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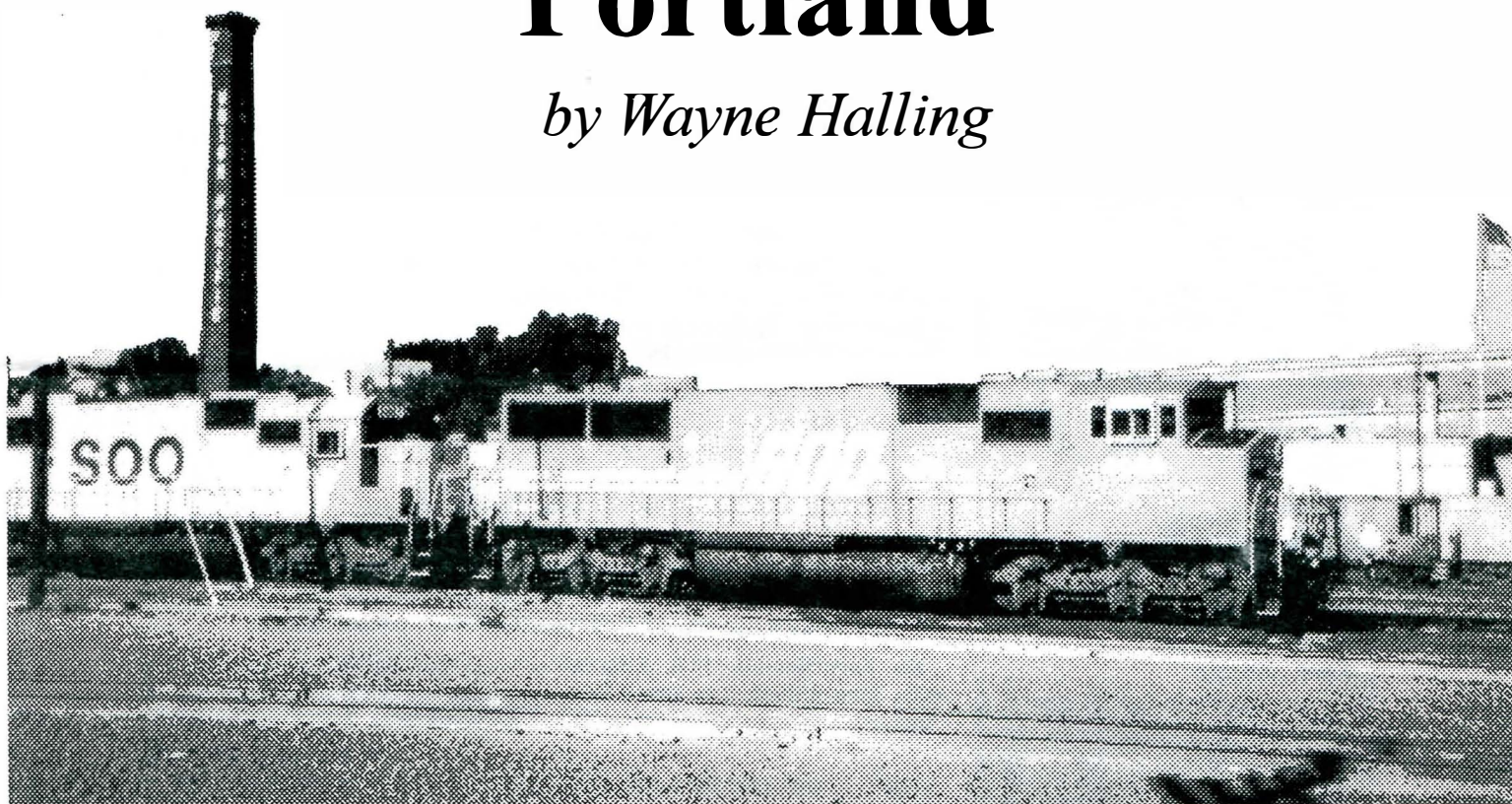
TRAINMASTER

Official Publication of the Pacific Northwest Chapter, National Railway Historical Society.

