

JUNE 72

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**THE TRAINMASTER**

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PACIFIC NORTHWEST CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY



CHAPTER OFFICERS

president			director-at-large	
JOHN D HOLLOWAY	638-7318		IRVING G EWEN	281-7098
17865 S W Chippewa Trail			4128 N E 76th Avenue	
Tualatin, Oregon - 97065			Portland, Oregon - 97218	
vice-president			director-at-large	
KENNETH V DETHMAN	227-2806		CORA JACKSON	774-3802
Post Office Box 1301			5825 S E Lambert Street	
Portland, Oregon - 97207			Portland, Oregon - 97206	
secretary			chapter director	
CHARLES W STORZ, JR	289-4529		ROGER W PHILLIPS	282-7691
146 N E Bryant Street			3733 N E 15th Avenue	
Portland, Oregon - 97211			Portland, Oregon - 97212	
treasurer				
ROGER W SACKETT	644-3437			
11550 S W Cardinal Terr				
Beaverton, Oregon - 97005				



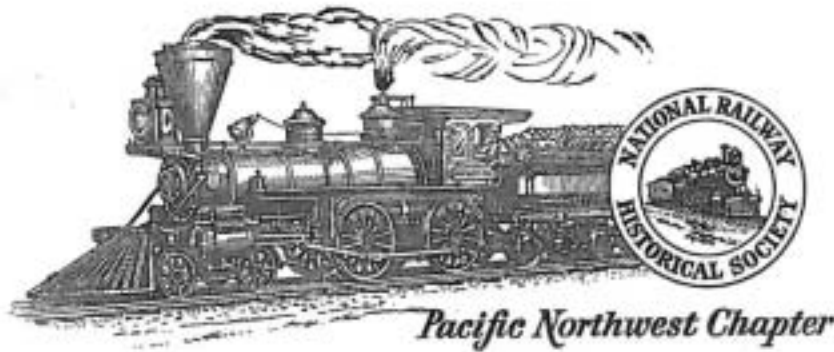
CHAPTER NEWS LETTER STAFF

editor			production manager	
EDWARD E IMMEL	475-3215		IRVING G EWEN	281-7098
360 N 10th, Apt. 14			4128 N E 76th Avenue	
Madras, Oregon - 97741			Portland, Oregon - 97218	
circulation manager				
CHARLES W STORZ, JR	289-4529			
146 N E Bryant Street				
Portland, Oregon - 97211				

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  
800 N W 6th Avenue  
Portland, Oregon - 97209



# THE TRAINMASTER

## STEAM UP THE COLUMBIA

The Port of Portland will send its steam powered stern wheel tug boat on a trip up the Columbia River in July to publicize the Port's activities and to celebrate the vessel's 25th birthday. The PORTLAND is the "only comerically operated stern wheel tug in the United States" and will mark the return of steam to the Columbia River after an absence of almost 20 years. Due to Coast Guard restrictions there be no carrying of the public on its trip to Pasco. With a top speed of 11 knots the vessel should be quite a bit easier to motorcade than UP #8444. Get your pictures this time since there is no indication the vessel will ever repeat this trip.

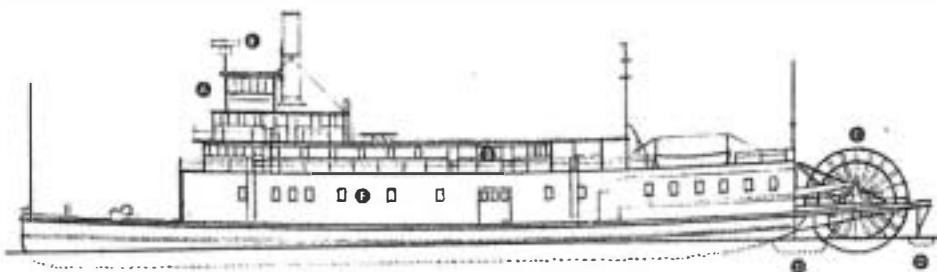
### STEAMER PORTLAND

• Sternwheel towboat  
 • Steel construction  
 • 219 feet long  
 • 42.1-foot beam  
 • 6-foot draft  
 • 56-foot height (waterline to stack top)  
 • 928-gross tons (733 net)  
 • Built in 1947

