

The



Trainmaster

January,
1998

The Official Publication of the
Pacific Northwest Chapter,
National Railway Historical Society
Portland, Oregon



January Meetings:

Board of Directors Meeting:

January 8th, Room 208, Portland Union Station, 7:00 PM

General Membership Meeting:

January 16th, St. David's Episcopal Church, 2800 S.E. Harrison, Portland, 7:30 PM

Portland & Western Purchases 63 Miles: Cornelius Pass Line, ex-Oregon Electric lines, Expects Increase in Business

by Glenn Laubaugh, from information provided by Bob Melbo of the P&W and W&P railroads

On November 25, 1997, the Portland & Western railroad completed the purchase of 53 miles of leased trackage from the Burlington Northern & Santa Fe Railway. The transaction also included 10 miles of track not previously leased by the P&W, including the line over Cornelius Pass.

The Cornelius Pass line is currently out of service due to a burned bridge. Authority is being sought from the Board of Directors to spend up to \$95,000 for engineering services to design an earthen fill and bridge needed to reopen this line.

The immediate priority of the Cornelius Pass purchase is to decrease transit times from

the Astoria line to the rest of the Portland & Western system. Because the Astoria line is isolated from the rest of the Portland & Western, all traffic from the Astoria line to the rest of the P&W must pass through the BNSF and UP/SP systems in Portland. This results in frustrating delays. A recent locomotive exchange for the Astoria line consumed two and a half weeks passing between the various yards in Portland.

The decrease in transportation time is not the only reason for the Cornelius Pass purchase. The P&W estimates that they may see as much as \$3 million per year in additional revenue from moving local freight.

NRHS Board of Directors Meeting ~ Dearborn, MI ~ Nov 7-9

by Gerald A. Schuler, National Director

The Fall meeting was called to order by President Greg Molloy. After Invocation, a Roll Call of the officers was read. First item of business was approval of the minutes which had previously been mailed out. Election of the National Officers and Regional Vice Presidents was then conducted. This was followed by several Presidential appointments.

Next, the Presidents report was given. Thanks were given to the Bluewater Michigan Chapter for hosting this meeting. Reports of National Officers and Committee Chairs were given next. Lee Dietrich honored two

members for their 25 years of service. Larry Eastwood stated dues notices have been sent out to the Chapters. Bob Heavenrich stated that new IRS Tax Laws will be coming in February. He then explained the printed Treasurers report. Frank Tatnall explained that Bulletin Issue #5 is now being printed. It will have a list of Emblem Sales items available. The Bulletin is expected to be under budget for the year. Instructions for the Chapter Annual Reports were available for distribution. In the Operation Lifesaver report, the train-auto accident count was going down,

but the trespassing on RR property reports were increasing. There is an incident every 100 minutes. Lynn Burshtin reported she has a good group of volunteers helping with the staff library activities. In the Regional VP's report, it was announced that a list of duties of the National Director will be published in an upcoming issue of the NRHS News. A draft of a new Membership application form will be available at the next Board meeting. They are researching various rail attractions and Museums to determine which ones will offer discounts to NRHS Members. The National Convention Chairman Judy Calvert reported that there is still no bid for the yr. 2000 convention. It may be that the National HQ will end up hosting it.

Larry Eastwood reported on the status of the Headquarters search. The landlord has offered the Society an extension of the present lease at a lower cost while their search continues. The Board voted to accept a three year extension. (This action was taken in the new business section.)

There were no new Chapter Charter requests, but the Board did vote to reinstate the Arizona Chapter.

Under old business, John Fiorilla told about the Alco Historic Photo collection. The Society will approach the City of Schenectady about jurisdiction. He hoped the issue would be resolved by next fall. He also reported that the paper work has been completed so that the Society is again properly registered as a Corporation in Maryland.

Under new business, the budget was approved with addition of \$1,000 for the Historic Structures Committee. President Molloy initiated discussion about establishing stand by authority to open a commercial brokerage account or endowment fund for the purposes of earning money for some of the Society projects. There were many questions and considerable discussion. Finally the issue was tabled to the Finance Committee with instructions to report back to the Board at the next meeting. The By-Laws Committee has proposed several clarification changes for consideration. These were discussed at the

Pre-Board meeting earlier under the guidance of Committee Chairman John Fiorilla. They were discussed again at the Board meeting, then voted to introduce them for further study and action at the Spring Board meeting. One proposal was to remove the specific limitations for dates for the fall Board meeting, to allow more flexibility in scheduling. Another proposal dealt with authorization to sign contracts. Still another dealt with handling individual memberships when dues were delinquent. Mr. Fiorilla asked for written comments or proposals for recommended changes for future study.