MARCH 1994

Foreign Flags Visit Portland

by Wayne Halling



Here is a list of interesting engines which have visited Portland, Oregon, in the last year. It is not all-inclusive as I only observed the Burlington Northern, Southern Pacific and Union Pacific yards two or three times a week.

Denver & Rio Grande's orange and black roam freely over Southern Pacific's system now that the two roads are combined. I logged 33 different ones during 1993.

Chicago & North Western sends big lemon-yellow diesels with dark green trim from the Mid-West. They usually come into town pulling Union Pacific trains. Most of the units are SD40-2s and a few SD50s have made it to Albina Yard. C&NW and UP use the same Cab-Signal system which allows a C&NW unit to be on the point of some trains.

Conrail, the former Penn Central, is often in town with its big blue engines with a white "C" emblem. CSX—the former B&O, Chessie, L&N, Clinchfield,

SOO SD60 (left) and SD60M (right) sit in Union Pacific's Albina Yard in Portland on October 5, 1993. The SD60Ms sport the new solid red with white lettering paint scheme.

-Wayne Halling photo

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The TRAINMASTER

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society, published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official National Railway Historical Society position on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source. Please address contributions, correspondence, and exchange copies of newsletters to:

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MEMBERSHIP in the PNWC-NRHS is available as follows:

Regular....\$27/yr.

Joint....\$32/yr.

For more information, contact the Membership Chairperson at the above address.

DEADLINES

The deadline for each issue of *The Trainmaster* is the 20th of the previous month. Submissions may be made on floppy disk, in Wordperfect, MS Word, or ASCII formats.

The Editor reserves the right to edit or hold material at his discretion

-Kristopher

CHAPTER TIME TABLE No. 378

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, March 10, 7:00pm, at Room 208, Union Station. Down there where all the Amtrak trains come in. All Chapter members are welcome.

MONTHLY MEMBERSHIP MEETING Friday, March 18, 7:30pm, at St. David's Episcopal Church at 2800 SE Harrison. The business meeting will start promptly at 7:30, with the newsreel and program following after a short break. Refreshments will be available; please bring some money to feed the "kitty" so the kitty can continue to feed you. The program is listed below.

WEEKLY NO-HOST LUNCHEON every Saturday, 12:00 noon, at the Semaphore Restaurant at SE 17th Avenue and Holgate Blvd. Our group sits in the back. Come on down!

ROLLING STOCK WORK SESSIONS every Wednesday and Saturday, at the Chapter's tracks in Brooklyn Yard. Working hours are 9am to 3-4pm on Wednesday, 10am to late afternoon on Saturday. There's a lot of work of all kinds to be done. Contact Richard Gray (656-0260) or Bob Hoffman (236-7710) to see what you can do.

LIBRARY/ARCHIVES WORK SESSION: Saturday, 19, 9:30am to 12:00 noon at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact James Loomis (253-3926) or Bob Weaver (654-4274) for more information—or just show up! There's lots of work to do.

CHAPTER LIBRARY OPEN HOURS Saturday, 19 & 26, 1:30 to 4pm at Room 1, Union Station

EXTRA BOARD

16th Annual Railroadiana & Model Railroad Swap Meet sponsored by the PNWC-NRHS and the Columbia Gorge Model RR Club. **Date:** Saturday, March 12, 1994, 10:00am to 4:00pm. **Cost:** \$2.50 for adult, children under 12 free with an adult. **Location:** Jackson Armory, 6255 NE Cornfoot Road, Portland, Oregon.

May Excursion—May 14 & 15 trip to Seattle and back. Saturday night will be a trip on the Spirit of Washington Dinner Train and Sunday will be a cruise on the steamboat Virginia V.

MARCH MEETING PROGRAM

Program begins after business meeting

Railroad Memorabilia Auction
All kinds of railroad-related
will be auctioned

Notice: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a Chapter meeting, please contact the President.

