



JANUARY 1989

RPO Car Stamp (addenda)

To resolve a few discrepancies noted since my article in the September 1988 *Trainmaster*, I wrote the North Carolina Transportation History Corporation regarding the Railway Post Office car that is depicted on the current 21-cent coil stamp.

I received an answer stating that the car was used during its active life only by the Southern Railway Company. It operated at least part of the time on the name train, *The Crescent*. The RPO was actually donated by the railroad (not American Car and Foundry) to the Atlanta Chapter of the NRHS, who in turn sold it to the North Carolina History Corporation in December, 1978 (not 1979). The Corporation added the word "Transportation" to its name at some later date.

—Rich Carlson

CORRECTION

In a story in the November issue of *The Trainmaster* concerning the appearance of our cars at the State Capitol birthday celebration in October, the organizing committee for the event was credited with providing transportation to Salem for the cars. We are informed by the Oregon Railroad Association that transportation was donated by the Southern Pacific Transportation Company. We regret the error.

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CHAPTER TIMETABLE NO.316

REGULAR RUNS

BOARD OF DIRECTORS MEETING, January 12, Thursday, 7:00pm, at the Columbia Gorge Model Railroad Club on the corner of N. Vancouver Ave. and Russell Street. All Chapter members are welcome.

MONTHLY MEMBERSHIP MEETING, January 20, Friday, 7:30pm, at the Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. The newsreel and program will start promptly at 7:30, with the business meeting following after a short break. Refreshments will be available; please bring some money to feed the "kitty" so Kitty can continue to feed you. The program is listed below.

WEEKLY NO-HOST LUNCHEON, every Saturday, 12:00 noon, at the Semaphore Restaurant at the corner of SE 17th Avenue and Holgate Blvd. Our group sits in the back. Come on down!

ROLLING STOCK WORK SESSIONS, every Tuesday, at the Chapter's tracks in Brooklyn Yards. There's a lot of work of all kinds to be done, and your contribution would be welcome. Working hours are 9am to 3-4pm, with lunch at the Semaphore. **We're also looking for people who could work on Saturdays.** Contact Bob Hoffman at 659-8402 to see how you can help.

CHAPTER LIBRARY OPEN HOURS, Saturday, January 21 & 28, 1 to 4pm at Room 1, Union Station.

EXTRA BOARD

GREAT AMERICAN TRAIN SHOW, Saturday-Sunday, January 7-8, at the Multnomah County Expo Center.

CHAPTER BANQUET, Saturday, January 28, at the Mallory Hotel. Cocktails begin at 6:30, dinner at 7:30 \$12 per person. The Jack Holst Award will be presented, and the Chapter Directory distributed. Contact: Irv Ewen, 232-2441.

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JANUARY MEETING PROGRAM

A Quarter Century of Steam,
by Dick Nock

Program begins at 7:30

Notice: *Programs needed for future meetings.* Anyone who is willing to present a program (slides, film, etc.) at a chapter meeting, please contact Hugh Robertson at 252-3315. Work with Hugh to choose your month and subject.

The TRAINMASTER

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society, published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official National Railway Historical Society position on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source. Please address contributions, correspondence, and exchange copies of newsletters to:

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MEMBERSHIP in the PNWC-NRHS is available as follows:
Regular...\$23/yr.
Joint...\$25/yr.
For more information contact the Membership Chairman, at the above address.

DEADLINES

are terrible things, but they pop up every month without fail. The deadline for each issue of *The Trainmaster* is the 20th of the previous month. I always try to squeeze in late material, but I can't guarantee that anything received after the 20th will make it—be warned!—RS

President's Corner

By the time you read this, the happy holidays will be behind us and we will be starting on a new year. 1989 already shows possibilities of being another busy and fruitful year for our Chapter.

1988 was a year of growth in membership, activities, finances, etc., as you will read in the Board's report to the membership in the February *Trainmaster*. We are starting 1989 with a contract with Amtrak for our beautiful Cascades-Deschutes Circle Excursion in April. Our Excursion Committee is also looking at other exciting excursions later in 1989 (more on this later).

Committee Chairs are being selected and committee members will be approved soon. Many of our committee activities will continue on into 1989 without any interruption. So you see our organization keeps right on rolling along thanks to the capable officers and board members you have elected, and thanks to the committees. It is their hard work and dedication to our goals that really keep the Chapter moving ahead.

