

# THE TRAINMASTER

New Cover in the Works

SEPTEMBER 1968

NUMBER 118

Pacific Northwest Chapter, National Railway Historical Society, P O Box 8853,  
Portland, Oregon 97208

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## SEPTEMBER MEETING

The September meeting of the Pacific Northwest Chapter, NRHS, will be held on Friday, September 20, 1968 at 8:00 p.m., room 208, Union Station, Portland.

Bill and Wilma Converse of the Tacoma Chapter, NRHS, will present a series of 93 slides of British railways in action. A taped commentary by the photographer will accompany the program.

## REQUEST FROM THE EDITOR

Because of the continuing improvements planned for the TRAINMASTER, we need notes and articles of regional historic interest from our membership.

PRESIDENT'S MESSAGE

The Pacific Northwest Chapter has taken a big step toward its goals: On August 27 the U.S. Internal Revenue Service granted the Chapter exemption from the federal income tax. This will enable us to add valuable material to our railroad historical collection. The exemption could be of considerable help in the possible establishment of a museum in the future.

HELP!!! HELP!!! Editor Alex Ceres is in urgent need of the plate used to print the Chapter emblem on the front page of THE TRAINMASTER. In the absence of the plate, the negative used to make the plate or the original artwork will fill the need. Anyone having the plate or artwork should call Alex at once.

CHUCK STORZ  
CHAPTER PRESIDENT

CHAPTER CALENDAR

September 20 – First Regular Meeting after the summer recess. Room 208, Union Station 8 PM

October 17 – Regular Monthly Meeting – Room 208, Union Station 8 PM

November 21 – Regular Monthly Meeting – Room 208, Union Station 8 PM

RALPH CLAIR MCCORMICK

Our good friend and member, Ralph Clair McCormick passed away Monday June 24, 1968. Clair will probably be best remembered by our Chapter members as a cheerful, quiet member whose association with Southern Pacific included assignment as telegrapher in the log cabin station at Timber, Oregon.

EXCURSIONS – LOCAL AND NATIONAL AS RECEIVEDU.P. 8844 – Boise, Idaho

September 28 -29 – One round trip each day to Huntington, Oregon. Sponsored by Y.M.C.A., Boise, Idaho.

Price: Adults - \$10.00

Students - \$6.00

AL HAIJ

REGIONAL NEWS

S.P. 5274 sold to Oregon and Northwestern passed through Portland – August 5, 1968.

Railcon, 1968!

The 2<sup>nd</sup> annual conference of Pacific Northwest railfans was held in Vancouver, B.C. the weekend of May 25-26. Hosts clubs were the B.C. Chapter of NRHS and the West Coast Railway Association.

Three members of the PNW Chapter made the journey to Canada. Jack Holst, Chuck Storz and Irv Ewen went as far as Tacoma on Friday evening and enjoyed the hospitality of the Tacoma Chapter at their regular meeting.

Upon arrival at the CNR station the following morning, registration was held in a spanking new CNR caboose and guided tours of the streamliner “Super Continental” were conducted by CNR officials. Charter bus then took the delegates to the CNR engine house where we were treated to the sight of a CPR “Royal Hudson” 4-6-4 painted and polished in its grey and maroon livery and a CPR 2-8-0. These locos are being preserved for eventual display and are usually stored indoors. For Railcon, however, the locos had been washed and pulled out into the sun where excellent photos could be taken. In addition, CPR moved the Hudson onto the turntable which added greatly to the photo potentials. An opportunity was also had to inspect the many diesel units at the shops.

From the CPR engine house we bussed to the CPR station where we viewed the arrival of the streamliner “Canadian” which was running nearly 20 cars, a great sight in this age of cut-backs in passenger service.

