



June, 1997

The Official Publication of the
Pacific Northwest Chapter,
National Railway Historical Society
Portland, Oregon

Offers open on portion of Chapter Rolling Stock

by Doug Auburg and Glenn Laubaugh

At the chapter's general membership meeting of April 18th, 1997, a proposal was passed, by an overwhelming majority of the membership present, to consider purchase offers on a significant portion of the chapter's rolling stock. The motion also states that it is not the Chapter's intent to sell all of the equipment that is offered for sale. This apparent inconsistency is explained by our intent to sell enough of our equipment to satisfy our needs for a smaller, more maintainable collection and to raise funds to meet our financial needs. The proposal was referred to the membership by the chapter's Board of Directors from the April chapter director's meeting.

The logic behind the proposal was fairly straightforward:

1. The chapter has more equipment than the current volunteer workforce is able to maintain. Unfortunately in a last couple of years this situation has become more severe as our equipment has been distributed to several storage locations and rate of vandalism has far outstripped our ability to protect and repair the equipment. The result has been the steady deterioration of many pieces in our collection.

2. Some of this equipment was purchased several years ago with the goal of operating a large excursion train. With the decline in railroad excursions, this quantity of rolling stock is excessive to our current needs. The return of these excursions has, for some time, been a tantalizing mirage on the horizon. Unfortunately, there seems to be no hard evidence that the situation will change any time soon. The disposal of streamline era equipment by AMTRAK and VIA are driving the market for used passenger equipment down while at the same time making equipment available to us if this decline in railroad excursions should be reversed in the future.

3. The chapter has in a need to raise funds for realization of long term preservation goals and to satisfy financial obligations and meet development plans.

4. Unfortunately, with the loss a couple years ago of our storage space at Brooklyn Yard, we have had to scatter our equipment to several storage locations, while we searched for a permanent home. This dispersal has had a couple unfortunate and one potentially disastrous effect. It has made equipment maintenance much more difficult. It has exposed the equipment to vandalism. More than one of our current locations has a

landlord that wants us to leave and one (the Port of Portland) has threatened to seize equipment that is not moved soon. So far we have been able to keep ahead of these demands, but the pressure to find a solution is building rapidly.

5. In today's 'soft' sales market, it is very hard to predict which of our pieces of equipment potential buyers will be inserted in obtaining.

6. If only one or a few items had been approved as being "open for offer", and then we received an offer for some other car that we own, membership would have to re-approve the new offer. By that time that could be done, the opportunity to sell may well have passed in this seller's market.

These last two items were the primary motivation for the board requesting the ability to receive offers on an assortment of rolling stock, rather than a specific item. The resulting authorization by the membership will save considerable time, as there is now no need to present every offer on this "open for offer" equipment to the membership for approval. This allows for easier negotiation of price and conditions, such as inclusion of equipment batteries, seats, and other parts. Also, some buyers will probably offer absurdly low prices in an attempt to get something for nothing. To present the membership all of these offers for consideration, as required under normal equipment sales regulations in the chapter's bylaws, would be a huge waste of time for all involved and unnecessarily delay negotiations to obtain fair prices.

It must be understood that this measure does not sell anything by itself. It simply says that the board should consider offers on those items of rolling stock which were not excluded from it by the membership.

The next step in the process (currently well underway) is to prepare information (price range, weight, brief history, etc.) about the items of rolling stock that are the candidates for being sold. To that end, it will be necessary to involve at least a few chapter members for assembling suggested prices and histories of the cars most likely to be sold.

Following completion of that, it will be necessary to seek buyers of the equipment and make some sales.



The Trainmaster

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in the Trainmaster do not express the official position of the organization 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
Voice: (503) 226-6747
Fax: (503) 230-0572
E-Mail: pnwc@easystreet.com
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Editor: James Loomis
Associate Editor: Glenn Laubaugh

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Membership
in the Pacific Northwest Chapter, National Railway Historical Society is available as follows:

Regular: \$32 / year
Joint: \$40 / year

Membership prices include National Membership as well as membership in the local chapter. For more information, please contact the membership chair at the above address or phone number.

Trainmaster Contributions:

Contributions for the Trainmaster are most welcome. Deadlines for each issue is the 20th of the previous month. Last minute additions may be made after that time, but publication of such last minute additions can not be guaranteed. Contributions should be sent to the address, e-mail address, or fax at the top of this column. Typed double space contributions are preferred.