President Molloy read a Sept. 12 letter from him that was published in the Notice of Meeting related to delinquent dues of several Board members. He stated the society was going to begin enforcement of dues deadlines for members. In the future, any officer whose dues have not been received by the National office by March 1 will be sent a letter from him stating they were no longer in good standing. The Chapter would also be sent a letter requesting appointment of an alternate member for the said position. The delinquent officer would be considered a guest at the meeting. However, provision would be made for them to make their dues payment at the meeting.

Larry Eastwood mentioned two letters copied in the meeting notices about a proposal by Regional Vice Presidents, Steamtown Institute, National Park Service, and the University of Scranton to conduct a week long Rail Camp next July. Purpose of the camp would be to interest young Americans in the rail preservation movement. Initially, they would seek out 20 to 40 teenagers in grades 9-12 in High School. Cost was estimated at \$300 to \$500 each. Steamtown is requesting input and support from NRHS. The Board members were cautiously interested, but concerned about liability and child labor laws considering the age of the camp members around dangerous machinery, and wanted more study before any action is taken. The issue was voted back to counsel to be discussed further at the Spring Board meeting.

Judy Calvert mentioned the 1997 Convention held in Salt Lake City. The final report is not yet completed, but the Chapter delegate turned over a \$5,000 check to President Molloy. The next Convention will be held July 8-12, 1998 in Syracuse, New York. Pre-registration forms were distributed. Others will be included in the next NRHS Bulletin. No report was given for the 1999 Convention, but the dates are June 21-26 in Sacramento. Judy Calvert stated again she is seeking Chapter bids for the year 2000 convention. The spring Board of Directors meeting will be held March 27-29, 1998 in Roanoke, VA. The Chapter took a poll of those interested in traveling by Amtrak to determine if they should meet the Amtrak Cardinal at Clifton Forge. More information will be mailed to the Board members in January. Plans are proceeding for the November 6-8, 1998 Board meeting which will be held in Kansas City, KS.

After a few brief announcements and Benediction, the meeting was adjourned.

The Bluewater Michigan Chapter National Director reported later that there were a total of 94 delegates registered for this meeting, with 136 total in attendance. The Chapter arranged a Friday bus tour south to Windsor,

Ontario, then a round trip to Chatham on VIA where they said we would go 95 mph. On the return bus trip we toured the Essex Terminal yard and shop. Next, in Detroit, we rode on the People Mover which makes a 2.9 mile circle around the downtown business district. This automated system uses a linear induction propulsion system. Then, by bus, we saw some of the slum and destroyed areas from riots years ago, including the devastated train depot. That evening we saw 16mm movies of earlier RR ferries around the Great Lakes. There is talk of making a High Speed rail corridor between Chicago and Detroit.

The Saturday evening Banquet Program was a talk by Aarne Frobom, President, Michigan State Trust for Historic Preservation, and restoration of #1225. The group had restored this engine and run it on a few excursions. Mr. Frobom showed a few slides of these excursions. The group is having trouble getting main line railroad permission to run excursions, though there are some short lines in the area that may be available. The group has established a policy of requiring excursion pricing to permit \$1,000 per day to be placed in an engine maintenance and restoration fund.

Gerald A. Schuler, National Director

From The Wire

Union Pacific Update

from an October 1, 1997 press releases by the
Union Pacific Railroad

Union Pacific Corporation said today that its subsidiary, Union Pacific Railroad, has unveiled a Service Recovery Plan aimed at eliminating congestion and restoring normal service across the nation's largest rail system.

In a quarterly report filed with the Surface Transportation Board (STB), Union Pacific spelled out a series of actions that will move as many as 40,000 cars off the railroad and generate the equivalent of 400-600 locomotives for service recovery. The actions encompass train operations and yard activities throughout the UP system.

Among the actions:

- Temporarily divert certain traffic over other railroads throughout the western two-thirds of the United States, including the Burlington Northern Santa Fe, Illinois Central, Kansas City Southern and a number of regional and short line railroads.

- Release selected traffic to other railroads. As an example, to free up congested lines the BNSF will operate several unit coal trains between the Powder River Basin in Wyoming and Texas.

