



pacific northwest chapter

THE TRAINMASTER

September 1978

Chapter phone no.: 226-6747 (226-NRHS)

Number 215

PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday
September 15
6 PM

BOARD OF DIRECTORS MEETING

Chapter members are welcome to attend board meetings. This month's BOD meeting will be held at the Burlington Northern Safety Assembly Room before the regular monthly meeting.

Friday
September 15
8 PM

REGULAR MONTHLY MEETING

Welcome back! We hope you all had a nice summer, and a wonderful time at the convention for those who were able to attend. This will be the first meeting of the Pacific Northwest Chapter after the summer recess, and it will be held at the normal location, the Burlington Northern Safety Assembly Room, located on the right hand side of what would be NW 11th Avenue extended, about two city blocks north of its intersection with NW Hoyt Street. Contact one of the Chapter officers or TRAINMASTER staff members listed on the last two pages of this issue if more detailed directions are required.

Refreshments, arranged for by Cora Jackson, will be served between the business session and the program. A "kitty" will be present to receive donations to help offset the cost of the refreshments.

The program for this month will be a review of the just concluded Interrail/78 NRHS National Convention.

MORE ON VALLEY AND SILETZ ABANDONMENT PETITION

According to the June issue of Pacific News, Boise Cascade subsidiary Valley and Siletz Railroad has changed its abandonment petition (THE TRAINMASTER, April, 1978), retaining the 17 miles of V&S line to Pedee in order to continue serving a lumber mill there, rather than abandoning the entire line between Valsetz and the wye just south of Independence.

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CP RAIL, UP OK POOL POWER PLAN

(Adapted from The Sunday Oregonian, August 20, 1978)

Union Pacific and Canadian Pacific railroads have agreed on a locomotive pooling agreement in what could be the first such international arrangement in the Pacific Northwest, spokesmen say.

"The result will be more efficient utilization of power for both railroads," said Leo B. Maskill of Portland, general superintendent for Union Pacific's Northwestern District.

Under terms of the pact, both railroads will supply locomotive power on an alternating basis for round trips from Lethbridge, Alberta, through Sandpoint, Ida., Spokane, and Hinkle, Ore.

(Earlier, we read one report that this agreement had been cancelled, but apparently, the two railroads are going to go through with it, after all.--Ed.)

AT THE INTERCHANGE--News from other NRHS Chapters

From The Trainsheet, Tacoma Chapter:

"Tacoma Municipal Belt Line Railway has been all-Alco since it got rid of its last war-surplus Whitcomb in the late '60's. A succession of S-1's, S-2's, S-3's S-4's and even an S-6 were bought used cheap, run until major repairs were required, then junked. All these engines were numbered in the 900's and painted yellow and brown.

"Now EMD has broken into this stronghold: UP SW9 1842 has become TMBL 1200, in a new red and white paint scheme." (see Pacific News, July, 1978, p. 29)
"One of the S-2/S-4 fleet has also been repainted in this scheme; the others will soon follow. The two remaining S-3's are being traded in as too light for today's heavy work, which often sees Belt Line lokeys handling 75-car transfer drags for several miles.

"Alco fans can still see an S-1 working at the Port of Tacoma; an RS-1 working at the Cargill grain elevator; and an HH-660 occasionally working at Glacier Sand and Gravel here in the Tacoma area, plus of course BN's fleet of RS-3's, RS-11's. C-424's, C-425's, and C-636's passing through every day.

"MECHANICAL REPORT, by Larry Peterson, Mechanical Superintendent: The conference car, SP 115, owned by Pacific Northwest Chapter, NRHS, and currently on loan to Tacoma Chapter, NRHS, has been inspected by Ethan Robbins, Tacoma Chapter member and railroad consultant. He found no condemnable defects, which means that the car is basically sound and useable. However, it is advisable that we change couplers for a longer drawbar and replace a couple of draft gear hanger irons. It would be good for Tacoma Chapter members to plan a couple of work parties to chip rusted areas on the exterior and apply paint before winter weather sets in. The car has been moved to the "Star Iron spur," which is near Concrete Technology. The donated BN caboose, destined for use at Camp 6, is sitting with the SP 115.

"Current work on NP 4-6-0 1364 is not of the visible variety, most of it being machine work on boiler parts and engineering certification of the boiler. All common staybolts have been replaced in the firebox. The grates have been replaced and the ash-hopper installed. The tender tank has been secured to the chassis. The lifting hardware, grabirons, poling pockets, and footboards have been replaced on the rear of the tender and all new work has been painted. Thanks to Lucian Williams and Ernest Radomske for their labors."

