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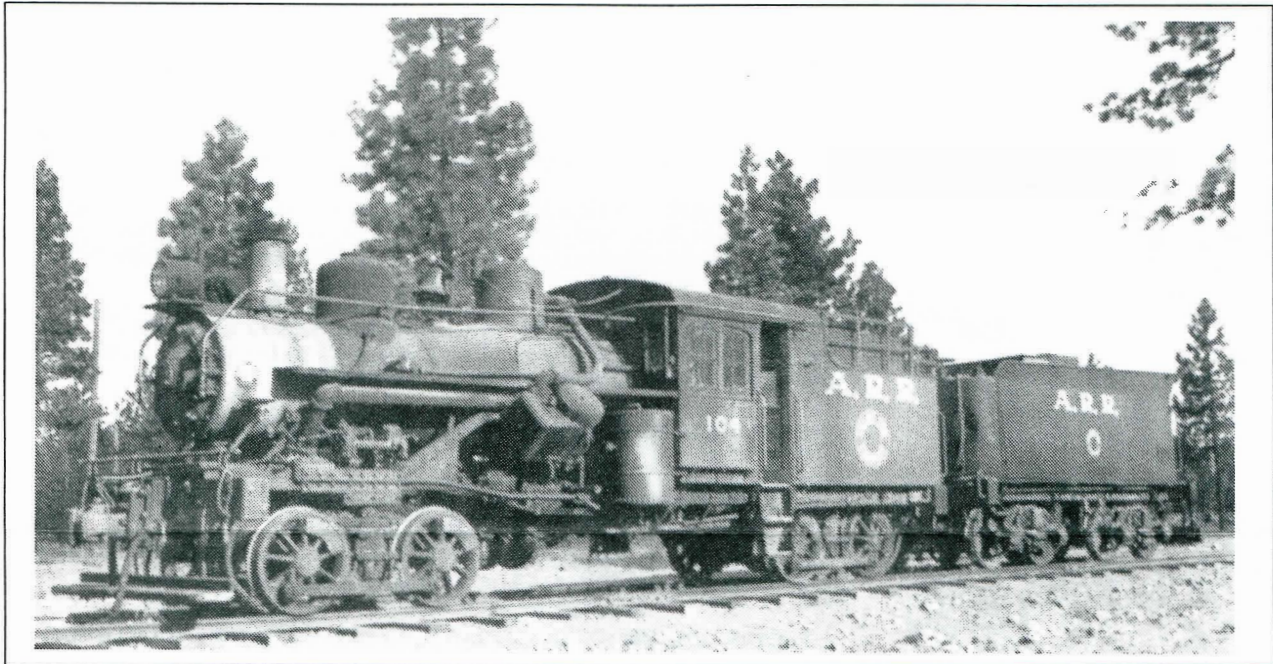
TRAINMASTER



Official Publication of the Pacific Northwest Chapter, National Railway Historical Society.

MARCH 1992

Carrbell Clears Almanor Track



Carrbell leaped, jerked, and bounced into action as the first substantial snow storm of 1991 white washed Lake Almanor Basin.

Carrbell, Collins Pine Company's railroad snowplow, plowed and pushed snow from the tracks of Chester Division's short-line Almanor Railroad as snow continued to fall. Clive Bollinger controlled, and Millard Meeks made a valiant effort trying to control the pushers, John Yderraga engineered Collins Pine Company's 70-ton locomotive, 166, north toward Clear Creek junction.

Carrbell's plow system was designed by Bill Carr, one of many talented machinists employed by Collins Pine Company. Carrbell was built specifically for clearing snow from the 13-mile Almanor Railroad short-line. Its front plow cuts the snow, sending it to each side of the engine, where the electrically powered pushers take over. Pusher-men control how wide a path Carrbell Clears in the snow. The hydraulically powered blades move inward and outward from Carrbell's faded Collins Pine orange chassis. Pusher-men take extreme care not to clip switches with the extended blades, retracting them as Carrbell approaches a switch, and extending them as she passes.

