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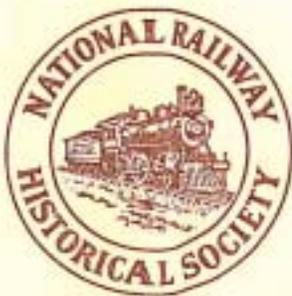
THE TRAINMASTER

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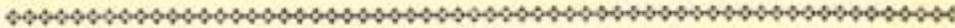
TIME VALUE MAIL

PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY



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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.

All exchange news letters should be sent to the Chapter's business address:
Room 1, Union Station
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THE TRAINMASTER

Pacific Northwest Chapter

PORTLAND, OREGON

Number 153

MARCH 1972

KLAMATH NORTHERN RAILWAY CO.

The Klamath Northern is probably the obscure of the shortline railways of the state of Oregon. Look in an Official Guide and you will find a small one inch listing for it back with such other "well known" lines as the Port Townsend Railway, Patapsco & Back Rivers RR, and the Rockingham RR. The listing reads "Klamath Northern Railway Company, Frank R. Gilchrist, President, Gilchrist, Oregon. Gilchrist, Oregon to Gilchrist Junction, Oregon (10.6 miles). Freight Service Only. Connection - at Gilchrist Junction, Ore. - with Southern Pacific Co."

The use of the name Gilchrist five times in such a short listing would provide some clue



Klamath Northern Railway #205, 70 ton GE purchased in 1955 and still in service.

Klamath Northern Railway cont-

as to ownership of the line. The Klamath Northern was indeed built by the Gilchrist Timber Company. The entire town of Gilchrist was also built by and is owned by the Gilchrist Timber Company. Gilchrist Junction consists of a sign post and a wye at the Southern Pacific end of the line.

The name of Gilchrist was an old one in the timber industry. The firm of Gilchrist-Fordney Company had been logging at Laurel, Mississippi since the early 1900's. In the early 1920's it was obvious that the southern pine would soon run out and that the company should look west for additional timberlands. In mid-1925 the Gilchrist Timber Company was incorporated in Oregon to consolidate the various small holdings which had been acquired in the area south from Bend to Klamath Falls. With the Great Northern in the process of building south from Bend the area would soon be open to profitable logging. It is reported that at the time the GN built south, Gilchrist requested that they swing their line a couple of miles west so it would serve his projected mill site. This they refused to do as Gilchrist had no immediate plans to develop the properties. This angered Gilchrist and so when the time came for him to develop his holdings he built his own line the ten miles to the Southern Pacific rather than give his business to the Great Northern.

In any case, it was many years before Gilchrist considered the time ripe to move into his central Oregon holdings. Finally, in 1938, with the bad years of the Great Depression behind, Gilchrist moved into Central Oregon in a big way building an entire city in the Ponderosa pines on the bank of the Little Deschutes River. A more attractive mill town has never been built. Gilchrist built a modern shopping center (which was a real innovative feature in 1938), good homes, a theater, and a modern saw mill. The Klamath Northern Railway was built at the same time. Although the railroad was completed in November 1938, it was not formally incorporated until July 3, 1940. One of his favorite locomotives, the #204, was shipped up from Laurel. Before it was shipped, a new tender was ordered from Baldwin. The tender carried a Baldwin builders plate "Extra Order #8190, 1937" on her frames. The locomotive and tender were painted a bright red in Laurel with the name "Gilchrist Timber Company" emblazoned on the tender sides. This locomotive was to be the sole motive power of the line until June of 1955 when a new 70-ton General Electric diesel was purchased and the steamer was scrapped. The tender lives on, having been converted into a snowplow.

This past year the locomotive roster was expanded by the addition of a small diesel-hydraulic purchased from Long Bell Lumber. It is used as a standby engine in case the 70-tonner needs work.

Story by Jack Holst

KLAMATH NORTHERN RAILWAY CO.
(Gilchrist Timber Co.)