I want to welcome Alan Viewig as our new treasurer and Jerry Webb and Dave Stimic to the board of directors. They are already hard at work on various projects. Also many thanks to Kyrian Gray, Dave Van Sickle and Kerrigan Gray for their effective and dedicated work on the Chapter Board this past year. It has been fun and interesting working with you all—and yes, that includes you, the Membership.

Hugh Robertson was elected Western Regional Vice President of NRHS at the last National Board meeting. Congratulations, Hugh. I'm sure you'll do a fine job. We're looking forward to working with you in your new position, just as we have this past year on the Rolling Stock Committee and as program chairman for our monthly meetings.

The Columbia River Chapter located in Battleground, Washington was granted their charter by the NRHS Board at its last meeting. Roger Phillips is their new president and Larry Miller vice president. Congratulations to your new chapter, and if PNWC can assist or work with you on mutual projects, please let us know. Also, would you please introduce your officers and members, goals, reason for forming a new chapter, etc., in a letter to *The Trainmaster* in February, so all of our members can become better acquainted with your chapter. Thank you.

And last, thank you members for re-electing Doug Auburg, vice president, Chuck Storz, secretary, Rich Carlson national director, and for giving me another year to serve as your president. We have enjoyed working with and for you, the members, and we are looking forward to another active and progressive year. —Bob Hoffman

TIMETABLE No.316 (continued)

COLUMBIA GORGE-PNWC ANNUAL SWAP MEET, Saturday, March 7, at Jackson Armory on Cornfoot Dr. Workers will be needed for many positions; please volunteer *now* by calling Jim Edgar, 236-7271.

RAILCON 89, Friday-Saturday April 28-29, in Tacoma, Wash. A railfan/historian/preservationist fest sponsored by the Tacoma Chapter, NRHS. Local excursions, steam engines, clinics, displays, etc. The *Mount Hood* and our museum car will be there. For information: RAILCON 89, Dale G. Kraus, P.O. Box 99148, Tacoma, WA 98499-0148

DESCHUTES RAIL EXCURSION, Saturday-Sunday April 29-30. The Chapter's excursion trip to Bend is on for this year, so be ready! Details will appear in *The Trainmaster* as they become available.

NOTE: *The Editor failed to note the 4449's trip to Medford in Timetable 315 in the December issue of The Trainmaster—a grievous oversight at best. My apologies to anyone who missed seeing the train as a result. (The trip was discussed at the November business meeting, though; getting all the latest news is a good reason to attend the meetings regularly.)*

CHAPTER BUSINESS

Jack Holst Award Nominees

Duane DeLong, Marilyn Edgar, and Carl Rodabaugh have been nominated to receive the Jack Holst Award for outstanding service to the Chapter in 1988. The nominating statements are printed below.

A secret ballot will be taken at the January business meeting to select the winner of the Award. The result of the ballot will be announced January 28 at the annual Chapter Banquet, at which time the Award will be bestowed.

DUANE DELONG

Duane has been the epitome of a tireless volunteer—participating in and promoting the varied mechanical ventures of the PNWC. A member for five years, Duane first cut his teeth on the 3300 when it came back from Disney. Since then his mechanical and engineering background has caused him to develop an intimate relationship with all of our rolling stock. It was Duane who, with his industry background, insisted that all welding on our cars be done by certified welders. —*Dave Van Sickle*

MARILYN EDGAR

Marilyn Edgar (formerly Marilyn Rehm) has been a mainstay of our Society for the last six years. During this time she has devoted many hundreds of hours to a variety

of projects. It would be difficult to name a Chapter endeavor that she has not volunteered for.

Marilyn was one of the many hard workers selling souvenirs on the World's Fair Daylight trip to New Orleans. Currently she is in charge of the concessions program which produces income for the Chapter on a continuing basis. In this capacity she has logged many miles on behalf of the Chapter, taking railroadiana items to the people.

Marilyn also chaired the Elections Committee for two years (which is no small task, considering the complexity of PNWC's voting procedure!). —*Irv Ewen*

CARL RODABAUGH

Carl Rodabaugh has contributed to the PNWC in a number of ways. He is a member of the Board of Directors which conducts the Chapter's business. Carl has contributed substantially to the success of the Chapter excursions by making arrangements for hotels and by serving as an on-train staff member. He currently serves as the Chapter's car rental agent. Carl regularly works on maintaining and improving the Chapter's rolling stock and recently made repairs to the Brooklyn roundhouse roof. —*Chuck Storz*

Committee Reports

UNION STATION

Terry Parker, Chair

The Portland Development Commission (PDC) has reworked its master plan for the Union Station properties. The new plan addresses some of the concerns brought out by this Committee.