AT THE INTERCHANGE (continued)

From the September 1978 issue of The Lake Shore Timetable, Lake Shore Chapter:

"BEWARE AGAIN: Several newsletters report another reason railroaders may not welcome railfans. It is reported that 'efficiency personnel' of Conrail, using the guise of fans, complete with camera equipment, have been sneaking around railroad property to catch employees goofing off."

RAILFAN CLASSES (from the September 1978 issue of The Lake Shore Timetable, Lake Shore Chapter)

Some railroads are not at war with the railfan. One is the Southern Pacific, according to Pacific Railroad Society's Wheel Clicks. Espee is conducting a series of "professional railfan" classes, covering, among other things, field etiquette and safety, rights of the railroad, hand signals to warn the crew of hazards, prevention of rock throwing and vandalism, and how and where to take good photos. Classes include tours of rail facilities and experience on a locomotive simulator. Good idea from a company which sometimes gets an unjustified bad press from the railfan community.

NRHS CHAPTER MEMBERSHIP TOTALS (Selected from the July 1978 issue of NRHS News Extra)

Out of 124 active chapters in the National Railway Historical Society, Pacific Northwest Chapter stands 15th in number of members, with 131. However, this total does not necessarily represent the exact number of Chapter members, as it indicates the number of members paying their national dues through PNW Chapter. Someone who paid his national dues through another chapter would not be included in this total. However, since most Chapter members pay their national dues through PNW Chapter, we feel it is a fairly accurate total.

The five NRHS chapters with largest number of members are: Tri-State, 329; Washington, DC, 319; Mohawk and Hudson, 317; Old Dominion, 260; and Atlanta, 247.

The NRHS chapters with the smallest number of members are East Tennessee, Northern Oklahoma and San Antonio, with five members apiece, the minimum number required for active status. "Hang on, guys!", advises the News Extra.

In addition to those NRHS members paying their national dues through a chapter, there are 639 associate members, who do not belong to any chapter. There were 65 life members of the NRHS, according to the NEWS EXTRA.

PROGRAMS FOR OCTOBER AND NOVEMBER

Chapter Vice President Ed Immel advises that the following will be the program subjects at the next two meetings:

October: Railroading in Mexico Today presented by Gil Hulin

November: Railroading in Alaska presented by Gary Oslund and Bill Thomasson.

RAILROAD VANDALISM by Don C. Douglas(Reprinted from The Ferroequinologist, Central Coast Chapter)

As editor of The Ferroequinologist it is my pleasure to receive many exchange publications from other railfan organizations across the country. One subject that periodically appears in these publications is vandalism along the railroads. One reads of people hurling rocks at trains, playing "chicken" in front of a train, stealing from railroad cars, placing debris on the track and trying to cause a derailment. The problem is particularly bad in the East, but it can be seen elsewhere.

Several members of the Pacific Southwest Railway Museum Association in San Diego have formed a "Railfan Patrol". These fans, who have CB radios in their cars, put their eyes and ears to good use when they are out photographing trains in the area. When they come across any acts of vandalism against the railroad they notify the local law enforcement agency, plus ask that the information be passed along to the railroad's Special Agents department.

I know of one case locally where a railfan was out photographing Southern Pacific's commute trains when he observed some juveniles in the distance throwing rocks at the commute cars. With the help of a telephoto lens he photographed their actions, and turned over the film to the railroad's Special Agent. As a result three children were apprehended. The "rocking" of commute trains is a continual and growing problem which has caused serious injury to train crews and commuters as well. Anyone who has a radio receiver tuned to the railroad frequency knows the call "watch out for rocks on the right" is all too common.

Railfan Patrolers are not vigilantes. They observe and report what they see. They do not confront the person involved, except when there is a clear and present danger.

Vandalism not only works against the railroad industry by causing damage and injury, but it also works against railfans in general. Any railroad that is subject to vandalism will have their eye out for any unauthorized persons on or near their right of way or facilities.

The Pacific Southwest Railway Museum Association in San Diego can be considered a leader in the "Railfan Patrol" movement by reporting on their activities in the monthly publication "Report". A side benefit to their members is the fact that they have earned the support of the Santa Fe. The Santa Fe's Chief Special Agent recently presented a meeting program to the group.

One recent outing by the San Diego group found a man sitting on the track oblivious to the fact that a train was due at any time. The train rounded a curve but the man was oblivious to the danger. They warned him just in time. A little later they found some children on a minimum-clearance bridge over a slough pelting the waterfowl with ballast. A train was due so they shoed the kids off the bridge. On this stretch of track the trains are traveling at sixty to eighty miles per hour. By helping prevent damage and accidents railfans can become an asset to the railroads.

PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
(An Oregon Non-Profit Corporation)

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