- Divert trains from heavily-traveled routes along the Southern Corridor to other lightly used lines.

- Reroute trains around congested terminals by using satellite yards to handle switching. This will create additional track capacity at major yards in Texas, California

and Nebraska to make room for the backlog of trains clogging mainlines.

- Suspend some unit coal trains. In addition, eliminate four unit coal trains between the Powder River Basin and Mexico and reduce export coal shipments from Utah to the Southern California ports.

- Reposition up to 600 locomotives -- the equivalent of total UP locomotive purchases between 1995-97. To accomplish this, fewer trains will be operated, shorter trains consolidated, locomotives leased, repairs expedited and the number of engines reduced on most intermodal trains.

From the November, 1997 *Steam Echoes*, of the **Sierra Mountain Railroad Club**:

During track rebuilding of the UP yard in Antelope, California, a 250 pound bomb was discovered under the ground. It apparently was left from a munitions train explosion on April 28, 1973. Further digging uncovered eight more bombs. All were exploded on-site due to their unstable nature. The Sacramento County Sheriff's office is looking for any witnesses, photographs, and other records that may be helpful in reconstructing the disaster.

News from Other Clubs

from information from other club newsletters:

The **Southern Pacific Historical and Technical Society** reports in the Third Quarter, 1997 issue of *Newsletter*:

A large amount of former Southern Pacific records and artifacts - reportedly 32,000 cartons of material - have been collected for donation to the appropriate historical archives. In recent months, the collection has been undergoing professional appraisal, which is necessary for the UP to realize the full tax benefits of the donation.

The **West Coast Railway Association** reports, in the December, 1997 issue of *News*:

The West Coast Railway Heritage Park in Squamish has exceeded 20,000 visitors in 1997. The group is shooting for 40,000 visitors by 2000.

WCRA is currently planning to have work on Canadian Pacific FP7A #4069 finished for the 1998 season. The December issue features the unit stripped down and prepared for final body work and a primer coat of paint.

The WCRA is going to host the Association of Railroad Museums convention in 1999.

BC Rail has sold several of its passenger cars - from the Royal Hudson fleet - to the Mount Rainier Scenic Railroad. Passing through North Vancouver on November 1, and lettered for the MSRS, were the following: MRSR 684 *Sundance*, MRSR 685 *Darcy* (both former CP), MRSR 321 *Brittania*, and MRSR 322 *Resolution* (both former American Freedom Train). The *News* does not mention if the cars are going to be renamed.

BC Rail #3607 was given a touch of special paint for its role in the movie "Wrongfully Accused". On October 20 it was seen at Porteau lettered for "The Friggin' Express!"

The **Philadelphia Chapter** reports, in the August, 1997 issue of *Cinders*:

Lending comic relief to the events in Washington [surrounding the Amtrak funding crisis] was a late-May letter from Guilford President David A. Fink to Transportation Secretary Rodney Slater, in which he proposed that his Class II New England railroad buy or lease the Northeast Corridor. Amtrak responded that the NEC was "not for sale," and a heated exchange of letters soon appeared in *Traffic World Magazine*. Fink charged that Amtrak engages in "creative accounting" in reporting its financial results for the Corridor, while NEC Business Unit President George D. Warrington retorted that "ever quixotic, Guilford plods deeper into territory where clearly it is lost." Warrington speculated that Guilford's privatization offer was simply a ploy to divert attention from its foot-dragging on the start-up of passenger service between Boston and Portland, ME.

"From the Wire" contains bits and pieces from various news sources. Contributions are welcome, but sources close to the point of origin are preferred to insure reliability and accuracy. Please address correspondence given for the Trainmaster editor on page 7 of this issue.

Note Cards Available

The Pacific Northwest Chapter has souvenir items from the April Board of Director's meeting for sale.

The 100th Anniversary Union Depot Note Cards that were given as Banquet favors are available by mail order. These depict a painting by J. Craig Thorpe showing the SP&S 700, Union Pacific train, Amtrak engine, and SP 4449 with the Union Depot in the background. A set of six cards with envelopes sells for \$7.50 plus \$1.00 postage.

We also have a limited quantity of the polo shirts with a pocket left. These are light gray color poly-cotton 50-50 blend in sizes M, L, & XL. On the right front they show our PNW Chapter logo of the Union Depot clock tower. The back side shows an original design with Portland's three steam locomotives (SP&S 700, SP 4449, and UP 3203) and the Union Depot in the background. These shirts are priced at \$25, plus \$3 shipping.