ALL TIME ROSTER OF LOCOMOTIVES

#204	Baldwin	33238	20x24 cyl.	48" dr.	3/09	2-6-2-	orig Gilchrist-Fordney Co. #204 scrapped 1955
#205	G.E.	32304		70-ton	6/55	B-B	bgt new, in service.
#	Whitcomb	40755		30-ton	/54	B-diesel hydraulic	ex- Long Bell Lumber Co. #401 (Vaughn, Ore.)

Roster: Jack Holst



Klamath Northern Railway snowplow. Converted from tender of Baldwin #204. Extra tender built for Gilchrist Timber Company.



Klamath Northern Railway #204. Originally from Gilchrist-Fordney Company in Laurel, Mississippi. Painted bright red when delivered to Gilchrist Timber Co. Tender still exists as snowplow.

MINUTES OF THE FEBRUARY MEETING:

The meeting was called to order by president John Holloway at 8:20pm. The minutes of the January meeting were approved as read and treasurer Roger Sackett gave the financial report. He also reported that 66 members have paid their 1972 dues.

Jack Holst reported the following:

1. Work on the Stimson Shay is waiting for the services of a welder to install the new smokebox bottom. Restoration of the disconnected log trucks at the Oaks has begun. Work parties will continue on Saturday afternoons.

2. The Chapter is waiting for a reply from the Western Forestry Center on the proposed lease for locomotive #680.

Chapter Director Roger Phillips announced the latest developments in regards to the lounge-sleeper Mt. Hood. Jack Holst suggested that arrangements be made for a presentation ceremony and publicity when the cars arrive.

Secretary Chuck Storz read a summary of the Chapter Board meeting of Feb 13. Board actions included: Authorization to list the Chapter's cars in the Official Register of Passenger Equipment; Ken Dethman was asked to investigate the cost of insuring the Mount Hood against property damage; Authorization for the expenditure of \$180.00 for a new Elliott addressing machine.

Ed Berntsen reported that he had called the publisher of the Official Register of Passenger Equipment about listing the Chapter's cars. He was informed that publication of the register has been suspended due to Amtrak and the sale or scrapping of the remaining passenger cars.

President John Holloway asked Roger Phillips to check with Chapter members in Salem and with the Willamette Pacific Chapter about a joint meeting in April or May.

Ed Berntsen reported that the BN agent at Junction City, Ore. is trying to organize a historical display in a baggage car as part of the city's 100th anniversary celebration to be held in the summer of 1972. Ed moved that the Chapter assist with the display and that the Chapter spend up to \$50.00 on the display. Motion seconded and passed. President Holloway appointed Ed Immel to be chairman of a committee to assemble the display.

The meeting was adjourned at 9:20pm and was followed by an excellent program of slides on Australian railroads presented by John Morrison.

Respectfully submitted,

Chuck Storz
Chapter Secretary

Answers to Quiz: 1. Durham-Dunn N.C. 2. Pecos-Toyahvale, Texas
3. Clear Creek Jct to Chester, Calif. 4. Cottage Grove to Culp Creek, Oregon
5. White Sulphur Springs to Ringling, Montana 6. El Centro to Holtville, Calif
7. Korbel to Korbel, Calif 8. Hattiesburg to Beaumont, Miss 9. San Manuel
to Hayden, Arizona 10. Trona to Searles, Calif 11. Columbia Jct to Ostrander
Jct, Wash 12. Walla Walla, Wash. to Milton-Freewater, Oregon 14. Klamath Falls
to Bly, Oregon 15. Martell to Ione, Calif 16. St Boniface to Indian Bay, Manit.

- | | | |
|--------------------------------------|-------|----------|
| 8. Bonhomie and Hattiesburg Southern | _____ | to _____ |
| 9. San Manuel Arizona RR | _____ | to _____ |
| 10. Trona Ry. | _____ | to _____ |
| 11. Columbia and Cowlitz | _____ | to _____ |
| 12. Walla Walla Valley Ry | _____ | to _____ |
| 13. Oregon California and Eastern Ry | _____ | to _____ |
| 14. Amador Central RR | _____ | to _____ |
| 15. Greater Winnipeg Water Dist. Ry | _____ | to _____ |

Source: Official Guide, June 1971 Answers at bottom of page with minutes.

