

The

March,
1999



Trainmaster

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



March / April Meetings:

Board of Directors Meetings:

March 11, April 8, Room 208, Portland Union Station, 7:30 PM

General Membership Meetings:

March 19, April 16, St. Marks's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 PM

Mabel Still Runs in the Pilbara: ex-SP&S locomotive lives on in Australia

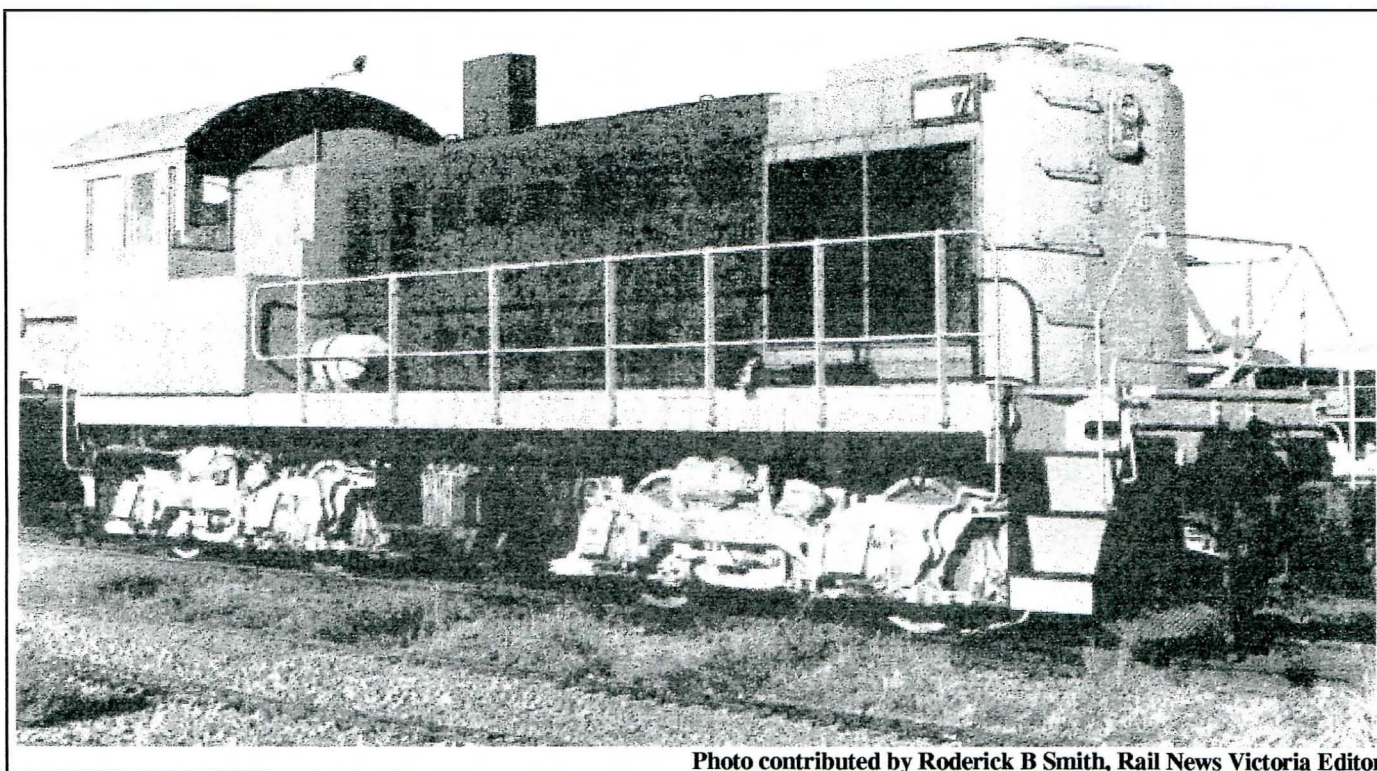


Photo contributed by Roderick B Smith, Rail News Victoria Editor

from information provided by Andrew Waugh of Melbourne and Roderick B. Smith, Editor of Rail News Victoria

In 1965, Spokane Portland and Seattle Railway S-2 #21 was traded in to the American Locomotive Company for a new C-415. The locomotive, however, did not immediately leave the SP&S property. Instead, it was repainted by the SP&S shops in Hammersly Iron colors and shipped to the Pilbara region of Australia via San Francisco. It was one of the first Hammersly locomotives to arrive on the scene in the remote area of northwestern Australia that is rich in iron ore. Its first use was on track-laying trains on what was to eventually become several hundred miles of one of the most modern railway systems in the Indian Ocean region. Construction crews nicknamed the locomotive "Mabel". Eventually, Hammersly's system could carry 20,000 ton ore trains. On this very isolated mine to port system the line was built for operating these impressive trains at 80 miles per hour.