Regular Board of Directors Meetings:
Thursday, May 8, 7:00 pm; June 12, 7:00pm.
Room 208, Union Station. These meetings are scheduled on the Thursday evening prior to the monthly membership meeting.

Monthly Membership Meetings:
Friday, May 16, 7:30 pm; Friday, June 20, 7:30 pm. St. David's Episcopal Church, 2800 S.E. Harrison. These meetings are conducted on the third Friday evening of every month. Most of the time, the programs follow the general business meeting.

Weekly No-Host Luncheon:
every Saturday, 12:00 noon at the Semaphore Restaurant at S.E. 17th and Holgate Blvd. Our group meets in the back.

Library/Archives Work Session:
Contact **Bob Weaver (654-4274)** for more information.

Chapter Library Open Hours:
Saturday, June 21st & 28th, 1:00 to 4:00pm at Room 1, Union Station. Call Jim Loomis (253-3926) for appointments, if this is a difficult day and/or time for you.

NRHS 1997 National Convention:
hosted by the Promintory Chapter, June 24 through June 28, 1997 in Salt Lake City, UT. Contact Gerald Schuler, National Director at (503) 285-7941 for further information.

Annual Chapter Picnic:
Saturday, August 16, 1997 at Western Antique Powerland, Brooks, Oregon. Contact Darel Mack, Activities Chair at (503) 654-5017 for more information.

Upcoming Programs:
June: Doug Auburg
July: Roger White, *Covered Bridges*
August: Bruce Harmon of Gunderson, Inc.
If you have any programs of interest to the Chapter, Please contact Bob Terkelsen at (503) 399-1882.

Editorial Notes

Format changes continue to be made to the *Trainmaster*. It should be noted that formerly, the *Trainmaster* was edited with a computer program called Pagemaker, by Adobe. This is the same company that is known for the high-quality Photoshop and Illustrator image editing packages. The current editor does not have Pagemaker class resources available, and therefore is using Microsoft Word. Although using Pagemaker for average document editing uses would be a bit like using a battleship for hunting ducks, it is a superior product for constructing multiple article documents with images, such as the *Trainmaster*. As noted in the previous issue, it may take a few months before the *Trainmaster* resembles its former self.

After several failed attempts to reproduce the image of Portland's Union Station's clock tower that appeared on previous issues of the *Trainmaster*, it was determined that the best possible method would be to use the image that appears on our envelopes instead. Therefore, the clock tower has been restored to its proper location on the masthead.

Bob Melbo of the Willamette and Pacific Railroad has provided an assortment of information regarding various news items on the Willamette and Pacific and sister Portland and Western railroads. Your editorial staff is hoping that developing lines of communication with area railroad companies will help the *Trainmaster* develop better news items and other articles about the local railroad scene.

National Notes

Plans are being made for the 1998 Convention, July 8-12 in Syracuse, New York. The Fall, 1997 Board meeting will be in Dearborn, Michigan. Tours through the Henry Ford Museum, Greenfield Village and a trip to Windsor, Ontario are being planned. The Spring, 1998 Board meeting will be in Roanoke, VA., and the Fall 1998 meeting will be in Kansas City. In 1999, the Spring meeting will be in Chicago, and the Fall meeting will be in Scranton, PA.

From The Wire

RPO Library

From the May, 1997 issue of the *Keystone*, the newsletter for the

Pittsburg Chapter, NRHS

"Anyone interested in conducting research related to the...history of the Railway Post Office (which operated from 1864-1977) can contact the Railway Mail Service Library. The RMSL operates an archive containing nearly anything anyone would want to know

about the RPO. Contact the RMSL care of: Dr. Frank R. Sheer, 12 E. Rosemont Ave., Alexandria, Va. 22301-2325, (703) 549-4095."

Operation Lifesaver Anniversary

From the May, 1997 issue of the *Great Plains Dispatcher*, the newsletter for the Wichita Chapter, NRHS

"Operation Lifesaver celebrated its 25th birthday on March 25th, 1997. OL started in 1972 in Idaho and now operates in 49 states with Hawaii being the only exception. OL is working at reducing grade crossing collisions. They still occur on the average on every 90 minutes in the United States. A fatality occurs on the average of every 36 hours. One strange fact was put to a study in 1995 is that an unusually high percentage of all highway/rail crossing fatalities were listeners of country music."