A lunch stop at an “A & W” permitted us to stock up on hamburgers, etc., and we then pressed on past the B.C. Hydro’s Carroll Street yard where we saw the two ex-Oregon Electric steeple cab electrics sitting behind a fence, not operating however. On to Port Coquitla, and the large CPR yards. CPR gave us a guided tour of the yard office and tower with a visit to their data processing section which keeps tabs on which freight car is where and where it is to go. We then toured their combined hump yard and car cleaning operation. Cars are pushed up the hump and while moving towards the crest of the hump, old grain doors, lumber, scrap paper, etc., are removed; the cars are swept, washed and tilted to let the water run out, they are then pulled over the hump by mechanical “rabbits”, checked by radar as to rolling speed and weight, run through a retarder which, coupled to a computer, figures the speed needed and regulates the rolling of the car so that it goes into the right track and couples at just the right speed (4 mph). This unique combined cleaning-classification yard can process about 275 cars in an 8-hour shift.

REGIONAL NEWS – continued

A visit to the car repair shops and locomotive facilities completed the CPR tour and we returned to the town of Vancouver where we inspected the CNR diesel shops and saw some unusual export diesel units.

Upon returning to the hotel, a business meeting was held with officers of the many clubs in attendance. Discussion of the workings of the “Excursion coordination bureau” followed and with a few minor changes in procedure, it was voted to continue this service under the leadership of Gardner Coleman of PSRHA. It was suggested that Portland consider holding Railcon, 1969 and Jack and Chuck offered to investigate this matter.

Following a cocktail hour and dinner, Mr. Swanson, chief inspector of B.C. Railways addressed the group. Mr. Swanson, a railfan in his own right, owns the two operating shays at North Vancouver, has written several books of poetry, and invented the diesel chime whistle which is in use throughout the world. His talk was about his interest in whistles, how he worked to develop the diesel chime, and went on to invent a new shops whistle and fog horn. His talk accompanied by tape recordings for illustrative purposes. Everyone present agreed this was an outstanding presentation.

Bright and early the following day our crew boarded the PGE Budd cars for the trip up Howe Sound and beyond to Garibaldi. We had an excellent time watching the spectacular scenery and enjoying the ride. A charter bus met us at Garibaldi and we returned to Squamish for a tour of PGE’s shops (even found some disconnected log trucks with air brakes!) and returned to N. Vancouver where we looked over Mr. Swanson’s shays before the conference adjourned. We had a great time and look forward to greater attendance next year.

JACK HOLST

Medford’s Last Remaining Locomotive!

Medford Corporation’s last remaining locomotive – Baldwin Switcher #8 – has recently been sold to the steam magma Arizona Railroad. Baldwin is reported to be held somewhere in California with wheel bearing problems. It probably will not see service for its new owners until end of September.

Rayonier 111 to Cal. Western!

The Rayonier 111 – tank mallet is presently marooned at Elma, Washington on the Grays Harbor branch of the N.P. Rumor has it that a faulty driver bearing is preventing further movement. Routing of the 111 is N.P. to Vancouver, Washington – S.P. &S. to Bend, Oregon – G.N. to Beiber, California – W.P. to Schellville, California – N.W.P. to Willets, California. (Information received in August – 111 is on its way again. – Ed)

Berntsen Appointed Vice-President!

Ed Berntsen, president of the Tacoma Chapter, has been appointed West Coast Regional Vice-President, NRHS.

(REGIONAL NEWS – continued)Historic Narrow Gauge Railroad Re-Opened in Mother Lode!

Tuolumne, California .....July 25, 1968....Narrow gauge railroading gets a new lease on life with the opening of the West Side and Cherry Valley Railway at the town of Tuolumne, California on Saturday, August 3.

Operating over a portion of the original track of the old West Side Railroad of early logging history, the 53-ton No. 15 engine will pull two 30-passenger excursion cars and a caboose. The inaugural run will start with the blowing of the old mill whistle at 11 a.m. runs over the 2 ½ miles of track will be made until 8 p.m. says Francis Cottle, president.

No. 15 is a C-Class, three truck Shay, saturated engine that was built in 1913. The boiler and running gear have been completely re-built. The engine was in use on the line from Tuolumne into the Sierra's from 1913-1958. Engineer Ed Sullivan, 69, who joined West Side at the age of 15 and engineered No. 15 during 30 of his years with the company will be at the throttle. He will be accompanied on the first run by Fred Ellis, retired president of the old West Side Lumber Company.