CHAPTER BUSINESS

LIBRARY COMMITTEE REPORT

James Loomis, Chairperson

The library has some new additions. Thanks to Walt Grande, the sequel to a great book, *The Southern Pacific in Oregon*, by Ed Austin & Tom Dill, is now in our collection. It is *The Southern Pacific in Oregon Pictorial*. The book contains many photographs of steam and diesel action from the late 1800s to the 1900s. The book has brief descriptions of the different rail sections, that entails many photos of each section. It was prepared in the same order as the predecessor book, with an expansion of the Siskiyou line.

Mr. Mike Myrick contacted the Chapter regarding a donation he wishes to make. Mr. Myrick was formerly the General Chairman of the Railway Express Agency. He has bound volumes of material relating to the REA, dating back to the 'teens. This material will greatly supplement our collection of ICC proceedings, as well as company records for the various railroads in our region.

Wayne Halling provided us, through the courtesy of Joe Fitzgerald, an Automatic Car Identification plate from a freight car. It contains red, blue, black, and "checkered" stripes used to identify the car it was mounted on. It is in very good shape.

The next Library Committee meeting will take place at Room 1 on Saturday, March 19, at 1:30 PM. Anyone with suggestions for the library and archives is welcome to attend. Your input is needed, and is greatly appreciated.

The committee is presently going through a number of books in our library, sorting out those that do not fit our region of coverage or interest. First, a list will be made up of the proposed books for sale. The general membership will vote on those they feel we should keep in the library. The books left will be offered to the general membership, either a sale or an auction, then any still not sold will be offered on any trips or swap meets that will allow the sale. We have run out of room for books, and there are many books dealing with Eastern railroads or overseas subjects, that are not being utilized. Our main region is the Western United States, Mexico and Canada. We have requests for research material relating to those areas, and we never seem to use the remainder.

James Lommis

EXCURSION COMMITTEE REPORT

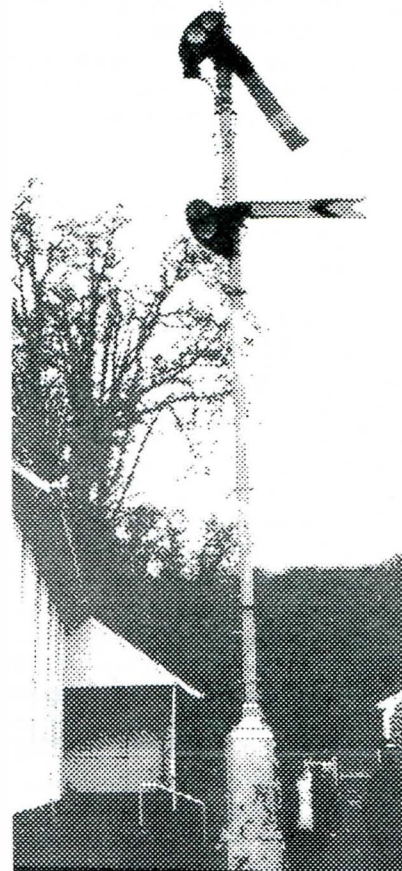
Irv Ewen, Chairperson

The Excursion Committee is finalizing details for the May Seattle Dinner Train/Steamboat/Rail Adventure. Brochures and order forms are being prepared for mailing and ads in *The Oregonian* and a few smaller papers are in process. The seating capacity of this trip is set at 250 passengers presently.

The committee is investigating the feasibility of a 4-day trip to Klamath Falls, Sacramento, and back to Portland, with a possible side bus trip to Portola, CA. The trip would feature a daylight trip through the Cascades, an overnight stay in Sacramento, then a full day in Sacramento to enjoy either the California Railroad Museum, or a trip to the museum at Portola. The return trip to Portland would take place on the fourth day.

Another trip presently being worked on is the inaugural trip to Vancouver, B.C., on October 1, 1994. This is the proposed starting date of restored Amtrak service from Seattle to Vancouver, B.C. No further details are available at this time.

