



# THE TRAINMASTER

FEBRUARY 1984

Number 258

ROOM 1, UNION STATION  
Portland, Oregon 97209  
(503) 226-6747

## CHAPTER TIMETABLE OF EVENTS

- 7:30pm February 9  
Thursday Board Meeting. Held at the Columbia Gorge Model Railroad Clubhouse. Meeting open to all members.
- 7:30pm February 17  
Friday Monthly Business Meeting. At the Union Pacific Clubhouse. Program involves two films: One on the Burlington Zephyr. One on the "City of Trains (1940's). Members are invited to submit 6 slides for display during the NEWSREEL portion of the meeting. Check in with JIM WHALEY. The more recent the better.
- 10am March 3  
Saturday Annual Swap Meet will be held at the National Guard Armory on NE 33rd Avenue (same location as last year). Send questions and inquiries about the meet to the Chapter's address to the attention of Terry Parker.
- 7:30pm March 16  
Friday Regular monthly meeting of the Pacific Northwest Chapter at Union Pacific Clubhouse which is located at the intersection of North Interstate and Russell Streets in Portland.
- Saturdays, noon  
Each Saturday at Yaw's in Hollywood. Order off the menu. About 20 to 30 show up. All welcome. Meet in a reserved room.

SUMMARY OF MINUTES OF CHAPTER BUSINESS MEETING - JANUARY 13, 1984

The meeting was called to order by Chapter President Richard Carlson at 7:38 PM in the Union Pacific Clubhouse.

Snowfall Special Excursion: Rich Carlson reported that the actual operation of the excursion went off smoothly. However, the Chapter lost about \$5,000 on the trip. The train had eight coaches and one lounge car. 209 souvenir pins for the trip were sold on the train.

Railfan's Guide to Oregon: Randy Nelson reported that publication of the Guide is on hold because the money has not been authorized. More black and white photos are needed.

Project '84: Ed Immel reported that the contract with the Southern Pacific has been signed and that the Chapter's insurance company has approved the contract. The fare will be \$139 for the Portland to Sacramento segment which will be sold by the Pacific Northwest Chapter. An official announcement of the trip will be made on Jan. 23 by Mayor Ivancie. Ticket sales will begin on Feb. 1.

Locomotive 4449: Doyle McCormack reported that the final hydrostatic test on the 4449 was completed successfully today. The driver tires are done but are the wrong size due to an error in converting to metric dimensions. The correctly sized tires are due to arrive here late in February. The auxiliary tender is at the FMC plant to have a coupler installed in the drawbar end. The new crew car will be an original S.P. Daylight combine.

Personnel Committee: President Rich Carlson announced that he, Jim Whaley and Duane Cramer will be a committee to go over personnel applications for the New Orleans trip and select members to work on the train.

Room 1 Annex: President Rich Carlson reported that the former crew locker room at the south end of the Union Station Annex is vacant. The Portland Terminal Co. is willing to rent the room for storage use. It has only one door which is on the track side of the building. The rent will be 25¢ a square foot per month for the 800 sq. ft. room. The Chapter board has authorized the negotiation of a lease for the room. Randy Nelson moved, seconded by Rachel Immel, that the Chapter negotiate a lease for the crew room in the station annex. Motion passed on a majority voice vote.

Standing and Special Committees: President Rich Carlson announced that he has presented a list of committees to the Chapter board for its approval. He read the list to the meeting. Selection was based on the yellow interest sheets turned in. Others not named to particular committees can become involved by making their interests known.

Director-at-Large Nominations: Rich Carlson advised that there will be an election at the February meeting to choose the two additional directors-at-large called for in the new Chapter by laws. Nine members have been nominated for the two positions: Jim Gilmore, Dave Van Sickle, Larry Hodson, Vija Keeler, Bud Kirsch, George Lavacot, Terry Parker, Ray Myer and Doyle McCormack. Additional nominations will be taken from the floor at the Feb. meeting.

The meeting was adjourned at 9 PM.

Respectfully submitted,

Chuck Storz, Secretary

OUR SP 4449 READY TO STEAM TO NEW ORLEANS AND BACK

Different Chapters of the NRHS shall sell and control the passenger tickets for the trip segments from Portland to New Orleans and back. Thru tickets are being held out only until 1 April and then all tickets will be distributed by the individual chapters. The price for a train ride only from Portland to New Orleans going EAST is \$1,027. The price for a train ride only from New Orleans to Portland going WEST is \$857. The price for a train ride only from Portland to Los Angeles going SOUTH is \$329. The price for a train ride only from Los Angeles to Portland going NORTH is \$322. Thru tickets available only from Pacific Northwest Chapter until April 1st.

PORTLAND to/from SACRAMENTO

Tickets sold by Pacific Northwest Chapter, Room 1, Union Station, Portland OR 97209,  
SOUTH - leave 5 May, arrive 6 May.  
NORTH - leave 23 June, arrive 24 June. Each way \$138.

SACRAMENTO to/from SAN FRANCISCO

Tickets sold by Bay Area Electric RR Assn, PO Bx 3694, San Francisco CA 94119  
SOUTH - 8 May  
NORTH - 21 June Each way \$50.

SAN FRANCISCO to LOS ANGELES (south) vis FRESNO

Tickets sold by Central Coast Chapter, PO Bx 8407, San Jose CA 95115  
SOUTH - leave 11 May, arrive 12 May Cost \$140.