Powering such trains, however, was not the role of the ex-SP&S switcher. After construction was completed, it handled work and ballast trains. It was originally numbered 004, and renumbered 007 in 1966. In May of 1968, the locomotive was shifted to work pushing cars through the ore dumper. The locomotive was retired from service in 1972, and donated to the Pilbara Railway Historical Society.

Roderick B Smith, Rail News Victoria Editor, writes:

Mabel is still there. The PRHS site is between Dampier and Karratha, and is open as a museum on most days. PRHS runs tours, with a variety of its preserved locos. Usually to a mining siding with no loop, so two locos are taken.

My enclosed print is from my first Pilbara trip, Sat.21.7.84. I have photographed Mabel twice since then. I am fairly sure that it was powering shuttles up and down the depot yard at an open day which I attended in July 97 (but possibly C-415 1000 was doing this job).

If any of your members make the trek to Australia (and the Pilbara is remote, even for us), you should have a friendly reception. There is lots of other USA-derived equipment in Australia to make a trip worthwhile.

Regards,

Roderick B Smith, Rail News Victoria Editor

Library Committee Update

Summarized from Minutes Taken at the January 16, 1999 Library committee

- Work parties are being planned for twice a month. The schedule will be planned so that those who work on weekends can help out with the Library work parties.
- Wayne Halling plans to start writing reviews of books for the *Trainmaster*.
- There are not enough volunteers actively involved with the library committee right now for the library to be staffed twice a month. Therefore, it will be opened once a month, on the Saturday following the membership meeting from 1:00 to 4:00 pm.
- The Schedule will be as follows:
January 23 - Jim Loomis on duty
February 20 - Jim Day on duty
March 20 - Bob Weaver on duty
April 17 - Committee meets in Room 1
- The committee accepted an anonymous donation of AAR booklets from the 1950's.
- The committee examined three boxes of railroad technical books of the 1910's and '20s that had been collected by William H. Thurber donated by his son, Jack Thurber.

The 1999 Library Committee is made up of:

Jim Day, Walt Grande, Wayne Halling, Paul Hobbs, Ralph Johnson, Jim Loomis, Bud Parks, Chuck Storz, Bob Weaver, and John Willworth.

The PNWC'S Library! Wow! By Judy Hall

If you haven't visited our library in Room 1, Union Station, you should! The volume of "stuff" is quite overwhelming. The archives contains at least 10,000 Periodicals; 20,000 Photographs; 8,000 Drawings and Maps; and 1,000 Books from the 1880's to the present. The Library Committee has done an outstanding job of taking good care of these valued items as well as cataloging them so others can enjoy them for research. There are trade journals and technical manuals, business records and employee timetables, pictures of locomotives and drawings of roundhouses. Also hundreds of maps of communities and rail lines showing how Oregon and Washington once looked and personal papers of railroad employees can be found there. In short, there's something for everyone! The Library Committee could use your help. Please think about donating some time or how about a Windows 95 capable computer or a T.V./VCR unit? Did I mention magazines and videos? Our thanks go to William Einzig for his donation of a *Trains* magazine subscription during 1998. Any current railroad periodicals would be welcome, too. Hope to see you at the library on any Saturday following the general meeting, from 1:30-4:00 p.m.!

Mailbag



The Train in *October Sky*

Because I love trains and know you do, too, I just wanted to tell you that a Mikado (2-8-2) is featured in the excellent movie, *OCTOBER SKY*, opening 2/19.

I have a friend who knows the director and the director is very knowledgeable about trains (I understand he owns a brass O scale collection). The director, Joe Johnston, insisted that the production company recreate a Norfolk and Western coal train from the late 50's and do it right.

They kept trying to talk him into using a 50's period diesel switcher. Most of the unknowledgeable movie types kept saying, "They weren't using steam in 1957... everyone was using diesels." Not on the N&W! He wanted more coal hoppers, but they couldn't find more that were serviceable and the correct tonnage. There were plenty around, but they would have come from all over the state and getting them to Knoxville on active track was the problem. This is why you never see the end of the train. It looks longer than it really is.