In addition to the front plow and pushers is another plow beneath Carrbell: the flanger. Unlike the wings, the flanger is air controlled. Clive is sure to raise the flanger as Carrbell passes through switching junctions. If down, the flanger could take to a section of track.

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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...\$27/yr.
Joint...\$32/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!
—MC

CHAPTER TIMETABLE NO. 354

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, March 12, 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 Friday, March 20, 7:30pm, at Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. The business meeting will start promptly at 7:30, with the newsreel and program 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 SE 17th Avenue and Holgate Blvd. Our group sits in the back. Come on down!

ROLLING STOCK WORK SESSIONS every Tuesday and Saturday, at the Chapter's tracks in Brooklyn Yards. Working hours are 9am to 3-4pm on Tuesday, 10am to late afternoon on Saturday. There's a lot of work of all kinds to be done. Contact Richard Gray (656-0260) or Bob Hoffman (236-7710) to see what you can do.

ARCHIVES WORK SESSION Thursday, March 12, 1 to 4pm at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact Bob Weaver at 654-4274 for more information—or just show up! There's lots of work to do.

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

EXTRA BOARD

ANNUAL SWAP MEET March 14, 10 am-4pm at Jackson Armory

REDDING EXCURSION on AMTRAK. April 25 - 26, Keep this weekend open. Car Hosts be sure you have a current CPR card

COULEE COUNTRY EXCURSION May 2 - 3, over Washington Central lines of Northern Pacific and Milwaukee heritage Norwester Tours (503) 223-9197

NMRA MODEL RAILROAD SHOW May 23 - 24, 11am - 6pm, Mall 205, Portland, Oregon

SP&S 700 STEAM TRAIN ADVENTURE Excursion up the Columbia Gorge scheduled for Memorial Day weekend, May 1992. PRPA (503)-283-3444

SP 4449 EXCURSION TO SAN JOSE July 18 - 29, Ride behind steam to the NRHS Convention NRM (503) 244-4449

MARCH MEETING PROGRAM

Up to Date Cuba
by Rich Carlson

Notice: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a Chapter meeting, please contact Chuck Bukowsky 284-7277

We are running a series of Burma Shave slogans which come to us by way of *The Keystone* newsletter, Pittsburgh Chapter NRHS.
The one this month is 1951 vintage.

CHAPTER BUSINESS

SHASTA DAYLIGHT 1992

April 25 & 26

Portland to Redding Roundtrip

see the entire trip in
daylight

on board meals

*Deluxe Vista Dome
Coach Service Available*

for information call or write
Room1-Union Station

Notices

I want to thank you for the many post cards during my recent illness. I am appreciative of the cards that came from people whose face doesn't immediately come to mind - I think a whole lot about that. I'm glad it's over and as one card stated - happiness is when the catheter comes out. Boy, I'll say!

-Lee Jackson

Associate Editor Wanted

If you are alive and can be bribed, you are qualified to apply for this position.

Duties include; learning computer operations, searching exchange newsletters for material, entering stories into computer, searching archives for related photos, formating newsletter (if interested), folding newsletter,

All I need is a warm body, I didn't know how to type when I first started - you just pick it up. Even if you are not interested in the computer, there is plenty to do. It's getting to the point where it takes all my time and I need the help. Just call or write, my address is on page 2.

Committee Reports

LIBRARY

Jerry Webb, Chair

A few more books that have been hiding in members' libraries have been returned. Thank you very much. How about you, gone through your books yet to see if any belong to the Chapter?

Library open hours in March are 21st and 28th with friendly Russ Schoof manning the office. He'll be there roughly from one to four each day, but probably head for other places promptly at four.

Now a great big thank you and tribute to a Library Committee member. Walter Grande retired December

The Hobo Lets His

CHAPTER BUSINESS

Edwin D. Culp 1913 - 1992

Edwin D. Culp, a long time chapter member, and a former officer of this Chapter, died on January 23, 1992, at his home in Salem, Oregon.