LOS ANGELES to SAN FRANCISCO (north) via COAST - SAN LUIS OBISPO

Tickets sold by Central Coast Chapter, PO Bx 8407, San Jose CA 95115  
NORTH - leave 19 June, arrive 20 June Cost \$133.

LOS ANGELES to/from PHOENIX

Tickets sold by Pacific Railway Society/Orange Empire Ry Museum, PO Bx 2858,  
Riverside, CA 92516  
EAST - leave 15 May, arrive 16 May  
WEST - leave 16 June, arrive 17 June Cost \$130

PHOENIX to/from TUCSON

Tickets sold by Arizona Chapter, 8337 E Cypress St, Scottsdale AZ 85257  
EAST - 18 May  
WEST - 15 June Cost \$35

TUCSON to/from EL PASO

Tickets sold by Old Pueblo Chapter, 1715 E Waverly St, Tucson AZ 85719  
EAST - 19 May  
WEST - 14 June Cost \$88

EL PASO to/from SAN ANTONIO

Tickets sold by Southwest Chapter, 1951 Octubre, El Paso TX 79935  
EAST - leave 21 May, arrive 22 May  
WEST - leave 11 June, arrive 12 June Cost \$139

(page two of 4449 Steam Trip sked to New Orleans)

HOUSTON to DALLAS

Tickets sold by Gulf Coast Chapter, PO Bx 457, Houston TX 77001  
Leave 27 May. Cost \$75

DALLAS to HOUSTON

Tickets sold by Gulf Coast Chapter, PO Bx 457, Houston TX 77001  
Leave 31 May. Cost \$75

HOUSTON to/from NEW ORLEANS

Tickets sold by Gulf Coast Chapter, PO Bx 457, Houston TX 77001  
EAST - leave 1 June, arrive 2 June Cost \$107

WEST - 9 June Cost \$94

Thru tickets for the train ride only from Los Angeles to New Orleans is \$698 EASTBOUND.  
Thru tickets for the train ride only from New Orleans to Los Angeles is \$535 WESTBOUND.

NOTICE: The ticket price includes TRAIN transportation between the cities listed. In addition there is a box lunch provided each day the train moves. Bus transfers may be included to and from the motels. NO ACCOMODATIONS are included in these fares.

Thru tickets are only available from the Pacific Northwest Chapter at Room 1, Union Station, Portland, Oregon 97209. CHECKS for the full amount must be sent to reserve a space. All tickets are first-come-first-served. Seating is limited to a little over 400. After the first of April there will be no thru tickets sold and you will have to contact each of the selling chapters for individual segment tickets.

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PORTLAND - LOS ANGELES SCHEDULE

SOUTHBOUND:	Lv	Portland	5 May	8am	Saturday	
	Ar	Klamath Falls	5 May	5:30 pm		
	Lv	Klamath Falls	6 May	8am	Sunday	
	Ar	Sacramento	6 May	6pm		
	Lv	Sacramento	8 May	8am	Tuesday	
	Ar	SF (Mission)	8 May	2:15pm		
	Lv	SF (Mission)	11 May	7:30am	Friday	
	Ar	Fresno	11 May	4:30pm		
	Lv	Fresno	12 May	8am	Saturday	
	Ar	Los Angeles	12 May	5:45pm		
	NORTHBOUND	Lv	Los Angeles	19 June	8:30am	Tuesday
		Ar	San Luis Obp	19 June	4pm	
Lv		San Luis Obp	20 June	8am	Wednesday	
Ar		SF (Mission)	20 June	3pm		
Lv		SF (Mission)	21 June	9:15am	Thursday	
Ar		Sacramento	21 June	2:30pm		
Lv		Sacramento	23 June	8am	Saturday	
Ar		Klamath Falls	23 June	6pm		
Lv	Klamath Falls	24 June	8am	Sunday		
Ar	Portland	24 June	5:30pm			

## STEAM AT THE NEW ORLEANS WORLDS FAIR

(reproduced without permission of TIES & TRACKS, the official newsletter of the Dayton Railway Historical Society, Vol 5, No. 9, September 1983)

The year 1984 is looming larger all the time as a great year for steam fans. The newsletter of the Old Kenner Railway Association located at Kenner, Louisiana, near New Orleans, reports that Missouri Pacific plans to have a steam locomotive on display on a special track they are installing at the fair site, itself the site of an old MoPac yard now being dismantled. The loco in question could be either #8444 or #610, most likely the former. The rest of the special track will be equipped to accomodate up to ten business cars with hook-ups for utilities and with landscaping and protective fencing. The Souther Pacific is "definitely planning" to bring the CS-4 "Daylight" #4449 from the West Coast to the Fair. Also to be active at the fair will be #745, the ex-SP "Mike" that the OKRA plans to restore to operation. Other steamers, most likely something from Southern Railway stable at Birmingham, may also appear. Furthermore, the OKRA has just received conditional approval from the Illinois Central Gulf to run special trains over thier line from the town of Kenner to the Fairgrounds. (from the OKRA Newsletter)

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SOUVENIRS FOR OR FROM THE 4449 WORLD'S FAIR TRIP

The following are tentatively going to be sold by the Chapter this spring. Some will be available by mail order to the Chapter at Room 1. Some maybe will not get produced. Check the ad reproduced elsewhere in this issue to see what is available NOW.