I have nothing to do with the production of the movie... just had the great experience of seeing it at an early screening. *OCTOBER SKY* is a moving,

coming-of-age story set in a West Virginia mining town in the '50's. The attention to period detail was incredible and the Mikado was the icing on the cake. When I saw this beauty, I just thought I'd get the word out.

Doing some research, I learned the engineer featured briefly in the movie is O. Winston Link, a photo chronicler (and now over ninety years old!) of the final years of steam on the Norfolk and Western. If you don't have his books, "Steam, Steel and Stars" and "The Last Steam Railroad in America" you should check them out. They illustrate the same period and railroad seen in the film. I'd be real surprised if the people who made this movie didn't use these books as research. In the movie, the Mikado pulls a string of '50's (55-ton) style coal hoppers, (hard to count, but at least a dozen) all done up in N&W markings. Link's appearance is brief, but comes at a humorous and memorable moment in the film.

In my quest to learn as much about this train in the movie, I discovered the production spent over \$100,000 to use the Mikado for a mere four days of production-money which could've been spent elsewhere-but the link to the past wouldn't have been the same without this train. (The Mikado is the Southern 4501 belonging to the rail museum in Chattanooga, Tennessee, and was rented out for the movie.)

I have a friend who spoke to someone at the Rail Museum in Chattanooga. He told me that CSX insisted that a modern diesel accompany the 4501 whenever it was on their track, in case it broke down. Not only did the 4501 never break down, it ended up towing the diesel locomotive most of the time!

Sandy Santistevan
Los Angeles, California

Looking for Steam Locomotive

I have been contacted by a person who is interested in obtaining a steam locomotive for stationary display. The person is highly motivated, so please take this seriously.

If you have a locomotive that needs a new home, please contact me ASAP.

Regards, George Hickok, President,
Pacific NW Chapter, NRHS
email: george.hickok@intel.com

Activities of Ex-PNWC member

Been meaning to send you a more extensive update on what's been happening out here in the slightly chilly east.

I am still in the NRHS, or perhaps I should say again, as I had let my membership lapse for a year. I renewed last year so I could go to the 1998 Convention in Syracuse. I actually only went on the

first two days, which was an overnight trip from Syracuse to Scranton, PA, home of Steamtown. I've ridden this line once before and it is possibly the most exciting excursion I've ever been on. Scranton is located in a deep valley, so to get in and out of it, you have to tackle some serious grades, which adds to the fun of it. That plus you cross Tunkannock Viaduct, the largest steel re-enforced viaduct in the world. Not presently in PNWC, as I basically scaled back on the number of groups I belonged to for several reasons. I do check out the chapter's web site every so often.

Been busy keeping the Elmira Railway Historical Society rolling along. 1998 was a tough year for the society as our "museum" proposal in Elmira was pulled out from under us by Conrail.

Plans had called for the vacant Delaware, Lackawanna & Western depot in Big Flats, NY to be relocated to Elmira's Eldridge Park for use as a museum building, following its donation by Conrail. This, with an Erie Stillwell passenger coach located in Binghamton and a DL&W crossing watchman's shanty were to have formed the nucleus of the museum display. Additional rolling stock was being looked into, which was to be a joint venture with the City of Elmira.

The proposed museum hit a snag when the society learned that the railroad station Conrail had promised had already been given to another party.

The station had been promised to the ERHS by Conrail over a year and a half ago, yet no one at Conrail made any mention to the society that others were much closer to gaining title to the depot. The society was informed just recently that Conrail turned over title of the station building to another individual, without so much as an explanation or apology for their "error".

From what we've been told, the paperwork sat in Conrails Real Estate department for months, until it was finally concluded by someone there that the request for the depot by the ERHS was not a real estate transaction to begin with. Several months later, Conrail indicated that it would transfer the paperwork to their "Rubbish Removal" department, where it would finally be dealt with. More months passed, nothing happened.

The Elmira museum plan had been in limbo for months, and now its officially a no-go. We knew with out a station there was little point in going any further with the Eldridge thing, as the station was to be the central focus. This was the position of the city officials in Elmira as well.

Despite all of this and other roadblocks, we've continued forward. The society is making final arrangements with Silkroad Transport of Arkport,, NY to move the Erie passenger car in Binghamton. The car will be moved to Horseheads, (a suburb of

Elmira) where it will join a small collection of privately owned full size rail equipment located behind Sullivan's Diner in Horseheads and under restoration by the society.

