Slope oil fields. Oil pipelines have the drawback of being able to move only a limited type of products while a railroad could back haul items that could be used in the interior. With a rail link between Alaska and rest of the United States with oil traffic large amounts of freight would be available to help finance the line. There would probably be little opposition from environmental groups since the railroad is the least damaging of any transportation type on mans world. Large untapped deposits of minerals and other natural resources would lie in the path of any US-Alaska railroad and are awaiting just the introduction of transportation to move the products. A railroad is also to be able to cut the cost of living in Alaska by 20%. This writer wonders why more consideration has not been given to a railroad extension to haul out the oil.

Ed Immel

BEAVERTON STUDIES PLAN TO SOLVE TRAFFIC TIEUP

The days Burlington Northern boxcars will continue to tie up traffic in downtown Beaverton appear at last to be numbered. Announcement was made recently of a spectacular highway-railroad consolidation project that was drawn up by the consulting firm of Cornel, Howland, Hayes and Merryfield.

Basically the plan would remove the crosstown tracks of the Burlington Northern Railroad from Lombard Street to Cedar Hills Boulevard and route Burlington Northern trains over Southern Pacific tracks that parallel 5th Street going west. Burlington Northern tracks parallel SP tracks in the same roadbed into Beaverton from the south until Lombard Street. At this point they split, Burlington Northern going across town, and Southern Pacific going directly west along 5th Street.

If the planned solution is followed and both lines use Southern Pacific tracks, they could split again at a point west of SW 145 Street. A new track would cross over Tualatin Valley Highway on an overpass and reconnect with existing Burlington Northern tracks which continue on into Portland. The spur and overpass would be located at a point just beyond the General Motors plant on Tualatin Valley Highway.

Art Moffit, Portland General Electric Company, and Beaverton City Manager, Lawrence Sprecher, Washington County Administrator Richard Milbrodt and Tri-Met board member Robert Weil have been working on the plan for a number of years. One of their big obstacles has been the inability of the two railroad to work out an agreement for dual use of the Southern Pacific tracks through Beaverton. "Burlington Northern is our biggest competitor in the area" a Southern Pacific spokesman said.

THIS IS THAT

An era in public transportation in the West will come to an end on March 1, 1972 when Tri-Met will operate the last 1947 Mack bus in the city of Portland. These must be the longest lived vehicles in use in any large bus fleet in the country....

.....Portland Terminal Railroad is repainting its all-ALCO fleet light gray. The only lettering is a large PTR in black on the cab sides and the engine number. Still applied on the bottom of the cab is a small "DE" to show that it is a diesel electric engine. Didn't know they had any steam left!.....A new door has been put into the depot at Madras, Oregon to allow for a private entrance for the new Roadmaster's position that has been created there..... New motive power pools have been put into operation over the Burlington Northern and Southern Pacific effective February 12. The last power pool was set up between the SP and then Northern Pacific with rumors of each railroad sending "junk" to operate on the other's tracks. Last weeks first train had two new BN GP engines and an ex-SP&S FA on the point.....The Amtrak "Coast Starlight" is now almost all ex-Santa Fe equipment.....Alaska Railroad has purchased a number of Union Pacific dome cars and coaches for use on their passenger trains between Fairbanks and Anchorage.

.....Yreka Western #19 is receiving overhaul at the Oregon, Pacific and Eastern shops for duty this summer on the popular excursion trains out of Cottage Grove....

.....There is no truth to the statements that the SP&S Technical Society has been donated a SP&S FA type locomotive. Previous reports have been mostly wishful thinking that have been greatly expanded.....Latest Continental Airlines add states "The best run company in the sky is helping Amtrak be the best run company on the Ground. To learn to do something really well- take lessons from the best. When the management of Amtrak- America's new nationwide rail system- wanted to instill in their employees a real desire to make passengers feel comfortable and happy they came to us!.....