James Loomis



A style 'B' Semaphore at its temporary site in Drain, Oregon.

-photo curtsey of Steve Coons

Call For Photos

The Trainmaster needs photos of:
SP Coos Bay branch. Steam, diesel, passenger, freight, any date.

SP Siskiyou Line. SP Cascade Line. Any date. Any subject.

Mt. Hood Railroad. Any photos from Hood River to Parkdale.

Slides or prints will do. 5 X 7 maximum size for prints!

-Kristopher

CHAPTER BUSINESS

SUMMARY OF MINUTES BOARD of DIRECTORS MEETING, FEBRUARY 10, 1994

Meeting was called to order by Vice President Marilyn Edgar at 7:20 PM.

Treasurer's Report: Maxine reported on the balances for checking, savings, excursion/bond and emergency accounts. Money from dues and swap meet will be coming in soon. Money is still due from Dave Duncan, Doyle McCormick and SP.

National Director's Report: Gerald has received a letter from Nation about the 1996 spring board meeting in Portland. The meeting will be April 16-17, 1996. March 18, 1995 is the PNWC's 40th Anniversary. We should do something special to celebrate.

VP's Report: Marilyn said Jerry Webb was the Jack Holst Award recipient. Bob Hoffman reported that SP has said **NO** steam engines may run on SP rails anymore, including the 4449, for the Golden Spike Celebration. New key will be issued to Chapter officers. A \$10 deposit will be required for each key. A permanent record will be made of deposits paid.

President's Report: Marilyn said copies of Bobs thank you letter to Bob Melbo for his banquet speech were available. The banquet was a success. Bob Terkelsen plans to return from his trip with results on methods of obtaining grants.

Finance Committee: Marilyn reported the Committee has changed its meeting from Wednesday to Monday before the Board Meeting. Jim Loomis wants to rent out videos from the library collection to raise money for the Library Committee. Connie expressed her objection to the implementation of the proposed Bylaws before the changes have been voted on. The current set-up of the Finance Committee is based on the proposed Bylaws rather than the current Bylaws.

Rolling Stock: Maxine reported that the final payment has been made to Keeler for the repairs on the Chapters cars. Lease of the Jordan spreader to W & P was discussed. Richard Parks said some seats are stored outside under plastic and need to be moved inside. We have enough seats to fill a boxcar or trailer. Maxine said track rent is due. The Camas Paper mill engines must be moved soon since to property on which they sit is being sold. UP wants the two Baldwins moved out of Albina Yard, ASAP.

Membership & Hospitality: Maxine said Interest Surveys are trickling in. Some people are interested in Rolling Stock and Rolling Stock needs more people. Janet Larson is making name tags for the General Meeting.

Excursion: Brochures for the Seattle trip are at the printer. Hopefully the mailing list will produce the 250 seats needed before beginning advertising. Dick Ordway and Richard Parks will start a Short Trip Sub-Committee. Amtraks first run to Vancouver B.C. is October 1; we should start getting tickets for that very soon.

Library: Jim proposed a deposit for our expensive books. Video rent could also include a deposit to encourage return.

Activities: Darel reported that meeting programs are filled through June. Darel said a joint picnic at Shady Dell with the Yaquina Chapter has been suggested by Yaquina. At the March swap meet we need to provide half the work force to get half the profits.

Concessions: The T-shirt design is staying over because communications got mixed up. Doug Auburg will let us know when the tables will arrive on Friday night for set up. Day workers need to be there at 8 AM.

"Trainmaster": Dick Ordway has asked each Committee to issue reports.

Refreshments: Nita Reghitto will call asking for help occasionally. Please respond.

OLD BUSINESS: We need signs at the Church to guide members to the meeting room. We also need a P.A. system.

NEW BUSINESS: Chairperson for fund raising item was put over until the March meeting when Bob returns with grant information.

Board Assignments: Darel is already Activities chair. Roger will be held over until after his wedding. Brent will be insurance chairperson. Members working on the rolling stock must be paid up members to be insured.