Highlights of the plan include two public plazas on the east side of the tracks with connecting overhead walkways to the station area. One walkway would be where the present high shed is. These plazas could extend across Front Avenue to the river which may involve removing some of the housing presently located between the Broadway and Steel Bridges.

The Committee suggested locating a dock for the sternwheeler *Portland* and other tour boats at the end of the northernmost plaza. This would connect well with the new location of the proposed rail museum: north of the Broadway Bridge, with parking along Ninth Street. The proposed museum still appears to be an all Northwest Rail Museum affair.

It looks as though seven tracks will be retained; however, track 7 will be a stub terminating at the north end of the yard. Tracks 4 and 5 will be for through freight traffic, so low shed number 2 will be removed for clearance. (The master plan shows using the materials from the shed to connect the proposed museum with the

station area along the west side of track 1.) Amtrak will use tracks 1, 2, and 3. Track 6, though remaining, will not be used immediately.

VC Tower at the south end of the yard could be vacated as early as this summer. The PDC does not want to leave the structure vacant. Several groups (including this Committee) have expressed an interest in using it. Rent would be about \$200 a month. Eventually, the tower will be moved to a location just outside the proposed museum, possibly for use as a gift shop.

The plan also shows removing the parking lot and landscaping the grounds in front of the station. The Committee expressed an interest in keeping the original historic curb lines on the east side of Sixth Avenue along the front of the station.

Inside the station, plans have been drawn to remodel the newsstand. Window walls will blend in detail with the trim and mouldings around the building. There will be a roll-up cage in the entry that can be closed at night for security. The Committee wants to see the present curved neon sign saved, even if it means raising it up so the refrigeration equipment can fit under it. The PDC drawing shows it being replaced with a new flat neon sign. The vending machines have been moved out of the main lobby to an area near the restored telephone booths. Under construction is new lighting for the south waiting area and main floor hallways, similar to that which has just been installed in the main floor restrooms.

CHAPTER BUSINESS

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - DECEMBER 8, 1988

The meeting was called to order by President Bob Hoffman at 7:10 PM.

The board of directors passed the following motions at its December meeting: 1) Changed authority over The Trainmaster to the Publications committee and made the editor of The Trainmaster a member of that committee. 2) Authorized a cost not to exceed \$1.75 a copy for the trip guide for next spring's Bend trip, the guide to be in black and white. 3) Recommended approval by the membership of the budget for the 1989 Bend trip. 4) Authorized an expenditure of \$300 to reserve the PGE auditorium for Chapter meetings for a period of one year. 5) Authorized an expenditure of \$3000 to move car 1220 to Portland if a free move is not possible. 6) Authorized a \$100 donation to the De Witt Depot Museum in Prairie City, OR. 7) Authorized transfer of the Chapter's checking account to the First Interstate Bank at the request of the incoming treasurer.

Rolling Stock: Bob Jackson reported that the Chapter has acquired a spare 25 KW generator. Tuesday work parties have begun the installation of the generator on car 6200. Bob announced that he is stepping down as rolling stock committee chair but will continue as chief mechanical officer. Conrail may give car 1220 a free move to Chicago. Several parties are looking at the cars in Silvis, IL. The rolling stock committee will make a recommendation about the disposition of these cars at the next board meeting.

Excursions: Bill Carter reported that the contract for the 1989 Bend trip has been signed and sent back to Amtrak. John von Gaertner is working in a preliminary budget for the trip.

Activities: Jim Edgar announced that the activities committee is running a New Year's Special to Seattle with the car Mt. Hood for Chapter members.

The Trainmaster: Bob Hoffman announced that the deadline for material for The Trainmaster has been moved up to the 20th of the month.

Union Station: Terry Parker reported that the committee is working on possible activities for Transportation Week next May.

Copier Proposal: Marilyn Edgar read a proposal for the Canon NP-112 copier at a cost of \$1695.00. It handles legal size copies, enlarges and reduces. The board took no action. The consensus of the board was that the expenditure is not justified based on the information on hand.

County Personal Property Tax Exemption: Bob Hoffman reported that he has submitted documentation to Multnomah County to back up the Chapter's application for personal property tax exemption.