A NEW BOOK

A new book, The St. Louis-San Francisco Transcontinental Railroad: The Thirty-fifth Parallel Project, 1853-1890, is scheduled for release in February by the University Press of Kansas. It is the first full-length investigation of the attempt to build a railroad to the West Coast along the thirty-fifth parallel during the nineteenth century.

H. Craig Miner, assistant professor of history at Wichita State University, is the author of the volume.

Research for the book took the author to old railroad warehouses and basement vaults of corporate office buildings, where he pored over letter files faded with age. Newspapers, government documents, diaries, and previously untapped corporate records aided him in reconstructing the story of the enormous enterprise.

The purpose of the railway system was to establish a snow-free route to San Francisco, where the vast wealth of Asiatic commerce could be found. The attempt to realize this dream caused the organization, struggles, and ultimate ruin of five different railway corporations.

Operation and construction of the project met with labor troubles, faulty administration, fickle public sentiment, and the whims of fate. Indian territorial disputes and the American Civil War disrupted the progress.

Miner's account includes revealing portraits of some of the most notable figures in that era of American history, such as "Pathfinder" John C. Fremont, Jay Gould, C.P. Huntington, and Joseph Seligman. Maps, illustrations, and excerpts from speeches are contained in the volume.

The book has already been praised by noted historians Matthew Josephson and Milton S. Eisenhower. Josephson said, "The book gives a good slice of the real U.S. railroad building Americana replete with Indian tribes cheated of their lands by the railway grabbers and the government. No one has covered the Indian angle better."

Eisenhower called the book "a valuable contribution to the historical record of nineteenth century America."

Miner received his B.A. and M.A. degrees from Wichita State University, and his doctorate from the University of Colorado. He is the author of numerous articles on the history of American railroads.

EAD DAY AT FENN

Each winter some railroad - if not every railroad - has severe snow troubles. This year was no exception as heavy snows were evident in many areas, but the Camas Prairie Railroad gets the "honors".

With snows falling early as October, the Camas Prairie line from Lewiston, Idaho, to Grangeville became a battleground early, particularly in the areas of Fenn, Idaho, near the top of the grade out of the Clearwater River Valley. Northern Pacific #6, belpaire-fired steam rotary stationed on the Camas Prairie (CP is jointly owned by Union Pacific and Burlington Northern) was pressed into service earlier than normal.

After December 8th, snow began piling up and on December 17th U.P. GP9 #201, leading an eastbound freight to Grangeville, became stuck in drifts one mile east of-Craigmont. Both units of the freight and the 33 cars were helpless as the lead truck of the 201 derailed and it took a 25-man crew until 4:34 p.m. the next day, some 29 hours and 19 minutes later, to free the train and get rolling again through the 20 foot high, 600 foot long drifts. December and January saw periods of record high winds - causing this predicament and others during the next two months.

The snow watch continued for a month, and early in January rotary #6 was put into use clearing the tracks near Fenn (in the same area) after bulldozers had shoved threatening snow down on the tracks. A call from Portland tipped this writer of the events, however: Lewiston crews confirmed that it was only routine work and no work was contemplated for the weekend. The rotary had just completed a two week visit to Camas Prairie's East Lewiston shops for minor repairs needed after early winter work.

Shortly after this routine work was completed, another storm drifted the line shut again. Date was January 7th, and #6, in initial work on the drift, suffered what was described as major damage, and several days later an ex-Great Northern diesel-electric rotary from Whitefish (although it looked like #1826, most recently at Hillyard) finally arrived. The diesel-electric rotary and four Geep pushers got the line to Grangeville open in 12 days.

For the Camas Prairie it hasn't been a particularly bad winter compared to many of those of the past five decades, but it looks like the end for #6- truly a bad day at Fenn, Lewiston, and everywhere else where a fan of Rotary #6 lives.

