

The



TRAINMASTER

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



FEBRUARY 1994

It's A Small World

by Donald Snyder



Southern Pacific 2-8-2 #3256 performs switching chores at Roseville, California in March, 1950. -Terry Parker collection

This story, "It's A Small World", was sent in by member V.H. Perry from Roseburg. In October 1941, I was a twenty year-old Southern Pacific engine watchman with eighteen months seniority hoping to make my date as a locomotive fireman before I was caught in the, then, peacetime draft. At a movie one night, I saw a travelogue about sugar mills on the Phillipine Island of Luzon. It showed a most unusual engine, an 0-6-6-0 saddle tank mallet, used to gather sugar cane in the fields and take it to interchange with the 42-inch gauge Manila Railroad for movement to export. This was the first Phillipine locomotive I had ever seen a picture of, and since it was so different from American engines, I remembered it was number 8.

In February 1942, I made my date as a fireman and worked as such until I was drafted in 1944. I tried to get into a Military Railway Service outfit, but found myself in the infantry where I received training as a rifleman. At each post I served I applied for transfer to the MRS, but was always refused. I sailed for the South Pacific in December 1944, still a rifleman wishing I was elsewhere. I first landed on Leyte and two weeks later shipped out for Luzon, where I was already assigned to the 43rd Division as a rifleman replacement. Then a miracle happened! The night before I was to go into combat I received a transfer to the 790th Railway Operating Company, one of only two company-sized units in the Military Railway Service. They had been formed in New Caledonia from replacements like myself, and had come

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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 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. 377

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, February 10, 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, February 18, 7:30pm, at St. David's Episcopal Church at 2800 SE Harrison. 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 Wednesday and Saturday, at the Chapter's tracks in Brooklyn Yard. Working hours are 9am to 3-4pm on Wednesday, 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: Saturday, 19, 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, 19 & 26, 1:30 to 4pm at Room 1, Union Station

EXTRA BOARD

16th Annual Railroadiana & 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.

May Excursion—May 14 & 15 trip to Seattle and back. Saturday night will be a trip on the Spirit of Washington Dinner Train and Sunday will be a cruise on the steam boat Virginia V.

FEBRUARY MEETING PROGRAM

Program begins after business meeting

by Rocky Regula
**Slide Show Camas Prairie Railroad
Lewiston to Grangeville, Idaho**

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 President.

CHAPTER BUSINESS

Concessions Committee Report

Jim Edgar, Chairperson

The Concessions Committee is looking forward to offering a newly designed T-shirt perhaps by the March swap meet. Which, by the way, is a joint venture between our group and the Columbia Gorge Model Railroad Club. We will need to provide lots of helpers for March 12 so your cost of admission can be to help out. **PLEASE!!!** The leadership of Concessions will change for the duration of Marilyn's term in office. It will be Jim Edgar as chairperson, assisted by Nita Reghitto and Maxine Rodabaugh and others.

We will be offering Amtrak and Union Pacific calendars for 1994 at the banquet and subsequent meetings while they last. Cost will be \$3.00 and \$5.00 respectively.

Concessions has a full set of 16 railroad-oriented movies to offer for sale. This series is a Video Rails offering. We will not sell the movies separately unless they don't sell as a set. *-Marilyn Edgar*

