

# The



# Trainmaster

November,  
1998

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



November/December Meetings:

Board of Directors Meetings:

November 12 and December 10, Room 208, Portland Union Station, 7:30 PM

General Membership Meetings:

November 20 and December 18, St. Marks's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 PM

## Cook-Tigard-Beaverton-Hillsboro Excursions a Hit



**Previous Page:** The Spokane Portland & Seattle railway #700 steam locomotive runs through downtown Tigard during the "Tualatin Valley Steam" excursions operated jointly by our Chapter and the Pacific Railroad Preservation Association. Photo by *Trainmaster* Assistant Editor Glenn Laubaugh. If anyone has any other articles, photographs, letters, or other items for publication in next month's issue of the *Trainmaster*, please drop it by Room 1, Union Station.

## Mailbag



### Klamath Machine & Locomotive Works?

I have an 8 1/4" round cast brass plate that is has the following on it:

Klamath Machine & Locomotive Wks

In the center circle is an Indian head.

Any idea of what this came off of. What kind of locomotives did Klamath Machine & Locomotive Works manufacture?

Any help would be appreciated.

Thanks,

John Gerstner

mmahl1@aol.com

### Saturday Lunches

October 17, 1998

PNWC Trainmaster

We always enjoy our Saturday lunches with our PNWC Homesteaders. We enjoy it when someone who has not been to the lunches for a while, and is in Portland, comes to join us.

We still meet in our home territory at the Semaphore Restaurant near Brooklyn Yard, where our *babies* steam engines the SP&S #700 and SP 4449 are in their *cradles*. Although our rolling stock is nestled far and wide, traveling on lease or whatever, our focal point remains our Saturday friendship and lunch--good food and good company.

We hope all other NRHS society chapters share a similar pleasant experience.

We keep railways alive!

Sincerely,

Orin and Karyl Knee

Karyllcons@aol.com

**From Union Station Building Superintendent**  
[where the chapter is a tenant] - Oct 16, 1998

Beginning Monday, October 19, 1998 through November 20, 1998 Amtrak will be engaged in an upgrade project for their 480 volt ground power for their trains. Therefore, the trackside area adjacent to the

Superintendent's office will be used as a staging area for construction equipment. The trash bins and cardboard and recycling paper bins will be moved under the Lovejoy ramp of the Broadway bridge. Please ensure that your discards make it to the new location. Also, please exercise caution when walking through the area.

A fairly serious steam leak has been discovered in the baggage area of the main terminal of the facility. The repair will require that the boiler not be operated on the day of the repair, which will be Tuesday, November 20, 1998.

Thanks for your help and understanding, and feel free to give me a call with any questions, concerns, or input.

Tom Dethloff

Union Station Building Superintendent

### Abandoned Railroads with Rails?

I am attempting to compile a listing of abandoned rail lines in the Pacific Northwest where rails are still in place.

Any locations you or your readers can give me would be greatly appreciated.

Peter Hoffman

peter@mind.net

### Thanks from Tigard

Thanks so much for your help in making the Tigard Train Days a success. I appreciate the time you took with me on the phone and to put together the display for the library. Our patrons at the Library enjoyed the display and we circulated quite a few books because of it.

Our storytime had 80 people in attendance and we all enjoyed some fun train stories.

Terri Smith

Tigard Public Library

The *Trainmaster* is always interested in hearing from chapter members and others who follow trains. Please address correspondence to the address on page 7.

