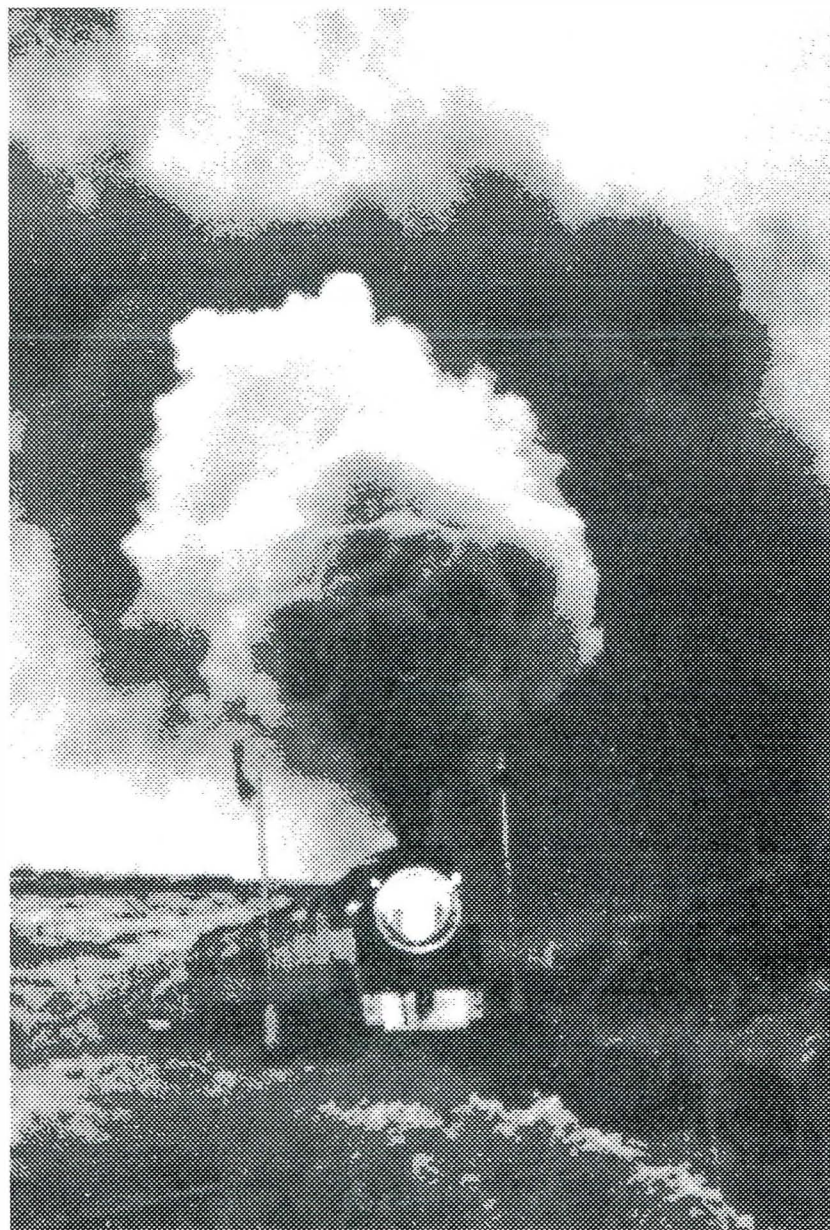




DECEMBER 1993

"Semaphore"

by Joseph Husband
from *AMERICA AT WORK, 1915*



Every night, at exactly eight minutes past nine, the limited roars through the village. I can see it coming several miles away, its powerful headlight fingering rails and telegraph wires with a shimmer of light. Silently and slowly it seems to draw nearer; then suddenly, it is almost above me. A wild roar of steam and driving wheels, the wail of its hoarse whistle at the crossing, and then, looming black against the night sky, it smashes past, and in the swing of drivers and connecting rods I think of a greyhound, or a racehorse thundering the final stretch. High in the cab window a motionless figure peers ahead into the night; suddenly he is blackly silhouetted by the glare of the opened fire-door, and in the orange light I can see the fireman swing back and forth as he feeds his fire. The light burns against the flying steam and smoke above; then blackness--and now

-continued on page 6

The SP 4449 splits a pair of semaphore signals on the Washington Central Railroad in October 1989. Engineer Doyle McCormack opens the throttle as his train climbs a small grade west of Kennewick, Washington. The 4449 is on its way to Yakima, Washington for the weekend to pull the Washington Central Dinner train to Ellensburg during Steam Fest '89.