Sternwheeler PORTLAND

From the April, 1997 issue of the *Scuttlebutt*, the newsletter for the

Oregon Maritime Center and Museum:

An application for listing the steam sternwheeler tug PORTLAND in the National Historic Register has been completed and is to be considered by the State Historic Preservation Council.

Saturday, July 12th the Portland is scheduled to steam up and participate in an Antique and Classic boat show.

An Anniversary Party is being planned for the 50th anniversary of the launching and delivery of the PORTLAND later this year.

Oregon for Sale

From information obtained from the Union Pacific Railroad:

The Southern Pacific business car *Oregon* has been determined to be surplus to the needs of the business car fleet. The car was built in 1926 by the Pullman company. The car needs some heavy maintenance due to many years of hard work, including replacement of the carpeting, furniture and upholstery. The trucks and draft gear also require extensive

work. The minimum acceptable bid has been set at \$150,000.

I-5 Intermodal Service Launched

From the June 3, 1997 news release from the **Union Pacific Railroad:**

On June 3rd, the Union Pacific Railroad began the first single-line intermodal service between Los Angeles and Seattle which was made possible by the UP/SP merger.

Operating six days a week, the "I-5" intermodal service offers customers third-morning availability. Intermediate stops are made at Fresno and Lathrop, California and Portland, Oregon.

Future I-5 corridor service enhancements include improved tunnel and bridge clearances to allow high-cube, double-stack shipments; a northbound container reload program and a southbound EMP container program.

Mexico Goal of Next UP Thrust

From the April 28, 1997 news release from the **Union Pacific Railroad:**

Union Pacific Railroad, Ingenieros Civiles Asociados (ICA) and Grupo Mexico have signed an agreement forming a consortium to participate in the public bidding for the shares of the North-Pacific Railway (FPN) line of Mexico.

Bids are scheduled to be submitted by June 19 and opened June 26. Awarding of a 50-year concession is expected several days later.

If the consortium is successful in winning the North-Pacific concession, a stand alone Mexican corporation would be formed by the partners to manage and operate the railroad. The consortium would be committed to making the FPN one of the most competitive, efficient and cost effective railroads in Mexico to better serve its national and international customers.

Serving Mexico since 1881, Union Pacific connects with the FPN at the Texas cities of Eagle Pass and El Paso; Nogales, Arizona and Calexico, California.

Union Pacific Railroad operates more than 36,000 miles of track in 23 states across the western two-thirds of the United States.

ICA is one of Latin America's largest construction companies publicly traded on the Mexican and Wall Street stock exchanges.

Grupo Mexico, founded in 1924, is Mexico's leading mining group and is the world's fifth largest copper producer. Grupo Mexico is publicly traded on the Mexican stock exchange.

Please see the map on page 5 for information on the various areas of Mexico this consortium would serve.