This rare equipment includes a wooden DL&W caboose, an Erie RR baggage car and an 0-4-0 steam locomotive that operated for a coal company in Pennsylvania. In exchange for restoration work, we are allowed to use the cars for society events, (the baggage car houses our HO train layout and some display items). We hope to utilize these cars even more extensively for public events in the near future. The Society owned Erie Stillwell car will be set up as a lounge, display/museum car and meeting place for the society's various functions. The society plans to have the car open to the public from time to time as well as during the spring Horseheads Railfest show. We'd like to eventually take the car off site in the future to a couple of area events, pending approval from Norfolk Southern. The Erie car may serve additional functions as well.

1999 will mark the 150th Anniversary of the first Erie Railroad train to cities west of Binghamton. The Erie built its line west of Binghamton to Owego, Waverly, Elmira and Corning in 1849. The Elmira RHS would like for its car to play a role in this anniversary.

The society will be conducting a fund-raiser for the Erie car soon. (for more information contact ERHS P.O. Box 162, Elmira, NY 14902).

In addition to all of this, I have been actively involved in efforts to restore passenger trains to the Southern Tier of New York, which has been without service since 1970. New York state is conducting a study that will evaluate this. The study should be done by the end of the year.

The other big news, rail wise of course, is the division of Conrail by Norfolk Southern and CSX. We here think this will be a great thing, as Conrail has done virtually everything it can to downgrade and ignore this area since day one. (See the letters column in the new issue TRAINS for my "commentary" on this)

Thinking about going to the NRHS convention in Sacramento. Still want to visit Portland sometime. Are they ever going to make a rail museum in Portland, near Union Station. (This seems like a no-brainer!)

Best,
Rob Picuch

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

Famous Railway Clock is Stolen

[This item appears here due to the extensive Europe to North America Antique trade and with consideration of the loss to theft of historic Pacific Northwest items over the years, including the plaque on the Steel Bridge commemorating the arrival of the Northern Pacific into Portland, the original whistle and bell off of the SP&S #700, and countless others. There should be no refuge -anywhere- for thieves of railroad history. - G.L.]

An historic clock, valued at about £300, has been stolen from the booking hall of a heritage railway.

Police are hunting the thief who smashed through a wooden panel in the Keighley & Worth Valley Railway station booking hall door in Keighley and snatched the clock from above the open coal fireplace.

The turn-of-the-century timepiece was made in Keighley and the name of the manufacturer, Jefferson & Son Keighley, is written across the face.

Railway Society chairman Graham Mitchell said: "This was a professional job and I believe the clock was stolen to order by someone supplying the antique or railway curio trade.

"Nothing else in the station was taken, moved or even touched as far as we can tell."

The clock is 16 inches in diameter and has roman numerals and the insignia across the face. The numerals VI and XI are scratched and more faded than from I to V. It has a black box surround and a lead home-made pendulum weight and a scratched glass face.

A Keighley police spokesman said the thief was seen making his getaway in the early hours of Sunday by a neighbour who was alerted by the station alarm. The thief is described as short and stocky. He drove off in a Japanese make of car. Anyone with information should telephone 01535 604261.

- contributed by Bryan Melton, Brackley, Northants., UK.

Bond Repayment Celebrated at TVRM

The Tennessee Valley Railroad Museum finalized payment of the \$1 million Industrial Development Board bond debt in November of 1998. The bond allowed a number of improvement projects to the TVRM. A bank-appointed consulting firm projected a great deal of tourist income due to the 1982 World's Fair in Knoxville. When actual visitation was only a fraction of the predicted figures, TVRM had problems meeting the monthly payments. The museum started operating in Chapter 11 bankruptcy in October of 1985.

The last operating day of 1998 saw the museum celebrate the termination of this situation in railroad

style: the locomotive crew of the museum's steamer #610 are pictured in the latest newsletter throwing lien holder paperwork into the locomotive firebox.

- information from the TVRM newsletter *Smoke & Cinders*, 4th Quarter, 1998

Shay (oldest surviving example?) Restoration

Centralia - Chehalis Railroad Association member Scott Wickert has an ambitious project of rebuilding an 1887 28 ton two-truck shay that he recently purchased from a collector in California. This locomotive, which operated on various logging railroads in Michigan, Washington, and Oregon, is believed to be the oldest Shay in existence. After being abandoned in the woods near Powers, Oregon, it was partially cut up for scrap by some local high school students in the 1940's, but because of its remote location it was never salvaged. Years later, it was acquired by Henry Sorenson, who sold the locomotive to Scott. Scott and family members then trucked the disassembled Shay to a shop they have rented in Centralia.