He was born in Portland on November 11, 1913, where his father was a conductor for the Southern Pacific. He attended Clinton Kelly Grade School, Washington High School, and earned a degree in business and journalism at the University of Oregon in Eugene.

He married Florence Watt in 1946, and he is survived by his wife and their two children--Gail Culp Ryder and Curtis, all of Salem, and a brother, Richard, of Portland.

He went to work for the Southern Pacific in 1933, and worked in the passenger traffic department in Portland and Seattle, until moving to Salem in 1954, where he worked as a travelling freight and passenger agent until he retired in 1973.

Ed wrote several pictorial books on railroading in Oregon, including "Stations West--The Story of Oregon Railroading," "Oregon: The Way It Was," "Yesterday in Oregon," and "Early Oregon Days." At the time of his death he was working on another book, "An Oregon Railroad Family," on his own recollections and experiences.

Ed had a large collection of railroadiana on Oregon railroads--one of the largest in the state, including photographs, timetables and publicity material. He didn't like locomotive shots; he liked photographs that showed a train, a station, or some other scene of railroading that told a story in itself. He was always willing to make his material available to others.

Ed served as secretary-treasurer of this Chapter in the early 1960's. He was one of a group of SP employees in Salem, and a few others, who rode the train to Portland for chapter meetings when they were held in Room 208 of the Union Station. After the meeting was over the group returned to Salem by train. Ed had also served as president of the Marion County Historical Society. He was also a postcard and stamp collector.

As one who has worked with Ed for many years collecting old photographs and railroadiana, all I can say is "Ed, we will miss you."

-by Walt Grande

31st, 1991, as Chairman, but not after completing some extraordinary work in the three years he held the job. He guided, suggested and yes, when needed, prodded committee members into getting the job done, thereby bringing the committee to the very top.

In February, member Bob Weaver wrote Walt a letter. He expresses the members' feelings better than I can, and I know Bob will not mind my repeating his letter here...and Walt has no say in the matter. Here, Walt, is how the committee...and after reading this letter...all the Chapter members will feel:

"Upon your 'retirement' from the chairmanship of the Library Committee, I thought I'd write to thank you for all you did to make the committee run and prosper. Because of your leadership, our library has become one of the best run (according to some experts) among those operated by fan groups, in the country.

"Your leadership brought new people in and put them to work. You gave people responsibilities, created rational divisions of labor and wrote up our first job descriptions. We developed into a very active group with regular meetings, library open dates and work parties.

"I think we all owe you a debt of gratitude for your hard work over the past three years."

To you, Walt, the Committees and Chapter's highest award of Outstanding Contribution. Thank you.

MEMBERSHIP

Tammy Auburg, Chair

Please welcome the following new members to the chapter:

John Beck
Salem, Oregon

Maria Callanan
Clackamas, Oregon

Donald Ellis
Portland, Oregon

Jeffery & Michelle Mitchell
Portland, Oregon

Minutes of meetings will be in next months issue.

Whiskers Sprout

NEWS—HISTORY—TRAVEL

Carrbell Clears Almanor Tracks

continued from page one

The wings are mounted on the rear of Carrbell. They are used to clear additional snow from the route on the return trip to Chester. Use of the wings wasn't necessary during the March storm, because the snow was expected to melt.

If the wings are not used during early winter storms, a berm can build up. With a large frozen berm to each side of the track, there is no where to plow fresh fallen snow.

The wings extend from Carrbell much farther than the pushers. Wing-men must take great care not to damage switches. Wings would be badly damaged, should they strike a cutbank.

Carrbell's Cummins engine powers electric, hydraulic, and air systems only. She relies on the push/pull of engine 166 to get from one place to another. Tracks are cleared of snow before time has allowed it to settle and freeze. Engine 166's 700 horsepower Cooper-Bessemer motor is powerful, but not powerful enough to push tons of frozen ice.

