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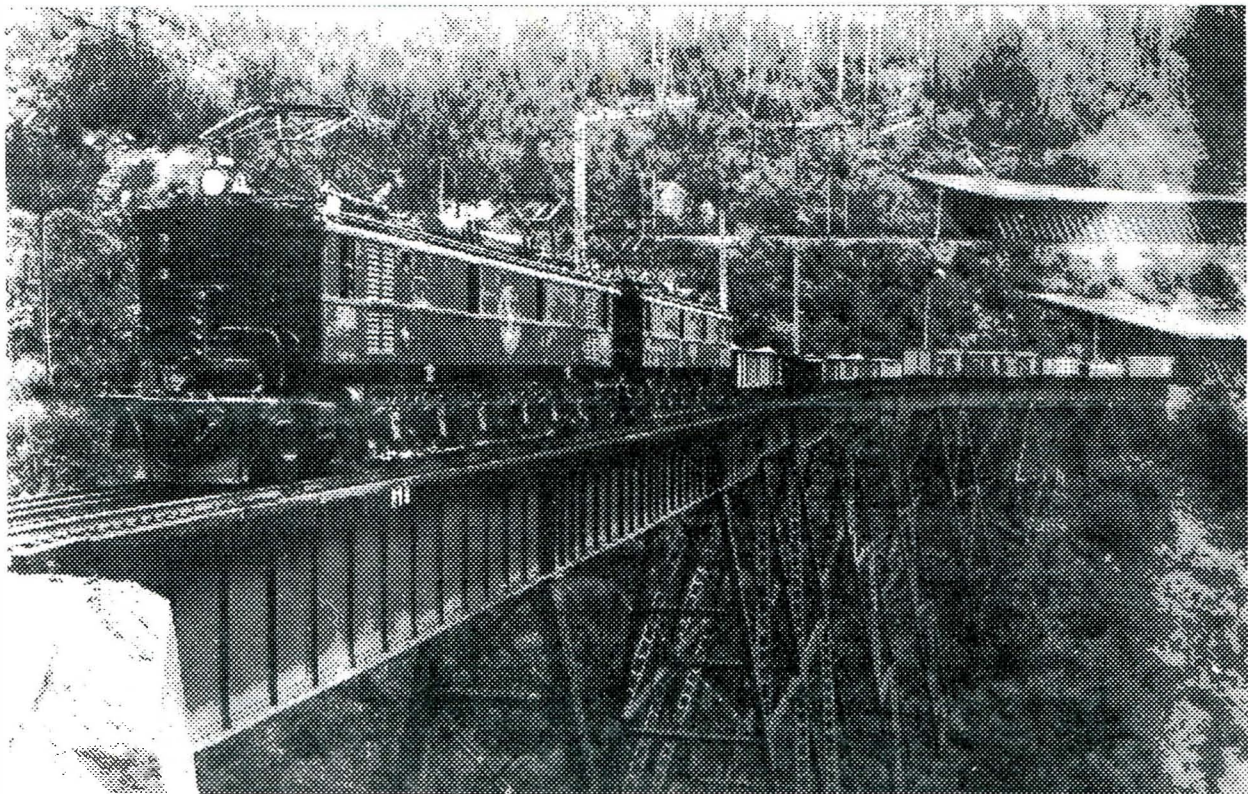
TRAINMASTER

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

APRIL 1994

Hiking On The Old GN Line

by Rocky Regula



I talked my 12-year-old daughter and wife to go on a hike with me in the Cascades. After thorough research of the original Great Northern mainline and old Cascade Tunnel I selected a weekend to begin our trek exploring back into history.

The Iron Goat Trail, sponsored by the U.S. Forest Service and 20 other organizations is a project to cut a trail following the old GN roadbed from Senic to Tye via Martin Creek through the abandoned network of cement snowsheds and through the old Cascade Tunnel to its' east portal.

Highway 2 shifts the western face of Cowboy Mountain, on its' final ascent to the summit. The cement snowsheds from Windy Point to Tye can be seen from the highway. The west portal of the first Cascade Tunnel is hidden to the east.