-Alfred L. Haij photo

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:

**Attn. TM Editor
PNWC-NRHS**

**Room 1, Union Station
Portland, OR 97209-3715
(503) 226-6747**

EDITOR:

Kristopher Lundt
28790 SW Ashland Dr. #224
Wilsonville, OR 97070

CIRCULATION:

Chuck Storz, 289-4529

MEMBERSHIP in the PNWC-NRHS is available as follows:

Regular....\$27/yr.

Joint...\$32/yr.

For more information, contact the Membership Chairperson at the above address.

DEADLINES

The deadline for each issue of The Trainmaster is the 20th of the previous month. Submissions may be made on floppy disk, in Wordperfect, MS Word, or ASCII formats.

The Editor reserves the right to edit or hold material at his discretion

-Kristopher

CHAPTER TIME TABLE No. 375

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, December 9, 7:00pm, at Room 208, Union Station. Down there where all the Amtrak trains come in. All Chapter members are welcome.

MONTHLY MEMBERSHIP MEETING Friday, December 17, 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 the 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 Yard. 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.

LIBRARY/ARCHIVES WORK SESSION Thursday, December 9, 1:00pm to 4:00pm & Saturday, 18, 9:30am to 12:00 noon at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact James Loomis (253-3926) or Bob Weaver (654-4274) for more information—or just show up! There's lots of work to do.

CHAPTER LIBRARY OPEN HOURS Saturday, December 18, 1:30 to 4pm at Room 1, Union Station

EXTRA BOARD

16th Annual Railraodiana & Model Railroad Swap Meet sponsored by the PNWC-NRHS and the Columbia Gorge Model RR Club. **Date:** Saturday, March 12, 1994, 10:00am to 4:00pm. **Cost:** \$2.50 for adult, children under 12 free with an adult. **Location:** Jackson Armory, 6255 NE Cornfoot Road, Portland, Oregon.

DECEMBER MEETING PROGRAM

Program begins after business meeting

**presented by Lee Jackson
Video Johnson Logging
1925 Toledo, Oregon**

Notice: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a Chapter meeting, please contact the Meeting Program Coordinator.

CHAPTER BUSINESS

Yaquina Pacific Chapter Charter

The new Yaquina Pacific Chapter at Toledo, Oregon, at last has its NRHS charter document; only six months late. But when it finally arrived it was in grand style: by special train.

After the NRHS board of directors approved the new chapter last March in Little Rock, the charter was entrusted to Northwest Regional Vice President Richard Carlson and the Pacific Northwest Chapter's National Director, Al McCready, for formal presentation at Toledo.

The Pacific Northwest Chapter board agreed to ask permission from the newly-formed Willamette & Pacific Railroad (a subsidiary of Genesee & Wyoming) to run an excursion train west from Albany, Oregon in the Willamette River valley to Toledo on the Oregon coast. This scenic 75-mile route is one of several Southern Pacific branch lines in Oregon now under lease to the W & P. The plan was to bus riders to Albany from where they would ride by train for the presentation ceremony. Ticket prices were to be scaled just high enough to cover excursion cost, and the trip was scheduled for late July to coincide with Toledo's annual Summer Festival.

Bob Melbo, who resigned his post as SP's Oregon Division superintendent to become General Manager of the W & P, submitted the proposal to his superiors at G & W. He was told the SP lease allowed him to haul freight, but no paying passengers.

The trip was scratched, but SP and G & W brass later met to discuss lease modifications. The latest word: SP is willing to bend, if excursion operators provide \$25 million in liability insurance and give SP a piece of the action.

Melbo didn't give up. The Georgia-Pacific paper mill at Toledo is his biggest customer and Toledo's principal employer. The G & W okayed his

request to run a free excursion, using two commuter cars he owns, a borrowed baggage car, and a pair of ex-Santa Fe GP39-2s newly repainted in W & P's bright orange and yellow livery with silver trucks.

At 9 AM on Saturday, October 2, with Melbo in the engineer's seat, the first passenger train over the Toledo branch since 1937 departed Albany Amtrak station with a full load of invited guest who signed "release/waiver and assumption of risk" documents.

The trip over the rugged Coast Range to the Pacific Ocean is a slow one, with sharp curves and a ruling 2% grade. But the scenery and hospitality were great, with the Yaquina Pacific Chapter's 15 members and spouses (including longtime PMNR PNWC members Hugh Robertson and John Keefer) dispensing sack lunches, soft drinks, fruit and cookies.