Carrbell meets with an occasional surprise along her route. A truck sat on the tracks along the Lake Almanor Causeway this fine winter's day. Story has it, that its driver was making a bee-line for the hospital when he lost control of his truck and came to rest on the rails.

Contemporaries of the driver used a chain and a truck to pull the misguided vehicle from the path of Carrbell.

The Almanor Railroad is the scenic route to Clear Creek Junction on a fine winter's day. Having ridden the rails for many years, Clive doesn't regret giving up the chemistry profession. He enjoys the scenic route to Clear Creek Junction, and he has seen his share; from skinny-dippers to snowmobile jumpers.

Clive recalls one winter day when a recreationist was using the Almanor Railroad route as a snowmobile trail. The man was enjoying the speed of his new snowmobile when he turned a downhill curve to look Carrbell dead in the face.

There was no stopping Engine 166 and the recreationist's speed was too great for him to stop, so he tried to pass. He used the snow pushed ahead of the plow as a ramp, Evil Knievel style. He and his snowmobile took to the air like a rocket. It was good that he and the snowmobile parted company as they went airborne. His top-of-the-line vehicle struck a tree and shattered like a SCUD over Israel. Kaaa! Blewieeee!

Almanor Railroad offers a good view of some of the more popular fishing (and swimming) holes. Clive knows them well. He also is very familiar with trees and wildlife along the route. He remembers many black bear, but one in particular. It was caught on the rails and didn't know which way to go to get off. So it headed for Clear Creek Junction with Engine 166 close behind. The bear finally left the track unscathed.

Canada Geese nest in the forest above the tracks. Engine 166 occasionally incites a Chinese gosling fire drill when the little honkers are caught near the rails on their way to the lake.

You'll have to ask Clive about the skinny dippers. This is a family newsletter.

The Almanor Railroad was constructed by Red River Lumber Company to access timber in the Chester area long before Collins Pine Company sawed its first log.

The first rail cars were electrically powered. Foundations for its transformers remain along the route.

E.S. Collins's first planned sawmill site was to be on Deer Creek Meadows, near the junction of Highways 32 and 36. It seemed that a railroad route to Chico was inevitable, but Red River Lumber Company put the Almanor Railroad up for sale in 1941 and the destiny of Collins's Chester Division was decided.

Almanor Railroad provides rail car access to national markets from the Chester Division sawmill. Rail cars unloaded with Collins Pine Quality Products are picked up by Union Pacific Railroad at Clear Creek Junction. Shipping long distances by rails less costly than trucking.

reprinted from Collins Pine Company/Chester Division newsletter - April, 1991

submitted by chapter member George Combs, whose wife is employed at Collins Pine.