Respectfully submitted, Chuck Storz, Secretary

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - DECEMBER 16, 1988

The meeting was called to order by President Bob Hoffman at 7:37 PM.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 11/30/88: Checking \$42,052.83. Savings \$37,518.74.

The membership passed the following motions at the December meeting: 1) Adopted the 1989 Chapter budget as proposed with total expenditures of \$51,550. 2) Passed by law change no. 27 which eliminates the leasing of Chapter rolling stock as a responsibility of the excursion committee. 3) Adopted the budget for the 1989 Cascades-Deschutes excursion with total estimated revenue of \$164,300.

Jack Holst Award: Bob Hoffman reported that the nominating committee had chosen three nominees for the Holst award: Marilyn Edgar, Duane DeLong and Carl Rodabaugh. Nominations from the general membership will be published in the January issue of The Trainmaster and must be accompanied by a 75 word nominating statement. There were no nominations from the floor at this meeting.

Rolling Stock: Carl Rodabaugh reported that there have been good turnouts for the Tuesday work parties. Bob Hoffman reported that the Chapter is very hopeful of getting a free move for car 1220.

Excursions: Bill Carter reported that the contract has been signed and returned to Amtrak for a Bend excursion on April 29 and 30. The consist will have 732 seats and about ten cars. Ads and flyers will be out shortly after the first of the year.

Library: Jerry Webb announced that beginning in January the library will be open afternoons on the two Saturdays following the regular Chapter meeting. The committee is continuing work on a complete listing of the books in the library.

Activities: Marilyn Edgar advised that the charge for the annual banquet on Jan. 28th will be \$12.00 a person. The Jack Holst Award will be presented. Irv Ewen will put on the program. The new Chapter directory may be ready for distribution.

Union Station: Terry Parker reported that the PDC has reworked the master plan for the Union Station. The railroad museum is to be north of the station building. Up to seven tracks will be left. CTC will replace the interlocking plant at the south end of the yards. Pringles is to be remodelled.

Respectfully submitted, Chuck Storz, Secretary.

Meeting Room

At the January business meeting, the membership will be asked to vote on the expenditure of \$300 to pay Portland General Electric to reserve their meeting room for our business meetings over the coming year. We currently get the room free, but on a first-come, first-served basis each month. A reservation would assure the availability of the room for our meetings. The expenditure was authorized by the Board of Directors at its December meeting.

If anyone has a suggestion of another possible meeting place for the Chapter, please pass it on to Jim or Marilyn Edgar.—RS

NEWS—HISTORY—TRAVEL

All the Way to Miami

While I would have liked to have ridden the train to the Fall, 1988 NRHS Board of Directors meeting in Miami, the distance was just too great for a weekend trip from the Pacific Northwest.

So, fly I did. En route, I had the thrill of experiencing an earthquake while waiting between planes at the San Jose (Calif.) International Airport. It was 4.61 on the Richter Scale and the jolt and noise were so severe my first thought was that a plane had crashed into the terminal building. But no damage was observed and my journey continued on schedule.

The headquarters hotel for the meeting was the Miami Marriott Dadeland, a 26-story structure located about ten miles southwest of downtown Miami. The Metrorail (heavy rail) trains run directly to the hotel-office complex, the present terminus being the end of the line and called "Dadeland South." The station immediately adjoins the hotel and next-door office buildings.

The trains run over a 20.1-mile-long elevated rail route, with about half of the line running northwesterly from downtown and the other half running southwest. The elevated structure is entirely concrete, and I heard that the concrete used could have laid a sidewalk four feet wide and four inches thick from Miami to Chicago.

We had a chartered two-car train on Saturday, November 12, and traveled the length of the Metrorail system. It is a very attractive and comfortable operation. The normal fare is one dollar, with reduced fares for qualified elderly, handicapped, and youth. We were issued a one-day pass good on the entire Metrorail, Metromover and Metrobus transit system.

The rail line opened four and one-half years ago (May 20, 1984) at a cost of \$1.03 billion. Ridership has increased from an initial 7,000 passengers per day to the present 34,000—which for a city the size of Miami (pop. 347,000) is not all that bad. The trains are capable of 70mph, but they currently operate

at a top speed of 58mph. The twenty stations along the line are beautiful (as are the trains) and most of the stations have escalators and other features to make riding inviting.