Orders may be sent to:

Pacific Northwest Chapter, NRHS

Room 1, Union Station

800 N.W. 6th Avenue

Portland, Oregon 97209-3715

Mailbag



Seattle & North Coast H&T Society forms

A few of us ardent fans have formed an historical society for the Seattle & North Coast railroad called, appropriately enough, the Seattle & North Coast Historical & Technical Society.

We have an operational web page located at <http://www.trainweb.com/snch&ts/>.

My name is Bruce Conklin and I am the webmaster/database administrator/librarian for the group.

We lived in the Puget Sound area during the 80s and were always planning to get out to the peninsula "next week" and missed much that we could have seen. It seems that we always expect that our favorite will always be around for us to enjoy. The lesson is to visit and photograph now while we have the chance (for the record, I seldom heed my own advice and missed the close of steam on the Espee when I was a kid and missed the final years of the WP because I was "too busy").

Thanks,

Bruce Conklin

Logan, Utah

bconklin@cc.usu.edu

Great Northern Exhibit in Edmonds Museum

By way of introduction, I am the President of the Edmonds-South Snohomish County Historical Society of Edmonds, WA.

Our museum has just opened an exhibit entitled "Edmonds by Way of Rail", featuring Great Northern memorabilia, history and photographs with numerous scale models of rolling stock, plus an operable telegraph key and, a model railroad constructed by The Swamp Creek & Western Model Railroad Club of Edmonds, WA. The exhibit officially opens Dec. 5, 1997 at the Edmonds Historical Museum, 118-5th Ave. North, Edmonds, WA.

To better acquaint you with our Museum: We are a small, non-profit organization located in an old Carnegie Library building located in downtown Edmonds, Washington. The building consists of two floors of apx. 1500 sq. ft. each. The lower level houses a permanent exhibit of early Edmonds and a room dedicated to our Maritime history. The upper level contains our administrative office, library, work room and temporary exhibit room.

Thank You,

Fred O. Bell, President

Eurailpass on a Portuguese Local

Travel in Europe assumes a rental car or an escorted tour. Another option is the Eurailpass which opens the door to fast, frequent surface transportation which is effective beyond imagination. An additional reward is that it allows association with the ordinary people who live in a different part of the world.

It may have been over fifteen years ago but the memory is still vivid. I stopped off a main line train at Coimbra, Portugal in a driving rain, Cook's Guide in hand. A station attendant brought an umbrella. Europeans are good at communicating without a common language.

"Figuiera da Foz," I said. The man with the umbrella took me to a train shed, out of the rain. There was a clock. The long hand would be here, the short hand there, a train would appear on that track heading in that direction. In a short time a local train appeared like he said it would.

This train had two head end cars and a single car for passengers. It was less than half full and the people visited as if it were a family reunion. There were frequent stops but rarely at anything that would be called a town. Passengers took off on trails in the underbrush. As an outsider I was well accepted. A woman showed me a kettle she had apparently purchased in Coimbra and I shared her pleasure. It looked like K-Mart's lowest quality. Another lady was startlingly beautiful. She moved up and down the aisle, called everyone by name and took notice of me with phrases of greeting. I was delighted to be noticed by such beauty.

There were women crossing guards who closed gates across the road and held a flag or light in clear position for the train. The mainline train went too fast to see details of the crossing guards but on the local I could look into the faces of women who looked like they believed they were doing a responsible job. One cradled a baby in one arm while tending the flag and gate with the other. The rain had left a chill in the air and smoke curled up from each cabin.

The young woman of rare beauty got off, put her shopping container on her head and started into the jungle, side stepping puddles with the grace of a queen. The train ended at a seacoast town where a small sea-going vessel crossed the bar and entered a small harbor. It was from Belgium and seemed to be capable of carrying a cargo no larger than would fit in two truck trailers.

Our idea is that ships and barges should be of immense capacity, leaving no place for a mom and pop craft like this one. We would also eliminate the man with the umbrella, substituting a screeching PA system, install automatic crossing gates and put the women on welfare. High tech equipment can never replace the warm feeling that goes with people who work together and care for each other. The impression was of a time and place where there was pleasure in being alive.