Mike Denuty

NEIGHBORLY TRAIN AND BUS SEATING

Urban commuters would probably use short-haul mass transit vehicles more often if the design and layout of the seating were related to the people rather than to beer cans, states Mr. R.L. Lepper, Professor of Design at Carnegie-Mellon University. "The "beercan or shoulder-to-shoulder pack" of traditional seating forces passengers into contact with their neighbors, resulting in "prolonged face-to-face interactions and other psychological and physical stresses". If, he adds, the passenger is on his first or one-hundredth trip in a superbly air-conditioned and vibration-free vehicle of a splendidly-planned new system on an ideal schedule at half the fare of the old system, he will ultimately be miserable if he experiences "invasion of his person or indignities by neighbors". The Professor proposes replacement of conventional longitudinal and crosswise seating in urban railway trains and buses by single seats facing the center gangway at an angle. This would offer more privacy and ease of movement. The single seat in series and at an angle, he claims, is clearly-defined territory for a passenger. Creation of such territories reduces threats of independence not only from bodily contacts but from different "codes of behaviour" among passengers. Threats include clothing, "drunkards, ogglers, sprawlers, sleepers, and irrational prejudices. The proposed single seats and shift in axis would add 2-2 1/2 in to gangway widths and would reduce the stress resulting from impeded entry and exit characteristics of traditional seating patterns. There would be no restriction in the numbers of seated and standing passengers in a vehicle of given dimensions. An alternative would be elimination of all seats, enabling passengers to escape specific sources of stress. Another would be to abandon urban transit vehicles for mini-car systems.

British Rail is going to adopt the Southern Pacific's TOPS computer system to help control car movement in England.

Minutes of the January meeting, January 21, 1972

The meeting was called to order by President John Holloway at 8:00pm.

The minutes of the November meeting were approved as read. Treasurer Rocket gave a financial report for the year in which he showed that the Chapter's expenses for 1971 exceeded income by \$266.27.

Al Zimmerman reported that the library in Room 1 has run out of storage space and that additional space elsewhere is needed.

Jack Holst reported on the following:

1. A letter has been received from Gunnar L. Henrollie stating that he is interested in restoring the SP 4449 for possible operation or having the Chapter restore the locomotive to Daylight colors. Jack will reply to Mr. Henrollie.
2. Two groups of movie makers are looking for short line locations in western Oregon as possible motion picture sites.
3. The Sumpter Valley restoration at Baker, Oregon is continuing. The group has a shop building and has started rebuilding equipment for operation.
4. Work on the Shay "Peggy" has been interrupted by the holidays and cold weather. A new smoke box bottom is being furnished by the Lynch Co. for \$45.00. Work will continue as weather permits. An agreement has been reached with the Western Forestry Center for transfer of the "Peggy" and the disconnected log trucks from the Oaks to a display track to be built at the Center. In return the Western Forestry Center will lease the LP&N #680, now stored at Grand Ronde, Oregon, to the Chapter.
5. Willard Berry has donated a quantity of rail to the Chapter. The rail, located near Tillamook, is in poor condition and is being picked up by a crew of chapter members for sale as scrap.
6. The SP&S motive power book has been delayed by the publisher due to the production of the SP motive power annual.
7. The Union Pacific stack at Albina Shops has been saved through the efforts of Don Davidson.

Ed Berntsen reported the following:

1. On January 11 the charter was presented to the Willamette Pacific Chapter at Eugene.
2. Ed will be writing an article on the NRHS for the BN Portland Region newsletter at the BN's request.

Roger Phillips moved that the Chapter renew its membership in the Sumpter Valley restoration group at a cost of \$10.00. Motion seconded and passed.

The meeting was adjourned at the Western Forestry Center and the program of logging movies by Jack Holst followed refreshments by Cora Jackson.