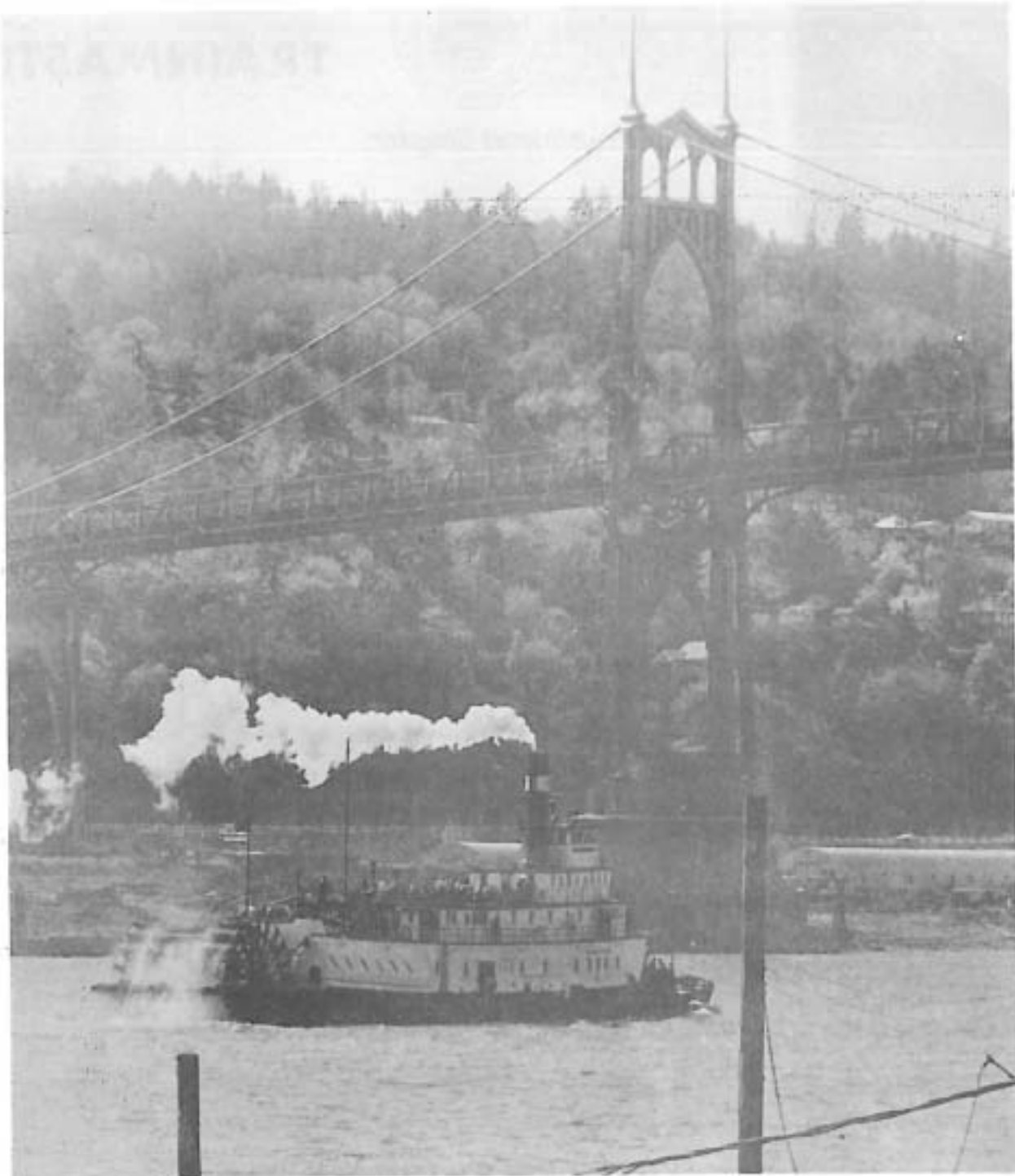
Two 900-HP steam engines  
 25.6-foot stern wheel  
 7-man crew  
 Valued at \$750,000  
 Used for assisting, turning and docking  
 ships in Portland Harbor  
 Not competitive with private enterprise

*SCHEDULE: vessel  
 leaves early AM and  
 arrives PM in next  
 city.*

Lv. Portland	July 18
ar. Hood River	
lv. Hood River	19
ar. The Dalles	
lv. The Dalles	20
ar. Arlington	
lv. Arlington	21
ar. Umatilla	
lv. Umatilla	22
ar. Pasco	
lv. Pasco	24
run through to Portland	



- |                   |               |
|-------------------|---------------|
| Ⓐ BRIDGE          | Ⓓ RUDDERS (7) |
| Ⓑ CREW'S QUARTERS | Ⓔ RADAR       |
| Ⓒ PADDLE WHEEL    | Ⓕ ENGINE ROOM |



Port of Portland photo

*The Port of Portland's steam powered stern wheel tug boat seen passing under the St. John's Bridge in Portland, Oregon. This unique vessel will see its first operation on the Columbia River when it is sent to Pasco, Washington in July.*

MINUTES OF THE MAY MEETING

The meeting was called to order by President John Holloway at 8:20pm in the Burlington Northern Safety Instruction Room.

