

THE TRAINMASTER

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PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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("The Trainmaster")

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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.

COMING EVENTS:

- January 15, 1971 - The regular January meeting of the Pacific Northwest Chapter, National Railway Historical Society will be held at 8:00pm at the Columbia Gorge Model Railroad Club, 3405 N. Montana Ave (281-8591). The change was made necessary since the Portland Terminal Railroad wanted us to leave room 208 by 10:00 thus crowding the meeting. The program will feature recently discovered reels of SP and SP&S steam. Anyone who saw the sample at the November meeting will be sure to be among those who will be at this month's meeting.
- February 19, 1971 The regular February meeting of the PNW Chapter
- March 19, 1971 The regular March meeting of the Pacific Northwest Chapter

MT. EMILY SHAY MOVES

On Wednesday December 2, the Mt. Emily shay which has rested for many years on storage tracks of the Portland Terminal Railroad was loaded on two flatcars for its journey to Cass, West Virginia and future service on the Cass Scenic Railway. The engine has been leased by the owners, the Oregon Historical Society, to Cass for a period of 10 years on a lease-restoration agreement. Good coverage was given by the press to the movement of the engine with three channels giving film coverage during the prime evening news programs.

THAT OTHER SHAY IN TOWN

It seems that one Shay is but out of the state when the Chapter has another one on its hands. The Stimson Timber Co.'s #1 "Peggy" has rested for several years on tracks at the Oaks Park. Once exhibited at the old Forestry Building it was partially burned when the old log cabin was consumed by fire. Since then no one has taken any care of the loco except for moving it to its SE Portland location and removing some of the burned wood. At the October meeting of the PNW Chapter it was decided to approach the city for the rights to restore the engine to operating condition. The 42-ton engine would be ideal for an operation at the site of Oaks Pioneer Park. Once the engine is running the Chapter will make its presentation to the city for construction of a railway at the site of the park.

The Chapter is now hard at work in the process of stripping the old piping and rotten wood from the engine prior to getting it in condition for a hydrostat test sometime early in 1971. Work parties are each Saturday at 1:00pm at the Oaks Park site. If you have ever wanted to tinker with a steam engine join the gang on Saturday. We need everyone's help if this project is to succeed.

AULD LANGE SYNE TRIP

On December 31, 1970 another capacity crowd left Portland on the Mt. St. Helens private car to bring in the New Year at the Pastime Tavern at Wishram, Washington. As usual the trip was well planned and the car left on the end of the BN #24 complete with a lighted drumhead sign which read "Auld Lange Syne Special". The car's interior was decorated with streamers and balloons and a table was set with a variety of food and drink.

When the train arrived at Wishram the riders left the Mt. St. Helens for the festivities at the Pastime. The usual collection of interesting people was present and the editor of the Trainmaster was made an honorary member of the Nez Pierce indian tribe by one of tribes members. This honor was no doubt caused by his present success in teaching the Wasco and Warm Spring's indians. The only negative note of the trip was the lack of heat on the car for the return trip. It seems that the switch crew at Wishram has little experience in working with passenger equipment and when the private car was removed some of the steam line was removed also since the crew has failed to dis-connect the steam line first. Hopefully another trip can be run next year but who knows what Railpax has in mind.

REMEMBER: January meeting at the Columbia Gorge Model Railroad Club. Up the hill from where N. Interstate and Greely Avenues part.

THIS N' THAT

The days of new rail lines is in the dim past for most of the United States but not for sections of Canada. This fall (1971) railfans will get the chance to ride a "first" train in the Pacific Northwest. The Pacific Great Eastern will open its new line to Fort Nelson B.C. (250 miles of new line) in the fall of 1971 and the general public has been invited to go along on several special trains that will travel to Ft. Nelson for the line's dedication.....Milwaukee Road was to have been in Portland December 1st but Union Pacific has filed suit with the ICC to block its entrance.....VSP&S cars #14, 602, 603, 604, 605 have been sold to the Black Hills Central Railroad. Cars left Banks on November 20th.....The Vernonia branch had its first business in many a month when three car loads of Christmas trees were shipped out of Vernonia.....The lounge and dining cars were back on the BN train to Spokane during the Christmas holidays.To accommodate 150 deaf and blind students from Vancouver that where enroute home for Thanksgiving the BN added SP&S coaches #304, 307 and 308 to Train # 198 on November 25th..... Northwestern Pacific Railroad train service between Willits and Eureka has been cut to two trains a week since there seems to be very little demand for the train during the week.....BN has several E-7 and GE locomotives for sale. If interested contact the BN's purchasing and material department in St. Paul.UP has several business cars for sale. The asking price is \$4-6 thousand dollars. Information states that the cars will not be allowed to operate as passenger equipment over the Union Pacific Railroad.If you are not interested in just one car the BN has a real deal- a complete passenger train. The articulated cars which comprised the former CB&Q Nebraska Zephyr are for sale also.

DONT SIDETRACK PORTLAND

The main idea behind setting up the National Railroad Passenger Corp. was to improve passenger train service. How ironic, then, that the blueprint for the proposed national network would exclude Portland, historically a key West Coast terminus for railroad travel. For that matter, the map of the suggested routes as presented by Transportation Sec. John A. Volpe shows a distinctively Eastern perspective. It just doesn't seem to take into account the passenger needs of the West. Everything is aimed at New York, Chicago or Washington D.C. From the West Coast the key links with Chicago would be Seattle, San Francisco and Los Angeles.