By Toledo standards (pop. 3,210) a large crowd met the train on its arrival at 1:30 PM. Passengers were greeted by the mayor and the Chief of a local Indian tribe, wearing his embroidered buckskins and ceremonial feather bonnet. On behalf of the NRHS, McCready presented the charter to Yaquina Chapter President, David Timme, who in turn praised Bob Melbo's generosity and gave him a plaque of appreciation. The locomotives ran around the train and recoupled while passengers visited local bars and restrooms.

At 2:30 PM the whistle brought everyone back aboard. On the return trip the train took a siding while the daily W & P freight from Eugene, loaded with wood chips and recycled paper for the Toledo mill, rumbled past behind four ex-Santa Fe GP39-2s newly purchased by G & W for \$195,000 each. Bringing up the rear was an ex-MoPac transfer caboose in W & P colors. Sunday morning the train would return to Eugene with a load of new paper.

By 7:00 PM, when the excursion train pulled into Albany, all on board were agreed on two things. They had a fine time, but on a 9 hour ride those rollover wicker commuter seats can give you a severe case of what moviegoers used to call "double feature fanny."

-Al McCready, National Director

from the Editor

With the end of 1993, comes the end of my first full year as editor. Even though I am a man of few words, I thought now would be a good time to reflect on what has been a laborious, strenuous and demanding year as editor. The past year has been filled with power outages, two hard drive failures, software corruption, mental anguish and other anxieties. Also I wanted to take this time to mention the people who have helped with some of the workload needed to make your newsletter.

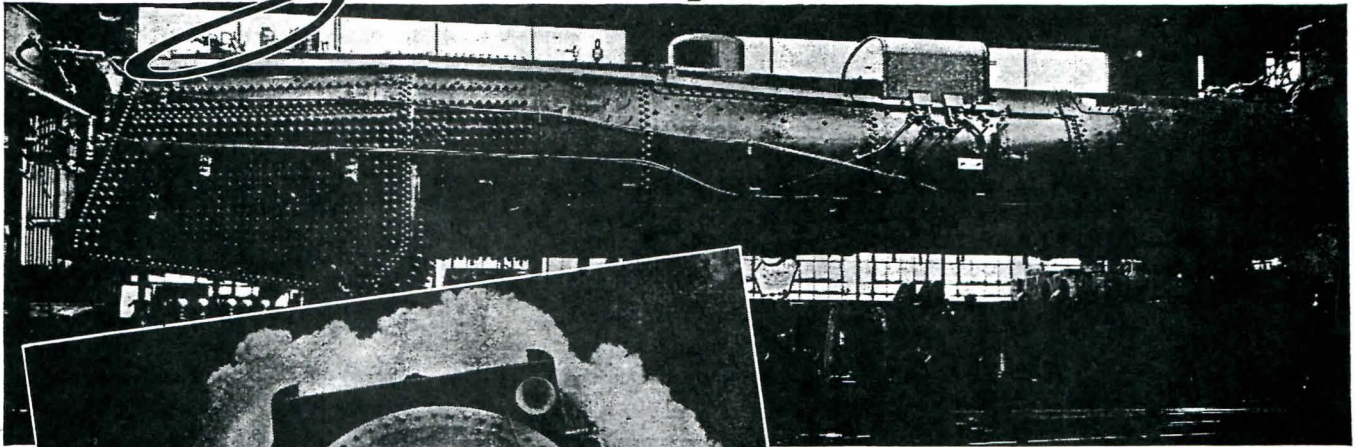
I would like to thank all of the members who sent in stories and photos, I hope more members will submit material in the future. All photos from members are welcome!

But on to bigger things; a lot of gratitude goes out to Chuck Storz for getting me the minutes and for getting the mailing labels on each issue. In the *Sunday Oregonian* there was a picture of Chuck rereiling HO cars on the CGMRC. A big thanks goes out to Rich Carlson who, on top of being our Regional Vice-President, has been proof reading each issue. And thanks to Janet Larson for proofing the October issue. A big thanks also for Kent Hutchens who has been helping out with typing the stories onto floppy disk—it has been a big help!

I hope this coming year will go smoother, and I can't stress enough the importance of membership contributions and I encourage the membership to get more involved with the Chapter and their newsletter.