Just before topping the summit, turn left onto a paved road and be alert as the road is difficult but passable with a passenger car. The portal is quite obscured by trees and undergrowth so searching was necessary. We started our hike here following a dirt trail toward Tye which has been overtaken by the thick growth.

After a short distance we entered into a concrete tunnel snowshed. At the entrance we looked down into the gully where on the night of February 28, 1910 about 1:45 AM, a thundering avalanche 2,000 feet wide, one-half mile long and 14 feet deep plunged

A pair of General Electric Y-class electric motors pull an Eastbound up the west slope of Stevens Pass. The train is crossing Martin Creek Bridge and is about to enter Tunnel #15.

When the train exits the loop tunnel it will be going in the opposite direction on the track seen above the train.

Note all four pentagraphs are up—an indication the Y's are pulling a heavy load.

-Warren Wing collection

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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. 379

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, April 7, 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, April 15, 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 Hoffinan (236-7710) to see what you can do.

LIBRARY/ARCHIVES WORK SESSION: Saturday, 16, 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, 16 & 23, 1:30 to 4pm at Room 1, Union Station

EXTRA BOARD

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.

1994 RAILFAN RETREAT-June 25 & 26, 1994 on Willamette Pass in the Oregon Cascades. Contact Rocky Regula at 648-7904 for information.

1994 NMRA National Convention-August 14-21, 1994. Contact Columbia Gorge Express, 2505 N. Vamcouver Ave., Portland, OR 97277 (503)288-5289.

APRIL MEETING PROGRAM

Program begins after business meeting

**Film of the 1929
Rose Festival**

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

SUMMARY MINUTES BOARD of DIRECTORS MEETING MARCH 10, 1994

The meeting was called to order by President Terkelsen at 7:15 PM

Treasurer's Report: Maxine reported on the balances of the Chapter's accounts. Interest from the accounts is at a very low rate. Maxine suggested transferring funds from the Excursion account to the General Fund and transfer funds into the Bond account to pay off bonds. No action was taken until the Finance Committee makes a recommendation.

Dave Duncan said he is planning some excursions and hopes to have the money paid back to the Chapter with interest in the near future.

Nation Director: Gerald reported that the National Secretary needs more information about our bid for the Spring 1996 BoD Meeting. Gerald will be at the Spring 1994 meeting in April.

VP's Report: Marilyn asked about the letter to Best Locks, the letter needs Bob Terkelsens signature.

President's Report: Bob wants to find way for the Chapter to obtain grants for projects. Bob reported that some vandals sprayed "art work" on our cars down at the Naval Station in Oakland. The mess has been cleaned up.

Finance: Marilyn said that the committee met in March. No actions were brought forth or taken. Al McCready repeated concerns about the Finance Committee action on by-laws not yet approved by the Membership. The Excursion Committee needs a representative on the Finance Committee.

Rolling Stock: Work is being done on the 6200 for use in Tillamook. Nobody knew what happen with the seat storage problem. Track rent is due. The settlement with SP for the damaged cars has not been resolved yet. Ed reported he is making a list of Rolling Stock inventory. All committees need to do this. Bob asked about the Camas Paper mill engines. Peter will meet with David about moving the locomotives out of Albina Yard.

Membership/Hospitality: Janet has made name tags. Maxine is working on a membership roster for 1994.

Excursion: Dick said sales for the Seattle trip is doing well. Advertising in the newspapers will begin in April. The short

trip sub-committee have not met yet.

Library: James stated that retrieving borrowed material and tapes is becoming very difficult.

Museum: Marilyn report that March 21 is the work party at Bigelow's to remove the sempoire.

Activities: Darel reported the Chapter picnic will be September 18, 1994 at Brooks, Oregon.

Bylaws: Janet said she will try to have copies of the proposed Bylaws by the next Board meeting. Procedures for distribution will be announced in *The Trainmaster*.

Concessions: The T-shirt will not be ready for the Swap Meet. The design still needs some work.

Old Business: The Chapter is looking into a PA system for the Church for in return a reduction in rent. The President is looking for a Chairperson for a Fund Raising Committee.

New Business: A committee is needed to plan for the Chapter's 40th Anniversary in 1995.