Whatever plans the semi-public "Railpax" operation would have for regional travel are not revealed in the initial presentation. None whatever was included in the map of the basic network. Southern Pacific's long struggle to eliminate its passenger service would be accommodated by the Railpax plan, no doubt to that wealthy railroad's satisfaction, but at the expense of persons along the West Coast and in the Southwest who want rail service.

There is little comfort to the crumb tossed Portland's way in the announcement that one route may be chosen between Chicago and Seattle might stop here for a stop en route. On the other hand, another route might be selected that would bypass us.

Oregon Public Utility Commissioner Sam Hale is still awaiting the official announcement and details for the passenger train network. If this state is not granted adequate service, he vows to fight with all of the vigor and resources Oregon can muster, and he has the assurance of full support of Gov. Tom McCall.

At the very least, there should be east-west and north-south service from Portland. If that is not provided, any scheme promoted as improving passenger train service is a mockery and should be returned to the drawing board.

Oregon Journal, December 4, 1970

Editors note- no comment!

Last Month's Meeting:

Editors note: When possible the minutes of the last meeting will be published so that members out of town can know what is going on in the Chapter.

The November meeting of the PNWNRHS was called to order by President Roger Phillips at 8:10pm on November 20th 1970. Minutes of the last meeting were read, amended and seconded.

Old Business:

- a. Mention was made of a note from the Internal Revenue Service concerning a new ruling pertaining to the society's non-profit operation.
- b. Mention was made by Roger Phillips of a letter from the President of the Yreka Western Railroad in quest of ideas pertaining to the possible use of #598. A motion was made by Jack Holst after much discussion and revising of ideas that a letter as nearly neutral as the one received be mailed in return to be used mainly as a feeler to find out what ideas the Yreka Western Railroad has on our #598. Chuck Storz is handling the matter.
- c. Comment was made on a letter received from the Office of the Secretary of Transportation, John Volpe concerning the operation of special trains under Railpax. Correspondence will continue.
- d. Jack Holst advised the membership that the Mt. Emily shay would be loaded during the next couple of weeks. He also read a letter which contained the upcoming articles for The Bulletin
- e. Assorted odds and ends of old business were keys for the gate at Oakes Park to work on Stimpson #1 and another notice of the New Year's Eve trip to Wishram.

New Business:

- a. The election of new officers for 1971 was carried out and that nominated and voting be accepted as per the Trainmaster announcement. Voting was 100% for the new slate of officers.
- b. Ed Immel made a comment that a new amendment to the by-laws include a revised voting policy for election of officers for 1972. The suggestion was that next year all the members should be able to vote through the use of a mail-in ballot.
- c. Roger Sackett brought up the idea of community action projects that the Chapter might consider starting. One of the ideas was a display of railroadians in the main waiting room of Union Station. Jack Holst suggested that the Chapter enter the Merrykana Parade with a float using the Lucky Lager Brewing Company's Mack truck that looks like a locomotive. Contact would be made with the public relations man from Lucky concerning the idea.
- d. Assorted odds and ends of new business concerned the implimentation of a new idea in Railroadiana Auctions. Some discussion followed on the details of the plan but no action was taken.

Also mention was made of placing adds in Trains and Railroad listing what items the Chapter had for sale from its duplicates in Room I.

Meeting adjourned at 9:30pm for a program of 35mm favorite slides and movies of McCloud and Southern Pacific Steam.

Acting Secretary,
R.L. Hoffman

Back in 1919, a questionnaire was compiled by the Committee on Logging Railroads of the Pacific Logging Congress. Some of the responses, which were supplied in all seriousness by the contemporary loggers, were rather amusing and these were published in the October, 1919 issue of the Timberman Magazine. We hope that our readers will get as great a chuckle out of them as readers of the Timberman did fifty years ago.

QUESTION

ANSWER

- How many men do you use in a survey party? The engineer says he has to have 3, 1 to run the transit and 2 to swamp, chain etc. but we contend we are wasting one man. One man could chain & swamp by tying the chain to a peg.
- How do you locate, by offset, middle ordinate, or deflection method? YES
- What are the governing features in the Hills, gullies, rocks & stumps layout of your railroads?
- What is the most economical way of handling rock work? We haven't found it
- How do you treat swamps & marshland? Go around
- What is your limit as to grades & curves? We have never reached it
- In making topo maps, do you use contour lines or hatchures? Don't keep chickens in camp
- Do you run preliminary lines on all mainlines and spurs? 50% said yes
50% said "What are they?"
- Have you any new appliances to facilitate picking up and laying rail? Yes, we bought a claw bar and a push car this year.
- What weight rail do you prefer? Whatever the Spruce Division doesn't want.
- Do you use angle bars or fishplates? Both, mostly broken ones
- What kind of ties do you use? Wood
- To what extent, and what kind of rail braces do you use? Put them in whenever the rail turns over three times in the same spot. It has the habit and it takes a brace to break it.
(as to kind) Malleable, cast, broken angle bars, wooden lugs, old bandsaws, and in two cases, brakeshoes. (Latter said cost of shoes might force them to let the rails go.)
- Do you use derails & safety switches? Why derail them? They are coming off all the time anyway.

from Jack Holst & John Labbe