-Kristopher

Steel...by Lukens



for
**Fireboxes
 Boilers and
 Tenders**

On **SOUTHERN PACIFIC'S NEW
 STREAMLINED LOCOMOTIVES**

Once again it's . . . "steel by Lukens" . . . for modern, high-speed, streamlined locomotives. This time, it is 146 tons of Lukens Plates for the fireboxes, tenders and other units of the six new locomotives built by Lima Locomotive Works, Incorporated, for Southern Pacific Lines.

Likewise, Lukens Steel Plates will be used in boilers, fireboxes, and other applications on the fourteen additional locomotives of the same general type now being built by Lima for Southern Pacific Lines.

Significant for the railroad executive . . . and a safe guide for future purchases . . . is this continued selection of "plates by Lukens" for boilers, fireboxes and other important elements of today's most modern locomotives. Backing a quality product with 126 years of plate-making experience, Lukens is prepared to furnish boiler and firebox plates in all grades and qualities, including Nickel Alloy, Cromansil, Silico-Manganese and other alloys particularly adapted to specific conditions.

LUKENS STEEL COMPANY
 FIRST TO ROLL BOILER PLATE IN AMERICA
 COATESVILLE, PENNSYLVANIA
Branch Offices or Agents in
 Baltimore Boston Chicago Cincinnati Cleveland
 Detroit El Paso Houston Los Angeles Montreal New York
 Philadelphia Pittsburgh San Francisco Seattle Syracuse Toronto

Library Committee Report

James Loomis, Chairperson

Meeting was called to order at 1:40pm in Room 1.

Bob Weaver has obtained from SP engineering offices profiles, track indexes and ledgers of bridges structures. The SP engineering office in Union Station was recently vacated.

The problem of duplicate SP&S documents was discussed. We are considering a sale of these documents, first to members, and if that is not feasible, donating these documents to the SP&S Historical Society. It is understood the general membership needs to OK a plan.

Bob Weaver has obtained more metal shelves for archives storage in Room 1A. We are procuring a large amount of historical items in our archives, with the retrenching of the railroads in our region.

We are awaiting word from the Washington State University Press related to pictures used from our archives, particularly to payment for the use of these photos.

A new book relating to the Union Pacific along the Columbia River is either in publication or in print.

We need to find more space for photos. Our current system is limited in relation to the size and number of photos and negatives that we receive.

We need to find out if duplicates of old timetables have a high value.

The idea of an auction of surplus books and timetables has resurfaced. The idea would be to place a notice in *The Trainmaster*, offering all members a chance to bid. There would be a deadline to submit bids. In case of equal bids, the postmark date or date bids were submitted would determine the winning bid. Our main targets for auction would be as follows: out-of-USA railroads, model railroad books, duplicate books, out-of-region books, duplicate magazines (sold by lot only!).

The Library Committee would like to thank Ray McKnight, of Portland, for donating three framed prints by T. H. Pauli of SP 4417 (4-8-4) and UP 2-10-2 and SLSF 1729 (4-6-2).

-James Loomis

Clytis Belloit
RAILTOWN: THE EARLY DAYS
OF WISIRAM, WASHINGTON



Old Timers' Memories & Stories

1555 S.E. Lambert \$4.95 ppd. (503) 232-8814
 Portland, OR 97202

HELP NEEDED

The Concessions Committee is coming up with a new design for a T-shirt. If any Chapter member with drawing talent or graphics art experience would like to help with the design, they should contact Marilyn Edgar (236-7271).



PHOTOS NEEDED

The Trainmaster is in need of:
 Photo(s) of Avery, Idaho. **Any angle, any subject, any date!!** If the photo was taken in Avery, I can use it!! Color or B & W photos will work-5 X 7 maximum size!!

If you have any photos, please contact the Editor.

NOW AVAILABLE
AN ILLUSTRATED HISTORY OF
THE NORTHWEST'S OWN RAILWAY

*W*ith over 350 pages packed with railway history, more than 275 photographs, and many maps and tables... you won't want to miss *The Northwest's Own Railway—Spokane, Portland & Seattle Railway and Its Subsidiaries* by Walter R. Grande, the first of a two volume set. Besides a complete history there are many beautiful photographs, plus a photo of every class of SP&S locomotive and a complete roster of SP&S Steam and Diesel locomotives. Included are 16 pages of color with three Howard Fogg paintings. Vol. II on SP&S Branch Lines and Subsidiaries is due out Fall, 1994.