Respectfully submitted,
Chuck Storz, Chapter Secretary

CAN AMTRAK DO ANYTHING RIGHT? - An opinion by Carl Spangler

Will the improvements undertaken by the National Railroad Passenger Corporation lead to public acceptance of passenger trains, or are all of Amtrak's actions doomed in advance? Even granting good faith on the part of the railroads, the brotherhood, and the Department of Transportation, a serious obstacle remains to be overcome. People simply don't judge railroad passenger service by the same standards they apply to other forms of public transportation. Some examples from recent personal experiences will illustrate:

(1) While waiting for the Empire Builder in Minneapolis recently, I couldn't help but overhear the remarks of a man seated across from me. He was complaining loudly. His gripe was that there was a twenty minute delay between the arrival of the train from Chicago and the boarding time for westbound passengers. Now at virtually any airport one has to wait for 20-30 minutes after a plane's arrival until boarding begins. Furthermore, in Minneapolis station has adequate comfortable seating for everyone and is certainly more spacious, if somewhat more spartan, than the check-in counter at any airport. Yet this man was grumbling, "You can certainly see why people fly!" Can you? I can't, at least not on the basis of his stated complaint.

(2) An acquaintance of mine took the train from Tacoma to Chicago. Naturally I was interested in his opinion when he returned. "Terrible!" he said. "Why?" I asked? "They made me take a bus out to somewhere near Auburn to get the train," was his answer. He admitted that the bus did leave directly from the Tacoma station and took him right to the side of the train. He also acknowledged that it cost him nothing extra, but he was still outraged. "They sold me a train ticket from downtown Tacoma to downtown Chicago by train", was his protest. I pointed out that an airline ticket from Tacoma to Chicago does not provide transportation from one city center to the other. "Doesn't it bother you to have to pay an extra \$2,50 to take a limousine 20 miles to an airport in the next county when your ticket reads from Seattle-Tacoma?" I asked. "Of course not," was the answer. "That's the airlines. That's different."

(3) What about the food in the dining car? Everyone knows how expensive it is. Or is it? Last fall I flew to California via an airline that offers the choice of "coach", but not in "economy" class. The sole difference is that you get a meal in "coach" but not in "economy". The difference in price, and therefore the cost of the meal, was \$5.00. I doubt that it's possible to pay \$5.00 for breakfast or lunch on a train, even at diner prices, but let's look at dinner. On the Empire Builder in December, I had a dinner that cost me \$5.00, tax and tip included. It was at least three times larger than the most generous airline meal, and I would judge it to be far superior in quality. It was graciously served at a table with liner, china, and silver, by an attentive waiter who had only three tables to take care of, not half of a 727. Less expensive meals are available, and of course I was not required to purchase any food at all if I didn't care for any. My meal on the train was superior in every way to the meal on the plane and for the same amount of money. But just ask anyone what form of transportation offers the passenger the best deal on food, and few will suggest that it's the train.

The preceding examples are not unusual. In fact they are all too typical of American attitudes towards trains. The critical question is, "Why?" One can understand the public's rejection of unreliable, shoddy service, but why do people cite instances in which rail travel is clearly superior as examples of why they dislike it? Is it because the single factor of speed is so all important that nothing else matters? Is it because of the enduring 19th century robber-baron image of the railroads? Whatever the reasons, Amtrak will have to identify them and find a strategy for overcoming them. Amtrak officially exists only for a relatively short, experimental period. Many legitimate complaints about pre-Amtrak service can be corrected, given adequate time and funding, but unless the widespread public negativism towards rail travel can be overcome, there will be neither time nor funding. Working to create a positive new attitude towards rail travel should be a primary concern not only of Amtrak's public relations staff, but of all those who still hope for the survival of the passenger train in America.

BN ALCO POWER - STATUS REPORT

The days of the older ex-SP&S Alco power on the BN appear to be definitely numbered. FA-1 #4102 and the only remaining FA-2 #4126 are stored out of service at Vancouver, Wash. FA-1 #4118 was reported to have blown several pistons but was observed in operation on 2/27/72. Just six other FA-1's are still in service: 4100, 4104, 4108, 4114, 4116 and 4120.