It's interesting to note that Scott was able to locate a couple of the individuals who had attempted to scrap the locomotive over fifty years ago. They were able to direct him to the location of the attempted scrapping, where he has located additional parts, which he may salvage later.

For the past few months, Scott and his dad have been working hard to repair damaged parts and replace others.

- From the February, 1999 issue of *Makin' Tracks*, the newsletter of the Centralia - Chehalis Railroad Association.

New Bridge Completed at Snoqualmie

The Northwest Railway Museum (the group formerly known as the Puget Sound Railway Historical Association) has completed construction of a 27.5 foot long bridge at Snoqualmie Falls on its four mile tourist railroad at Snoqualmie, Washington. The previous bridge at that location had been completely washed out in the February, 1996 floods and slides that hit virtually all areas of the Pacific Northwest.

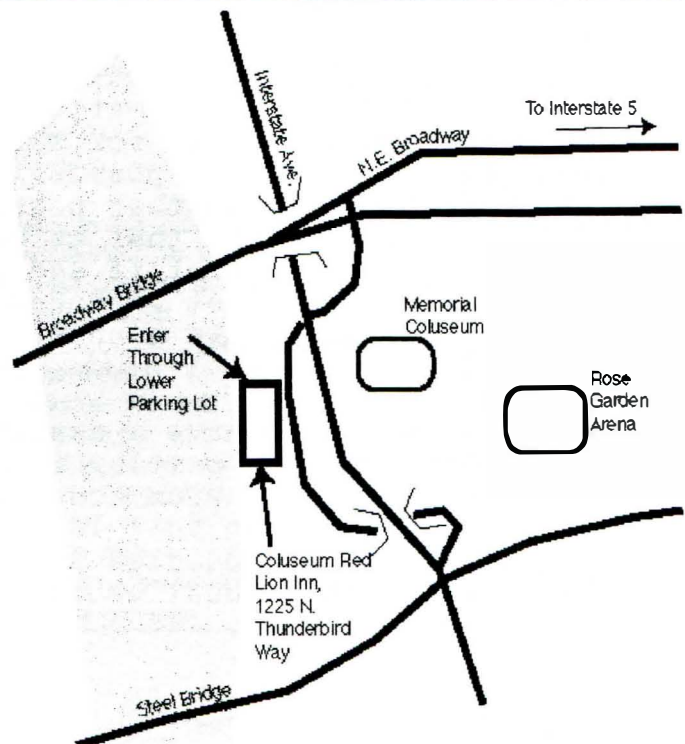
Because of the re-activation of the slides, an in-kind replacement structure would not be funded by the Department of Emergency Management. However, if Emergency Management's engineers could be satisfied that a replacement structure could survive future "events", then the agency would fund the project. The new bridge design, which spans the debris torrent but is anchored to bedrock, was approved by the Washington State Department of Emergency Management in early 1998.

The first train to the bridge was a test run on October of 1998, and only involved the Northwest Railway Museum's ex-Weyerhaeuser Timber Co. Fairbanks-Morse H-12-44. Of items at the museum, this locomotive has the highest axle loading.

- from the November and December issues of *The Sounder*, the newsletter of the Northwest Railway Museum.

The Chapter Banquet, Saturday, March 20th, 1999, 6:30 pm

The chapter banquet will be at the "Rose Quarter" Red Lion Hotel on March 20, 1999. This is the hotel across the Willamette River from Union Station, and is directly above the Union Pacific's main line out of Albina. Banquet will feature a meal and a program by Don Hunter. Deadline for registration is March 12. Cost is \$19.50. For more information, contact activities chair Marilyn Edgar, (503) 236-7271, or see the February *Trainmaster*.



Membership Meeting

January 15, 1999

Called to order by President Hickok at 7:48 pm.
Introduced Vice president Mack, Treasurer Larson and Secretary Willworth.

Vice Presidents Report

We will vote tonight on the Jack Holst award. George Hickok, Judy Hall and Ralph Johnson are the candidates.

Treasurers Report

Transferred \$15,028 from the Excursion fund to the General fund.

Balances

General fund [REDACTED]

Emergency fund [REDACTED]

Dues renewals coming in with donations.

Concessions brought in \$2600 at the Holiday Junction at OMSI.