Finance Committee Report

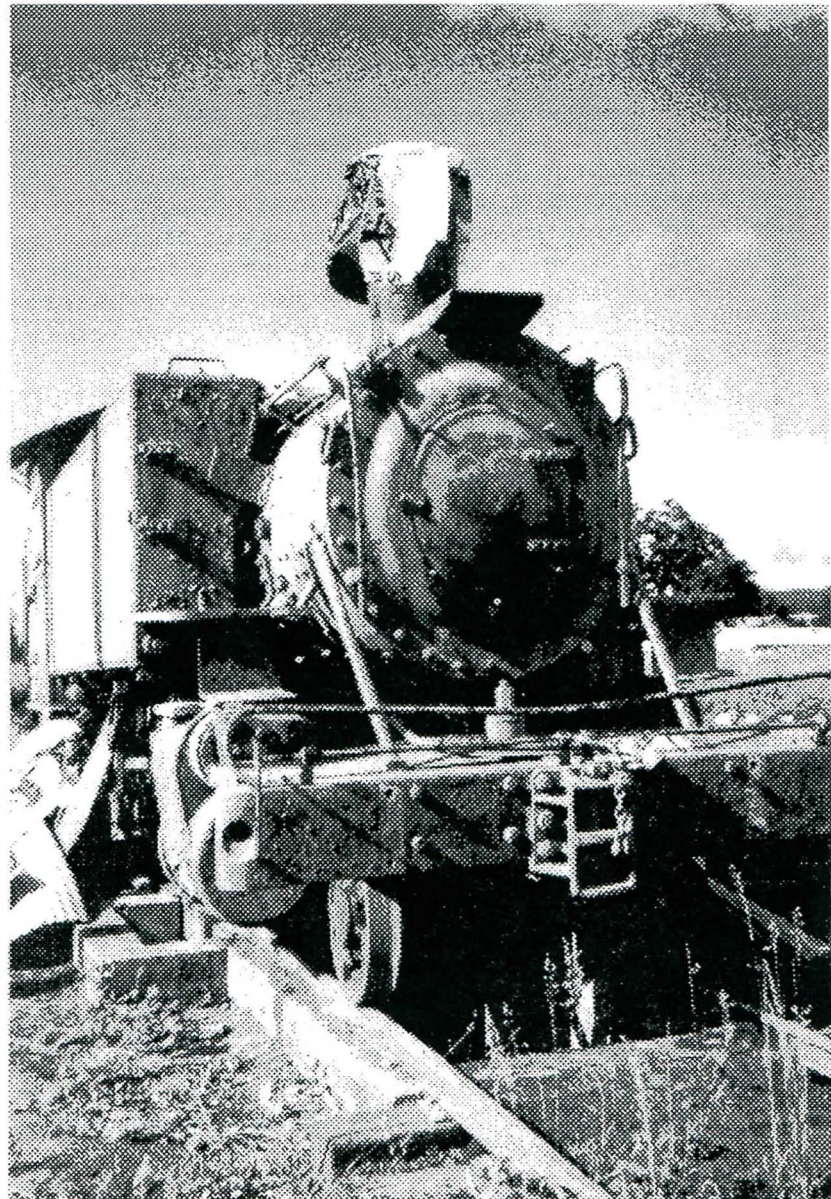
Vice President, Chairperson

The Finance Committee meeting is on hold until the past Treasurer can bring us a year-end report so that consideration of the '94 budget can be completed with the best information. A special meeting will be called as soon as the Chair is notified. The makeup of the Finance Committee has changed in the following manner; the Chairperson will be the current Vice President and the committee will consist of a representative from each functioning committee so that the flow of information will be direct. We hope to work toward a solid financial base from which to plan the Chapter's future hopes and dreams. The next meeting will be on its usual Wednesday evening before the Board meeting, **starting at 7:30 PM sharp!**

-Marilyn Edgar

Does Anybody Know?

This locomotive is a standard gauge 2-6-0 that was stored in Banks, Oregon, for many years. It was stored outside uncovered, rotting away in the Oregon countryside. In June, 1993, the locomotive disappeared. Does anybody know the history of this engine? Where did this locomotive operate? How long had it been in Banks? Does anybody know where the locomotive went? *-Rocky Regula*



CHAPTER BUSINESS

SUMMARY OF MINUTES— BOARD of DIRECTORS

MEETING, JANUARY 13, 1994

The meeting was called to order by President Bob Terkelsen at 7:22 PM.

Treasurer's Report: Bank signature cards were signed at the "Retreat". Since the books were still in the hands of last year's Treasurer, there was no financial report.