The following S-2's are out of service: #940 was sold to Schnitzer Industries during Jan., 1972. Numbers 936, 937 and 939 are stored at Vancouver. RS-3's #4069, 4071 and 4076 are also in the Vancouver dead line.

RS-2's 4000, 4001 and 4002 are to be stored at Pasco, Wash. for seasonal use during the sugar beet harvest in the Moses Lake, Wash. area.

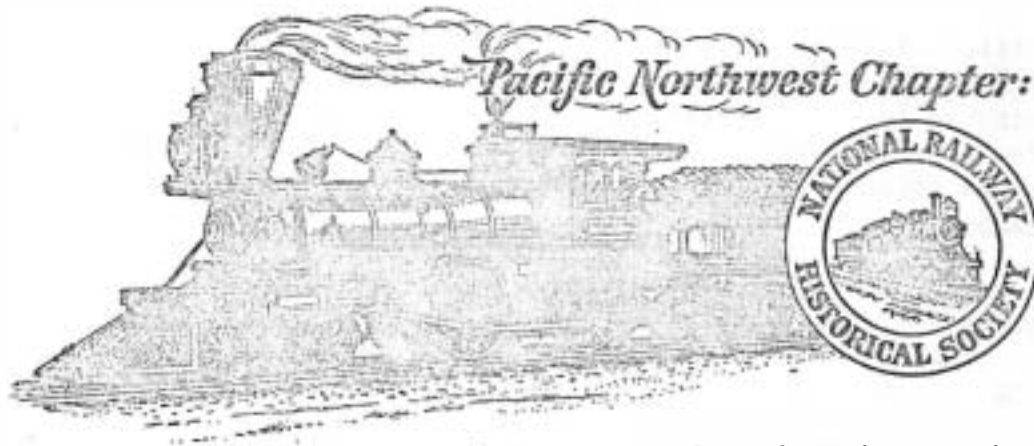
S-1 #11 has been leased to the Valley & Siletz Railroad while their G.E. 70-tonner #5 is being repaired at the G.E. service shop in Portland.

THE TRAINMASTER has learned, unofficially, that the BN plans to phase out all former SP&S Alco power under 2400 HP by the end of 1972. Camera fans are advised to take their photos now.

L.C.L.: BN SW1500's #300 and #301 were seen for the first time in the Portland-Vancouver area late in Jan. . . . The BN has assigned five new SW1000 switch engines (nos. 385 through 389) to the Portland-Vancouver area to replace Alco power being retired . . . The Union Pacific is reported to be dismantling its locomotive back shop at Albina (Portland). This work will presumably be transferred to the Salt Lake City Shops. . . . BN and SP have resumed their motive power pool on Seattle-Eugene run-through trains. The pool was previously in effect from Feb., 1967 until Feb., 1969. Two SP GP35's, #6612 and 6679, were scheduled to be turned over to the BN on Feb. 14 to balance the pool. BN engines will run through to Eugene but SP power will not go north of the Portland depot for the present. . . . Paul Guernsey, writing for The C.T.C. Board, reports that FW&D SW1 #602 is at Vancouver, Wash. for repainting. It will be renumbered BN 104 and will be put into service on the Walla Walla Valley Ry. with BN SW1 #77.

SASQUATCH DISCOVERED

A usually reliable source has indicated to the Trainmaster that Freeman Hubbard has finally discovered the elusive Sasquatch which roams the western woods (and railroads). Watch Railroad Magazine for this startling development.



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THE TRAINMASTER -- E X T R A E D I T I O N

February 11, 1972

The February Meeting of Pacific Northwest Chapter NRHS will be held in the Burlington Northern Assembly Room in the East Freight-house at Northwest 11th & Hoyt Streets in Portland. The meeting will begin at 8 p.m. Friday, February 18. Program will feature John Morrison presenting slides of his recent trip to Australia, showing past and present motive power and the activities of Australian rail equipment preservation societies. This is John's second Australian program for the Chapter; his November 1970 presentation was one of the most interesting programs we have yet seen. Everyone is urged to attend.