Portland Rail Advisory Group: Gerald has attended one meeting of the Rail Sensation group and will continue to represent the Chapter.

Meeting was adjourned at 10:25 PM
*Respectfully submitted, Joyce Reese,
Secretary.*

The minutes from the General Meeting were delayed by the US Mail and did not arrive before the deadline. To avoid delay of *The Trainmaster*, the newsletter went to print without them.

-Kristopher



Smart approach to
your next trip —
GO PULLMAN
COMFORTABLE, CONVENIENT AND SAFE

NP Plaque Missing

The colorful plaque commemorating the 100th Anniversary of the arrival of the first Northern Pacific trains into Portland, has been missing for several years. The plaque was on the east end (south side) of the Steel Bridge overlooking the East Portland Interlocking where the OR&N had their first facilities.

Members should be on the look out for the plaque in the event it shows up at a swap meet, or is offered for sale, and **they should notify the authorities.**

Rich Carlson advises that someone called the PNWC office some time ago about the plaque. *-Walt Grande*

Items For Sale

Chapter member Rob Picuch has some items he would like to sale. All of the items are in excellent condition and the money will help Rob pay for college. All prices are negotiable.

Custom-painted HO scale equipment:

SP SDP45 #3201, powered, \$75.

SP FP7-A #6462, F7B #8301, both non-powered, \$75 for the set.

Rio Grande F7A, powered; F7B and PBI/steam generator car, both non-powered, \$75 for F7 A-B set, \$90 for all three.

Rivarossi GN streamlined sleeper (factory painted), \$12.

VIDEOS (all VHS)

San Jose NRHS Convention '92 from Video Rails, \$15.

California Zephyr from Video Rails, \$12.

Santa Fe Employee Recognition Special from Pentrex, \$12.

Steam to Sacramento '91 from Pentrex, \$20

Portola Railroad Museum 1989, \$12.

Rob Picuch

418 Highland Ave.

Horseheads, NY 14845

Railroad Auction

Remember to bring your railroad-related items to the auction. A wooden plaque of Mark Twain, that hung in the Twin Grove, will be auctioned. Also a 1970 NP calendar and a Grand Trunk Bi-Centennial convoy dish are a few of the items to be auctioned. All of the money raised will go to the Chapter.

Mt. Emily Shay To Return To Oregon

At the OHS Authors' party in December 1993, Mr. Chet Orloff, executive director of the OHS (Oregon Historical Society), mentioned that the Mt. Emily Shay is going to be returned to Oregon from the Cass Scenic Railway in Cass, West Virginia. The Mt. Emily Shay is owned by the OHS and has been leased to the CSRY for a number of years, largely through the efforts of the late Jack Holst.

However, Cass has apparently been dragging their heels on the return of the locomotive. Martin Hansen of Bend, Oregon, advises that a suit has been filed to get the prompt return of the locomotive.

Once it is returned, it will be used on the City of Prineville Railway between Prineville and Prineville Jct. in Central Oregon. *-Walt Grande*

CONCESSIONS COMMITTEE REPORT

Jim Edgar, Chairperson

We are so very pleased to announce the lucky winner of the Circus Train—Ellie Nelson. The winning ticket was drawn by the lovely wife of Bob Melbo at the banquet. We want to thank all of you for participating in the fun. We delivered the train to her at Sunnyside Hospital while she recuperated from some repair surgery. She was most anxious to get home so she and husband Noel could “play trains”.

Work is progressing on the artwork for the T-shirts. We still hope to have some for sale at the March Swap Meet. **BE THERE!!** Also, we have the Video Rails train movie series—16 in all for sale to the right person. Talk to me for the special price. Aside, clean-up work has begun on the caboose, which in the near future is to be the traveling home of concessions. What fun!! *Jim Edgar*

Congratulations

Long time member Jerry Webb was the winner of the 1994 Jack Holst Award. Jerry has done a lot of work on the Library Committee

FINANCE COMMITTEE REPORT

Marilyn Edgar, Chairperson

Our regular Wednesday meeting was held February 9, and although we did not have the benefit of the year-end report; we did decide to continue for the third year the bare-bones budget.