Portland and Western/Willamette and Pacific Items

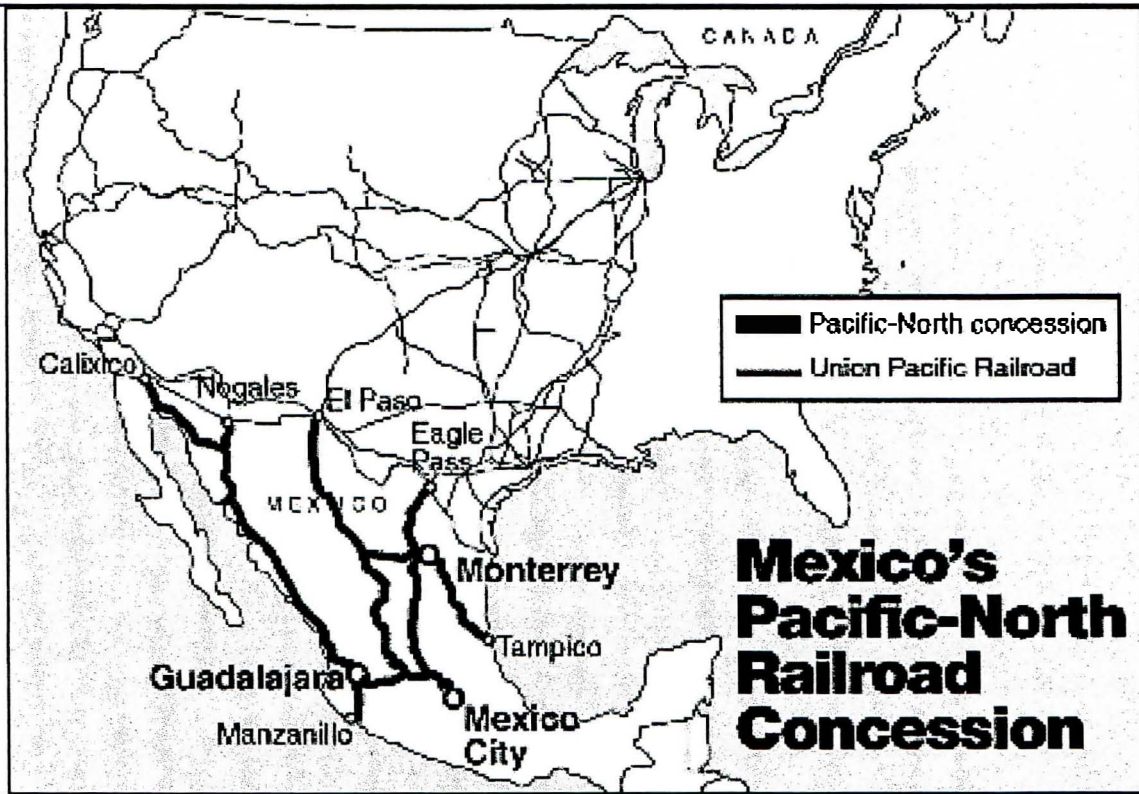
From information provided by **Bob Melbo, of the W&P/P&W lines:**

Portland & Western experienced its first major train derailment on May 8th, 1997 when the 30th car of the 34 car McMinnville Hauler derailed in the area of Rex Hill, near Newberg. It is thought that "harmonic roll" (resonance frequency rocking of the railroad car) was the cause.

Willamette & Pacific will soon receive two ex-Norfolk & Western GP40 locomotives and "tractive effort boosters" ("slugs") for use in gravel train service. They will be sent from Chattanooga to Tacoma, where they will have "dash 2" electronics added, receive "chopped" noses, and be painted in W&P colors. The results will be numbered WPRR 3001 and 3002. The model type will be referred to as a "GP40P-2", with the P designating that the locomotive has the ability to power the "slug" units.

Albany citizens have complained about the noise of locomotives idling at the W&P yard in Albany. Therefore, 17 GP39-2s have been equipped with a low idle feature that drops the engine RPMs from 300 to 225 when the reverser lever is in the center position. Low idle speed was originally developed by the railroad industry to save fuel. According to Bob Melbo "Fuel savings over time will amortize our cost of conversion. In the

meantime, there is incalculable community realtions value."



Map provided by Union Pacific Railroad as part of the press release describing their involvement with railroad service in Mexico.

In early May, the McMinnville Hauler had its rear end flasher stolen while the train was stopped in Newberg. This particular FRED (Flashing Rear End Device) was one of the types that allows the engineer to set the train air brake from the rear car of the train. The FRED remained missing for over a week, but was recovered when the W&P/P&W ran an advertisement in the *Newberg Graphic* offering a \$200 reward for return of the FRED with "NO QUESTIONS ASKED."

Hillsboro based engineer Lynn Underhill testified before the Oregon Senate Committee on Transportation on April 30th as part of a proposed bill to toughen laws about trespassing on railroad rights of way. Underhill's testimony related to an incident on April 18th involving the death of a trespasser on the Portland & Western main line through Beaverton. This and three other testimonies were instrumental in getting the committee to move the bill (now Senate Bill 1024) to the Senate floor with a "do pass" recommendation.

"From the Wire" contains bits and pieces from various news sources. Contributions are welcome, but sources close to the point of origin are preferred to insure reliability and accuracy.

Amtrak Excursion Announced

Amtrak has announced an excursion for September 13 through 21, 1997, sponsored by AAA of Oregon/Idaho. The tour will visit six railroad museums and tourist railroads in California and Nevada, including the Feather River Rail Museum in Portola, California, and the California State Railroad Museum in Sacramento. There will also be extended stopovers in Reno and San Francisco. Passengers will be able to board in Portland, Salem, Albany, or Eugene.

