

The



Trainmaster

February,
1998

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



February Meetings:

Board of Directors Meeting:

February 12th, Room 208, Portland Union Station, 7:00 PM

General Membership Meeting:

February 20th, St. Marks's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 PM

Meeting Location Change!!!!

NOTICE OF CHAPTER MEETING LOCATION CHANGE BEGINNING ON
FEBRUARY 20, 1998 our meeting location will be St. Mark's Lutheran
Church - 5415 S.E. Powell Blvd. in Portland.

Tri-Met bus route #9 stops west bound in front of the church or east bound
between 54th and 55th Avenue. The entrance we will use is in back of the
church off of a well-lighted parking lot. If you use public transportation
walk 150' North on 54th to parking lot. Inside the building to up the ramp
straight ahead, make a right at the top of the ramp and go down stairs.

If you are driving, here are some helps.

(1) Traveling East on Powell Blvd. turn left on 55th Avenue (one block past
the church on your left.) There is a left turn lane to use.) Go about 150'
and turn left into the parking lot. Use the entrance off the parking lot
into the building. Once inside go straight ahead up the ramp. At the top
of the ramp turn right and go downstairs.

(2) Traveling West turn right on 55th and follow as above.

(3) Coming from the South take 39th or 52nd Avenue to Powell Blvd., turn
right to 55th, then follow instructions #1 above.

(4) Coming from the North follow 39th or 52nd Avenue, turn left on
Powell Blvd. and follow instruction #1 above.

If you have any questions, call me at 654-1930.

Ralph Johnson
Vice President.

P.S. THE PARKING LOT AND CHURCH WILL NOT BE OPEN UNTIL 7 P.M.

1998 PNWC-NRHS ANNUAL BANQUET

WILL BE HELD ON FEBRUARY 28TH
AT THE EDGEWATER INN
1900 CLACKAMETTE DRIVE,
OREGON CITY

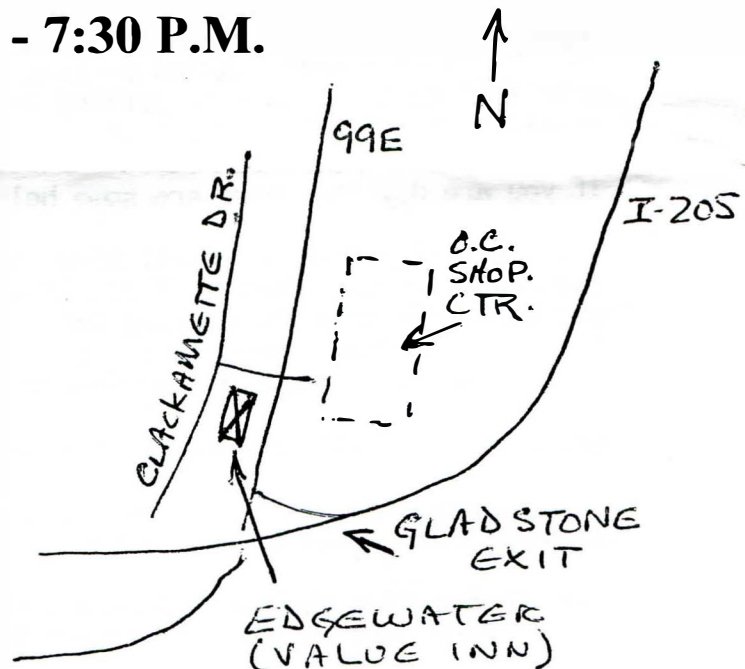
COST PER PERSON - \$19.50

NO HOST BAR - 6:30 P.M.

DINNER SERVED - 7:30 P.M.

WE WILL HAVE A BUFFET DINNER WITH
CARVED ROAST BEEF AND CHICKEN,
TOSSED SALAD, POTATO SALAD, RELISH
TRAY, COLE SLAW, 3 BEAN SALAD, FRUIT
JELLO, POTATOES, VEGETABLE, COFFEE
OR TEA, AND ROLLS. DESSERT WILL BE
CARROT CAKE.

CALL DAREL AT 654-5017,
IF YOU HAVE QUESTIONS.



PLEASE RETURN THIS BOTTOM PORTION TO DAREL
MACK - 2695 S.E. PINELANE
MILWAUKIE, OREGON 97267

NAME/NAMES _____
NO. IN PARTY _____ @ \$19.50 EACH
AMOUNT OF CHECK \$ _____

PLEASE RESPOND BY FEBRUARY 18TH.