A static display of narrow gauge railroad equipment will include tans cars, cabooses and log cars. Runs over the rold will commence at the new depot, decorated in the "1890's" style, which is located in Tuolumne City in the old West Side headquarters building, Color Planning (? – Ed) for the engine, cars, depot and dispatchers office was coordinated by color designer Edward S. Fisher of San Francisco.

Cottle said the railway will operate daily from 11 a.m. until 8 p.m. until September 16. Ticket prices will be \$1.50 for adults, \$1.00 for children from 12 to 16 and \$.75 for ages 7 -12. Small children will be admitted free of charge when accompanied by their parents.

Trip costs will also include admission to a short movie taken in 1938 which shows the logging operations of that era on the West Side property. A unique railroad logging museum also is being established for passenger viewing. On the grounds the display will include a Willamette donkey engine and boiler which has been fully restored to operating condition, a snow plow and the various cars, which together form one of the largest collections of narrow gauge equipment in the West.

Initially the run will be confined to the yard of West Side, skirting the old mill pond, continuing to the outer crossing past the round house and then back by the same route. Stops will be made for visits to the donkey engine and other old equipment.

Long range planning calls for extension of the road to the distance of 24 miles round trip along the gorge of the Toulumne River. As traffic increases, Cottle said, another engine will be added to assist old No. 15.

Cottle, an engineer for the Santa Fe Railway, has been a railroader since the age of 18. The rail line and right-of-way have been leased from the Pickering Lumber Corporation of Standard, California. Furnishings of the depot were provided by Santa Fe Railway.

JACK W. SOWARD

FRANCIS COTTLE

News from PIAH-CHIKCHIK!

If you haven't heard about the proposed Roberts Banks Rly by now you must live in a cave. (We haven't and we don't – Ed)

British Columbia Chapter NRHS

PIAH-CHIKCHIK No. 7

NATIONAL NEWS

On June 29<sup>th</sup>, the Connecticut Coke Co., permanently closed its New Haven facility, which had gained renown in railfan circles for its operation of two 0-4-0 "fireless cooker" steam locomotives. The diminutive, Canadian-built locomotives had been used to haul cars of molten coke from ovens to coolers over the seven miles of track within the plant. The fate of the little engines is uncertain presently.

On June 17<sup>th</sup>, the U.S. Supreme Court promulgated a curious doctrine in deciding on a railway rate case. The Court, agreeing with the ICC, ruled that railways may not reduce their rates to match truck and barge competition. It was stated that "out-of-pocket" costs could not be used to determine the freight rates, as such a formula would result in ruinous competition, with the railways coming out on top.

Boston Chapter, NRHS

STEEL WHEELS

Iowa Terminal RR (Mason City Div.)

Remains of the Emery shops were razed in late March. Construction of new shops was to begin in April on the site of the lumberyard destroyed in the Thanksgiving Day fire.

Ex CNS&M work cars #234 & 239, which were to be Charles City Div. #41 & 40, were moved to Emery and are presently used for offices and storage. #234 will be rebuilt to line car #33 and #239 will be cannibalized for parts.

The remains of locomotive #52 have not yet been disposed of. The Iowa Railway Historical Society Inc. has sent interurban car #727 (ex CNS&M) to the Mason City Div. as a replacement for WCF&N #100.

LOCOMOTIVE NOTES

#66 – Natick, Mass.

The C&O/B&O system has introduced an improved "Blue and Yellow" fare plan, under which all ticket prices are rounded off to the nearest \$.25, thus eliminating small change. The lower "Yellow" fares are good for over 300 days a year. Also, C&O/B&O offer a #185 Chessie Pass, similar to the highly successful Eurailpass, which offers unlimited travel over the entire C&O/B&O for 28 days.

Old Dominion Chapter, NRHS

HIGHBALL

U.P. Gathers Steam At Cheyenne!

Union Pacific has moved Ten-Wheeler 1243 from Rawlins and Big Boy 4005 and 2-10-2 5511 from Green River to Cheyenne, where they join 4-8-4s 833 and 8444, 4-6-6-4 3985 and 4-8-8-4 4023. 3985 and 4023 are already in good shape, and 1243 will be refurbished to join them on display during the 1969 centennial celebration.