4449 Model	\$44.49
4449 Belt buckle	9.00
Daylight caps	5.00
Daylight jerseys	10.00
Daylight pins	4.00
Daylight books	16.95
Postcards	1.00
8x10" color prints	5.00
Cachet envelopes	1.50
Daylight Expo pins	4.00

Mail order will involve additional costs for shipping and handling. Please read the ad carefully. Also watch for additional charges for use of credit card.

## THE WORLD'S GREATEST RAIL FAN'S WESTERN MINI CONVENTION

Dear Reader, you are invited to the World's greatest rail fan's western mini convention to be held in Portland OREGON the weekend of April 6, 7, and 8, 1984.

Even tho we have lost the BN's, F's, and Alco's, the Portland area's Railscene still has a lot to offer with BN, UP, and SP. BN still runs SD-45's and F-45's and our famous GP-39-2's plus first generation Geep's, which are on the endangered species list. Also about two dozen U-33's are stored with many of them shootable. UP has to Mopac MP-15's assigned here plus pool power and our resident GP-38-2's. We also have several industrials here in town such as Port of Portland and International Terminals. Portland Terminal will probably be gone by April. Right now, most of their Alco's are stored with two BN EMD switchers and two PT Alco's doing the work. Portland Traction should still be here around convention time.

The best place to watch trains here is Vancouver, USA. Most traffic in and out passes through Vancouver and everything there is pretty accessible. The area around the depot is the bst place to shoot both roster and action. The shop area in Vancouver is pretty hostile for shooting, but everything else is pretty wide open. In fact, pretty much everything in the Portland area is griendly and accessible to shoot, even the SP (if you are careful). Another attraction may be \$4449 if she's ready by then.

Our BIG TOUR will be the Weyerhauser Woods R.R. and the Columbia and Cowlitz in Longview on Saturday morning the 7th. We will be chartering a bust for this trip. Weyerhauser has already said we have to enter the mill site in a bust, so those of you with cars will have to board the bus at the gate to enter the plant. Columbia Cowlitz works Saturday mornings, so if we are lucky, we might be able to chase it. I will also be working on a couple of other surprises for us. The bus fare should run about \$3 to \$5.

Our hotel will be the Kingsway Inn which is centrally located for our needs. You are about five minutes from any yard in the Portland area. You are about five minutes from Union Station for you who choose AMTRAK and the airport. DART stops here for those of you who fly in. Our hotel is near just about everything such as restaurants etc.

Saturday night will be the dinner and slide show, so bring your favorite slides. We will be having a buffet dinner, which will cost you \$4.50 for all you can eat and drink. We will also have a hospitality room, if we get enough of you to come.

We're working to make this a good convention. WGRF is more than a group who trade just slides. We are a group who love reailroading and have fun! Tell a friend about us. If you know anyone in your area who would be interested in coming, have him get in touch with us. There is something for everyone at WGRF.

Please write to the people below for reservation cards and hotel information. If you have any further questions or comments feel free to contact us at the address or number below:

DAVE NICOLETTI  
930 NE 74th Av  
Portland OR 97213  
(503) 256-0835

JIM WHALEY  
3106 SW Beaverton-Hillsdale Hy  
Portland OR 97201  
(503) 244-7948

CABOOSE FOR COLLECTORS

On February 3, a new 11-cent regular postage stamp was issued by the post office featuring an 1890s caboose.

This is the newest addition to the ongoing "Transportation Series" of coil stamps, which began in 1981 and now totals thirteen different designs. The Caboose stamp, printed in red (what else?), is intended primarily for bulk rate mailings. Because of this, most of those seen will be precanceled with the customary black horizontal bars across the stamp's face. (Bulk mailers have special permits to use these stamps.) However, the stamp is also available from post offices having philatelic windows or postiques in unprecanceled form, and may be used by customers in combination with other stamps to make up the desired postage for other classes of mail.



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The stamp features the type of caboose used by a logging company railroad in the Sierra Nevada mountains in California to transport train crews and carry equipment, such as axes and saws needed for logging. Such railroads often built their own rolling stock to meet specific needs and stay within their limited budgets. The logging caboose depicted on the stamp is an example of one of these custom-built cars.

Other railroad designs in the series are a black 2-cent stamp of an 1870s locomotive and a green 3-cent stamp of an 1880s handcar. Other stamps issued to date are a 1-cent 1880s Omnibus, 4-cent 1890s Stagecoach, 5-cent 1913 Motorcycle, 5.2-cent 1880s Sleigh, 5.9-cent 1870s Bicycle, 9.3-cent 1880s Mail Wagon, 10.9-cent 1890s Hansom Cab, 17-cent 1917 Electric Auto, 18-cent 1890s Surrey and a 20-cent 1860s Fire Pumper. You can use any combination of these "railroad" or the other stamps to make up the 13-cent postcard, 20-cent letter, international mail or any other rate.

The stamps are available here in Portland at the Philatelic Counter, which is located at the east end of the lobby of the main post office, N.W. Hoyt and Broadway.