**Columbia Gorge Model
Railroad Club / Pacific
Northwest Chapter, NRHS
Joint Swap Meet**

Saturday, March 14th, 1998

**at the Collector's Market
Incorporated, 8900 N.
Vancouver Avenue,
in Portland.**

(Pay n' Pak Collector)

**If you are interested in
volunteering your help,
contact Darel Mack at
(503) 654-5017.**



Hinkle to Service Locomotives

from an October 1, 1997 press releases by the
Union Pacific Railroad

In a move designed to improve efficiency in the use of its fleet of 7,000 locomotives, Union Pacific Railroad today announced a reorganization of its locomotive maintenance facilities in the western United States.

The first step in the plan is to phase out heavy repair work at UP's Salt Lake City Locomotive Shop. Employees at the shop will be offered positions at other UP shops, including the Roper Yard locomotive facility in Salt Lake City, which is being upgraded. Overall, Utah will lose about 150 UP jobs out of 2,000 in the state. Most will be relocated to a new shop under construction in Hinkle, Oregon or to UP facilities in North Platte, Nebraska; North Little Rock, Arkansas and Los Angeles, California. UP officials expect continued business growth in Utah to more than offset the short term job impact.

The Salt Lake City shop's operations will be phased down this winter with full closure scheduled for late summer. The transfer of work to Roper Yard, Hinkle and other locations necessitates formal negotiations between the company and labor organizations representing various crafts at the Salt Lake City Shop. Results of these negotiations will determine which employees are actually transferred and where.

Joe Santamaria, chief mechanical officer - locomotive, said the reorganization is essential for Union Pacific to meet its operational goals and to improve service to customers. "A cross-functional team has been studying repair locations, train assignment locations and traffic patterns since 1994," said Santamaria. "It became clear that the lack of a major locomotive repair shop in the Pacific Northwest was responsible for inefficiencies."

The opening of the Hinkle facility in August will fill that gap and enable the railroad to align locomotive repairs more closely with locations where locomotives are

assigned to trains. The Hinkle Shop location also coordinates locomotive repair with the likely growth of traffic in the Pacific Northwest.

Major commodities handled in Utah include metals, minerals, automobiles and automobile parts and manufactured products. Among the most important commodities originating in the state is coal. Utah coal moves on UP to power plants within the state and in Nevada. Export coal bound for Pacific Rim countries moves in unit trains to the southern California ports at Long Beach and Los Angeles.

Terminal facilities are operated in Ogden and Salt Lake City. The railroad's main technical training center, which trains more than 1,700 people annually, is also located in Salt Lake City.

Sale and Pending Sale of ex-SP Offices

from the January, 1998 issue of *Steam Echoes*
Sierra Mountain Railroad Club

Union Pacific reports that the Denver building that housed Southern Pacific's operations center and other departments has been sold, and the historic SP headquarters building in San Francisco has been placed under contract for sale to a luxury hotel chain.

The 325,000-square-foot Denver building, located at the eastern edge of downtown at 1860 Lincoln St., was purchased on December 3 by JER Denver, and investment group, for \$18.7 million. This was not the historic Rio Grande building, rather one into which SP moved in 1994. Most of the railroad employees who worked there, including train dispatchers and customer service representatives, have been relocated to Omaha and St. Louis. Some functions, such as law, will remain as UP occupies three floors rent-free through the end of July.

The 11-story San Francisco building, one of the city's elegant architectural landmarks and historically called 65 Market Street, then One Market Street, was erected in 1917 to replace SP offices destroyed in the 1906 earthquake and fire. It is under contract for sale and will

be turned into a 300 room luxury hotel, said Rick Gooch, UP Director-Special Properties, San Francisco. Regent Hotel, the proposed operator, also operates the Beverly Willshire Hotel in Beverly Hills.

The sale price was not disclosed, pending closing of the deal. Only a small number of UP employees remain in the building, while other quarters for them are being sought. Gooch said, "We hope to move by the end of the first quarter of 1998."

Royal Bank Supports WCRA's Phase 2

from the November, 1997 issue of *News*

West Coast Railway Association

The West Coast Railway Heritage Park in Squamish, British Columbia has been working on raising funds for Phase Two development.