Burlington Northern has donated SP&S sleeper-lounge No. 600, the "MOUNT HOOD", and heavyweight baggage-dormitory car SP&S 76, to Pacific Northwest Chapter. Both cars were in use between Portland and Spokane on BN passenger trains through May 1, 1971, and have been stored at King Street Coach Yard in Seattle since May 9 following start of AMTRAK operations. We are extremely pleased to receive the cars, and sincerely appreciate BN's contribution to our historical and educational endeavors. BN President Robert W. Downing has informed the Chapter BN will prepare the cars for movement to Portland in freight service, and take care of the airbrake and journal repacking which may be needed in order to make the cars suitable for interchange to the Southern Pacific at Portland. Upon arrival, we will send the cars deadhead in SP freight service to Cottage Grove, Oregon, where arrangements have been made with the Oregon, Pacific & Eastern Railway to store the cars and use them on occasional OP&E excursion trips.

Valley & Siletz Railroad, operating 40.6 miles between Independence and Valsetz, Oregon, has temporarily leased BN (ex-SP&S) Alco 660-hp diesel switcher No. 11, an SW-1, while repairs are made at the GE service facility in Northwest Portland to V&S No. 5, a GE 70-tonner, which arrived February 8. BN 11 was seen in Albany February 9 enroute on SP to Independence.

Southern Pacific and Burlington Northern have again started running power through Portland on Seattle-Eugene runthrough trains. First BN engines venturing on SP south of Portland depot this time were GP-35 2538, GP-20 2067, and FA-1 4116, which left Seattle on BN 145 February 10 and departed Portland as SP symbol 1/BNW-11 about 6am Feb. 11 through to Eugene, and returned Eugene to Seattle on 2/BNE-11 BN 150 Feb. 11. Power on 149-11 out of Seattle about 2am Feb. 11 went through Portland about 9 am leaving on SP as 2/BNW and trading off between Brooklyn and Eugene to return to Seattle on SP 1/BNE-11/BN-146 Feb. 11. These engines were BN 2541-2517-2200. This will be regular routine, and SP engines will not venture north of Portland depot in this pool for the immediate future, except for GP-35's 6612 and 6679 which are expected to be delivered to BN at Portland about Feb. 14 for use anywhere on BN to balance the pool.

Original runthrough trains between NP-SP through Portland were started February 1, 1967, with SP and NP F-units running through Seattle-Eugene until February 1969. The cabooses have continued through, but not engines again until today.

L.C.L.: A new smoke box bottom has been manufactured at the Lynch Co. in Portland for ex-Stimson Lumber Shay No. 1 ("Peggy") and will be installed as soon as the services of a welder can be obtained. . . . Work on restoring the disconnected log trucks has begun with replacement on the spring bolsters Work parties continue at Oaks Park on this equipment, 1 p.m. till dark each Saturday. . . . Work party to salvage donated rail at Tillamook was held January 15. Credit is due Ken Dethman, Jim Gilmore, Jack Holst, John Holloway, Noel Nelson for slogging through the mud to drag this rail out of the woods. Another rail work party at Tillamook planned when the mud dries out. Zimmerman, Holloway, Holst, and Gilmore braved the snows of the Siskiyou and Mount Shasta in Holst's Corvair Jan. 29 to take in a fabulous excursion run by Pacific Locomotive Association with McCloud River Railroad's 2-6-2 No. 25 from McCloud to near Hambone and McCloud to nearly Mount Shasta City. Distance away from McCloud was limited because the water tanks were all frozen except at McCloud.

February TRAINMASTER delayed due to production problems and will be mailed shortly. This "Extra" carries the meeting notice and the fabulous news of BN's donation. More in the TRAINMASTER on these cars.