The primary narrator for the trip will be Daniel B. Kuhn, who has narrated many chapter Amtrak excursions. Those who would like more information should call the Portland AAA office at (503) 222-6767.

Mailbag



From: Karylcons@aol.com
To: pnwc@easystreet.com
Subject: Greetings from the Semaphore "Dirty Dozen"
and "Apple Dumpling Gang"

Read your message loud and clear--"Send us mail."
How is everyone doing these Spring Days?
Come on down to the Semaphore and tell us all the latest news.
This www page is wonderful.
The Semaphore "Dirty Dozen" and "Apple Dumpling Gang"

From: Arjay Morgan <rmorgan@gte.net>
To: pnwc@easystreet.com
Subject: An Inquiring Mind

Sirs:

I am 58 years old, I have ridden on a steam train as a paying passenger once when I was five. I am fascinated by the mechanical details of these monster creations, but sadly, the railroad publications I have been reading assume knowledge I don't have, nor do I have anyone whom I can ask.

Case in point...In Jim Scribbins' "The Hiawatha Story," published by Kalmbach, there is this sentence on P. 228. "The F-7s were slippery, stripped themselves, and developed hot main pins." I assume an F-7 was a locomotive type, but I haven't a clue how one would slip, or worse yet, strip itself, not to mention what would cause hot main pins. See what I mean. A generation past would know that stuff. I don't. Worse yet, I have hundreds of other questions. Like how did they dump the ashes, where did the power for the headlight come from, what makes a locomotive go chuff-chuff, how did railroads in the far north keep the water in the tenders from freezing in winter, how did the sand get from the sand dome, and how come it didn't get all clumpy? And more...one picture I saw had dozens of valves in the cab. What were they for? Who operated them? And, what did the fireman do when locomotives were fired by stokers or oil. How come I've seen pictures of electric and diesel locomotives which had steam coming from them. Thousands of questions. Come to think of it, you could spend a whole club meeting just answering my questions. I hope you do.

I'm a reporter for a major wire service and that's why I'm a curious sort. And, yes, I've written to Kalmbach suggesting they put out a book that fills my generation in on this local knowledge before it is too late. No, I don't want to write the book.

Thanks for letting me natter on, and maybe some of your older members will get a kick out of the

kid who don't know nuttin, asking all these dumb, simple questions.

Arjay Morgan
8815 Edgewood Blvd
Tampa, FL 33635
rmorgan@gte.net

To: pnwc@easystreet.com
From: Ryan Swanson <hysham@pcaxxess.net>
Subject: Peninsula Terminal/Silver Falls Logging Company

Hi.

I am looking for any information I can get on the PT and/or the SFLC. During my summer vacations from college, I work as Fireman/ Engineer/Mechanic on the Black Hills Central Railroad in Hill City, South Dakota.

The BHC has 2 2-6-2Ts that were originally built for the SFLC and were purchased by the PT, and then sold to the BHC in the 1960s.

They are:

1922 Baldwin 2-6-2T #103

1926 Baldwin 2-6-2T #104

Any info you can provide will be greatly appreciated. Thank you for your attention.

Ryan Swanson
348 South Shilling
Blackfoot, ID 83221

Production/Operation Management Student,
Idaho State University
Management Intern, UPRR Maintenance
Operations, Pocatello Locomotive Facility
Locomotive Fireman/Engineer/Mechanic,
Black Hills Central RR, Hill City, SD

From: S16AAA@aol.com
To: pnwc@easystreet.com
Subject: No Subject

Good Morning,

I am glad to see to see that you guys have a web page.

I am a thirty-something who was smitten by 4449 as a youngster when the American Freedom Train pulled through Tucson, AZ in February 1976. I spent two days over at the site and not one of those days was devoted to touring the exhibit; they were both spent watching the engine. It wasn't doing anything other than providing camera shots for people and am sure 4449 was enjoying being pampered by its crew who were running around giving the engine some TLC.

A year later, after the American Freedom Train was done touring, Amtrak loaned some of its cars and a diesel pusher engine, nestled in back of a Union Pacific

tender and the baggage car. This was called "X4449 West" and the engine was making its way back from the southeast to Portland. Once again, it came through Tucson on April 1977 where it spent the night. My diligence beforehand allowed me to correspond with some members of the excursion and so when the train came to Tucson, we were able to keep several members of the group in our home. Because of the nature of the excursion, I am sure these people were grateful to curtail their expenses whenever possible.