Finally, the Caboose stamp was designed by James Schleyer of Burke, Vt. Engravers were Gary J. Slaght (inscriptions), Joseph S. Creamer, Jr. (the caboose) and modeler was Clarence Holbert. But why the need to put "RR" before the word "Caboose?" Was that really necessary?

-- Rich Carlson

T H I S A S A M P L E B A L L O T - T H I S I S A S A M P L E B A L L O T

VOTE FOR TWO on the 17th day of February, 1984 for the PNWC-NRHS

THE TWO PEOPLE WITH THE MOST VOTES WILL SERVE ON THE BOARD OF DIRECTORS FOR THE BALANCE OF THIS YEAR. NEXT FALL ALL DIRECTORS WILL STAND FOR ELECTION FOR THE TERMS AS SET OUT IN THE BY-LAWS. CURRENTLY ALL DIRECTOR TERMS EXPIRE AT THE END OF 1984. Now, in reverse order:

VAN SICKLE, DAVE

PARKER, TERRY

McCORMICK, DOYLE

LAVACOTT, GEORGE

KIRSCH, BUD

KEELER, VIJA

GILMORE, JIM

*SAMPLE*

## COMMITTEE ASSIGNMENTS FOR NEW COMMITTEES

FINANCE (8.03)

Jeff Asay - chair  
Irv Ewen  
Bob Melbo  
Larry Miller (no vote)

NOMINATIONS (8.02)ROLLING STOCK (8.04a)

Ken Keeler - chair & Mech Supt  
Charlie Andrews  
Pete Dorland  
George Hoffman  
George Lavacott  
Ray Meyer  
Terry Parker  
Ken Peters  
Don Rehm  
Jim Gilmore  
John Holloway  
Jim Whaley (no vote)

EXCURSIONS (8.04c)

Mary Lou Weaver - chair  
Roger Phillips  
Connie McCready  
John von Gaertner  
Jack Pfiefer  
Bill Henderson  
Keith Jacob  
Marilyn Rehm  
Jim Schmidt  
Ed Immel (no vote)  
Irv Ewen (no vote)

MEMBERSHIP & HOSPITALITY(8.04b)

Kathleen Wiederhold - chair  
D. LeRene Allen  
Pete Dorland  
Paul McMillan  
Mildred Messmer  
John Holloway (Memb Chrman)  
Myrtle White

LIBRARY (8.04d)

Jim Gilmore - chair  
Alfred Grande  
Kyrian Gray  
Dale Hammersly  
Jim Loomis  
Bruce Silverman  
Freda Webb  
Gerald Webb  
John Willworth  
Jim Whaley (no vote)

MUSEUM (8.04e)

Bill Gano - chair  
Larry Hodson  
Steve Howes  
Don Hunter  
Bud Kirsch  
Richard Mather  
Ray McKnight  
Elmer Petra  
Dave VanSickle  
Gil Petterson  
Jim Loomis

PUBLICATIONS (8.04f)

Al McCready - chair  
Jeff Asay  
Rich Carlson  
Dale Hammersly  
Randy Nelson  
Roger Phillips  
Al Viewig  
Chuck Storz (no vote)

ACTIVITIES (8.04g)

Jim Whaley - chair  
Dan Bultler  
Duane Cramer  
Bill Davis  
Kerrigan Gray  
Vija Keeler  
Esther Rosu

HISTORICAL FOUNDATION

Walt Grande - chair- Chapter Historian  
Ken Armstrong

Ben Fredericks

Larry Miller  
John Runciman  
Chuck Storz  
Dave VanSickle

CONCESSIONS

Larry Hodson - chair  
Rich Carlson (no vote)  
Duane Cramer  
Kris Nelson  
Roger Phillips  
Chuck Storz

DIRECTOR OF SPECIAL PROJECTS

Ed Immel



# ROUND THE ROSES

with Karl Klooster



Identify this imposing railway station done in the French "Grand Gare" style.

## Union Station: Portland's Grand Central

When Henry Villard's Grand Union Depot was at last completed in 1896, it was a very different edifice than the one initially designed in 1882 by New York architects McKim, Mead and White.

After Villard wrested control of the Oregon Central from Big Ben Holladay in 1876, he completed the Northwest's transcontinental connection, which just celebrated its 100th Anniversary. But, as fate would have it, the German financier's fortunes waned even more rapidly than they had risen. By the end of

Couch's Lake had been located. But in 1893, financial concerns brought about changes in the million-dollar design.

Finally finished at a cost of \$400,000, the station was Portland's transportation hub for more than 60 years. At its height, 74 trains came and went each day. During the war year 1944, it served more than 4.8 million passengers.

But, by the 1960s, train travel had declined drastically with the advent of modern freeways and the ascendancy of the airlines.



The original Union Depot design on the present site was scaled down in final execution.

1883, Villard was forced to relinquish stewardship of his Oregon and Transcontinental Company and construction of Union Station fell to the new owners.

For reasons that remain unclear, both the original location (NW 7th and 8th between Hoyt & Marshall) and the design were changed. The project was awarded to the Kansas City firm of Van Brunt and Howe, noted for their railway terminals around the country.

Construction began in 1890 on its present site, fill land at the foot of NW 6th, where

Last of the grand passenger trains, Union Pacific's domeliner "City of Portland" gave way to Amtrak in 1971. Today the station sees no more than three travel trains daily but they are a bargain well worth looking into. It's still a thrill to "Go By Train," as the sign on Union Station's 144-foot clock tower reminds us.