We very seriously discussed the problem of the interest being earned on our finances in various institutions and have made some major decisions regarding the repositioning of some of these accounts. Attendance was good, but we would still like full representation from all committees as possible.

Also for the convenience of the majority of the committee, we are moving our meeting night to the Monday before the Board Meeting, which for April will be the 4th. **Please note change of meeting night.** We need the attendance of every member of the Committee to do our job. **Please be there!!**

Marilyn Edgar



Albina Yard had many visitors during 1993. In August CSX C40-8W #7706 came to Portland amid a consist of UP power. It is shown here coupled with a 2400 series C30-7. About 17 years and 1000 HP separate these two General Electric locomotives.

-Wayne Halling photo

-from page 1

RF&P—sends engines in four different paint schemes. The newest and biggest are gray with dark blue and yellow trim. I counted 18 during 1993, three in December alone.

Electro-Motive Leasing has a fleet of blue diesels with white noses. They are the same color as Conrail units and probably got their start when Conrail returned a fleet of leased engines painted in its color. Some of these SD40-2 locomotives are ex-Milwaukee Road locomotives.

Engines of varying colors with the original owner's name painted over show up occasionally. Some are branded with a large HLLX or HLCX. It stands for Helm Leasing which buys surplus engines when mergers occur.

Grand Trunk Western locomotives are easily identified by their bright orange-red noses with a blue-colored

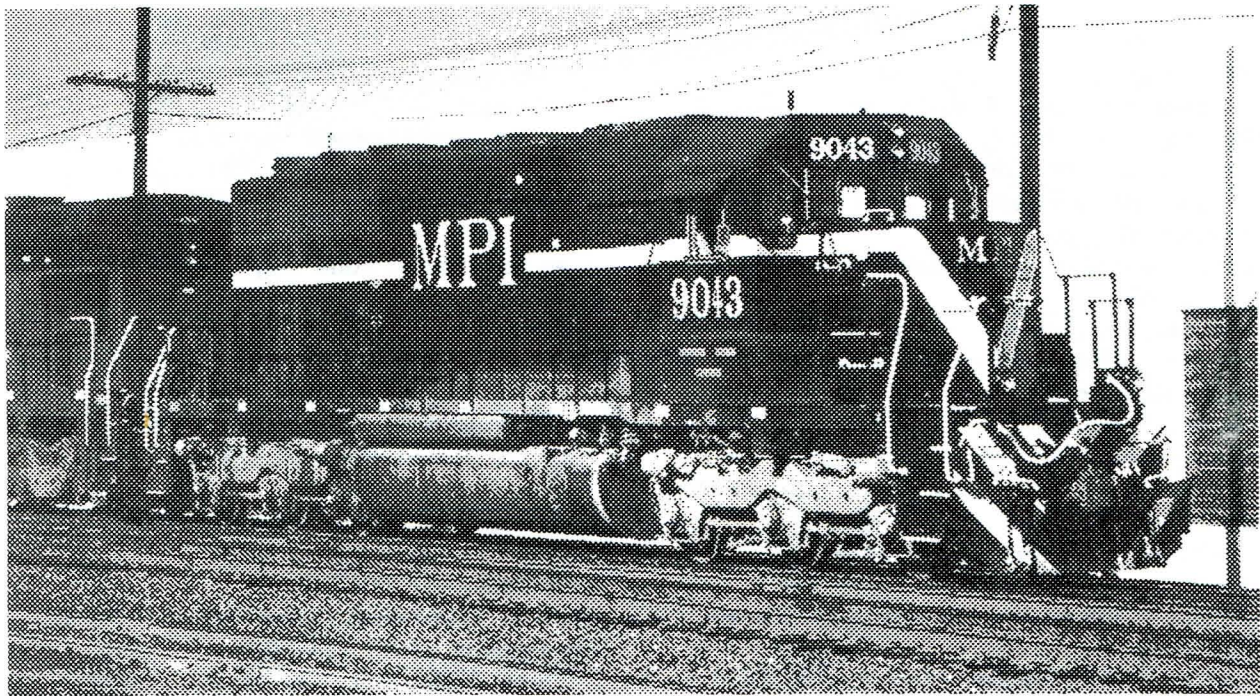
hood with a big GT painted in white. They sometimes appear on BN trains.