☛ To make sure you get this beautiful collectors' book, see your hobby shop, or contact:





GRANDE PRESS
 4243 S.W. Admiral Street, Portland, OR 97221-3669
 (503) 246-3254

If ordering by mail, send a check or money order for \$56.50 plus \$3.50 shipping and handling. U.S. Funds plus any foreign postage.
 Limited Quantity Available • Satisfaction guaranteed.

the white windows of the Pullmans flicker past, and through the swirl of dust and smoke I watch the two red lights sink down the track. Every time I see that black figure in the cab I wonder how far he can peer ahead into the night, and I wonder at the perfect faith that is his: Faith in silent men who keep the semaphores lighted and true, and in those humble servants whose constant watchfulness guards him from broken rail and loosened fish-plate.

Last night I sat beside him. It was not my limited that I boarded, but a faster, greater engine that helps to rush half across the continent a train before which all others wait and all tracks are cleared. I stood with the division superintendent on the platform of the little station where it must pause for water. Beyond the yardlights its song rose clear and vibrant. With a flare of lofty headlight and the grind of brakes it was beside us, steel lungs panting heavily, a reek of oil sweating from heated sides. The engineer, a torch in his hand, swing down, and we shook hands before I climbed the iron rungs to the cab. From the high windows I watched him oil and stroke the sinews of his monster.

Behind, on the stop of the tender, the fireman was filling the tanks with a torrent of water. Then they joined me, and in the torchlight I saw the black studded end of the boiler, like a giant cask-head, a tangle of pipes across its face; water-gauge and steam dial dimly illumined by shaded bulls-eyes. The engineer blew out the torch and climbed into his seat. Opposite him, I settled into mine, the fireman behind me. There was the thin piping of a whistle in the cab and the engineer slowly opened the throttle. We were off. Rumbling and swaying, we passed the upper windows of the station.

Telegraphers in shirtsleeves were fingering their instruments beneath shaded lights. The chill of the frosty night air penetrated the cab, and I buttoned my coat about me and looked ahead into the darkness. We were gathering headway. A string of freight cars on a siding swept behind us; already the lights of the village were far behind. Ahead of the long body of the locomotive, extending incredibly beyond the small front windows of the cab, the track, hardly visible in the ray of the headlight, terminated suddenly in the

darkness. The roar of drivers and machinery was deafening. From side to side the engine rocked like a plunging derelict. The crashing roar grew louder, loud beyond belief, and the rocking and trembling almost threw me from the seat. The fireman slid open the jaws of the fire-box, flooding the cab with light and heat. Within, the flame, white to pale daffodil in its intensity, twisted like streams of fluid in the draught.

Behind the cab the black end of the tender rose high above my line of vision, rocking and swaying in contrary motion to the engine, like a bulldog twisting on a stick. Balancing on the smooth steel floor, the fireman stoked his gratebars, his shovel feeding spots where the coat was thinnest. Then darkness as he closed the doors with his foot. Only the two dim lights on gauge and indicator; and on each side, and above, the stars racing evenly beside us. I looked down at the road-bed; it was flooding past us like a torrent. "Green." I caught the word above the tumult. "Green," echoed the fireman. Far ahead, four colored lights gleamed like gems against the sky.

Two rubies below; above, another ruby and beside it the pale green of an emerald. The green light was in the upper right-hand corner of the square. "Seventy-five to eighty." The fireman shouted in my ear. "Block's clear. That green light gives us a clear track." Already the block semaphores were behind us. Blinded by the rush of air I tried to see the track ahead. Like a dark avalanche the world seemed pouring under our pilot, and beneath I felt the road-bed, at last in motion, shivering and swirling like a millrace. From under the engine puffs of steam shredded into fog-rift, white in the lights from the round holes beneath the gratebars. And through the two great circles of light projected by them, as from a stereopticon, flickered embankments, telegraph poles, hills and houses, like a reeling cinematograph. "Green." "Green," came the confirmation. The fixed green star shone for a minute and flashed past. Faintly I heard the fireman at my ear. "Almost ninety." Long ago the headlight had become useless except as a warning of our approach; we were past the farthest range of its illumination before the eye could discern what lay before us. Blind and helpless we tore on. Broken rail, a train on the crossing, or open switch, we would never see it. But "green" shone the light, and wholly trusting in the silent men who flashed to us their word of safety we never faltered. I thought of a stalled train that might lie