Vice President's Report: Marilyn Edgar reported that she has the key list from Gerald Schuler. Marilyn thinks all Board members should bring all keys to the next Board meeting to be sorted out.

Locks: The lock company installing the new locks needs to be prodded to do their job about protecting our locks and keys. The number of keys should be limited. President Terkelsen appointed the Vice President and Board Director Darel Mack to oversee who gets a new key.

National Director: Gerald Schuler reported that he submitted the year end Activities Report to National and has sent the letter to the National Board inviting them to Portland for their 1996, Board Meeting. Gerald said Janet Larson plans to finish the Bylaws Report.

Finance: Chairperson Marilyn Edgar reported the committee did not meet because the final report has not been received. The committee should have one representative each from Rolling Stock, Excursions, Library, Museum, Concessions, the Editor and the Treasurer.

Rolling Stock: Ed Ackerman reported the *Mt. Hood* and the 76 car are at Keelor's shop. The two RDCs are still at Battleground on the Lewis & Clark Ry. Richard Parks reported receipt of a manual for the Baldwin engine. UP wants the locomotives out of Albina Yard and will help David Stimac put them together so they can be moved.

Membership: Sara Ackerman has agreed to serve as Chair. The Chapter had 325 full members last year but only 234 this year. A few Interest Surveys have come back, about 8 total. The Board discussed name tag use at the membership meetings.

Excursion: Dick Ordway thinks the Chapter should have short trips along

with full weekend trips. He is looking for more people to form a short trip subcommittee.

Meeting place: Rent will start out at \$65/month and possibly more for use of kitchen.

By-laws: The Board discussed how to handle the financing of printing and mailing the proposed By-laws. Mailing will be very expensive.

Concessions: Marilyn Edgar plans to turn the chair over to Jim Edgar and Nita Reghitto to act as assistant. The new T-shirt should be ready for the March Swap Meet. Marilyn has ordered 1994 Amtrak and UP calendars for sale.

Donations: It was suggested that donors of funds be thanked by name in the *The Trainmaster*.

Old Business: Bob Hoffman reported that track rental costs are not yet available but he is working on getting them.

Bond Program: Maxine said the payments are being made for the final part of the third bond call.

New Business: The Chapter needs a coordinator to help Doug Auburg. Darel Mack agreed to be the coordinator. Due to the late hour the remaining agenda will wait until next meeting.

The meeting adjourned at 11:22 PM.
*Respectfully submitted, Joyce Reese,
Secretary.*



SUMMARY of MINUTES REGULAR CHAPTER MEETING JANUARY 21, 1994

The meeting was called to order by President Bob Terkelsen at 7:46 PM.

Treasurer: Maxine reported on the balance in the checking account and the Excursion account. Money has come in from Lewis & Clark RR and from the W & P for car rentals.

National Director: Gerald reported that the Annual Report was sent to National.

Election: Polls closed at 8:00 PM.

Brent Larson was elected to the Board to replace Bob Terkelsen.

President's Report: Bob urged all present to make reservations for the banquet with Dick Ordway. Bob said Marilyn is putting in new locks and issuing new keys.

Rolling Stock: The Jordan spreader has been loaned to the W & P. Repairs on the #76 and Mt. Hood are finished. The RDCs are stored on the Lewis & Clark RR for possible use in the future. The Port of Tillamook Bay RR has asked about the use of the 6200.

Membership: Maxine is handling dues. Sara will handle name tags for members at meetings. Some Interest Surveys have come back—about 8. Please return your survey!

Excursions: Irv reported on the Seattle trip in May. Seattle trip is the only major trip planned so far. Tillamook might be a possibility. A subcommittee will plan small trips. The 4449 trip has been postponed until March.

Library: The Board is looking at requiring a deposit for checking out material. Some material has not been returned.

Activities: Darel Mack will head this committee. He could use some help!