Membership Report

Received \$5257 as of tonight in 1999 dues. Donations to National were \$396 and to the chapter \$1822. There are 144 paid members with 49 spouses paid.

National Directors Report

The national convention at Sacramento with 900 pre-registered received. If you are going, mail in your forms.

Museum Committee Report

20,000 people at the Holiday Junction last December. It was double of last year. \$200

Next months program SP&S 700 on Corneilus Pass.

Tonights program Slide show about the Salt Lake City National Convention.

Presidents Report

Relationship with the PRPA(SP&S 700) group going well. Directors of both organizations feel that a committee to promote the 700 and our cars should be looked into.

Bob Melbo of the Willamette & Pacific is thinking about SP&S 700 over Cornelius Pass for a regional shortline convention in June. Excursions are a possibility.

Rose Festival is another possibility.

The Jordan Spreader that we own is being used on the W&P. Bob Melbo is going to paint it and put windows in it.

President Hickok met with Bob Melbo and talked about a home for the chapter. There are a number of communities that are receptive to the idea.

Good of the Order

Wapi is going to have a centennial steamup at Brooks in the year 2000. They are putting up more tracks at their place.

The trolley going from Good Samaritan Hospital to Portland State University has just let the contracts.

Vice President conducted the Jack Holst election. Winner to be announced at the annual banquet.

Adjourned at 8:35 pm.

Respectfully submitted

John Willworth
John Willworth

Chapter Timetable #437 - March 1999

Monthly Board of Directors Meetings:

March 11, April 8, 7:30 pm. Room 208, Union Station. These meetings are scheduled on the Thursday evening prior to the monthly membership meeting.

Monthly Membership Meetings:

March 19, April 16 St. Mark's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 pm. (third Friday evening of every month).

Quarterly Chapter Potluck:

The first chapter meeting potluck will be at the April membership meeting (normally this would be the March meeting, but has been moved due to the proximity of the banquet and membership meeting days). Activities will start at 6:30 pm. For more information, contact activities chair Marilyn Edgar, (503) 236-7271.

Chapter Banquet:

The chapter banquet will be at the "Rose Quarter" Red Lion Hotel on March 20, 1999. Deadline for registration is March 12. For more information, contact activities chair Marilyn Edgar, (503) 236-7271. A map is on page 5.

Chapter Library:

The Library will be open on February 20, March 20, and April 17, from 1 to 4 pm. Library work parties will be 4 to 6 pm on February 11, March 11, April 8, and 9 am to noon on February 20, March 20, April 17. Library Committee meetings are scheduled from 1:30 to 3 pm April 17, July 17 and October 16. Additional work party and library open dates will be decided at the April 17 committee meeting.

Upcoming Membership Meeting Programs :

March: Video on Clackamas County History, presented by Darel Mack

April: "The Little Railroad that Could" video on the White Pass and Yukon from Skagway to Whitehorse.

May: Slide by Rocky Regula, subjects include locomotive "700", Mt. Rainier RR, Prineville RR, and Donner Pass.

June: Video from collection of Naomi Gray, Willamette & Pacific RR from Corvallis to Hull Oakes Lumber Co in Dawson, OR.

If you have any programs or program suggestions that you feel would be of interest to the Chapter, please contact the Chapter Vice President

The Columbia Gorge Model Railroad Spring Swap Meet will be Saturday, May 22, 1999 from 10:00 am to 4:00 pm at the Pay-N-Pak Antique & Collectors Market, 8900 N. Vancouver Avenue, Portland. For More information, contact Doug Auburg, c/o CGMRC, 2505 N. Vancouver Avenue, Portland, OR 97227 or call (503) 288-7246 any time (lv msg) or (360) 694-7769, or dauburg@worldaccessnet.com



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

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Vacant

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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: See *Vice President*
Concessions: Jean Hickok, (503) 649-5762
Excursions: *Vacant*
Finance: See *Vice President*
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 ('97, '98, '99): George Hickok, (503) 649-5762
Vice-President: ('99): Darel Mack, (503) 654-5017
Secretary ('99): John Willworth (503) 284-8628
Treasurer ('98, '99): Janet Larson (503) 253-7436
National Director ('94, '95, '96, '97, '98, '99):
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
Al Hall ('99, '00, '01): (503) 699-5042
John Willworth ('97, '98, '99): (503) 284-8628
Ralph Johnson ('99, '00, '01): (503) 654-1930

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