It may have been pouring rain at the West Coast Railway Heritage Park on October, 2, 1997, but the sun shone anyway as the Royal Bank made their support of the *Full Steam Ahead* capital campaign official. The first of five installments of \$8,000 was presented by Area Manager Richard Ramey to West Coast Railway Association Chair Don Evans - four more annual installments will follow for a total of \$40,000.

Richard Ramey's comment about the bank's support: "In addition to providing an educational resource for thousands of students, the Heritage Park is a benefit to the entire community, and a tribute to the heritage of the railways in Canada."

In the meantime, the District of West Vancouver is sending truckloads of fill material to the Squamish site as part of construction. The daily deliveries are valued at \$12,000.

W&P/P&W Notes

from a December 18, 1997 letter from Bob Melbo of the **Willamette & Pacific** and **Portland and Western Railroads**

As of December 15, 37 of 50 new WPRR 73 foot centerbeam flatcars being manufactured in Portland by Gunderson had arrived on the property. Stafford Reload of Albany had the

distinction of loading the first two cars shipped off the property. A second batch of 50 cars is scheduled for production in March at Gunderson's Nova Scotia plant. Although earlier reports had the cars painted in G&W orange, they are in fact green. The cars are numbered in the WPRR 73000 series, indicative of their 73-foot length.

W&P's newest customer, the Holland Company of Chicago Heights, Illinois, began producing continuous welded rail for the Burlington Northern & Santa Fe Railway on December 12. The new plant is located at the V&S junction in Independence. For the 13 month period beginning December 1st, the plant is expected to receive some 450 carloads of inbound rail and generate at least 15 outbound trains. December 12 also had an empty BNSF ribbon rail train spotted at the plant for loading with 10 miles of rail.

The W&P has agreed to purchase from Iowa Interstate Railroad a 50-ton capacity, 1959 model self-propelled American Crane with clamshell, and pile driver leads and hammer, with idler car, for \$90,000. This will be the first capital expenditure for 1998. The W&P and P&W need access to a reliable crane for a number of reasons. The W&P's used Burro 12-ton crane is beyond economic repair due to its age, and the 160-ton wrecking crane is too cumbersome for a number of operations. With more than 300 bridges on the two systems, it also makes sense to have pile driving capability.

The Hull-Oakes Lumber company recently donated 250 ties produced at its Dawson mill to W&P for installation on the Bailey District. W&P will pay to have the ties treated with preservatives by Taylor Treating at Shipley before installing them. Several large Douglas Fir trees cut down by the W&P at the Burpee derailment site were loaded into two side-dumping gondolas and hauled to Hull-Oakes in reciprocation.

"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. Please address correspondence given for the Trainmaster editor on page 7 of this issue.

Note Cards Available

The Pacific Northwest Chapter has souvenir items from the April Board of Director's meeting for sale.

The 100th Anniversary Union Depot Note Cards that were given as Banquet favors are available by mail order. These depict a painting by J. Craig Thorpe showing the SP&S 700, Union Pacific train, Amtrak engine, and SP 4449 with the Union Depot in the background. A set of six cards with envelopes sells for \$7.50 plus \$1.00 postage.

We also have a limited quantity of the polo shirts with a pocket left. These are light gray color poly-cotton 50-50 blend in sizes M, L, & XL. On the right front they show our PNW Chapter logo of the Union Depot clock tower. The back side shows an original design with Portland's three steam locomotives (SP&S 700, SP 4449, and UP 3203) and the Union Depot in the background. These shirts are priced at \$25, plus \$3 shipping.

Orders may be sent to:

Pacific Northwest Chapter, NRHS, Room 1, Union Station, 800 N.W. 6th Avenue, Portland, Oregon 97209-3715

Mailbag

UP Calendars Available

I have been a Union Pacific employee for 35 years. I have a 25 year collection of Union Pacific calendars that I would like to offer for sale to chapter members. Anyone interested may call me at 245-4128.

Phillip Collins, Portland.

NRHS/Steamtown Railcamp?

A recent regional vice president's meeting had raised the possibility of the Society studying the operation of a "rail camp" as a means of interesting young Americans to the rail preservation movement.

National Secretary Bruce Hodges and myself met with the officers of the Steamtown National Historic Site and the University of Scranton to determine the feasibility of operating a pilot/ test railcamp at Scranton, Pennsylvania during July, 1998. The cost to participants would be estimated to be in the range of \$300 to \$500, and would include University of Scranton dormitory lodging and meals.