sleeping on our rails. But "green" was the light, their thin cry through the long night watches. The engineer, silent, his hand fingering throttle and airbrake, sat huddled high on his seat. Through his goggles he watched the blackness ahead. A brief second's time to set his brakes was all he asked. Far off in the great city the chief dispatcher was following our flight mile by mile, block to block. Over the wires his voice and the voices of his helpers told the rapid story of our progress. In the lonely tower at the next curve someone would flash the green beacon to our straining eyes, and report us on our way. To him others were now reporting, giving him the certain knowledge that our way was safe. Keepers of the safety of our path; how perfectly we trusted them; how great and unrewarded is their perfect service. I looked back. Behind, the Pullmans cast steady squares of light on the racing cut. Here was our freight. Sons of Mary; even more blindly they trusted, "peacefully sleeping and unaware." Sons of Martha; they were beside me. "Green," they chorused. Out of the night came the instant crash of the westbound express.

With a blast of air and a slamming roar it seemed to brush us. It was gone. Through a sleeping village we tore on with a wild hoarse cry. Darkened windows flashed reflected light. A station platform whipped past our heels; huddled groups of people pressed back against the building. "Green!" Like brilliant stars from a rocket gleamed a constellation at a double crossing. Ruby drops of fire; but the pale green light shone steadily above. The wheels hammered on the crossing. Thicker and thicker, like colored fireflies, the switchlights tangled in a maze. We were entering the city. There was the constant rattle of switch points, and I felt the growing murmur of the streets. On either side buildings piled up in shapeless walls like a canyon; there were sudden glimpses of interrupted streets, waiting street cars, and the glare of arc lights. We were slowing down. Cleveland. The station echoed with the iron coughing of engines.

Men and women surged between waiting trains; their voices mingled in the uproar. The departing, the returning; men staggering with bags and suitcases, women with little children in their arms. In the green star they trusted.

1994 Chapter Officers Elected

The election for next year's officers was held at the November general membership meeting. About 65 people attended the meeting with the polls closing at 8:00pm. The Election Committee announced that the following candidates were elected by the membership.

President...Bob Terkelsen
Vice-President...Marilyn Edgar
Secretary...Joyce Reese
Treasurer...Maxine Rodabaugh
National Director...Gerald Schuler
Directors at Large:
Roger White and Darel Mack.
Congratulations to the new officers.

Membership Meeting Location to Change

The December 17, 1993 General Membership Meeting will be the last one held in the PGE auditorium. After December the PGE building will no longer be available for any meetings. Starting with the January 21, 1994 General Membership Meeting, the Chapter will be using the meeting room at St. David's Episcopal Church located at 2800 SE Harrison. Harrison is 5 blocks north of Division.

Programs Needed

Programs for the membership meetings are needed for next year. If you have slide or movies you would like to show, you should contact our new president.

Solution To Switching Problem

(from November 1993 The Trainmaster)

Move 1. Back switcher out of lower spur an couple to box car.

Move 2. Run switcher and box car around east curve to upper track.

Move 3. Shove box car into upper spur track.

Move 4. Run switcher clockwise around to couple to west end of piggy-back (TOFC) car.

Move 5. Couple box car to east end of TOFC car.

Move 6. Pull both cars west to clear switch.

Move 7. Push box car into curve track leaving the TOFC in upper spur.

Move 8. Switcher runs west through tunnel and couples to box car.