Vice President Ken Dethman reported the recovery of the bell for the Stimson Shay "Peggy", from a fraternity house in Forest Grove, Oregon.

President John Holloway reported the donation by the Union Pacific of two injectors and a lubricator from surplus material at Albina.

Ed Berntsen reported as follows:

1. Ninety people were on the OP&E excursion. The RDC went bad order and the OP&E's diesel #10, open car #598 and the coach "Cottage Grove" were substituted.

2. The "Mt. Hood" is still in Amtrak service. The car should be released by early summer.

3. All the remaining ex-SP&S Alco FA's were being withdrawn from service and assembled at Vancouver. The three RS-2's also are being retired. All are to be traded in on new GP38's.

Jack Holst reported as follows:

1. The new smoke box bottom has been partly fitted to "Peggy". Repair of the disconnected log trucks is almost finished.

2. Lease of the LP&N #680 to the Chapter has been approved by the Forestry Center Board. The center's lawyer is now drawing up the necessary papers.

3. There is still no definite date for the publication of the SP&S motive power book. More photos have been sent to the publisher.

Roger Phillips, Chapter Excursion Director, reported that a public excursion via Amtrak to Tacoma and Point Degiance Park has been tentatively scheduled for June 24.

Jack Holst reported to the meeting the formation of TRAIN, Tourist Railway Association, Inc. TRAIN was formed February 20th at a meeting in Chicago. It is basically an industry association of tourist railroads and operating museums for the purpose of having a united "front" for the groups represented. One important objective is to obtain insurance at reasonable rates. The initiation fee is \$100 with annual dues based on operating income, with a minimum of \$50 a year.

John Holloway reported that he and Jim Gilmore have finished the recovery of the rail at Tillamook.

Jack Holst moved the adoption of the amendment to the Chapter by-laws, as previously presented and published in The Trainmaster, empowering the Chapter Board of Directors to conduct Chapter business. Motion seconded and passed.

The meeting was adjourned at 9:20pm

Respectfully submitted  
Chuck Storz, Secretary

PACIFIC NORTHWEST CHAPTER MEMBERS VISIT CASS

May 6&7th will go down in the annuals of history as "The Day of the Shay". On this day, Mike Koch, author of "The Shay Locomotive" chartered the Cass Scenic Railroad at Cass, West Virginia to celebrate the publication of his book and to honor those who helped him in this great endeavor. It was also the first run of two Shays which are new to the Cass line. The first Pacific Coast type Shay to run east of the Rockies, former Mayo Lumber Co. #4, cn 3320, most recently from Railway Appliance Research, Ltd #114 was one of the stars of this event. Her purchase had been arranged by Doug Cummings of Vancouver, B.C. and Doug did the honors in firing her on her first run. The other new Shay was Oregon's own Mt. Emily Lbr. #1, cn 3233, an 80 ton saturated three truck loco which had long been in custody of the Chapter, although owned by the Oregon Historical Society. She is on a long term lease to Cass and become Cass #3. Jack Holst, who was responsible for arrangements for her transfer to Cass was fireman on her inaugural run. Both new Shays are oil burners and the techniques of firing oil were totally foreign to the coal shovelers of the Cass Railroad.

Over 250 persons were guests of Mr. Koch for two days of train riding, a barbeque dinner at Whittaker Station, and many bull sessions. PNWC members attending were Jack Holst, Al Zimmerman and the mysterious Roger Phillips. Mike Koch is also a member of our chapter even though he resides in New York. One of our famous "Shay Racing Team" sweatshirts was presented to Mike and was prominently worn throughout the even.

Special arrangements with Eastern Airlines by Al Zimmerman speeded our departure from Washington and shortly our heroes, accompanied by Pete Replinger of Tacoma Chapter, were speeding southward in Jack's father's Chrysler. After a long drive through the wilds of Virginia and West Virginia, we arrived at the scene of the headquarters of the party only to find registration closed and the only motel/restaurant for miles closed. A drive of about 10 miles led us to a small cafe where Al talked the owner into opening and serving us dinner. Sirloin steak for \$2 with a complete dinner was enjoyed by all and we headed for our cabin in a rather isolated and illusive state park. Jack's ralley experience really began to pay off and we got lost, took the wrong winding roads and eventually found our cabin in the middle of the night. Jack immediately set forth through the woods with a kerosene lantern to locate the proverbial bull session. The sight of Sasquatch and lantern nearly broke up the Hillbilly gang as Jack filled the door of their cabin with red sweatshirt.

The following day was the aforsaid run of the two oil burning Shays to Bald Knob and related barbeque. Mt. Emily did not steam well (seems someone had bricked her up like a coal burner) but never the less seemed capable of hauling all nine cars and the PC Shay up the hill (which it did on the many occasions the PC lost her footing).