## From The Wire

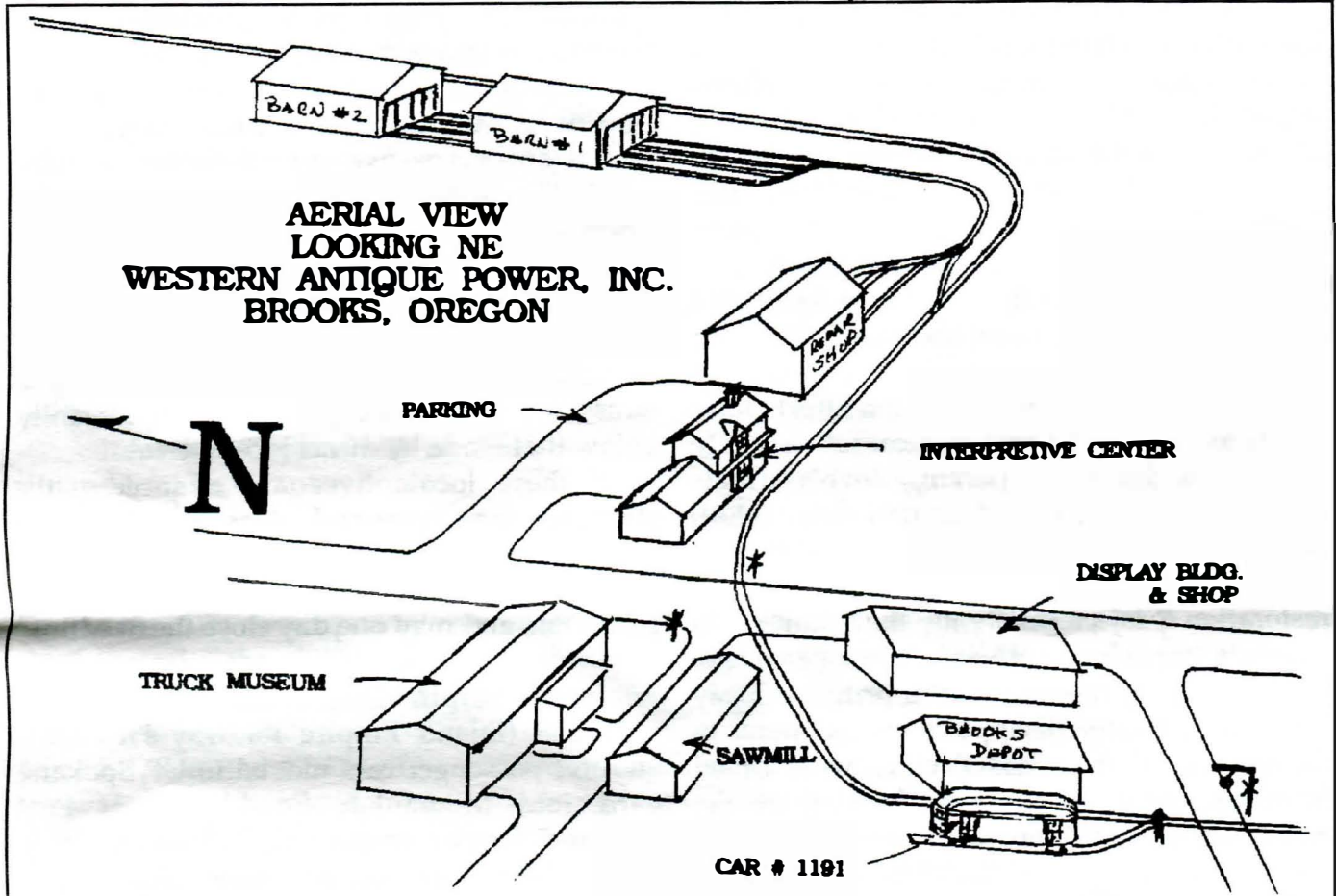
### Portland & Western, Willamette & Pacific

In late July, a GWI subsidiary, GW Mexico, S.A. de CV., commenced operating a 700 mile mineral railroad in northern Mexico. The railroad, called Linea Coahuila Durango, extends from Monclova to the City of Durango through high desert.

- Provided by Bob Melbo, P&W / W&P

Plans are underway to raise to the surface a Newcastle coal train from the bottom of Lake Washington. The 18-car narrow gauge train has sat there since a sinking barge was cut loose from the tug pulling it during a windstorm on January 12, 1875. The fresh water at the 200 foot level stays around the low 30's and the darkness has kept the rust and rot from destroying the iron and wood.

- From the May, 1998 *Trainsheet*, Tacoma chapter, NRHS



This is the northeast corner of the Western Antique Powerland museum, as the Oregon Electric Railway Historical Society would like to see it, as shown in a flyer mailed with the Spring, 1998 issue of their newsletter, *The Transfer*. Trolley would also serve WAPI's parking lot.

### School Train @ Northwest Railway Museum

The Northwest Railway Museum of Snoqualmie, Washington reports that over 1,200 students visited their Snoqualmie Valley Railroad over a three Friday period this past spring. The program is called "School Train", and involved several schools from the Seattle area, including the Christian Academy of Everett, Washington, and Alcott Elementary School in Redmond, Washington. Numerous fan letters from the students were received.

### Rail Tales Author Signs Books

The Northwest Railway Museum also reports that Ruth Truthblood Eckes was on hand in April of this year to sign copies of her books. Mrs. Eckes was a telegraph operator stationed at Snoqualmie in 1944 and 1948. She collected "real railroad stories" and formed them into a book titled *Rail Tales*. This later was expanded to include two more volumes: *Blow the Whistle Softly* and *Whistles in the Night*. A fourth book is apparently in progress.