Miami, however, is a city like so many in America, where the downtown, while modern, glitzy and attractive with new office buildings galore, virtually dies each night. As a consequence the trains stop running at 9pm on weekdays and at 6:30pm on weekends. (If a sports event is going on at the Orange Bowl, they will run the trains as late as 11pm.) This definitely reduces ridership and only a renewal of downtown nightlife or housing is likely to change things significantly.

We traveled to the ground-level maintenance shop at Okeechobee (near Hialeah) where for an hour we toured the facilities, including a visit to the airport-like control tower. The 136 75-foot cars are all serviced and parked at this sprawling yard and terminus.

Our trip back to downtown took about 21 minutes (it is 18 minutes more from downtown to Dadeland South) where we transferred to the Metromover.

Enroute, I saw the Miami Amtrak station near Hialeah. The terminal is located way out and deposits passengers some eight miles from downtown Miami, in an area that is best described as industrial/lower-income. Why they don't run Amtrak closer to downtown I do not understand. It may be that convenience in servicing equipment took priority over rider convenience! I also saw construction of a new \$10.9 million connector station between Metrorail and the new Tri-Rail Commuter line which will run 66 miles between West Palm Beach at the north to Miami International Airport at the south. Tri-Rail will open next year and will use bi-level cars like those in Toronto, stopping at ten stations of its own and four that it will share with Amtrak.

The Metromover (people-mover) is a system of computer-operated rubber-tired bus-like

vehicles that began operation in downtown Miami on April 17, 1986. Using twelve cars over its 1.9-mile double loop, it serves nine stations with 90- to 150-second headways. It was built 25 to 51 feet above street level (in Miami that's virtually sea level!) at a cost of \$153.3 million.

Quite frankly, while the system moves people quickly about the central area (currently 11,000 boardings a day) at speeds of up to 30mph, I found the ride not the most comfortable; one does get jostled about a bit. I also had the feeling that the people mover is to some degree superfluous. From an aesthetic standpoint, the concrete supporting columns and overhead structure do not beautify the streets on which it runs, and the effect is to make the sidewalks even more deserted. But I must admit that the old steel elevated structure of Chicago's "L" didn't beautify the Loop, so maybe the Metromover will gain general acceptance. In any case, it does tie in nicely with Metrorail, from which a transfer is free. Other riders pay a 25-cent fare.

I did not ride any of the Metrobus busses while in Miami, but there is a fleet of 447 running on 61 revenue routes. They handle about 200,000 riders per day.

Entertainment for the directors on Saturday night was at the Gold Coast Railroad Museum, where an outdoor barbecue provided plenty of food for everyone. The museum is 15 miles southwest of downtown Miami (about five miles from our hotel) and is located immediately adjacent to Miami Metrozoo on land that was once the Richmond Naval Air Station, a blimp base during World War II.

The Museum built a pair of train sheds a few years ago that would be the envy of Amtrak. With the sun and rain that Florida enjoys, such protection for their collection of rolling stock is essential. I would estimate that more than half of the group's 60-some pieces of equipment are thereby kept under cover.

Continued on next page

NEWS—HISTORY—TRAVEL

6060 Goes Home

Far and away the most treasured car is U.S. No.1, the *Ferdinand Magellan*, the presidential open-platform observation car used by Presidents Franklin D. Roosevelt, Harry S Truman, and Dwight D. Eisenhower. President Reagan chartered the car for a campaign swing in 1984. It is in first-rate operating condition and is a thrill to be aboard with its dining, sleeping, and lounge area all kept in pristine, original condition. It is truly a national treasure and the group gives it the very best of care.

Parked on the next track is the *Silver Crescent*, a stainless steel round-end observation-lounge-dome car from the *California Zephyr*, and an accompanying baggage car modified inside for food preparation. Both cars were donated to the museum about 1980 by a Colorado-based confectionary corporation. Total cost to them for the acquisition was about \$500, as they even got a free move all the way to Florida! The cars are gorgeous.

That same evening they ran steam locomotive 153. It originally ran Between Miami and Key West on the Florida East Coast line built by Henry Flagler—"the railroad that died at sea." The trains ran the length of the Florida Keys from 1912 until 1935, when a hurricane wiped out the line. The roadbed was subsequently converted into a highway. The steamer now runs only on Museum property, the trip being about ten minutes in each direction.