Sunday, the two Cass coal burners #4 and #5 did the honors on a trip to Whittaker (our hero did not fire this day, wonder why?), returning about noon to pick up the two oil burners for a quadruple header and many photo runs.

Sunday evening we drove to Washington and the following morning Pete and Al caught an Eastern flight to Portland, checking a pair of Shay parts as baggage!

Roger and Jack continued north with Jack's father and en route visited the Pine Creek operation in New Jersey. The wanderings of these two through the wilds of the East will be the subject of a further report at a later date. Just visualize the mysterious Roger Phillips at home in the lounge of a Metroliner sipping a drink at 90mph and wait for further developments.

by #114

#### SCHEDULE OF EVENTS

- Friday June 16th Presentation of lounge-sleeping car "Mt. Hood" at 12:00 noon at Portland Union Station. All readers of the Trainmaster are invited to attend and refreshment will be served.
- Friday June 16th The regular June meeting of the Pacific Northwest Chapter will be held at 8:00pm at the Burlington Northern Safety Exam Room at 11th and NW Hoyt. If the lounge-sleeping car "Mt. Hood" is still in Union Station the program will be moved to this location for AN AUCTION OF RAILROADIANA. Bring an item you would like to see bid on and in return pick up something you never ever thought about owning.
- Saturday June 24th POINT DEFIANCE LIMITED to Tacoma. Details from Room 1 Union Station. See enclosed flyer for information.
- Friday Sept. 15th Regular September meeting of the Pacific Northwest Chapter. See September Trainmaster for details

CONTEST

CONTEST

CONTEST

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Each month odd bits and pieces are put under a heading of "This N' That". Your editor is getting tired of this lead in and wonders if something more original and a little more railroadly might be used. To further this change the editor is running a contest. Send in your idea for a new heading before August 31st and if your entry wins you will be given a copy of Portland Traction Company Employees Timetable #1. A priceless collectors item. Send them to Room 1, Union Station and put Attention: Contest.

HAVE A HAPPY SUMMER

Ride a train this summer or a tourist railroad. Remember only your patronage will keep Amtrak and many excursion roads in business.

BLACK HILLS CENTRAL

The Black Hills Central is one of the oldest (and presently least reported) tourist railroads in the U.S., having started operation in the late 1950's. Its steam trains run over a ten mile spur of the Burlington Northern (formerly CB&Q) between Hill City and Keystone in the Black Hills of South Dakota.

Heavy summer tourist traffic supports the BHC. The town of Keystone is located just north of the Mt. Rushmore memorial. The operating season is governed by tourist travel in the Black Hills, beginning in mid-June and ending shortly before Labor Day. Advertising is concentrated in the Black Hills to attract people vacationing in the region.

Headquarters of the BHC is at Hill City. Operation begins from the Hill City end of the line at 8:15 AM. Four round trips a day are run with passengers boarding at Hill City or Keystone. Present operation is exclusively with standard gauge equipment. Originally three foot narrow gauge equipment was operated on specially added third rail beginning at Hill City and running to a wye at Oblivion, about half way to Keystone. Later a standard gauge train operated from Keystone, meeting the narrow gauge at Oblivion. During the summer of 1971 a Saturday only round trip was run from Hill City to Deadwood and return.

The BHC has two steam locomotives for regular service: 2-6-2 #7, ex-Princeton & Northwestern and 2-6-2 saddletank #104, ex-Peninsula Terminal Co. The Hill City-Keystone train is made up of five cars: two half open, half closed coaches, two flat cars with benches and one full coach with benches. The Hill City-Deadwood train uses seven ex-Oregon Electric cars last operated on the defunct Vernonia, South Park & Sunset (Banks, Ore.). A number of other locomotives and cars, both standard and 36" gauge, are stored in the BHC yard at Hill City.

A fairly good road parallels the BHC tracks between Hill City and Keystone. There are numerous good spots for photos. Tape recording fans can get good sound on the train (no AC on the train) and from trackside.

A note of caution to the railfan traveling to the Black Hills: Motels are crowded and expensive during the vacation season. If your travel budget is limited write to the chamber of commerce at Rapid City, S.D. for a list of camp grounds and lower priced motels.

*Chuck Storz*

LATE NEWS ON BN ALCO FA'S

As previously reported in THE TRAINMASTER all the remaining operational Alco FA units and the three RS-2's have been removed from service. The last FA to operate was 4116 which made its last runs on locals between Portland and Astoria. None of these locomotives will be operated before trade-in on the eastern part of the BN. The traction motors are being removed at the BN diesel shop in Vancouver, Wash. A letter from George Berisso reported that FA #4102 has shown up at the GE plant in North Bergen, NJ for rebuilding into a power car for the Long Island Railroad. A late report from Ed Berntsen states that 4116 and 4100 have been shipped to GE at North Bergen.