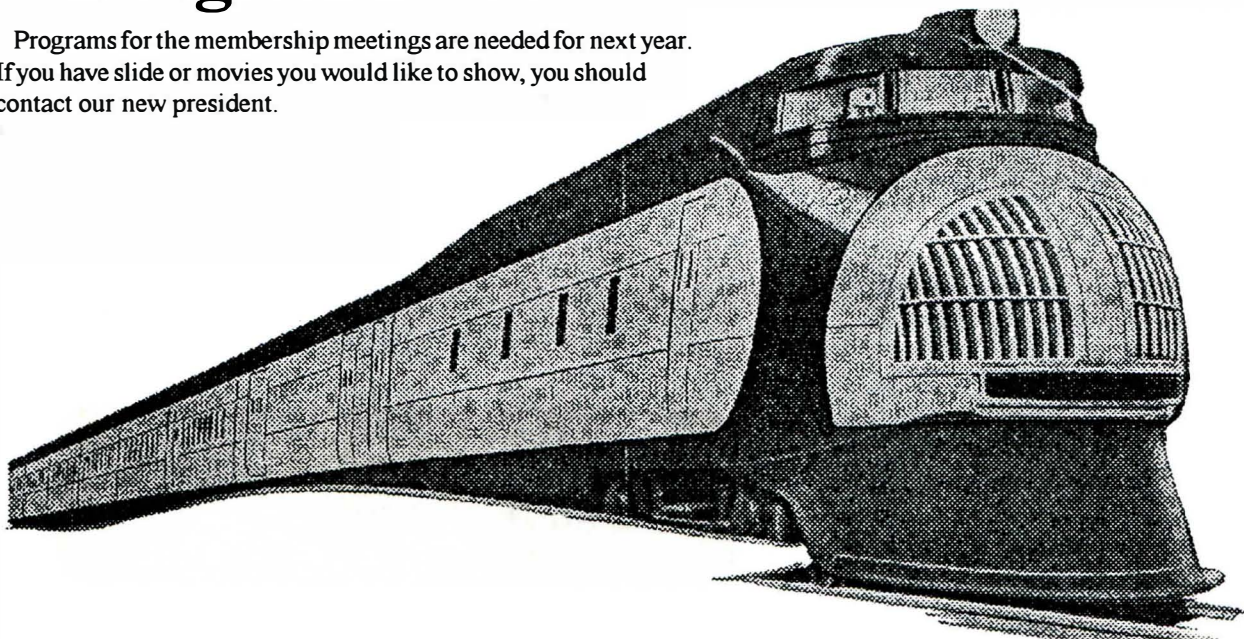
Move 9. Push box car to place formerly occupied by the TOFC.

Move 10. Move switcher into upper spur and couple with the TOFC.

Move 11. Push TOFC around east curve and place in spot where box car was.

Move 12. Move switcher back into lower spur.

-Arkansas Railroader



COMMITTEE CHAIRS

Activities: Rocky Regula, 648-7904
Meeting Program Coordinator: Vacant
Bylaws: Janet Larson, 253-7436
Concessions: Marilyn Edgar, 236-7271
Excursions: Irv Ewen, 232-2441
Finance: Vacant
Library & Historical Foundation: James Loomis, 253-3926
Membership: Tammy Auburg, (206) 694-7769
Museum: David Stimac, 656-9392
Public Relations: Vacant
Publications: Vacant
Rolling Stock: Richard Gray, 656-0260
Chief Mech. Off.: Peter Rodabaugh, 771-8545
Car Rental Agent: Peter Rodabaugh, 771-8545
Ad Hoc Property Development: Al McCready, 281-2415
Ad Hoc "Union Station": Terry Parker, 284-8742
Chapter representative, Portland Rail Equipment Advisory Group: Bob Hoffman, 236-7710

CHAPTER OFFICERS

President: Bob Hoffman, 236-7710
545 NE Floral Place, Portland, OR 97232
Vice President: Gerald Schuler, 285-7941
2034 N Webster St, Portland, OR 97217-3841
Secretary: Chuck Storz, 289-4529
146 NE Bryant St, Portland, OR 97211-2304
Treasurer: Alan Viewig, 228-8655
732 SW 3rd #302, Portland, OR 97204
National Director: Al McCready, 281-2415
2407 NE 27th Ave, Portland, OR 97212-4852
Directors-at-large:
Fred Dorsett, (206) 576-0762
PO Box 4202, Vancouver, WA 98662-0202
Ed Ackerman, 649-6000
24375 SW Drake Lane, Hillsboro, OR 97123-7550
Peter Rodabaugh, 771-8545
5230 SE Center St, Portland, OR 97202
Dick Ordway, (206) 834-2073
2513 NE 232nd Ave, Camas, WA 98607-9225
Connie McCready, 281-2415
2407 NE 27th Ave, Portland, OR 97212-4852
Bob Terkelsen, 399-1882
347 Mize Road SE, Salem, OR 97302-5017

THE TRAINMASTER
Pacific Northwest Chapter
National Railway Historical Society
Room 1, Union Station
800 NW 6th Avenue
Portland, OR 97209-3715

NON-PROFIT
ORGANIZATION

U.S. Postage
Paid
Portland, Oregon
Permit No. 595

FORWARDING AND RETURN
POSTAGE GUARANTEED
ADDRESS CORRECTIONS REQUESTED

M
William Thomasson
7466 N. Van Houten
Portland, OR 97203