Meeting adjourned at 10:15 PM.
Respectfully submitted, Joyce Reese, Secretary.

SUMMARY of MINUTES REGULAR CHAPTER MEETING MARCH 18, 1994

The meeting was called to order by President Terkelsen at 7:45 PM.

Treasurer's Report: The accounts are about the same as a month ago. The Board approved moving the savings account to a better paying fund. The emergency account will be moved to a higher paying account.

VP's Report: We are proceeding with getting new locks.

National Director's Report: Bob Terkelsen reported for Gerald. We applied to host the Spring 1996 National Board of Directors Meeting, there are two other contenders as well.

President's Report: Bob has been talking to Doyle about possible excursions in the future. A major problem now is the railroads giving permission to run excursions. Bob is looking into grants to help pay for Chapter projects.

Finance: Marilyn reported that the interest Far West Bank is paying is very low. The committee recommended mov-

ing the accounts to banks paying a higher interest rate.

Rolling Stock: Bob Hoffman reported work is being done on the 6200. The floor in the *Twin Grove* is being replaced. Darel is measuring the track that the Chapter uses at Brooklyn Yard. Peter is looking into moving the Camas Paper mill electric locomotives, and also the two Baldwins at Albina Yard.

Membership: Sara reported 34 members signed in and several visitors were present. A new membership directory is coming.

Excursion: See Committee report.

Library: See Committee report.

Museum: Marilyn said the semaphore signal donated to the Chapter will be moved soon.

Activities: If you wish to present a program in the future, contact Darel Mack or Terry Parker. Darel is planning the Chapter picnic with the Yaquina Chapter, NRHS.

Bylaws: Janet reported the revisions were not ready for the Board as of yet. They will be discussed at the next meeting.

Concessions: Marilyn report the Chapter made \$60 at the swap meet and the kitchen made around \$600. The T-shirt was not ready due to design problems.

New Business: Bob asked for volunteers for grant gathering, which requires letter writing and public relation skills. Also Bob wants a committee to plan for our 40th anniversary.

Frank Weiler proposed the Chapter to provide musicians on excursions. The motion passed.

Bob reported that he is going to meet with the President of the Yaquina Pacific Chapter to get more acquainted with their Chapter.

Ester Rosu was reported to have been in the hospital with hart problems. Get well cards would be appreciated.

Spray painted cars: Bob reported 23 cars stored in Oakland at the Navel Base were spray painted by vandals, including the *Red River*. The FBI is investigating the incident.

Meeting adjourned at 9:49 PM
Respectfully submitted, Joyce Reese, Secretary.

CHAPTER BUSINESS

PNWC-NRHS Car Host Roster, As of October, 1993

SENIORS

Fred Dorsett

Chuck Storz

Bob Hoffman

Gerald Schuler

Terry Parker

Richard Gray

Marilyn Edgar

Ray Myer

Janet Larson

Doug Auburg

Albert McCready

Connie McCready

Micheal Ackley

Kenneth Peters

Noel Nelson

John Willworth

Richard Carlson

Ellie Nelson

George Michelson

Ester Rosu

Kerrigan Gray

Kyrian Gray

Roger White

Micheal Rosu

Kent Hutchers

Jim Edgar

Darel Mach

JUNIORS

Richard Parks

Chuck Bukowsky

Peter Rodabaugh

Rocky Regula

Gordon Zimmerman

Dale Miller

Robert Fornoff

Alan Viewig

Irv Ewen

Robert Terkelsen

Tammy Auburg

Barbara Dougherty

Rosemary Scheel

Ed Ackerman

Brent Larson

Richard Gross

Juanita White

Neil McKie

Naomi Gray

John Rosu

Ralph Jack

Helen Jack

Sara Ackerman

LIBRARY COMMITTEE REPORT

James Loomis, Chairperson

Mr. Bob Myrick, formerly General Superintendent of REA, Inc., until its demise in November, 1975 (I hope the year is correct!), donated four boxes of archival material to the Chapter. The items consist mainly of union contracts and grievance awards records, with a few other items of interest. The Committee is grateful to Mr. Myrick.

