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**THE TRAINMASTER**

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PACIFIC NORTHWEST CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

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CHAPTER NEWS LETTER  
("The Trainmaster")

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Articles which appear in "The Trainmaster" do not express the official National Railway Historical Society attitude on any subject unless specifically designated as such.

## EDITOR'S NOTE:

Normally there is only a small issue of the Trainmaster published in December. This issue is mainly to carry the notice of the New Year's Eve trip and a notice of possible change of place for the January meeting.

On behalf of the staff of the Trainmaster and officers of the Pacific Northwest Chapter, I would like to wish each of our readers a Joyous Holiday Season and Good Luck in the upcoming New Year.

SCHEDULE OF EVENTS:

Friday Dec 31, 1971      NEW YEAR'S EVE TRIP HAS BEEN CANCELLED.  
Saturday Jan 1, 1972

Friday, Jan 21, 1972      Regular January meeting of the Pacific Northwest Chapter.  
Change in regular meeting location. See the January Trainmaster for location. Program will be on logging railroads with movies and slides showing the different types of equipment used in the industry.

NO REGULAR DECEMBER MEETINGCOMPUTER BLOWS FARE:

When James Molan, 36, of Longview, Washington received an invoice from Amtrak - the new national passenger train system - he thought he had been overcharged but checked his travel expense records to make sure. The bill was for \$1,001,710,000

Molan wrote back to the Amtrak-Burlington Northern office:

" On receiving your November 15 statement, I reviewed my October travel activity in order to determine whether the bill rendered was in fact correct. After a careful check of my records, I have concluded that your over-zealous computer blew it once again.

For I had intended to purchase only two tickets to Seattle, not your railroad. Please credit my account in the amount of \$1,001,710,000"

Sincerely,

James Molan

He also inclosed the proper fare for the trip - \$13.20.

RAILROADING AND PIZZA:

Just opened at 11670 S.W. Pacific Highway is the Pizza Caboose. The establishment is done in railroad style with a model train around the fireplace, a caboose inside, benches from the Pendleton station and other railroadiana. (RS. They also have good pizza)

SOUTHERN PACIFIC PLACES LARGE ORDER:

The Southern Pacific Railroad placed the largest manufacturing order ever placed by private industry in the state of Oregon with Gunderson, Inc. The order for 2,375 freight cars cost the railroad more than \$40 million. The equipment will include 2,000 wide-door box cars, 350 wood chip cars, plus 25 air-operated gondola cars for moving copper concentrates.

A force of over 600 will be working on the Southern Pacific order, turning out cars at the rate of up to 16 per day into July, 1972. First units of the 350 high capacity wood chip cars came off the line on November 20 with delivery of the 2,000 wide-door box cars beginning in mid-January.

The latest SP order increases their contracts to Gunderson to a dollar volume of nearly \$200 million for 12,840 cars since 1963. There have been SP cars under construction or on order at Gunderson during every year for the past eight years.

The 350 new wood chip cars to be delivered by Gunderson closely follows an earlier order for another 350 cars built in the first part of 1971 under a \$6 million order. The 2,000 box car order will bring Gunderson's production of box cars for Southern Pacific and its subsidiary St. Louis Southwestern to more than 5,000 cars within a period of just 36 months. The awarding of the contract followed highly competitive bidding and reflects the high standards and caliber of products built by the Portland-based firm.

1972 NATIONAL CONVENTION PLANS

According to a news release from the New York Chapter, host of the 1972 National Convention, plans are already jelling for the annual convention to be held in New York City Labor Day Weekend. Using the now standard five-day plan, New York will feature a NYCTA subway tour on Thursday to commemorate the 40th anniversary of the Independent System. Friday's excursion will be a tour of the New York Harbor featuring railway and steamship facilities. Saturday's trip is planned via the Penn Central, using unusual routing, possibly via the Hell Gate Bridge route. Cocktail hour and banquet that evening at the headquarters hotel Statler-Hilton. Sunday will feature a full day on the Long Island Railroad, possibly using an ex LIR G-5 class 4-6-0. Monday will feature a MU electric trip to yet undetermined destinations.