Bud Parks
Portland

A brief summary of the Portuguese Railway Company, from Brian Hollingsworth's *Atlas of the World's Railways*, and Ron Ziel & Mike Eagleson's *Twilight of World Steam* :

The Portuguese railway company was incorporated in the 1850's. In 1926, the company reversed standard European practice and bought the country's government owned railway lines. It was the slowest system in western Europe to modernize. Steam power lasted on the branch lines until about 1979.. Although repeated reports of the end of steam happened, it was not unusual for a "scrapped" locomotive to occasionally return to service. In the late 1960's, the shop switcher at Contumil was an 0-4-0 built in 1881.

The standard gauge of Portugal is 1.665 meters, which makes it incompatible with the Spanish standard gauge of 1.674 meters. Although it is possible to design a wheel profile that runs on both systems, this equipment is expensive to maintain, and is therefore rare. The system is also incompatible with the rest of Europe, which uses 4 feet, 8 1/2 inch standard gauge, (1.435 meters) and Ireland (1.600 meters).

Portugal also has a network of 1 meter narrow gauge lines, and it was on these lines where steam held out the longest.

Operating expenses are about 15-20% above revenue, making national railway assistance a fact of life for the company. System mileage in 1979 was about 1780.



The Trainmaster

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in the *Trainmaster* do not express the official position of the organization 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.

The NRHS was formed in 1935 to preserve historical material and information pertaining to railroad transportation. The Pacific Northwest Chapter, one of more than 170 affiliates, was formed in 1955 as a non-profit Oregon corporation. Any person age 16 or older with an interest in railroad history and transportation is eligible for membership.

Please address contributions, correspondence, and exchange copies of newsletters to:

Attn.: Trainmaster Editor
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<http://www.easystreet.com/pnwc>
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Associate Editor: Glenn Laubaugh
Circulation: Chuck Storz, (503) 289-4529

Please be sure to inform the membership chair at Membership Services, PNWC-NRHS, P.O. Box 2384, Portland, OR 97208-2384 of any changes in the status of your address.

Membership

in the Pacific Northwest Chapter, National Railway Historical Society is available as follows:

Regular: \$32/year, Joint: \$40/year

Membership prices include National Membership as well as membership in the local chapter. For more information, please contact the membership chair at the above address or phone number.

Trainmaster Contributions:

Contributions for the *Trainmaster* are most welcome. Deadline for each issue is the 20th of the previous month. Last minute additions may be made after that time, but publication can not be guaranteed. Contributions should be sent to the address, e-mail address, or fax at the top of this column, or be left in the mailbox in the door of Room 1, Union Station. Typed or word-processed material (3 1/2" disk, Mac or MS-DOS plain text) is preferred for legibility, but not necessary.

Chapter Timetable #424 - January 1998

Regular Board of Directors Meetings:

Thursday, January 8th, 7:00pm. Room 208, Union Station. These meetings are scheduled on the Thursday evening of the week prior to the monthly membership meeting.

Monthly Membership Meetings:

Friday, January 16th, 7:30 PM. St. David's Episcopal Church, 2800 S.E. Harrison. These meetings are conducted on the third Friday evening of every month.

Chapter Library Open Hours:

The Chapter's Railroad Research Library, located in Room 1 of Union Station, is staffed between 1:00 and 4:00 PM on usually two Saturdays a month. Library is scheduled to be open Saturday, January 17, and Saturday, January 23. Call Jim Loomis (253-3926) for appointments, if this is a difficult day and/or time for you.

Upcoming Membership Meetings Programs :

January: B.C. Rail, Rocky Regula
 February: To be announced

If you have any programs that you feel would be of interest to the Chapter, Please contact Bob Terkelsen at (503) 399-1882.

Annual Chapter Banquet:

Plans are currently underway for the Chapter banquet.

-Submitted by Darel Mack

Editorial Notice:

Due to mailing and printing costs, the *Trainmaster* staff would like to know if you are currently receiving the *Trainmaster* as an exchange copy, but are not reading it. Eliminating unused issues would help us, as it would allow us to reduce our costs as well as increase our ability to circulate sample issues to potential new members of the Chapter.