the Almanor Railroad is located in northern California near Keddie

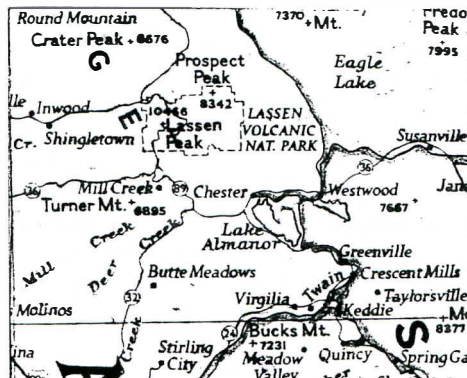
Page One photo courtesy PNWC Archives

-Jack Holst Collection-

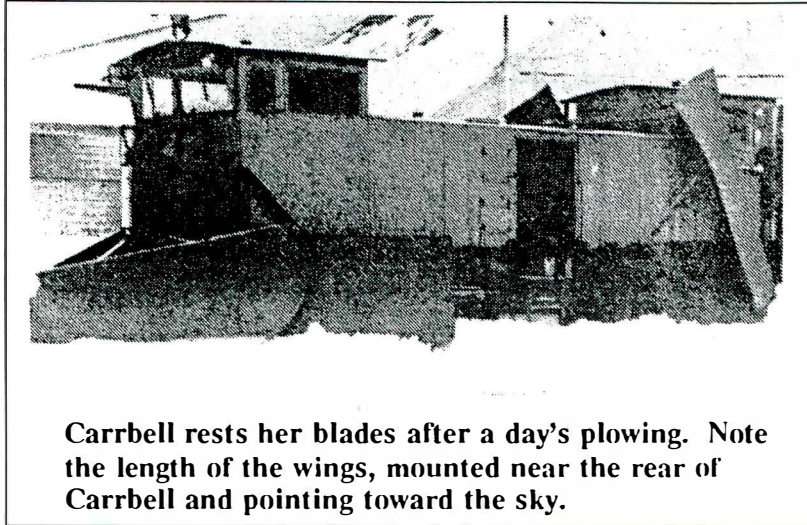
Almanor Railroad no.104

built by Heisler, no.1496, January 1924

50 ton



**It's Trains not
Girls**



Carrbell rests her blades after a day's plowing. Note the length of the wings, mounted near the rear of Carrbell and pointing toward the sky.

Book Review

"Union Pacific Northwest--The Oregon-Washington Railroad & Navigation Company"

a History by Jeff Asay
Pacific Fast Mail
Edmonds, Washington
price: \$54.50

This book covers the history of the Oregon-Washington Railroad & Navigation Company, but also covers the Portage Railways and the Oregon Railway & Navigation Company, as well as the Union Pacific in the states of Oregon and Washington--the Oregon Division of the Union Pacific. It does not cover the UP in Idaho and Montana.

Jeff Asay is a former member of this Chapter. As an attorney in the Law Department of the Union Pacific in Portland he had access to a large number of documents in his department, as well as other departments of the Union Pacific, in preparing this book. In addition he used the Frank B. Gill collection at the Oregon Historical Society extensively. This book is a valuable addition to the history of railroading in the Pacific Northwest.

However, Jeff goes astray in confusing W.F. "Billy" Nelson's Oregon Trunk Line, Inc., with John F. Stevens' Oregon Trunk railway. Mr. Asay continually refers to the Oregon Railroad & Navigation Co. (successor to the Oregon Railway & Navigation Co.) as the ORR&N,

even though photographs of a group of timetables on page 210 and a photo of a billboard on page 78 clearly show the railroad used OR&N as their initials.

There are a large number of photographs of stations and yards, as well as a large number of maps. While there are covers of several timetables there are no actual schedules shown out of the timetables. There are no profiles of the lines, or rosters of the OR&N and O-WR&N locomotives.

It is unfortunate, indeed, that the publisher chose to have several small but significant photographs spread across two pages. One of the rarest photographs in the book, a shot of a train crossing Sandy Blvd at grade, is shown as a small print spread across the bottom of the two pages. Also, many of the captions are lumped together in a paragraph, so that you have to search through the paragraph to find the right caption.

It is difficult to believe that anyone would publish a book on the Union Pacific in the Pacific Northwest without using any of the photographs of Henry R. Griffith, who particularly covered eastern Oregon so well.

The book is a very good addition to the railroad history of the Pacific Northwest.

Walt Grande

News From Horseshoe Curve

The unveiling of the new Horseshoe Curve Visitors Center is set for Spring of 1992. The grand re-opening celebration is scheduled for April 24 thru 26. Ribbon cutting ceremony and dedication ceremony is scheduled for 1pm EST on Saturday, April 25th. Shuttle bus service will be provided from Altoona to the Curve. The Railroaders Memorial Museum plans a dinner on Sunday, April 26th featuring a nationally recognized speaker from the transportation field.

—NRHS news

Union Pacific has reported that August 23, 1991 was its busiest day in history. 16,540 cars were handled, equalling a train 188 miles long.

—Rails

Want to Fire an Oil Burner?

Then this little book is for you. *The Handbook for Student Fireman on Oil Burning Locomotives* is a little step by step guide to help the novice qualify as a locomotive fireman. Written by William E. McGee, who fired on the SP for 15 years, the little 15 page publication is both useful and fun to read.