Despite changing times, this classic modified Romanesque landmark, with its massive tiled roofs and fine grillwork, remains as a symbol of an illustrious era in the evolution of Portland and the Pacific Northwest.



Answer: This is Villard's \$1.6-million New York plan, next to the North Park blocks.

## W E L C O M E    A B O A R D

We enjoy taking this moment to welcome as new members to the Pacific Northwest Chapter of the National Railway Historical Society:

Dale Rutledge	Jackie Miller
Carter Roberts	Louis Thelen
Larry Trumbull	Oliver LaFreniere
Janice Keller	Edward Burggraf
John Meyer	Lowell Gillespie
S. J. Suttie	Justus Seely
Mark Harris	J. Nick Modders
Adeline DeFrancisco	Darrell Brewer
George Jones	Norman Wagner
Henry Bahrs	Zela Rutledge
Barbara VonGaertner	Gordon Nast
Mike Warren	Edna Taylor
Richard Creager	Ronald Bailey
Carl Nitz	Gladys Schweitzer
Roberta W. Ray	Richard Erickson
John B. Rasch	Ben Wohler
Joanne Rolle	James Sundmark
Doug Yates	George Carson
F. Helen Carson	
Harlan Smith	Nettie Stokes
Gerald Schuler	Mark Nunnenkamp
Neil Cox	Ronald Fillhour
C Howard Sawyer	George Foster

## THE SOUTHERN PACIFIC'S STEAM NUMBERING SYSTEM

N U M B E R	CLASS	ARRANGEMNET	NAME	(COMMENTS)
1000-1299	S	0-6-0	Switcher	
1300-1599	E	4-4-0	Eight wheeler	(American)
1600-1899	M	2-6-0	Mogul	
1900-1999	PR	2-6-2	Prairie	
2000-2399	T	4-6-0	Ten Wheeler	
2400-2499	P	4-6-2	Pacific	
2500-2899	C	2-8-0	Consolidation	
2900-2999	TW	4-8-0	Twelve Wheeler	(Formerly 2800's)
3000-3099	A	4-4-2	Atlantic	
3100-3199	P	4-6-2	Pacific	
3200-3399	MK	2-8-2	Mikado	
3400-3499	C	2-8-0	Consolidation	
3500-3599	B	2-8-4	Berkshire	
3600-3799	F	2-10-2	Two-Ten-Two	(Santa Fe)
3800-3899	AC	2-8-8-4	Articulated Consolidation	(AC-9)
3900-3999	AM	4-6-6-2	Articulated Mogul	(Former MM-4200's)
	MM	2-6-6-2	Mallet Mogul	
4000-4099	AC	2-8-8-2	Articulated Consolidation	Cab Forwards
4100-4299	AC	4-8-8-2	Articulated Consolidation	
4300-4399	MT	4-8-2	Mountain	
4400-4499	GS	4-8-4	General Service	(Northern)(Golden State)
4500-4599	SE	0-8-0	Switcher	(Former 1400's. Former 1300's)
5000-5099	SP	4-10-2	Southern Pacific	

(reproduced without permission from Southern Pacific TRAINLINE, Aug 1983)

## C A B R I D E

by

WES ASHAHR

Riding locomotive cabs without an official pass is strictly forbidden on most railroads. Although the rule has obvious purpose, one can occasionally wrangle an "unofficial" ride in the cab after being acquainted with some engine crews. One of the more unusual such rides I've taken was out of Portland on a warm, sunny July 3, 1972.

After spending the first part of the morning photographing the then multi-colored BN, my buddy Louis and I headed over to Union Station. We were pleasantly surprised to find two BN E8's #9953 and #9970, mumuring quietly by themselves at the south end of the station with no train in sight. The 9953 looked fairly ragged in her old CB&Q colors while 9970 had the nose and some side panels in BW stainless with black lettering. They'd be an interesting pair to photograph in any case.

We found the engine crew in 9953 and immediately recognized the hoghead as John "B.S." Baker. He also remembered me when I yelled up to ask where they were headed.

"Eugene," he hollered back, "we're going to get #14 ... he's having problems on the hill somewhere .... Wanna ride down with us?"

Louis and I immediately responded with an excited, "You bet." and turned to get our gear in the locker room.

"You'd better hurry 'cause I've gotta leave right now," he cautioned.

We were in the building before he finished and back out in seconds. But for some reason John had already thought better of the idea and tried to discourage us.

"Aw - maybe you'd better not .... Too many officials around today. Why, they'd knit my @\*#% if they knew you were on ...." With that, he released the brakes.

Not to be discouraged by an "official problem" I quickly countered with, "It's alright, John - we'll just ride the second unit and stay out of sight."

John nodded an O.K. to us and turned away as we quickly moved toward 9970. The bell was ringing as we climbed the latter. The horn signalled a departure and the units began rolling before we'd gotten the cab door closed. It was 10:45am.

Louis and I couldn't believe our spur of the moment luck - a cab ride in an E unit all the way to Eugene. Fantastic.

Although I'd ridden F's before, I'd never ridden in an E unit and being a covered wagon fan, I was ecstatic.