Bylaws: Janet said the changes will be ready to vote on soon.

Concessions: Videos and the T-Shirt with our own design is coming soon.

Old Business: The Chapter has been buying back 10% of the bonds. 48 members have made donations sent in with dues, almost a \$1,000.

New Business: Doug Auburg gave notice on the March swap meet. Help is needed Friday night to set up tables. 172 tables are available, 100 have been sold. Maxine will work on our insurance contracts. The membership voted to spend \$1,700 for the printing of the new T-Shirts. Nita Reghitto invited everyone to her and Rojer White's wedding on February 26.

Meeting was adjourned at 9:58 PM.
*Respectfully submitted, Joyce Reese,
Secretary.*

AMTRAK TO CLOSE STATIONS

In more cutbacks, Amtrak has proposed closing some stations to save money. They say that of Amtrak's 530 stations, 125 account for 90% of all Amtrak passenger revenue. This means that over 400, mostly unmanned stations, account for less than 10% of their revenue. Also, by July 26, 2010, all of Amtrak's stations must comply with the Disabilities Act, costing them millions of dollars to upgrade stations. In 1996 the freight railroads, which own most of these stations, will be able to charge Amtrak much more for using these unmanned stations.

Here is a list of stations proposed for discontinuance:

Empire Builder: Detroit Lake MN, Stanley ND, Cut Bank MT, Browing MT, Ephrata WA, Bingen WA.

Pioneer: Green River WY, Evanston WY, Baker City OR, Hood River OR.

Coast Starlight: Dunsmuir CA.

(Note: These are only some of the stations proposed closings. Stations outside the PNW are not listed.)

-Arkansas Railroader

GM NOT SELLING LOCOMOTIVE GROUP

GM said in late October that it had called off plans to sell its GM Locomotive Group, which employs 5,000 in LaGrange, Illinois, and London, Ontario.

-Arkansas Railroader

SP REBUILDS LOCOMOTIVES

The new locomotive shop at Burnham Yard in Denver has begun rebuilding high horsepower locomotives. The new shop cost \$15 million and SP boasts it is the fastest, most productive shop in the nation.

The locomotive shop uses the latest technology in locomotive repairs and work is performed 24 hours a day, 7 days a week. About 300 units a year will be worked on. About 40% of the mainline power will be rebuilt over the next 18 months.

The Burnham shop employs about 350 people working three shifts. Electro-Motive Division has opened a facility close by to supply parts and components.

Southern Pacific can now do a locomotive overhaul in five to seven days at their new shop. Before it would take 30 to 45 days.

-from Transportation & Distribution via Chuck Storz

Railroad Auction

At the March general membership meeting, the program will be an auction of all sorts of railroad-related items. Every member is invited to bring timetables, lanterns, books, tapes, truck assemblies, knuckles or whatever you have to put in the auction.

All of the proceeds will go to the Chapter. It will be a fun time for you to pick up new items for your railroad collection!

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).

Signal Maintainers Needed

The City of Drain, Oregon, has received a double-arm semaphore-signal from SP. The US & S block signal was donated to the city and chapter member Steve Coons is helping to restore and clean the signal. If any Chapter member would like to help Steve and be a "Signal Maintainer" for a day, they can contact Steve at (503) 849-2615.



PACIFIC NORTHWEST REGION NATIONAL MODEL RAILROAD ASSOCIATION

On Saturday, May 14 and Sunday, May 15, 1994, the 2nd Division of the PNW Region of the NMRRA will be holding and sponsoring its 4th Annual Model Railroad Mall Show at the Jantzen Beach Shopping Center Mall.

For information call or write to Phillip Maggs, 2925 SE 164th Ave., Portland, OR 97236; Phone (503)761-9527.

ashore at Lingayan Gulf just three days behind the infantry and had soon caught up with them. I joined them at Company HQ at Tarlac at 4:00 AM early in March.