### Rumors of Ultimate Steam

Please take the following as being from the "rumor" category. Unfortunately, it deals with a subject that doesn't seem to have too much in the way of official sources: the development of advanced steam locomotives into the next century. The nature of the subject leaves a lot of questions, so please excuse the number of unanswerable questions in this section.

When one considers the concept of steam locomotives still being built in 1998, to the North American mind it seems almost impossible. After all, wasn't China the only nation to build steam locomotives in the 1990's? Isn't there documented evidence that China's claim to be "steam-free" is no longer a government bluff, but turning into reality?

Steam is apparently still being built and improved halfway around the world.

Consider:

- Some British steam restoration efforts have involved nearly hopeless locomotives. In some cases this has apparently involved new boiler fabrication and casting new drive wheel sets - one step away from building a locomotive from scratch. The ultimate restoration project involving the ultimate in hopeless steam locomotives? A few years ago, various sources reported that a British railway restoration group, disappointed that none of the wonderful A-1 class Pacifics were saved from the scrap heap, were looking at the possibility of building one from the ground up. It is now reported that The A-1 Trust is well on their way to completion, and expect to roll out a finished locomotive on the 27th of September, 2000. Perhaps this will be the first steam locomotive with a 21st century builder's plate? The locomotive will be numbered 61063, and named *Tornado*.

- The Swiss Locomotive and Machine Works constructed several rack railway locomotives for use in Europe in the early- to mid- 1990's. Supposedly, the boilers on these locomotives are insulated so well that the boiler is able to keep a head of steam overnight. This allows the locomotive to be brought to operating temperature and pressure in (reportedly) 15 minutes for the next day's operation. Fuel

consumption and weight has been greatly cut through a number of modern innovations.

- Now for the news that causes the mention of all this: The Swiss Locomotive and Machine Works is apparently making significant progress on a locomotive for the *Orient Express*. The locomotive started as a German 2-10-0 design. After the rebuild, the maximum speed has been increased; the fuel consumption reduced. The goal was to produce a steam locomotive that was acceptable for pulling the Orient Express group's train on the main lines of Europe on a regular basis. (My North American perspective can't help but wonder what the liability insurance must be for operating a steam locomotive and excursion of any sort over railroad lines with the traffic level that is reported in areas of Europe.) Certain modern developments in combustion technology are hoped to reduce toxic emissions of this locomotive to significantly below that made by diesel locomotives.

If these locomotives are a success, the steam era may never end. Alas, not all is good news: it is reported that Swiss Locomotive and Machine's vast empire parent, Sulzer, isn't a steam fan, and may one day close the SLM.

### Inland Empire Chapter cars in Movie:

IERHS (Inland Empire Railway Historical Society) passenger cars moved to UP Spokane yard (old Milwaukee Road yard at East Spokane) for movement on UP Plummer Turn, which did not operate on Friday, Sept. 18, so ran on Sunday, Sept. 20. Cars were GN 270 streamlined baggage, UP 4057 Harriman lunch counter diner and GN 274 standard dinette-coach (no interior), all painted dark green.

Were apparently parked on mainline south of Rockford, Wash., for a loading/unloading scene near a wheat field at IERHS's ex-Inland Empire System passenger shelter from Balder, Wash. (which is only about 20 miles from Rockford). Balder depot had been moved by truck earlier in the week.

Movie is "The Basket" and is produced by North by Northwest Productions, a local outfit. Some other non rail scenes being filmed elsewhere in the Palouse Country.

### Inland Empire Chapter at the Spokane Interstate Fair, Sept. 11-20:

Two foot gauge: low patronage on our loop, but had good help this year (27 live bodies).

IERHS No. 2, four wheel Plymouth operated the second through tenth day of the fair, after part of clutch fell apart and was replaced. IERHS No. 3 filled in for the first day; this is a former storage battery mine loco rebuilt with a Chevrolet engine.

Davenport No. 9, construction steam locomotive, was on display for several days of the fair on house track built early last year. Still doesn't have a cab, but has a headlight and bell.

Museum train was very popular, especially with addition of UP 4057 lunch counter diner; interior hardwood walls partially restored; floor of galley restored, so people could walk through that part of the car; lunch counter cleaned, no other work needed.

- information provided by Mike Denuty, Inland Empire Chapter, NRHS.

### Midwest Regional Rail Initiative

On September 1, the Midwest Regional Rail Initiative plan, developed by consultants hired by Amtrak, the FRA, and a coalition of Departments of Transportation from nine states was unveiled.

The proposed \$3.47 billion network would provide high speed train service on approximately 3,000 miles of rail line with Chicago as a hub.