IN CASE YOU ARE INTERESTED:

Some people may say that there are no great train rides left in the United States and Canada but they are wrong. If one were to travel over every Amtrak line that carries passenger trains (not ride every Amtrak train) with a starting point of Portland you could complete your journey in 42 days of continual riding. The only non-Amtrak railway ridden would have to be the Southern and occasional delays would be experienced waiting for Amtrak trains that do not run every day.

If you were not tired of riding Amtrak trains then start out by continuing your journey at Victoria, B.C. on the Esquimalt & Nanaimo Ry and by using boats and bus you could ride every line in Canada having train service in 63 days. This would include the Dominion and Atlantic Ry., Ontario Northland, Algoma Central and the Greater Winnipeg Water District Ry. Additional time could be spent riding the GO trains out of Toronto and the Canadian National's commuter trains in Montreal. There are probably some additional mixed trains that aren't listed in the Official Guide that would probably increase the time needed. While your editor has made up the schedule he will not vouch for the sanity of the person after completing such an undertaking.

*footnote- your editor has never been challenged on his record of 15 straight days riding trains in the winter of 1966. Any takers?

SCHEDULE OF EVENTS:

Friday March 17, 1972 Regular March meeting of the Pacific Northwest Chapter, National Railway Historical Society. Meeting will be held at the Burlington Northern Safety Exam Room under the Lovejoy Ramp at 11th and N.W. Hoyt Streets. The meeting will start at 8:00pm and the program will be:

A slide presentation by Bill Fleisher on Great Northern Ry. passenger train operations in the late 1960's. Bill will cover details of cars and locomotives used as well as the various trains operated.

The chapter library at Room 1, Union Station will be open at 7:00pm for the member's use.

NEW BOOK:

The 1941 Locomotive Cyclopedia of American Practice, a hefty 8 lb, 1,300 -age railroad trade book-turned-collector's- item, has been republished by the Books Department of Kalmbach Publishing Co. by special arrangement with Simmon-Boardman, the original publisher.

First offered as a guide to the latest developments in locomotive construction and component application for railroad officials and shopmen, the book became, with the passage of time, a repository of facts and illustrations about the great age of steam locomotives and the birth of diesels. The 1941 Cyclopedia became a highly prized collector's item to railroad enthusiasts with some available copies selling in excess of \$100. Kalmbach's exact reproduction, which includes three four-color fold-outs of pioneer Electro-Motive and Alco-GE diesels in their original liveries, selling for \$40.00.

Beginning with an 86-page detailed dictionary of locomotive terms, the Cyclopedia dissects steam, diesel, electric and industrial locomotives through the use of numerous diagrams, tables, charts, graphs and summaries; describes construction materials, safety appliances and locomotive manufacturing; explains locomotive repair and maintenance, including mechanical department organization, shop layout, equipment and machine processes. At no other place in railroad literature has o much data on locomotives been gathered- and the handy 4-way index makes fact finding easy.

Especially detailed is team with its history and development in the US and Canada recleed in text and photos- plus statistical tables, tractive force formulas, special sections on boilers, water and fuel supply mountaings, export locomotives and more.

The Cyclopedia is available at hobbyshops, bookstores, or direct from the publisher at 1027 N. Seventh Street, Milwaukee, WI 53233

QUIZ:

Since it has been some time 'but a quiz has appeared in the Trainmaster the following will help to shake the cobwebs from your mind. All of the railroads listed are single-track operations with the object being to list both ends of the railroad.

- | | | | |
|--|-------|----|-------|
| 1. Durham and Southern RR | _____ | to | _____ |
| 2. Pecos Valley Southern | _____ | to | _____ |
| 3. Almanor RR. Co | _____ | to | _____ |
| 4. Oregon, Pacific and Eastern | _____ | to | _____ |
| 5. White Sulphur Springs and
Yellowstone Park Ry. | _____ | to | _____ |
| 6. Holton Inter-urban Ry. | _____ | to | _____ |
| 7. Arcata and Mad River RR | _____ | to | _____ |

IN DEFENSE OF AMTRAK (from "Wheel Clicks" March 1972)

At a meeting held in Chicago on February 19th, PRS representatives able to confer with Amtrak officials about the present and future prospects for our excursion operations, as well as on other important issues facing Amtrak. In what we feel was a very enlightening meeting, candid and frank opinions were voiced by both sides in an effort to pave the way to a better mutual understanding of our respective problems. In what follows we would like to relate to you some of the information obtained from this meeting.