If you want a copy, send \$5.00 to:

W.E. McGee
1028 O'Callaghan Drive
Sparks, Nevada 89434

**That He Takes
Out**

A Milwaukee Road Show

The West Coast Milwaukee Road Fans have scheduled their 10th annual Milwaukee Road Show for Saturday, March 28, 1992 at the Burien Public Library located at 14700 Sixth Avenue SW in Burien, Washington. The show is scheduled to start at 1:00 pm and run to 9:00 pm. However, I am told that they will continue after 9:00 pm if more time is needed to complete the show.

The Burien Library is located in the Seattle suburb of Burien, near the SeaTac Airport. To reach the Burien Library take Highway 518 west from the junction of Interstate 5 and 405 just west of Renton at Southcenter. 518 is the freeway that serves SeaTac Airport. DO NOT go to the airport. Continue straight West. You will then be on SW 148 Street. The first traffic light is 1st Avenue, the second traffic light is 4th Avenue, turn Right at the Third light. This is 6th Avenue. The entrance to the library parking lot is about 1/2 block north of the light. [The Committee asks that you park as far from the building as possible so the regular patrons can have easy access]

This is an open type show so bring your slides, movies with projector, videos, photos, models and other railroad memorabilia pertaining to the Milwaukee Road.

There is no admission charge. A donation will be collected to defray expenses. The show is open to everyone interested in the Milwaukee Road and you are most welcome to come and enjoy.

Milwaukee slides, Employee Magazines, Sight Plans and New Models will be for sale. Bring your trades.

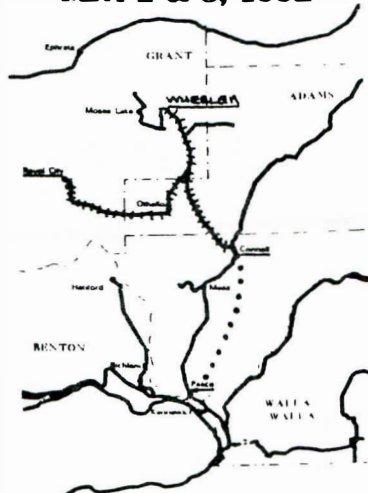
For more information please contact:

DAVE HASKINS
15181 Columbia Avenue
White Rock, BC
Canada V4B-1J2
[604] 531-6190

COULEE COUNTRY L • I • M • I • T • E • D



MAY 2 & 3, 1992



The Northern Pacific portion has not seen a passenger train since the 1920's and the Milwaukee line portion since 1961.

NORWESTER TOURS

310 SW FOURTH AVENUE, NO. 1010
PORTLAND, OREGON 97204

503/223-9197

Burma Shave

COMMITTEE CHAIRS

Activities: Vacant

Meeting Program Coordinator: Vacant

Bylaws: Russ Schoof, 829-7269

Concessions: Marilyn Edgar, 236-7271

Excursions: John Von Gaertner, 639-0978

Finance: Al Viewig, 228-8655

Library & Historical Foundation: Jerry Webb,
298-8163

Membership: Tammy Auburg, (206) 694-7769

Museum: Dave Stimac, 656-9392

Public Relations: Al McCready, 281-2415

Publications: Irv Ewen, 232-2441

Rolling Stock: Richard Gray, 656-0260

Chief Mech. Off.: Peter Rodabaugh, 771-8545

Car Rental Agent: Carl Rodabaugh, 253-4241

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281-2415

Ad Hoc Room 105: Dave Van Sickle, 297-3807

Ad Hoc "Union Station": Terry Parker, 284-8742

Chapter representative, Portland Rail Equipment

Advisory Group: Bob Hoffman, 236-7710

Chapter representative, Northwest Rail Museum

Board: Chuck Bukowsky, 284-7277

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THE TRAINMASTER

Pacific Northwest Chapter

National Railway Historical Society

Room 1, Union Station

800 NW 6th Avenue

Portland, OR 97209-3715

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