The Chicago based Environmental Law and Policy Center says that providing the service for \$3.47 billion on 3,000 route miles works out to about \$1 million per mile contrasted to \$10 million per mile for highway construction.

- reprinted from the October, 1998 *Sparks and Cinders*, Wisconsin Chapter, NRHS

### Last ALCO Ends Service on BC Rail

BC Rail shut down its last Alco (MILW) powered locomotive as RS-18 #630 was stopped at the end of its Squamish switcher shift on August 13, 1998. The unit is slated to go into the CAT conversion program, the last

of the RS-18 fleet to be reengined and upgraded. She was replaced as the Squamish switcher by a graduate of the CAT program - at least for a few days.

On August 27, #630 was alive again and at work, as her new replacement was the victim of flat wheels. So, once again, the sound of an Alco design prime mover was evident in the area for a few days, into the month of September.

#630 is a noteworthy unit, being the last locomotive purchased by the Pacific Great Eastern Railway before it became the British Columbia Railway, and still operating on the line. #630 was delivered to the PGE in August 1966, in the solid green with orange ends and lettering paint scheme.

- reprinted from the October, 1998 West Coast Railway Association *News*.

### Dedication and Grand Opening:

#### The Willamette Shore Trolley Car barn

Lake Oswego city officials, members of [ the Oregon Electric Railway Historical Society ] and the public, celebrated the grand opening of and dedication of the new car barn near the intersection of State Street and B Avenue in Lake Oswego on Wednesday afternoon, September 9. The barn will protect the two historic trolleys of the society and will be used to make repairs. Quoted in the September 3rd edition of the *Lake Oswego Review*, Mayor Bill Klammer of Lake Oswego declared that the Oregon Historic Electric Trolley carries passengers from all over the world over the most scenic corridor on the west coast. He also said that the barn will be used to preserve the trolleys and in turn will preserve the Willamette Shore Rail Line.

The Board of the OERHS society had asked the city to dedicate the barn in memory of Charles Hayden but the city declined to name the barn after anyone. Charlie had done much to bring the trolley line to the Willamette Shore.

- reprinted from Fall, 1998 issue of *The Transfer*, Oregon Electric Railway Historical Society

**October meeting minutes were unavailable.**

### Chapter Timetable #433 - November, 1998

#### Armour Yellow in the Willamette Valley

The Union Pacific and W&P will jointly operate a 13 car train consisting of UP's famed Armour Yellow passenger cars and venerable General Motors E-type units from Portland to the Oregon Civil War football game November 21st in Corvallis. The Transportation Club of Portland is sponsoring the trip to the annual University of Oregon - Oregon State University contest.

- provided by Bob Melbo, of the Portland & Western / Willamette & Pacific railroads

#### Holiday Junction at Oregon Museum of Science and Industry:

OMSI is thrilled to announce **Holiday Junction: A Celebration of Pacific NW Railways**, the second-annual train event scheduled for **December 12-20, 1998** from 9:30 am to 5:30 pm. OMSI is seeking railroad enthusiasts like yourself to share their love of trains with the public!

Holiday Junction will focus on the important history of the railway in the Pacific Northwest. OMSI will feature the Northwest's own SP&S 700, vintage train displays, an **interactive Kid's Depot**, historic displays from the Northwest's railroads, and model train layouts. Currently, more than ten well-known railroad associations are committed to participate in Holiday Junction, including the Pacific Railroad Preservation Association, National Railway Historical Society, Oregon Railroad Association, SP&S Historical Society, Samtrak, and many more.

Your collections and expertise are needed to make Holiday Junction a success! Please consider submitting your railroad memorabilia. We are looking for collections ranging from ticket punches to antique china and silver from the Pacific Northwest...storytelling to teaching.

- an excerpt from a letter to all northwest railway enthusiasts from Rachel M. Dressler, Special Events Coordinator, Oregon Museum of Science and Industry.

The chapter will have space available for display. If you have any materials in that you would like to display at Holiday Junction, please contact Darel Mack at (503) 654-5017.

### Chapter Timetable #433 - November, 1998

#### Monthly Board of Directors Meetings:

November 12, December 10, 7:30 pm. Room 208, Union Station. These meetings are scheduled on the Thursday evening prior to the monthly membership meeting.

#### Monthly Membership Meetings:

November 20, December 18, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 pm. (third Friday evening of every month).

#### Quarterly Chapter Potluck:

Every March, June, September, and December there will be a potluck the evening of the membership meeting. Activities will start at 6:30 pm. For more information, contact activities chair Marilyn Edgar, (503) 236-7271.