Just one week before the conference Amtrak announced that it was ceasing to consider requests for the operation of special trains for an indefinite period. Moves for which previous commitments had been made, such as the PRS special to Surf on May 21 are not affected, but for all other moves, including the proposed Bakersfield trains, approval would be withheld.

From first appearance, particularly in the case of the Bakersfield trips, Amtrak was giving in to the railroads and admitting that it would be impossible to continue to fight for special trains. Undoubtedly the time-consuming matter of tackling the innumerable railroad-created roadblocks weighed heavily on the decision. But there were other reasons as well. Let us consider:

Amtrak's sales and operations departments are still quite small and relatively undeveloped. New personnel are being hired but it is taking time to train them to the point where sufficient experienced personnel are available to handle the many requests for special trains and group moves. In the interim an attempt was made to progress all requests for both specials and group moves. We all know what some of the difficulties are with the railroads in the area of special train operations.

With the limited number of experienced personnel, and with the difficulties posed by the railroads, it was becoming increasingly clear that there was insufficient manpower properly handle all the requests.

Amtrak has admitted that both areas, that of group moves on regular trains, and the area of special trains are highly profitable. Nonetheless, it was also realized that unless the regular showed an increase in patronage before 1973 when the routes are reevaluated, there would be considerable pressure to discontinue many of these trains. It is immediately apparent that all efforts should be devoted to the solicitation of group moves on these regular trains, and thus to post an increase in patronage. It need hardly be mentioned that, if the regular trains are discontinued in 1973 there will be no way in which special trains can be operated wither, as the facilities needed will be removed.

So, faced with a choice between developing special trains and developing regular trains, Amtrak opted for the latter, for the reason, that without the latter, the former would be impossible.

This is not to say that Amtrak will not operate special trains in the future. Hopefully by late this year, they will be in a position to again solicit this business, sufficient manpower being available by that time to handle both group moves and special train operations.

* * * * *

Passenger notes: AMTRAK trains have all been using Union Station in Chicago since March 6, and no longer use Central Station. . . . SF&S Lounge Car 600, "Mount Hood", which has been donated by BN to PNW Chapter, is still in temporary AMTRAK service on Empire Builder trains 7-8 between Seattle and Chicago, but the former GN Great Dome lounges are now being outshopped one at a time, and soon the Mount Hood and ex-SF&S baggage 76 will move to Cottage Grove for storage on the OP&E along with PNWC open-air observation car 598. . . . BN Alco engines 937 (S-2), 4069 and 4071 (RS-3's) and 4102 (FA-1) have been sold to Precision National Corporation; Mt. Vernon, IL; all are ex-SF&S power.

LATE NEWS FROM HERE & THERE:

The Oregon, Pacific & Eastern has acquired the entire assets of the defunct North Carolina tourist line, the Bear Creek Scenic R.R. Items include 4 shays, 16 railroad cars & many artifacts. Cars include the dining car "Wabash Valley", heavyweight observation "Robert E. Lee", and a six compartment, 3 drawing room ex NYC "Glen Fee". In addition, the OP&E has purchased WP #882 "Silver Planet", a dome observation and four Milwaukee Road cars two of which are lounges and two are 66 seat coaches. Some of the Milwaukee cars have already arrived at Cottage Grove.

The Milwaukee Road had a major derailment north of Centralia on March 12. Trains were running on a sho-fly by Monday. No info as to units involved or damage.

OSMR 1 is the number of the Porter diesel now assigned to Oregon Steel Mills Rivergate Plant. The unit was orig. USN, then International Terminals & most recently was used at the Gilmore Industrial Park in Vancouver.

We have finally discovered the identity of the mystery grey diesel at American Ship Disman-
tlers. It is a rare 45 ton Plymouth, ex USN Bremerton #12.