After crossing the Steel Bridge and passing the interlocking plant, we relaxed a little as the engines idled effortlessly along through Portland. We began to accelerate as we approached Haig. The cars in Brooklyn Yard were beginning to flash past when the power suddenly returned to idle and the brakes came on. We seemed to be stopping at the west end of the yard, even though I could see a green signal ahead.

CAB RIDE - page two - by Wes Ashahr

Not wanting to get our friendly Southern Pacific engine crew in trouble, we decided it was time to law low - real low - in the nose of the unit. Fortunately, the E's like the F's, had a small space beneath the cab floor, open to the nose compartment that was just big enough for two fools and the traction motor blowers.

We hurriedly crouched into the confines below the deck as the engines stopped. In no time we heard the cab door slam and feet scuffling inches over our heads. "It could be the fireman," we thought - or maybe someone had seen us get on. Hmmm.... Suddenly, the small door between the nose and the cab flew open as someone above us looked into the compartment. It closed shortly. Louis and I grimaced knowingly at each other with an increased pulse rate - they were searching the unit.

All at once I realized I'd left my coat draped over the engineer's seat and whispered this to Louis. He just rolled his eyes.

After what seemed like days, it became quiet above, the brakes released and the twin V-12's began to throb. We cautiously returned to the cab to find that we were blasting down the mainline, leaving Brooklyn in a trail of gray smoke. Apparently everything was O.K. so we sat back and enjoyed the ride.

The big "E's" were wonderful to ride in - quiet and smooth. And with no train behind we had an excellent view to the rear. We breezed through Clackamas and Oregon City in short order and proceeded south through a parade of green blocks. Aside from the fact that we were riding in ex CB&Q E-units, in BN numbers, on SP track, going to rescue an Amtrak passenger train, the trip was fairly "routine."

We stopped briefly at Labish for a meet with an eastbound train and then watched Salem and Albany stations sail by from the shadows of the cab. Once on the flat, straight track between Albany and Harrisburg, John really let 'em go. Even though the speedometer swayed around, top passenger train speed, the engines were hardly working. We passed traffic on Hy. 99 like they weren't even moving.

Just after Halsey, two guys in an old Rambler came smoking up alongside us, obviously racing the engines. Looking forward I could see John motioning out his window for them to try and overtake us. They obliged and made an honest effort until John woke up the power and we roared on ahead of them.

After Swain we finally went forward, through the noise of the engine rooms to visit with the crew. We burst in on John who wasn't at all surprised to see us.

"I'd kind of figured you might be still back there," he grinned.

John then told us that apparently someone had seen us get on at Union Station and reported us. Two special agents had searched the units at Brooklyn, and yes, they did see my coat left on the seat.

Up ahead the signal at Irving went red so we told John that we'd better get off there if they stopped. He agreed that would be a pretty good idea. We coasted to a stop and thanked John for the ride, to which he said, "I didn't know anything about it ...."

The engines sat still long enough for a couple of pictures before John got a green block and charged off toward Eugene. Needless to say, we were extremely pleased with the trip, although I didn't hear the conclusion of the story until several weeks later that summer when I ran into John running on the Westside Branch.

CAB RIDE - page three - by Wes Ashahr

He informed me that it wa a good thing we'd gotten off at Irving because the units were pulled off the main and stopped in the middle of Eugene Yard. There, a trainmaster and three more special agents were waiting to search the engine again. They apparently had someone watching for us at Salem who had seen us there, although they couldn't figure out where we'd gotten off in the meantime.

(Gosh - all that trouble over us ...)

Finally I found out who had seem us board in Portland and turned us in. He had been standing just around the corner of the building and had seen us closing the cab door and we rolled by. The gentleman had every right to be concerned for he was none other that Mr. A. W. Kilborn, Superintendent of the S.P. Oregon Division.

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O. WINSTON LINK RAIL PHOTO EXHIBIT HERE TIL 29 FEBRUARY

From February 3rd thru February 29th, a sampling of the works of famed railroad photographer O. Winston Link will be on exhibit at the Blue Sky Gallery, which is the Oregon Center for the Photographic Arts and is located at 117 NW 5th here in Portland. The photos are black and white.

This 73 year old New York photographer has documented the last days of the steam locomotive on the Norfolk and Western Railroad. Mr. Link set out to capture intact a vanishing world: the engines, the men who ran them, the people and animals who lived near their beat. To Link, the machine is never more important than the people it serves and the images juxtapose his trains with views of smalltown Americana.

The basis of the show is a project that occupied him from 1955 to 1960. "I was reading train magazines and saw that they were cutting up steam engines right and left, and everything was being dieselized. When I saw the headline 'Maine Central Loses Steam,' I decided to do something about it." The Norfolk and Western was the only railroad that was still 100 percent steam operated.

O. Winston Link is a commercial photographer. Between commercial assignments he went into N&W territory for two or three weeks at a time, riding up and down 2,500 miles of railroad lines before deciding what to shoot. Almost all his photographs were taken at night. "The whole idea was to dramatize what affected me. In order to do that, I had to control the lighting. In the daylight, there is a lot of stuff that you do not want, and you can light the locomotive."

BLUE SKY is open from Noon to 5pm, Tuesday thru Sunday. For info, call: 225-0210.