Additional excitement was provided by a group of Civil War buffs garbed in Confederate uniforms who fired their cannon in the dark and who later danced the night away with a bevy of Southern belles in period costume. There was a live band, and a genuinely hospitable mood was evident throughout the evening. I'm sure everyone thoroughly enjoyed the party.

As for myself, standing outside at 10pm in a short-sleeved shirt under clear skies in mid-November, I recall remarking to someone, "Where else in America could we be enjoying weather and temperatures like this tonight?"

—Rich Carlson

(The following item appeared in the Nov. 1988 issue of the West Coast Railway Association News. The planned steam trip across the Canadian Rockies had, to me, looked as though they could be very interesting. So it was, it appears—though not always in expected ways.—RS)

It was billed the Great Canadian Steam Railway Excursion, it sold out all seats quickly, and it got CN 4-8-2 #6060 back home to Jasper. Some memorable scenes were created, but the trip wasn't exactly as Harry Home would have wanted it. The five days of steam showed the difficulties of operating a major steam trip.

Friday morning, October 21, VIA/CN station in Vancouver. A large crowd boards the consist in preparation for the 0800 hours departure for Kamloops. Consist—Royal Hudson #2860 and auxiliary tender, CN #6060 and auxiliary tender, VIA steam generator #15492, VIA baggage car #9642, Royal Hudson baggage-generator car Prince George, Royal Hudson coaches D'arcy, Lone Butte, Alexandria, VIA Day Nitters #5722, 5721, 5713, 5715, 5709, 5717, 5733, 5736, 5732, and 5749.

With all of the fanfare of a steam train departure, the train marched out of town, over the Fraser River at New Westminster, through Thornton yard, and headed up the Fraser Valley on the CN mainline.

Then, at approximately 1130, a steam pipe between two of the Royal Hudson cars dropped onto a road crossing, and derailed the forward coach truck. Fortunately, the train was not moving too fast, and was accelerating at the time, so the consist didn't jackknife and the damage was slight. Three hours later, things were rerailed, and the train underway again.

From here, the trip proceeded, but well behind schedule. Boston Bar departure was 1822 (sched. 1300), and arrival at the Kamloops CN station was a late 2240 hours (sched. 1730). It was well after the

planned ceremonies and dinner for the passengers.

Meanwhile, over on BC Rail, another steam event was underway. No motorcaders or hordes of steam fans were on hand as Consolidation #3716 steamed out of North Vancouver at 0700 hours on the point of a freight. Behind the gutsy 2-8-0 were a water car, a tank car of fuel, an RARL boxcar, nine wood chip cars, the BC Rail business car McPherson, and a caboosse.

The Budd cars overtook the steam train at Squamish, then 3716 assaulted Chekamus Canyon. There was one delay en route for a hot box on one of the cars then arrival in Lillooet for overnight.

Saturday morning in Kamloops, disaster struck again. Early in the morning, after the two locomotives had had their tenders fueled and watered, a diesel reached in the old spur track and started to haul the steam power backwards. The rails simply could not take the weight and turned over. Now two steam locos were on the ground!

Over at the station in Kamloops, where the passenger cars had remained, the passengers were looked after as best they could be and advised to return at noon for boarding. Back at the North Kamloops yard, the steamers were jacked up, the rails tied together, and then the locomotives lowered onto the track.

#2860 was first back on the rails, and was immediately dispatched to the station to switch the consist together and ready for departure. #6060 then made her way over and took the point position. Departure was at 1253 hours—almost five hours late.

The steam train blasted up the mainline. The whole town was out at Clearwater (1547 hours), and a wedding was held train side in Blue River—arr. 1732/dep. 1810. Just out of Blue River, at 1830 hours, another problem. A driver bearing on 2860 ran hot and had to be repacked, causing a loss of almost another two hours. Arrival in Jasper was 0130 hours Sunday morning

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NEWS—HISTORY—TRAVEL

6060, continued

(sched. 1630 hours). An abbreviated welcome and pipe band greeted the weary passengers—but Harry Home and 6060 were home.

Meanwhile, over on BC Rail, #3716 continued her trip north from Lillooet without the nine chip cars. Departing 0830, she marched up the 2.2% grade, and stopped for water at Clinton. Member Doug Cummings, who was chasing 3716, found his way into the bridge near Clinton just as 3716 rumbled across. The crew spotted Doug and his camera and did what any BC Rail crew would do—stopped the train, backed up, and steamed across the bridge again!! After stopping in the rain a Exeter and dropping the McPherson, #3716 continued to Williams Lake for the night.