At this time, we are soliciting input from around the Society on the basic curriculum to be offered at this camp, which for the test phase would be open to between 20 and 40 teenagers in grades 9-12 in high school. At the same time, we are attempting to gather a mailing list of interested potential attendees to gauge interest and create a ready database for soliciting participants.

While no commitment has been made to Steamtown, Bruce and I would welcome comments, suggestions, and curriculum outlines for this potential camp, which would be geared to providing Steamtown with some "hands-on" assistance in restoration work. Participants would receive "classroom" training on restoration, followed by actual work experience. Also included would be instructions on railroad operations such as dispatching. The benefits to NRHS are the potential to develop new blood to carry on our preservation work in future generations.

Anyone interested should address this request to:

RAILCAMP

NATIONAL RAILWAY HISTORICAL SOCIETY
PO BOX 58547

PHILADELPHIA, PA 19102-8547

The National Park Service is excited about the possibilities such an experience could provide young people interested in railroads, their operation and the historic preservation of America's rail heritage. We solicit your support and input.

Larry Eastwood, Senior Vice-President
National Railway Historical Society

-from a letter as printed in *The Flatwheel*, newsletter of the Central Florida Chapter, NRHS.

Mailbag contains a few of the interesting letters that we have received. Address correspondence to the Pacific Northwest Chapter, NRHS address given on page 7.



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.

The NRHS was formed in 1935 to preserve historical material and information pertaining to railroad transportation. The Pacific Northwest Chapter, one of more than 170 affiliates, was formed in 1955 as a non-profit Oregon corporation. Any person age 16 or older with an interest in railroad history and transportation is eligible for membership.

Please address contributions, correspondence, and exchange copies of newsletters to:

Attn.: Trainmaster Editor
PNWC-NRHS
Room 1, Union Station
800 N.W. 6th Avenue
Portland, Oregon 97209-3715
Voice: (503) 226-6747, Fax: (503) 230-0572
E-Mail: pnwc@easystreet.com
http://www.easystreet.com/pnwc
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Associate Editor: Glenn Laubaugh
Circulation: Chuck Storz, (503) 289-4529

Please be sure to inform the membership chair at Membership Services, PNWC-NRHS, P.O. Box 2384, Portland, OR 97208-2384 of any changes in the status of your address.

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. Deadline for each issue is the 20th of the previous month. Last minute additions may be made after that time, but publication can not be guaranteed. Contributions should be sent to the address, e-mail address, or fax at the top of this column, or be left in the mailbox in the door of Room 1, Union Station. Typed or word-processed material (3 1/2" disk, Mac or MS-DOS plain text) is preferred for legibility, but not necessary.

Regular Board of Directors Meetings:

Thursday, February 8th, 7:00pm. Room 208, Union Station. These meetings are scheduled on the Thursday evening of the week prior to the monthly membership meeting.

Monthly Membership Meetings:

Friday, February 20th, 7:30 PM. St. Mark's Lutheran Church, 5415 S.E. Powell. These meetings are conducted on the third Friday evening of every month.

Chapter Library Open Hours:

The Chapter's Railroad Research Library, located in Room 1 of Union Station, is staffed between 1:00 and 4:00 PM on usually two Saturdays a month. Library is scheduled to be open Saturday, February 21, and Saturday, February 28. Call Jim Loomis (253-3926) for appointments, if this is a difficult day and/or time for you.

Upcoming Membership Meetings Programs :

February: To be announced
 March: To be announced

If you have any programs that you feel would be of interest to the Chapter, Please contact Ralph Johnson at (503) 654-1930.

Annual Chapter Banquet:

For more information see page 2 of this issue of the *Trainmaster*.

-Submitted by Darel Mack

Museum Committee:

The museum committee has basically been dormant for the past two years due to a lack of potential activities in which we could participate. However, now that the Oregon Museum of Science and Industry has, for the most part, made the decision to make their *Holiday Junction* display a permanent, annual fixture, it is time for us to re-build the museum committee into an active entity. We need to establish a convenient meeting time for all involved. Please let Glenn Laubaugh at (503) 655-5466 what is a good meeting time for you. Our first priority, however, is a proper inventory of our assets.