We have some new additions to our video library. Kris Lundt has donated "California Diesels", by JMJ production, to the library. Orin & Karyl Knee, very active in stocking our library, have donated the following videos: 1) "our Hospitality", with Buster Keaton, "Last of the Gaints", 2) "Daylight Express", "All Aboard", 3) "The Red Express", 4) "Movin' On" and "Great American Train Rides".

A preliminary list of books being considered for sale or auction has been prepared. I would like the general membership to review it, and make suggestions of those books they **do not** wish to be sold or auctioned, but to be kept in the library. A copy of the list will be available, upon request, if you include a SSAE to the Library Committee to Room 1 (address is on page two).

A preliminary proposal has been made to the Board, and has been accepted by the Board, to assess a **refundable deposit** on video tapes and books checked out of the library. There will also be a **non-refundable \$5.00 fee** for checking out video tapes. The deposit will be \$20.00 for tapes, and \$10.00 or \$20.00 for books depending on the value of the book. The deposit will be returned immediately upon return, in good condition, of the item.

We request these deposits be in the form of a check, to minimize difficulties. The Library will also be limiting check-out period to 30 days, instead of 60. Exceptions will be considered only by a member of the Library Committee. We will institute a plan to allow return of items at the General Membership meeting, and deposits will be refunded then, as well. We also wish to make those returned items immediately available for check-out at the same time. The reasons for this change in policy is due to the increasing time it takes to recover items not returned promptly to the library. The cooperation of the general membership will be greatly appreciated.

-James Loomis

EXCURSION COMMITTEE REPORT

Irv Ewen, Chairperson

The committee has adopted a revision of the policy for car host. This policy is necessary to present uniformity of professional visual image of the Chapter on excursions.

The trip guide is being revised for the Seattle trip in May. It should be ready to go to the printer within the month of March.

Advertising is being investigated for the best rates and the best coverage for potential passengers.

The continental breakfast for the Seattle trip will be prepared for distribution prior to boarding the train in Portland on May 14.

Concessions is working on a new T-shirt, based on Union Station and the three famous Portland steam engines. Also, they hope to have another train set to raffle on the Seattle excursion.

Other trips are being investigated. Vancouver, B.C. is possible in November. A Sacramento trip is still in the works, with a side trip to Reno, Nevada as Portola is too far north for a one-day trip. Also, running the train there is highly unlikely, as it is not a regularly scheduled Amtrak route. Another variable in the Sacramento trip is reducing it from four days to three, as four days would be a little too long for most passengers.

Options for future trips will be solicited from our passengers on the Seattle excursion. We also have a sub-committee working on short trips in the general region.

-James Loomis



On February 26, Roger White and Juanita Reghitto had a beautiful wedding in front of a church full of family and friends. Marilyn Edgar was the Maid-of-Honor and Bob Hoffman was the Best Man.

Following the wedding a reception was held at the church where the membership meetings are held. After the traditional cake cutting, Roger puts a small piece of cake into Juanita's mouth.

-Kristopher Lundt photo



Railfan Retreat

A two day camping and hiking trip is planned for June 25 and 26 to explore the SP Cascade Line in the Willamette Pass area. Several locations will be explored, such as Pryor (Tunnel #21), Cruzatte (where will camp), Noisy Creek (a difficult hike across steep mountain slopes) and the snow sheds at Tunnel #12.

Access is difficult in many places and camping is primitive at best, so be prepared. Plans are to leave early Saturday morning around 5:00 AM, breakfast in Oakridge, then drive via gravel road to Cruzatte.

The stretch of trackage between Fields and Cruzatte is one of the most rugged railroad locations in the Northwest. The tracks cling to the mountain side passing through ten tunnels and four snowsheds in less than 8 miles! In a few locations such as Noisy Creek, the tracks pop out tunnels long enough to cross above cascading creeks on steel trestles, then plunge back into another tunnel.

Warning—this trip may put a demand on your physical abilities. It is a remote location with no communication, water or services. Fortunately one can drive close to many locations, then start hiking.