1973 CONVENTION TO BE IN NEW ORLEANS

The 1973 Convention has been awarded to one of our newest chapters, the New Orleans Chapter. Trips will include Southern steam, a trip on New Orleans Public Belt Line, and a trolley trip.

1974 CONVENTION TO BE SAN FRANCISCO !

1974 is nearer than we think! At long last, another western convention will be coming up. Plans at this time indicate it will be a dandy. Heisler & Shays will abound at locations such as Roaring Camp, West Side & Cherry Valley & Sugar Pine. Mix these well with steam on Sierra and Castro Point, add a touch of BART & PUNI, throw in Rio Vista Junction's trolley museum and we have an event of a lifetime.

BROUGHTON LUMBER COMPANY HEISLER SOLD

We are happy to report that another Heisler steam locomotive has been preserved. Mr. Jack Rogers of National, Washington has purchased the Broughton Lumber Co. No. 2 Heisler which has been sitting derelict for over thirty years at their mill at Willard, Washington.

The former Broughton Lumber Company railroad once hauled logs from the woods to the mill at Willard from which point the rough cut lumber was flumed down the side of the Columbia Gorge to a mill on the SP&S. The railroad had no direct connection with any other line. The railroad has been gone since the 1930's, but the flume remains in service, the last lumber flume in the nation.

The Heisler had been abandoned in the woods when the railroad was dismantled. It was later dragged to the mill site and abandoned. The Oregon Lumber Company on the other side of the Gorge at Dee broke the crankshaft on their similar Heisler and acquired the one from the Broughton engine. Rust, time, and pushing around by bulldozers took their toll on the little loco.

At the time of purchase last summer by Mr. Rogers the No. 2 was in pretty bad shape. In addition to the missing crankshaft, the frame has been bent and many parts are missing. Mr. Rogers has indicated that he hopes to make her operational. Anyone got a spare crankshaft?

Heisler 1155 15x12cyl. 36" drivers, built 2/09 42 ton 2 truck

E.C. Shevlin Timber Co. # 3 (Kalama, Wn.)  
 Multnomah Lumber & Box Co. # ? (Carrols, Wn.)  
 Rainier Logging Co. # 1 (Douty, Ore.)  
 Douty Logging Co. # 1 "  
 C.H. Wheeler Logging Co. # ? (Cochran, Ore.)  
 Blue Lake Logging Co. # ? "  
 Broughton Lumber Co. # 2 (Willard, Wn.)

from Jack M Holst & Pete Repling

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MORE ON FLYING SCOTSMAN---

In Spring 1969, Alan Pegler brought his famous 4-6-2, LNER 4472, across the Atlantic to Boston, and operated through the South and westward to Houston, spending the winter in the ATSF roundhouse at Slaton, Texas. Early 1970 plans to come west to California and north to the Pacific Northwest did not become feasible, and instead the Scotsman went north from Texas in late Summer 1970 (in part over Katy, giving John Barriger a steam train to celebrate Katy's centennial) to the National Railroad Museum at Green Bay, Wisconsin, then on to Toronto for the winter. Plans for a 1971 grand tour were difficult to arrange, but finally all the variables fell into place in August for a ferry-movement from Toronto to San Francisco in time for the Oct. opening of the British Week trade fair in the Golden Gate City. The train moved to Buffalo in early August, and as the westward trip suddenly became feasible, a crew of railfans and more seasoned cadre was hurriedly recruited. As the train left Buffalo Sept. 1, the word came that they would be permitted to operate under their own steam clear across the Burlington Northern--making last-minute additional coal arrangements necessary all along the route in addition to the minimum coal required. The train was towed across BN. Moving via N&W to Chicago and onto the EJ&E Sept. 6 the train passed Eola, Ill., and onto BN rails Sept. 7 for the journey west. Making about 400 miles a day, the train progressed well to Williston, N.D., where a day's layover became needed because apparently no one in New Rockford, N.D., remembered the steam locomotive water needs to be treated, and the boiler was foaming badly.