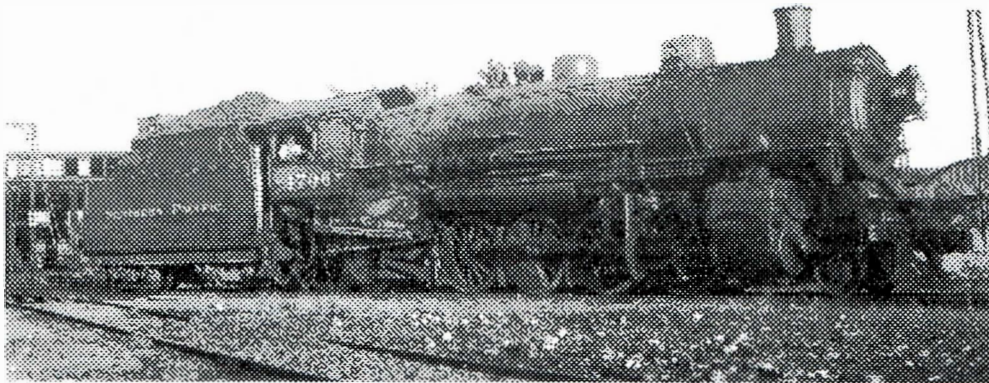
I was allowed three hours sleep and then underwent a three-hour oral exam for engineer by three officers. Luckily, I had been studying for promotion

San Fernando Papangas near Clark Field.

It was much more hilly than the run to Dagupan and took us about twelve hours. This was my last student trip and I was desperately hoping I had learned the road well enough to get by. I slept fitfully that day during my ten hours off, realizing that I was now on my own, a make or break situation. I went to the mess hall about 5:00 PM where they called me for 6:00 PM to run to Dagupan and return. I left for

speaking little English. We were to have 24 cars with no air except on the engine. Fortunately it was flat track to Dagupan. All telephone poles on Luzon were metal or concrete, each numbered progressively north from Manila. We had a timetable of sidings with strange-sounding names like Panequei, Bayambang and Callasio, among others. The timetable showed the telephone pole numbers at each end of each siding. So off we started: no air, no lights other than my two-

cell GI flashlight and a locomotive torch. We had several meets enroute and this country with its palm trees did not lend itself to landmarks to judge location by. The first time I used the air valve to hook the engine up, the wheel with its handle spun around and barked my shin. I didn't make that mistake again. I was shining my flashlight at the steam gauge,



Northern Pacific 2-8-2 #1706, a coal burner, comes off the turntable at Portland, Oregon in July 1946. -Terry Parker collection

before I was drafted and enough of it came back to me that I satisfied them. I was then sent out with another engineer on a student trip to learn the road. We went from Tarlac to Dagupan (the station near Lingayan Gulf) and return, a round trip of about 100 miles; using Manila Railroad 4-8-2 number 171, which was the first locomotive put back into service by the MRS. I tried to learn everything I could about the entire operation. I was told the MRS had rounded up every operational locomotive on Luzon as well as all the freight and passenger cars available. These augmented the forty new US Army 2-8-2s and ten diesels, as well as 1000 box, tank, and gondola cars we brought. This round trip took about 15 hours and I sure was hoping I had learned the lay of the land. After about eight hours off, I made a trip in the other direction with the same engineer, using one of the new GI 2-8-2s. This was an 80 mile roundtrip to

the enginehouse hoping I would get one of the new GI 2-8-2 oil burners, which were nice little engines. Upon my arrival at the ready track, here sat 0-6-6-0 T engine number 8, the Philippine engine I had seen in the movie, to be used on my first run. It was semi-permanently coupled to a bulkhead flatcar bearing two Navy pontoon tanks coupled by hoses between them and then coupled to the right injector to be used as an auxiliary tender. It was an oil burner for which I was thankful. However, there was a problem; the turbo generator did not work and we would make the trip without lights. This didn't disqualify an engine in the MRS. Upon boarding, I discovered it had a screw reverse, which could also be operated by air, using a valve that looked like the old New York Independent Brake valve.