#### Chapter Banquet:

Planning is underway for the annual chapter banquet. For more information, contact activities chair Marilyn Edgar, (503) 236-7271.

#### Chapter Library Open Hours:

The Chapter's Railroad Research Library is usually staffed two Saturdays a month. Library committee meeting on October 17th.

#### Upcoming Membership Meeting Programs :

**November:** Don Hunter from Eugene will show his "Early Steam" pictures. It has been about 10 years since Mr. Hunter has had a chance to show this program, and therefore this should be viewed as a rare opportunity.

**December:** Potluck, Chapter Elections, and following the meeting video program "Choo Choo Christmas".

**January:** Newsreel style program featuring chapter members favorite slides. If you are interested in contributing, contact Ralph Johnson at (503) 654-1930.

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

#### Other Groups' Events:

#### Columbia Gorge Open House

The 51st Annual Show of the Columbia Gorge Model Railroad Club will be November 7-8, 14-15, 21-22, 28-29, 1998 at 2505 N. Vancouver Avenue, 10 AM to 5 PM. Adults \$3.50, kids 3 to 11 \$1 (kids FREE w/ can of food for Portland Police Dept. Sunshine Division).

Info: Phil Maggs, 2925 SE 164th Ave., Portland, OR 97236, (503) 761-9527 or (503) 288-7246. E-mail: pmaggs@teleport.com

### Mt. Hood Model Engineers

The Mt. Hood Model Engineers will hold their 1998 annual open house from 12 to 5 on November 14-15 & 21-22. Their HO Model Club is located in Portland at S.E. 55th and Belmont Street in the basement.

### We would like to thank the following for their recent donations to the chapter:

Doug Auburg  
William Einzig  
George and Jean Hickok  
Robert Huckaby  
Kristopher Lundt  
Sam Merrell  
Carl and Maxine Rodabaugh  
US West Foundation

- submitted by Janet Larson, chapter Treasurer

#### A Letter From the Portland Development Commission, to all tenants of Union Station:

I wanted to give everyone an update on the status of our property management contract for the Station. As you know, the majority of our tenants signed a petition this summer asking that PDC seek a new property management company to take over the Station when Grubb & Ellis' contract expires on October 1.

Since then, we have been considering the various alternatives and are nearing a decision. Basically, we have been looking at either issuing a Request for Proposals for another outside firm, or turning over all building responsibilities to the city of Portland's Bureau of General Services. At this point, we are leaning toward the latter, although there are a number of issues that need to be resolved.

I would expect that the earliest a formal change will occur would be on or around December 1, 1998, but I will try to let everyone know what the plan is as soon as possible.

S. Bruce Allen, Development Manager,  
Portland Development Commission



### 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  
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E-Mail: [pnwc@easystreet.com](mailto:pnwc@easystreet.com)

<http://www.easystreet.com/pnwc>

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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.

### Committee Chairs

**Activities:** Marilyn Edgar, (503) 236-7271  
**Meeting Programs:** Ralph Johnson, (503) 654-1930  
**Concessions:** Jean Hickok, (503) 649-5762  
**Excursions:** Darel Mack ('98): (503) 654-5017  
**Finance:** Ralph Johnson, (503) 654-1930  
**Library & Historical Foundation:** vacant  
**Membership:** Ralph Johnson, (503) 654-1930  
**Museum:** Glenn Laubaugh, (503) 655-5466  
**Public Relations:** Gerald Schuler, (503) 285-7941  
**Publications:** *Vacant*  
**Rolling Stock:** *Vacant*  
**Chief Mechanical Officer:**  
Peter Rodabaugh, (503) 771-8545  
**Car Rental Agent:**  
Bob Jackson, (503) 231-4808  
**Safety:** Judy Hall, (503) 699-5042

### Chapter Officers

**President ('98):** George Hickok, (503) 649-5762  
**Vice-President ('98):** Ralph Johnson, (503) 654-1930  
**Secretary ('98):** Al Hall, (503) 699-5042  
**Treasurer ('98):** Janet Larson (503) 253-7436  
**National Director ('94, '95, '96, '97, '98):**  
Gerald Schuler (503) 285-7941

#### Directors-at-Large:

**Ed Ackerman ('98, '99, '00):** (503) 649-6000  
**Bob Jackson ('97, '98, '99):** (503) 244-4440  
**Glenn Laubaugh ('98, '99, '00):** (503) 655-5466  
**Darel Mack ('98):** (503) 654-5017  
(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* would like to thank chapter member William Einzig for his donation of funds that will allow for first class mailing of this edition of the *Trainmaster*.

The TRAINMASTER  
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