(NATIONAL NEWS – continued)Burlington Northern

July TRAINS states that Great Northern's Big Sky Blue and modernized goat emblem will not survive the Burlington Northern merger, if and when it is finally consummated. What it does not say is that the current plans call for the dark green used by Northern Pacific on its passenger equipment to become the official BN color. Reason: Mr. Menk, late of the Q, currently NP prexy and chosen to be top man of BN, likes the color. Simple enough?

At least one piece of equipment lettered for Burlington Northern is in existence: a Burlington boxcar was repainted for the May 10<sup>th</sup> merger. When the merger didn't make it, the car was hurriedly run to the Twin Cities to get it out of camera range of the many railfans in the Chicago area. Unfortunately for the Q, a group of 25 railfans from all across the country converged on Minneapolis-St. Paul over Memorial Day and found and photographed the car, only to have it mysteriously disappear the next day.

Intermountain Chapter, NRHS

INTERMOUNTAIN NEWS

The last remaining PRR DD-1 Jackshaft Electric has been renumbered to Penn Central #4780-4781 although it still retains the PRR keystone emblem.

LOCOMOTIVE NOTES

#67 – Natick, Mass.

....COLORADO & SOUTHERN received its first new cabooses in about half a century recently, a dozen with all the latest conveniences in cabooses, even "windshield wipers" on the cupola!

Laramie Valley Ry. Goes Diesel!

Laramie Valley Ry. Received its first diesel. It appears to be a 70-ton GE (#30025,1948) and came from something supposedly in California. Lettered "Fibreboard". Engine #4455 0-6-0 is now in standby status.

Hearings Last Five Days!

(Our Abandoned Lines Reporter attended the five days of hearings, Monday and Tuesday, April 29 and 30 at the Farmington, N.M. City Gall; Wednesday and Thursday May 1 and 2 at La Plata County Courthouse, Durango, and Friday May 3 at Alamosa County Courthouse, Alamosa).

Interstate Commerce Commission Examiner Robert N. Burchmore presided, his only staff being a court reporter making a complete transcript. Twin dockets were considered: the application of the D&RGW RR abandon its narrow gauge freight lines, and the application of the Colorado-New Mexico Better Transportation Assn, for better transportation for the area.

(NATIONAL NEWS – continued)

The railroad had petitioned to remove the third rail from the Alamosa-Antonito dual gauge trackage (28.6 miles), abandon the narrow gauge from Antonito to Durango (171.2 miles) and Carbon Jct. to Farmington (47.1 miles).

Claimed was a loss in 1967 of \$504,000 (only a little higher than in other recent years). They need to spend \$1,576,500 “as soon as possible”..... “for the same level of maintenance” or in “two or three years”. The major contention was the “substitute service” beyond Alamosa was satisfactory and there was “no public necessity or convenience” requiring continuation of the narrow gauge.

The Silverton Branch and the “Silverton” summer train were generally excluded, the Examiner ruling at the beginning to that effect, tho seeming to reverse himself at midday on Wednesday. Railroad counsel objected, usually with success, to any references to the Silverton or the economic factors involved. The rulings of the ICC that generally rates and like matters were not to be discussed at abandonment hearings and could not be considered, were a continual source of argument between opposing counsel, with off the record remarks marked by asperity.

The situation is unusual, if not unique. A railroad seeks to abandon the sole line into a large and sometimes described as “booming” economic area. Abandonment would leave a section of line without any physical connection by rail, this placing the “Silverton” in a very questionable category, placing a big question mark on its future.

Colorado Railroad Museums

IRON HORSE NEWS

PUBLICATIONS AVAILABLE

A new quarterly publication has just appeared on the market. The LULLIPUT PATRON concerns itself with 24”/60 cm. gauge railroads, both prototype and model.

One of the articles concerns three 24” gauge 0-4-0 saddle tanks (#02-04) lettered for the Baldwin Locomotive Works, Eddystone Shops.

Another item of interest is the start of the Davenport builders list.

For the On2 fans there is a construction article for a 28’ gondola.

The LULLIPUT PATRON, Route 1, Box 427-A, Theodore, Alabama 36582. \$.75 per copy, \$2.00 per year.

LOCOMOTIVE NOTES

#67 – Natick, Mass.