It had a large brass wheel with a handle sticking out in front of the engineer. My Filipino fireman could

waterglass, and telephone poles and trying to make the batteries last till dawn, which they barely did. I was afraid to run very fast because the engine did not have a pony truck and had a peculiar wobble when you speeded up. Well, 22 hours and one link and pin break-in-two later, we made it and were back at Tarlac. I was never so glad to get off an engine in my life. I had five hours off and went out on a trip the opposite direction for 17 hours, but with a GI 2-8-2 with air and lights. It was like laying off. I never saw the strange number 8 I had the rendezvous halfway around the world with again. I think it went to Manila for disposition. Although I have many pictures of engines over there, I never got one of old number 8, nor did anyone else that I know of.

Mr. Snyder is a retired SP engineer, and several years ago he wrote a story about railroading in the NW.



AMTRAK MOTIVE POWER ROSTER

(corrected to September 1, 1993)



ROAD NUMBERS	MODEL	BUILDER	YEAR BUILT	HP	TOTAL
7	45 TON	GE	1941	300	1
9	65 TON	GE	1942	470	1
64-69	RTG Turbo*	ANF/AMTK	1974-75	1140	6
104,106,107	RS3C	Alco/AMTK	1951	1200	3
150-163	RTL Turbo*	Rohr	1976	1140	14
192-199	GP40H*	GMD	1966	3000	8
200,201	F40PH*	EMD	1976	3000	2
202	F40AC*	EMD/AMTK	1976	3000	1
203-235, 237-245, 247-271, 273-365, 367-409	F40PH*	EMD	1976-88	3000	204
410-415	F40PH*	GMD	1978	3000	6
450,451	F69PH-AC*	EMD	1989	3000	2
484-489	FL9*	EMD	1957	1750	6
500-519	P32BH*	GE	1991	3200	20
530-539	MP15	EMD	1975	1500	10
550-567	SSB1200	EMD/ATSF	1939-59	1200	18
576-598	CF7	EMD/ATSF	1949-56	1500	19
600-610	E60MA*	GE/AMTK	1974-76	6000	11
620,621	E60CP	GE	1974	6000	2
732, 736-738, 742,743	SW1	EMD	1942-50	600	6
747-750	SW8	EMD	1951-53	800	4
760	GP7	EMD	1952	1500	1
764-768	GP9	EMD	1954	1750	5
769	GP7	EMD	1952	1500	1
770	GP9	EMD	1957	1750	1
771-783	GP7	EMD/GMD	1950-53	1500	13
800-845	P40BH*	GE	1993-94	4000	46
901, 902, 904-953	AEM-7*	EMD	1980-88	7000	52

Note: Some of the units have since been removed. * indicated Head End Power (HEP). The F69PH-ACs were assigned to the ICE train and are have been returned to EMD. Also some units are still being delivered. Roster provided by Cinders, the newsletter of the Philadelphia Chapter, NRHS

During the past year, Amtrak has been getting some new high-horsepower locomotives. The new 500 series General Electric Dash 8-32BWH, a 3200 HP locomotive, has now been assigned to trains 11 & 14 "The Coast Starlight". Every other train set has a pair of the new GEs. On November 9, 1993, P32BH #511 pulls train #11 out of Portland Union Station. -Kristopher Lundt photo



COMMITTEE CHAIRS

Activities: Darel Mack-654-5017
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Bylaws: Janet Larson, 253-7436
Concessions: Jim Edgar, 236-7271
Excursions: Irv Ewen, 232-2441
Finance: *Vacant*
Library & Historical Foundation: James Loomis, 253-3926
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Museum: David Stimac, 656-9392
Public Relations: *Vacant*
Publications: *Vacant*
Rolling Stock: Richard Gray, 656-0260
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