## NATIONAL RAILWAY HISTORICAL SOCIETY

OREGON GAINS A HEISLER ..... FOR THE SUMPTER VALLEY !

Ever since Clyde Schurmann shipped his former Condon, Kinzua & Southern Heisler from Banks to Woodland, Washington, Oregon has been a "one-Heisler" state. The other is of course the Wills Shingle Company # 2 at Mill City. We can now count ourselves among the elite group of multi-Heisler states! Idaho's loss is our gain.

The Sumpter Valley Railroad Restoration, Inc. is responsible. This hardworking group of dedicated people over in the Baker area have acquired the first locomotive for their restoration project. The Heisler can be made operational with minimal work, primarily paint and clean-up. She was acquired from Boise Cascade Corp.

This Heisler was originally the property of the W.H. Eccles Lumber Company and operated on Eccle's narrow gage feeder logging lines off the Sumpter Valley so she is coming home. Eccles had transferred her to Cascade, Idaho where she has been for many years. After going through a change of ownership, she was moved to the mill site at Cascade upon abandonment of the railroad logging operation. A building was constructed around the locomotive and she was piped in to serve as a stationary boiler. At the time of sale to the Sumpter Valley group she had a 1970 Idaho boiler certificate!

The Heisler has been shipped to Baker and will be placed on temporary tracks between B and C Streets along with some ex S.V. and Baker White Pine Rolling stock. Work of restoration will be done at this site. Ellingston Lumber Company has donated the use of the property for this work and also donated lumber to construct a shop building. The shop will be designed so that it can eventually moved to Sumpter at the time rebuilding of the railroad commences.

Planned construction will consist of initial trackage into the hills over the former S.V. right of way from Sumpter with eventual construction to reach a new dam and recreation area to complete a loop to Sumpter. Ultimate plans call for about 15 miles of reconstructed line.

These people in Baker are real serious about this venture and are doing a job to be proud of. Next to the D&RGW the Sumpter Valley was perhaps one of the west's most famous narrow gage lines. This is a big and expensive undertaking. Lets give them all the support we can. Membership information can be obtained from :  
Sumpter Valley Railroad Restoration, Inc. PO Box 70, Baker, Ore. 97814.

Heisler 1306 11x12cyl. 36"drivers built 8/15 40ton, 2 truck  
W.H. Eccles Lumber Co. # 3 (Baker, Ore) & (Cascade, Idaho)  
Hallack & Howard Lumber Co. # 3 (Cascade, Idaho)  
Boise Cascade Corp. # - (Cascade, Ida.)(used in stationary service)  
from Jack M. Holst

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SCOTSMAN (continued from page 3) With a clean fire and washed boiler, progress west from Williston Sept. 12 was good, but difficulties near Havre were encountered with poor-burning Montana Lignite coal, and the engine ran out of coal at Chester, Mont., only to be towed by ex-SP&S FA diesel 4102 across the Rockies into Whitefish. With good coal, progress from Whitefish Sept. 14 was uneventful, and the train finally reached Bieber for delivery to the WP Sept. 18, and on to Oroville. After a week's layover at Oroville for refitting (the train wasn't set up for display until it reached Oroville, but crowds at each station were shown through anyway), The Flying Scotsman made a grand triumphal entry into San Francisco Sept. 29. The epic 1971 cross-country journey had many aspects of a military campaign, with an exhausted crew on-the-go for long hours three weeks solid. (EMB)

WILLAMETTE PACIFIC CHAPTER NRHS has its Charter Night at OMSI Eugene (the former OE depot) at 730pm Jan. 11, 1972. Let's join them for the festivities!