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PRESIDENT CARLSON'S "SNOWFALL SPECIAL" SPECIAL THANK-YOU

Thank you to all who assisted to make our Snowfall Special such a great day for our fellow rail historians who joined us for the day. Several nice letters have come to Room 1 commenting on the car hosts and the grand dinner at the hotel. Financially it was not a winner but we hope to learn some lessons that will preclude that from happening in the future. However, rest assured that it was not any of your doing.

/s/ RICHARD A. CARLSON

## HIGHLIGHTS OF BOARD MEETINGS OF 12 AND 18 JANUARY 1984

12 JAN 84 @ Columbia Gorge

BANQUET Whaley reported on 75 reservations with 15 more expected at door.

SWAP MEET Parker reported a flyer was printed & to be inserted in Feb Trainmaster. Swap Meet on 3 March. Cora Jackson to be asked to run snack bar. He will do table reservations

SNOWFALL SPECIAL Miller reported net loss of \$5577. 479 tix sold instead of 600. Hodson reported 198 pins sold.

RS-3 REPORT Whaley reported no contact on locomotive status.

RAILFAN'S GUIDE TO OREGON Nelson reported need for up-front money & more black & white photos needed.

PROJECT '84 Immel reported that the contract with the SPRR and the Chapter was signed. FMC was set to paint the passenger cars. A list of paid positions was submitted. Volunteer workers would have to pay their own transportation to New Orleans. Hodson reported on concessions and projected income. Miller was instructed to prepare a cash flow chart. Carlson reported on postal cachet envelopes.

LOCOMOTIVE 4449 McCormick reported on first hydrostatic test and that tires were to be shipped from England in week and due here in mid-February. The cab-ahead tender was having a coupler installed at FMC.

ROOM ONE ANNEX Carlson reported that the crew room in the south end of the building is being vacant and available to the Chapter.

MOVED, SECONDED, PASSED board recommend to membership to acquire room for \$200 per month

STANDING AND SPECIAL COMMITTEES Carlson reported on his proposed members. No action.

PROJECT '84 MOVED, SECONDED, PASSED that ticket prices submitted by Immel be approved.

PROJECT '84 PERSONNEL MOVED, SECONDED, PASSED that Carlson, Cramer, & Whaley be the committee to select personnel for trip.

NOMINATIONS FOR TWO OPEN BOARD SEATS were VanSickle, Hodson, Vija Keeler, Kirsch, Lavacott, Parker, Myer, Gilmore, and McCormick.

18 JAN 84 @ Columbia Gorge

SNOWFALL SPECIAL Miller reported revised income with net loss now \$2664.92.

COMMITTEE APPOINTMENTS MOVED, SECONDED, PASSED

BANQUET Whaley reported on 90 reservations & Jack Holst Award winner selected.

PROJECT '84 Carlson reported on postal cachet envelopes progress.

PROJECT '84 CREW CAR MOVED, SECONDED, PASSED to purchase car for \$7500.

PROJECT '84 CONCESSIONS Hodson asked to supply money flow chart.

PROJECT '84 ADMINISTRATION MOVED, SECONDED, PASSED to purchase ticket printing, concession pins, and cachet envelope.

DAYLIGHT EMBLEM USE Carlson to seek permission to use Daylight Emblem if needed.

COPIER Miller reported on need for copier in Room One.

HOT BINDING MACHINE MOVED, SECONDED, PASSED purchase of used hot binder for \$200.

PROJECT '84 PERSONNEL PROPOSAL MOVED, SECONDED, PASSED that personnel for trip be as directed.

SPAS HEAVYWEIGHT Carlson checking on BN car.

WORKERS COMPENSATION Miller reported all paid personnel covered by SAIF in Oregon and by others outside of Oregon.

## POETRY IN MOTION

As those who were aboard the "Snowfall Special" on 7 January 1984 already know, Rich Carlson has a penchant for poetry, at least some poetry. The following was submitted by him:

L I M I T E D

I am riding on a limited express, one of the crack trains of the nation.

Hurtling across the prairie into blue haze and dark air go fifteen all-steel coaches holding a thousand people.

(All the coaches shall be scrap and rust and all the men and women laughing in the diners and sleepers shall pass into ashes.)

I ask a man in the smoker where he is going and he answers: "Omaha."

-- Carl Sandburg (1878-1967)

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RAILROAD PHOTOGRAPHY OF F. JAY HAYNES - A book review by Bob Slover

NORTHERN PACIFIC VIEWS: THE RAILROAD PHOTOGRAPHY OF F. JAY HAYNES, 1876-1905.

By Edward W. Nolan; copyright 1983; published by Montana Historical Society Press, Helena MT; 212 pages, 210 photos, notes, bibliography, index; \$24.95 available through the University of Washington Press, Seattle, Washington 98105.