Committee Chairs

Activities: Darel Mack, (503) 654-5017
Meeting Program Coordinator: Bob Terkelsen,
(503) 399-1882
Bylaws: Janet Larson, (503) 253-7436
Concessions: Marilyn Edgar, (503) 236-7271
Excursions: Darel Mack, (503) 654-5017
Finance: Bob Terkelsen, (503) 399-1882
Library & Historical Foundation: Jim Loomis,
(503) 253-3926
Membership: Ralph Johnson, (503) 654-1930
Museum: Glenn Laubaugh, (503) 655-5466
Public Relations: Gerald Schuler,
(503) 285-7941
Publications: *Vacant*
Rolling Stock: Richard Gray, (503) 657-8250
Chief Mechanical Officer:
Peter Rodabaugh, (503) 771-8545
Car Rental Agent:
Bob Jackson, (503) 231-4808
Ad Hoc Property Development: *Vacant*
Ad Hoc "Union Station": Terry Parker (503) 284-8742
**Chapter Representative, Portland Rail
Equipment Advisory Group:**
Frank Weiler, (503) 774-3319

Chapter Officers

President ('97): George Hickok, (503) 649-5762
Vice-President ('98): Ralph Johnson, (503) 399-1882
Secretary ('97): Al Hall
Treasurer ('97): Janet Larson (503) 253-7436
National Director ('94, '95, '96, '97):
Gerald Schuler (503) 285-7941

Directors-at-Large:

Ed Ackerman ('98, '99, '00): (503) 253-7436
Bob Jackson ('97, '98, '99): (503) 244-4440
Glenn Laubaugh ('98, '99, '00): (503) 655-5466
John Willworth ('97, '98, '99): (503) 284-8628
Frank Weiler ('96, '97, '98): (503) 774-3319
Vacant :

Note: Ralph Johnson's position is now vacant due to his election to the Vice President's position. A special election will be conducted to fill this position on the board of directors.

The **TRAINMASTER**
Pacific Northwest Chapter
National Railway Historical Society
Room 1, Union Station
800 N.W. 6th Avenue
Portland, OR 97209-3715

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1998 PNWC-NRHS ANNUAL BANQUET

WILL BE HELD ON FEBRUARY 28TH
AT THE EDGEWATER INN
1900 CLACKAMETTE DRIVE,
OREGON CITY

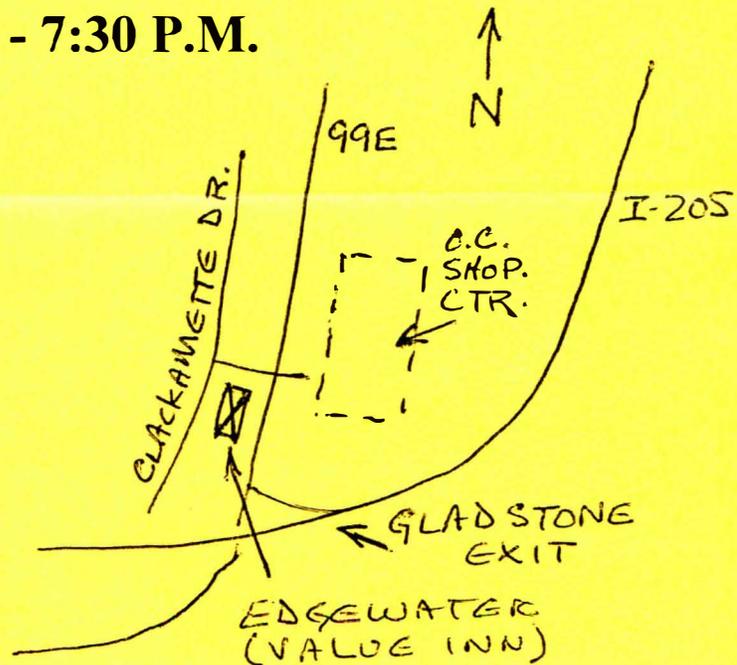
COST PER PERSON - \$19.50

NO HOST BAR - 6:30 P.M.

DINNER SERVED - 7:30 P.M.

WE WILL HAVE A BUFFET DINNER WITH
CARVED ROAST BEEF AND CHICKEN,
TOSSED SALAD, POTATO SALAD, RELISH
TRAY, COLE SLAW, 3 BEAN SALAD, FRUIT
JELLO, POTATOES, VEGETABLE, COFFEE
OR TEA, AND ROLLS. DESSERT WILL BE
CARROT CAKE.

CALL DAREL AT 654-5017,
IF YOU HAVE QUESTIONS.



PLEASE RETURN THIS BOTTOM PORTION TO DAREL
MACK - 2695 S.E. PINELANE
MILWAUKIE, OREGON 97267

NAME/NAMES _____
NO. IN PARTY _____ @ \$19.50 EACH
AMOUNT OF CHECK \$ _____

PLEASE RESPOND BY FEBRUARY 18TH.