The next morning we returned the group to the station and for my hospitality of lodging and food (...and the permission of my parents to do so), I was allowed to go inside the cab of 4449. This had to be cleared by Doyle McCormack as I recall.

I have not seen 4449 since but am glad to know that it has been repainted in its original colors and is active.

I now live in Ventura, CA (...part of the Daylights' original route) and am interested in joining the society. I will visit your website again to gain more information on that but I do have a question that maybe you could answer.

Back in 76-77, records were available of 4449 in action. To my knowledge there were only two made, one in 73-76 which not only had 4449 but also the other two engines used to pull the American Freedom Train and the other in 1977 which was only sounds of 4449 as it was going south. My question is do you know if those same records are now available in CD version? I have the original records but would prefer CD. Also, are there any others which were made?

Thank you.

David Neel
1802 Eastman Avenue
Suite 111
Ventura, CA 93003

Library Notes

Book Review - by Jim Loomis

Milwaukee Rails Revisited

by Stanley W. Johnson, \$29.95, Published
April, 1997 by the University of Idaho Press,
Moscow, Idaho.

Milwaukee Rails Revisited recounts the memories of the author as a young boy growing up along the Milwaukee Road's main line from Spokane, WA to Butte, MT in the early and middle years of this century. His stepfather was a conductor on many passenger trains, including the *Olympian Hiawatha*, working for the road from 1900 to 1953.

From: MEL57 <MEL57@Prodigy.Net>
To: pnwc@easystreet.com
Subject: Milwaukee Road

Dear Sir,

I am interested in modeling the Milwaukee, between St. Maries and Plummer Jct. With branch lines extending from Plummer Jct. to Kellogg (UP) and St. Maries to Bovill (Milw). There has not been to much printed on this part of the Milw. or the UP line. I was wondering if any of your members would have any information on these lines.

I am planning on joining the NRHS this summer, how do I go about joining the Pacific Northwest Chapter?

Sincerely,
David Melichar
W168N10436 Deer Crossing
Germantown, WI. 53022
JJWR96A@PRODIGY.COM

Mailbag contains a few of the interesting letters that we have received. Although some of these individuals may have already been given assistance, had questions answered, or otherwise been contacted by other chapter members, the nature of some of these requests begs for general assistance from any chapter member who may be able to assist them. Contact addresses or phone numbers are not printed unless specific permission from the letter author is given. Correspondence to the *Trainmaster* should be addressed as given inside the front cover of this issue.

The author made a trek along the mostly-abandoned Milwaukee right of way, bringing back to life many episodes of his childhood riding the trains on the same route. His discoveries were important more in bringing back memories than in finding a spike or a tunnel.

The author located former Milwaukee Road railroaders in Washington, and began a research project, culminating in this book. The book includes photographs, both present and past, of scenes along the right-of-way. A map of the Pacific Northwest lines of the Milwaukee illustrates the areas covered in this book.

The editor has been provided a copy of *Milwaukee Rails Revisited* by the University of Idaho Press, and this will be donated to the Chapter's library.

COMMITTEE CHAIRS

Activities: Darel Mack, (503) 654-5017
Meeting Program Coordinator: Bob Terkelsen,
(503) 399-1882
Bylaws: Janet Larson, (503) 253-7436
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Excursions: Irv Ewen (503) 232-2441
Finance: Bob Terkelsen, (503) 399-1882
Library & Historical Foundation: Jim Loomis,
(503) 253-3926
Membership: Ralph Johnson, (503) 654-1930
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**Chapter Representative, Portland Rail
Equipment Advisory Group:**
Frank Weiler, (503) 774-3319

Chapter Officers

President ('97): George Hickok, (503) 649-5762
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Bob Jackson ('97, '98, '99): (503) 244-4440
Dick Ordway ('92 thru '97): (360) 834-2073
John Willworth ('97, '98, '99): (503) 284-8628
Frank Weiler ('96, '97, '98): (503) 774-3319

The *TRAINMASTER*
Pacific Northwest Chapter
National Railway Historical Society
Room 1, Union Station
800 N.W. 6th Avenue
Portland, OR 97209-3715

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