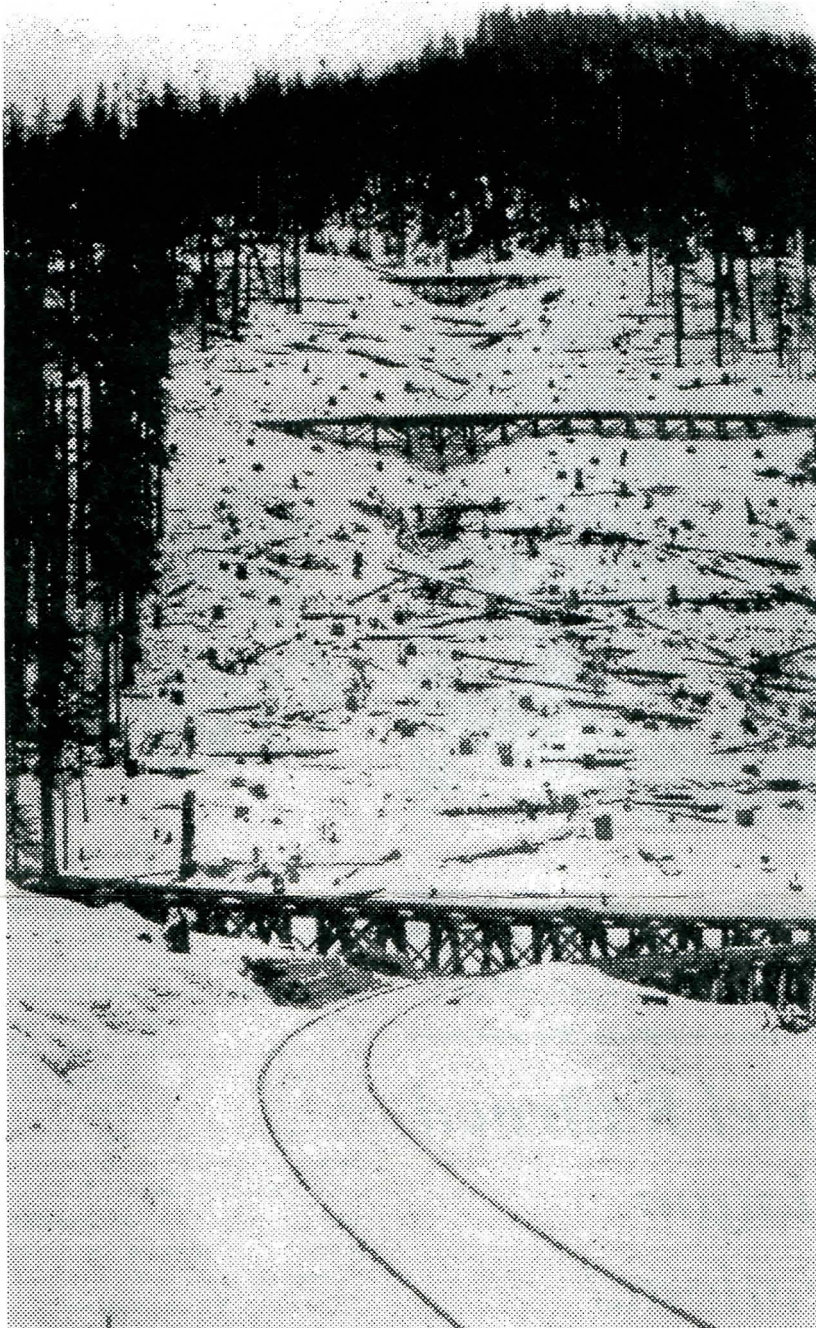
Please contact Rocky Regula at 648-7904 for more info.

National Model Railroad Association 1994 National Convention

Coming up this summer the Columbia Gorge Model RR Club will host this years convention.

The convention will be Sunday, August 14 through Saturday, August 20, 1994, at the Red Lion Jantzen Beach Hotel. The train show will be August 19 through August 21, 1994, at the Portland Expo Center.

The convention is the first one on the West Coast and in Oregon since 1987. A NMRA National Convention is an unforgettable experience in model railroading! Don't miss this chance when it's in your backyard. The National Train Show will be the largest model railroad show in North America. 150,000 square feet of manufacturers, vendors and over 18 modular railroads, not to mention a great circus modelers display.