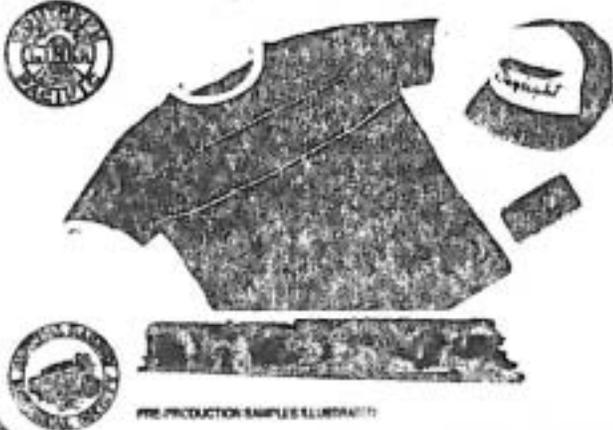
In the fall of 1876, 22 year old F. Jay Haynes began taking "views" of farms near the Northern Pacific line, hoping that the pictures would be used in the railroad's publicity program. His efforts resulted in a contract which the ambitious Haynes parlayed into a 30 year relationship with Northern Pacific. The editor of a newspaper published during the period exclaimed that Haynes "... can print a panoramic view of the route without missing a station ...." Haynes' work is now part of the Montana Historical Society collection.

Author Nolan begins his book with a biography of Haynes, with photos from the photographer's early days. The next two chapters provide glimpses of track construction and the NP's last spike excursions. Locomotives, passenger cars, stations, town development, and the Yellowstone Park line, are the topics of the last chapter, demonstrating the variety of subjects at which Haynes pointed his camera. The text in each chapter provides some background for the photographs and includes anecdotes concerning the growth of the railroad. One passage explains how Yakima, Washington, was moved three miles north, to its present location - a moving experience to say the least. Nolan ends the book with notes on earlier works on Haynes and the NP, a one page commentary on Haynes' life, extensive reference notes, and an index of text and photos.

The 210 crisp duotone photos have a "you were there" quality, apparent in group portraits, passenger car interiors, and town photos. While most of the photos have a railroad theme, "Northern Pacific Views," as the title explains, is photography FOR the railroad, not necessarily of the railroad. This opens the door for the spectacular scenic photographs of Yellowstone Park and rural homesteads. Combining this variety with Nolan's unassuming text, NORTHERN PACIFIC VIEWS is a book for those interested in the railroad or the land it helped develop.

(Note: see the October 1983 TRAINMASTER for an account of the NP's last spike ceremony and a biographical sketch of Henry Villard.)

## THE Daylight RETURNS



PRE-PRODUCTION SAMPLE ILLUSTRATION

In May and June of this year the Pacific Northwest Chapter of the NRMHS and Southern Pacific will conduct an excursion from Portland, Oregon to New Orleans to commemorate the 1984 Louisiana World Exposition in New Orleans. The train will be a reincarnation of the original DAYLIGHT and will be DAYLIGHT painted and pulled by newly rebuilt S.P. Urra, 4449. The illustrated items are the official souvenirs of the PNWC-NRMHS DAYLIGHT trip and are available only on the train and by mail-order from the Chapter. Proceeds will go toward our 4449 maintenance and Chapter museum funds.

**A special LIMITED EDITION production model of 4449 by Bachmann featuring improved detailing and corrected paint scheme. The model is packed in a collector's edition box commemorating the 1984 Louisiana World Exposition. \$44.49 + \$4.00 s&h.**

**High quality shirt in DAYLIGHT colors with authentic DAYLIGHT logo. State men's sizes: S, M, L, XL. Jersey \$9.95 + \$2.00 s&h.**

**One-color twill cap in royal blue with white front. Features the authentic 3-color DAYLIGHT logo. \$6.95 + \$1.50 s&h.**

**Chef hat buckle as worn by the 4449 engine crew. Cast in solid brass. \$9.99 + \$2.00 s&h.**

**Also available (but not illustrated) is a DAYLIGHT lapel or hat pin in the authentic 3-color DAYLIGHT logo. Size approx. 1 1/2" x 1/2". \$4.00 + \$ .75 s&h.**

Send order with check or M.O. Allow 6 weeks for personal checks. Canadian add 80%. Include street address and zip code for all orders. No C.O.D.'s. No barter orders - immediate refunds. All quantities are limited. Visa & MC accepted - include full payment information, signature & expiration date. Add 5% for credit card purchase.

Send orders to: PNWC-NRMHS, Dept. 4449, Room 1 - Union Station, Portland, OR 97208

CONCESSIONS STAFF NEEDS VOLUNTEERS

Would you like to participate in the Chapter's Excursion to New Orleans this year?

You may not be able to go, but you can help. We will be needing volunteers to help staff our mail order business for souvenirs. We also have some segments of the trip open for members to work.

If you are interested, call LARRY HODSON at 629-9809 (home) or 641-4676 (work) as soon as possible, since plans are about to be finalized.

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THE EDITORIAL OR EDITOR'S COMMENTS

Please bear with us as we try to get the right mix for ink and paper so that the future issues of the TRAINMASTER look better and better each time. If you have any ideas or suggestions or if you would like to be a part of the group effort that turns the crank, please give me a call: AL VIEWIG 223-2526 or 228-8655.

It was announced that we would like to run as many comments on the soon to be removed BN bridge in downtown Portland in the next issue, March. This is the 1903 Willamette Bridge so if you have any original notes or rumors why not write them down and send them to me at Room ONE.

For April it has been suggested that we collect and print as much as we can on the STEEL BRIDGE which is about to undergo changes for the light rail line.

For the following months there is hope that the publications committee will be better in charge but your ideas and assumptions are needed.

We still need more gossip on the many members and we also need a SWAP COLUMN for those who are actually doing some research out there and need some assistance from us.

Keep in touch. Remember good things come to those who wait.