Sunday morning in Jasper, and yet another problem. The crew had noticed quite a banging on #6060 coming up to Jasper. Examination determined a wrist pin problem in the cross head—a problem deemed serious enough to prevent 6060 from going on to Prince George as planned. So, after a huge crowd on the Jasper platform photographed the two steamers, #6060 was hustled away and Royal Hudson #2860 headed off with the consist bound for Prince George. Departure was 1100 hours, and away after the ceremonies was 1145. But even 2860 was having her problems, as at MP 12.1 that pesky driver bearing heated up and had to be repacked once again at the east end of Moose Lake. Finally, at 1420 the train was underway again and reached McBride at 1745 (sched. 1220/1255). CN bent over backwards to keep the line clear and help the train along as best they could. The conductor on this segment, however, was another story. Arrival at Prince George was reportedly 2300 hours.

Monday, Oct. 24, and now we're on BC Rail with 3716 on the point. The consist is lighter by five of the VIA Day Niter cars. Departing the BC Rail station at 0925 (after running over from the CN station) the trip was double headed by steam once again. Details on this portion of the trip are somewhat sketchy,

Railroad Descriptive Words

Back in November 1966, *The Trainmaster* carried a story by long-time (and still active) member Al Haij. Al says it was in the February 10, 1926 issue of *Pacific Electric Magazine*, the PE being the interurban line of the "Big Red Cars" in Southern California. Al worked there before moving to Portland for PE's parent Southern Pacific.

"At a small country station a freight train pulled in and side tracked for the passenger train. The passenger arrived and pulled out; then the freight started to do its switching.

"A well dressed woman not used to the language of railroad men, had alighted from the passenger train and was standing close to one of the freight brakemen, when he yelled to another, 'Jump on her when she comes by, Bill; run her down to the elevator, cut her in two and bring the head end up by the depot!"

"Who can blame the lady for fainting?"

With the type of language we hear today... My, how times change! —*Jerry Webb*

but the only reported problem was with a lubrication on 3716. Manual lubrication was required into Exeter where repairs were made while the train overnighted.

Tuesday, Oct. 25 saw the final day of the trip made without incident. Departing Exeter (100 Mile House) at 0725, Lillooet was reached at 1400, and arrival at North Vancouver approx. 2300. It had been a very long five days of steam railroading.

Memories of such a trip will remain forever. And, despite some of the problems and schedule keeping, the spectacle of doubleheaded steam on the mainline creates images not soon to be forgotten. (J.M., B.T.)

1989 Rail Tours

Many advertisements for rail tours and excursions are sent to our office. Many find their way into The Trainmaster, but there are too many to print an exhaustive listing. Therefore, I will in future place all the literature I receive on tours in a document box on the shelf next to the current-issue magazines in Room 1, where members can get more information on tours mentioned on these pages or simply browse for other items of interest.
—RS

For exotic destinations, Trains Unlimited, Tours will conduct a number of tours to South America this summer, plus a 3-week trip to China. **Trains Unlimited, Tours, 1430 Meyers St., Suite H, Oroville, CA 95965; tel. (916)534-8555.**

Overland Chapter, NRHS, has tours scheduled in the U.S. and Europe: Switzerland Winter Wonderland (March 9-20), California Rails (April 12-28), British Rails (May 26 - June 11), German Electric Rails (June 21 - July 4), Swiss Rails (July 4-17), Austrian Rails (July 17-21), Colorado Rails (June 23- 30), Colorado Fall Foliage (Sept. 16-17). **Overland Chapter, NRHS, 1412 Twelfth Street, Moline, IL 61265; tel. (309) 764-1834.**

Copper Canyon for Railfans, Mexico's "Railway in the Sky," will be run by Adobe Tours, March 4-12. Begin at El Paso to ride the *Chihuahua al Pacifico*. **Adobe Tours, 515 Isleta Blvd. SW, P.O. Box 12334, Albuquerque, NM 87195; (505) 873-1155.**

It-May-Not-Be-Too-Late Dept.: Tours 'R' Us is running two tours on Amtrak, one through the Columbia Gorge, Blue Mountains, and Wallowa Lake (Feb. 10-12), the other a circle tour from Portland through the Southwest and Rockies (Feb. 17-27). Contact **Doug Crites** at (503) 254-0786 for details and availability.

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