Committee Chairs

Activities: Darel Mack, (503) 654-5017,
Fax/Message (503) 654-2703
Meeting Program Coordinator: Ralph Johnson,
(503) 654-1930
Bylaws: Janet Larson, (503) 253-7436
Concessions: Marilyn Edgar, (503) 236-7271
Excursions: Irv Ewen (503) 282-9819
Finance: Ralph Johnson, (503) 654-1930
Library & Historical Foundation: Jim Loomis,
(503) 253-3926
Membership: Ralph Johnson, (503) 654-1930
Museum: Glenn Laubaugh, (503) 655-5466
Public Relations: Gerald Schuler,
(503) 285-7941
Publications: *Vacant*
Rolling Stock: Richard Gray, (503) 657-8250
Chief Mechanical Officer:
Peter Rodabaugh, (503) 771-8545
Car Rental Agent:
Bob Jackson, (503) 231-4808
Ad Hoc Property Development: *Vacant*
Ad Hoc "Union Station": Terry Parker (503) 284-8742
**Chapter Representative, Portland Rail
Equipment Advisory Group:**
Frank Weiler, (503) 774-3319

Chapter Officers

President ('97): George Hickok, (503) 649-5762
Vice-President ('98): Ralph Johnson, (503) 654-1930
Secretary ('97): Al Hall
Treasurer ('97): Janet Larson (503) 253-7436
National Director ('94, '95, '96, '97):
Gerald Schuler (503) 285-7941

Directors-at-Large:

Ed Ackerman ('98, '99, '00): (503) 253-7436
Bob Jackson ('97, '98, '99): (503) 244-4440
Glenn Laubaugh ('98, '99, '00): (503) 655-5466
Darel Mack ('98,): (503) 654-5017
Fax/Message (503) 654-2703
(Filled vacancy, position opens at end of 1998)
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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From the President

One of the things I want to do in 1998 is to improve communications with our membership. I'll start by attempting to sit down every month and pound something out that can be put into the *Trainmaster*. It will be good exercise, in that it may improve my two fingered typing.

(Two fingered typing runs in the family. My late father was for a time a clerk in the US Army during W.W. II. Like many soldiers, he wanted to go overseas where the action was. But, in part because he could type over 40 words a minute with his two fingers, he was held back for many months doing clerical work. Judging from his letters home, he wasn't very pleased with the situation.)

Your Executive (i.e., Officers and Directors) is still in the process of getting itself organized for 1998. At the first Board of Directors meeting in January, I asked each person to identify themselves and then tell one thing that they thought the Chapter did well in 1997. I reported in the January Membership meeting that I was impressed with the list, and that I would share the information with the membership.

Here are the different items that were covered: we survived. The AS-616 going to the Museum of Transportation for preservation, and saving the two PTRR locomotives. We have a great core of people who continue to work together and get the job done. (And sadly, it's always the same people who save our bacon time after time.) We paid off the majority of the bonds. We fixed up some of our passenger cars and supplied them to the W&P where they were used for several trips. We have turned the Chapter around. The event at OMSI. The Grant we received. The trip we took to Toledo. The spring National Board Meeting that we hosted. The donations that we received from our members. Dealing with our rolling stock to get back into a stable situation.

This is quite a list. I'm sorry to admit there are things that were mentioned which I had forgotten about. And that is in part because 1997 was really a terrific year for the Chapter. And I do not doubt there are things that you could add to this list. Take a moment and think about it: Can you name something that the Chapter did well in 1997? I think that most everyone will find there are a lot of things. Most people at the Board meeting named more than one.

All of us can be very proud of the many things that we accomplished. A hearty and well deserved Thank You to everyone! Let's make 1998 an even better year.

Contact Information for your President

I have been asked by a number of people to provide this information once again. My home phone number is (503) 649-5762. There is an answering machine on this number, and it will take a short message. It gets checked every few days, so don't expect an instant response.

I also carry a digital pager. This is the best way to reach me. You need a touch tone phone to use this pager. Dial (503) 202-2527. The message will tell you to enter your message after the beep. Then, use the keypad on the phone to enter the telephone number that you want me to call. Please include the area code; it makes things easier for me. After you enter the telephone number, enter two pound signs (#). This will tell the computer to send the page at once.

If you do not get a response within twenty minutes, please page me again. I may be in a meeting where I cannot respond, or I could be in a location where the pages does not work. It is also possible I'm on the road, and forgot to take the cell phone with me.

Please feel free to page me if you have a question or a concern. It does work, and I will call you back as soon as possible.

See you next month.

-submitted by Pacific Northwest Chapter, NRHS President George Hickok