Illinois Central Gulf honors us with lengthened SD40-2s built on SD45 frames with immense fuel tanks which they can run from New Orleans to Chicago without refueling. At least four of these visited the Southern Pacific yard last year. An old Louisville & Nashville GP39 arrived with three other engines on an SP freight. It must have been a leased engine, as L&N is a part of CSX.

LMX is another member of the foreign flags that visit the Pacific Northwest. Burlington Northern is leasing 100, B39-7s from LMX on a per kilowatt used rate. LMX is a subsidiary of General Electric. These gray and red units can be seen on most of BN's hot Intermodal trains. GECX is another company leasing GE units.

Morrison-Knudsen is another company that has jumped on the lease bandwagon. MK has rebuilt SD45s into SD40s and leases them under the name MK and Motive Power, Inc. or MPI. Both are painted in dark blue with maroon and gold trim with silver trucks. These units are leased to Burlington Northern and are used mostly on grain trains and regional freight trains. Montana Rail Link power has made a strong showing in the Northwest during the summer of 1993. MRL leased their dark blue locomotives to Southern Pacific and Burlington Northern. The Montana Rail Link has a first class rebuilding shop in Livingston, Montana.

Norfolk Southern—N & W, The Southern, Nickel Plate, Central of Georgia, and others— sent three or



On November 6, 1993, MPI 9043 travels past Lake Yard. Morrison-Knudsen rebuilds old SD40s and SD45s into SD40-2 standards and leases them to power short railroads. Several of these units have been on BN trains. -Kristopher Lundt photo

more of their black and white 6-axle giants varying from 3000 to 3900 HP. The SOO sent their white engines with red trim from Minneapolis. In the summer of 1993, one of their newest and best, was a solid red with white lettering, SD60M, via the UP.

Santa Fe engines have visited the area in impressive numbers. SD40-2s and SD45s have been seen on BN grain trains and on freight trains that travel to Chicago. In December, 1993, one of them appeared in the red and silver Warbonnet at the BN Hoyt St. roundhouse.

The main reason for the invasion of all this foreign power was due to the flooding in the Mid-West. The railroads scrambled to find locomotives to replace power trapped behind the high water. I'll have more for you in 1994 as they show up, and they are already rolling into town plus newer and bigger engines on Amtrak, BN, SP and UP.

Denver Rio Grande & Western power have been making their way to Portland. Mostly GP30s but a few SDs have shown up. For several weeks in October, 1993, an SD40T-2 was assigned to the SP transfer. An EMD leased SD40 can be seen at far left sitting at BN's Hoyt St roundhouse.

-Kristopher Lundt photo



COMMITTEE CHAIRS

Activities: Darel Mack, 654-5017
Meeting Program Coordinator: *Vacant*
Bylaws: Janet Larson, 253-7436
Concessions: Jim Edgar, 236-7271
Excursions: Irv Ewen, 232-2441
Finance: *Vacant*
Library & Historical Foundation: James Loomis, 253-3926
Membership: Sara Ackerman, 649-6000
Museum: David Stimac, 656-9392
Public Relations: *Vacant*
Publications: *Vacant*
Rolling Stock: Richard Gray, 656-0260
Chief Mech. Off.: Peter Rodabaugh, 771-8545
Car Rental Agent: Peter Rodabaugh, 771-8545
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Ad Hoc "Union Station": Terry Parker, 284-8742
Chapter representative, Portland Rail Equipment Advisory Group: Bob Hoffman, 236-7710

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