-from page 1

In this view three elevations of the line can be seen.

The switchbacks made for a long and dangerous journey over Stevens Pass. The climb reach 4% in some places. The first tunnel eliminated most of the switchbacks, and reduced the grade to 2%.

In 1925 approval was given to built the second tunnel on Stevens Pass. Cascade Tunnel would eliminate 6 miles of snow sheds and shorten the main line by 8 miles.

-Walt Grande collection

down the mountain side and swept two passenger trains and seven locomotives into a 150 feet ravine killing 118 people.

The hike at this point was an easy walk but upon exiting the first snowshed we encountered unbelievable thick brush. No evidence of a trail let alone a roadbed existed, not even the ballast. a high concrete retaining wall 25 feet high kept us in a straight line and visibility was limited to 20 feet.

We continued like this for over 2 miles yelling to each other so we could keep together. We broke into the open at Windy Point where a high concrete tun-

nel, possibly containing three tracks, stood barren. Next was a climbing test across a collapsed wooden snow shed which covered at least two acres.

Back into the thick brush again we had to go around two collapsed tunnels. One could see through the bores but the amount of debris inside made its passage quite dangerous. So much for trail guide books.

As we pushed on we came upon a small sign which read "END OF TRAIL". Seems we started at the wrong end of the trail and here we met people, lots of people. The trail from this point to the trail head—about four miles—is quite popular. If the balance is even open, I would defiantly recommend the hike, but for now wait a year until the balance of the trail is opened, if ever.

We headed back to the west portal after picking up our car to camp for the night at 3,500 feet. Our plan was to hike through the 2.63 mile tunnel. The tunnel's length and remote location made its construction in 1897 a major civil engineering project of its day. In all, it eliminated about 8.54 miles of switch-back line, 2,332 degrees of curvature and removal of a record accumulation of up to 140 feet of snow at the summit.

The tunnel was in use until January 19, 1929 when it was officially closed. The land reverted to the US Forest Service. Great Northern, however, blocked the portals of the old tunnel in the mid-1930s as motorists were using the tunnel. The old tunnel remained a tomb for many years until the US government conducted experiments and used parts of it as a store house.

As we entered the west portal a pin point of light appearing like a star, could be seen in the distance—and then voices, people walking in the opposite direction. Using lanterns it was quite possible to see all the features of the tunnel. The was dry dirt with lots of dated graffiti on the walls. Mid-way a concrete block wall with a pass thru door, left over from the government experiments was an interesting structure, and we had only stopped talking about it when we encountered a second wall and door quite near the east portal.

The new Cascade Tunnel, completed January 6, 1929, replaced the old tunnel reducing the summit location to 2,881 feet and eliminating 1,940 degrees of track curvature with a grade of 1.56%. The dreaded snowsheds along with the lines 2.2% ruling grade from Senic to Berne and the old tunnel could now be abandoned.

"E-70 RESTORATION PROJECT"

Powell County Museum & Arts Foundation of Deer Lodge, Montana is now selling a T-Shirt to help raise funds to restore the E-70. Restoration calls for a complete re-paint job, flood lights and etc. to highlight and bring back the only remaining **MILWAUKEE ROAD LITTLE JOE** to its once proud notability as she lead the fleet of Little Joes on the rails between Harlowton, Montana and Avery, Idaho on the Rocky Mountain Division.

The T-Shirts Gray in color, Artwork was done by Jack Ostrom of Albuquerque NM with screening done by Tee's West.

Comes in 6 colors on 100 percent pre-shrunk cotton. There will be a limited edition of 500 T-shirts of the original issue.

Medium, Large & Extra Large—\$15.00

2 X Extra Large—\$18.00

Shipping & handling—\$ 4.00

Make check Payable to: E-70 Project
Send your order to:

E-70 PROJECT T/S
4001 5TH AVE N
GREAT FALLS MT 59405



DEER LODGE, MONTANA

I am ordering _____	E-70 project T-Shirts at the cost of \$15.00 each for Medium :	_____	TOTAL \$ _____
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E-70 PROJECT

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Concessions: Jim Edgar, 236-7271
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