



THE TRAINMASTER

Number 164 - April 1973

PNW CHAPTER TIMETABLE

Friday
20 April

8 PM

REGULAR MONTHLY MEETING

The April meeting is scheduled to take place in Burlington Northern's Safety Assembly Room. Directions from the intersection of N W Hoyt Street at 11th Avenue: proceed north between the two long buildings for about two city blocks towards the Lovejoy ramp of the Broadway Bridge.

Program details to be announced by Ken Dethman, PNW Chapter Vice-president and Program Chairman.

Following the business session, ample time will be allowed to sample the tasty tidbits and beverages arranged for by Mrs Leland H (Cora) Jackson, Supt of Dining Car Services.

Wednesday
2 May

2 JUNE

SHAY DEDICATION CEREMONY

"Peggy", former Stimson Lumber Company Shay has been placed at the Western Forestry Center (up the hill from OMSI). Ceremonies will commemorate completion of the permanent display of the 42 ton Lima Shay geared locomotive with disconnected log trucks and load of representative logs from the Pacific Northwest. Also, it will mark the culmination of many hours of labor donated by PNW Chapter members over the last two years in the restoration of "Peggy", a project started by the late Jack Holst.

Members of Pacific Northwest Chapter, NRHS and their friends are invited to attend the festivities. Exact time to be announced. Call the Western Forestry Center, 228-1367, for details and/or directions.

 NATIONAL RAILWAY HISTORICAL SOCIETY

Saturday & Sunday RAILCON '73 - SEVENTH ANNUAL PACIFIC NORTHWEST RAILFAN CONFERENCE

5 & 6 May

The Thunderbird Motel at Eugene, Oregon will be headquarters for this year's festivities. Details and registration form are included in the flyer reprinted by PNW Chapter and enclosed with this issue.

Conference highlights include a tour of the Southern Pacific hump yard and engine terminal, workshops on railroad photography and sound recording, a banquet, and on Sunday, an excursion on the Oregon Pacific and Eastern Railroad from Cottage Grove to Culp Creek and return.

Friday
18 May

ANNUAL SALEM MEETING

6:30 PM

This will be a dinner meeting commencing at 6:30 PM in the Timber Room of the International King's Table Restaurant on Mission Street between 12th and 13th in Salem, Oregon. To reach the restaurant from Interstate 5, take the Santiam Exit and proceed west on Mission Street to 13th. For more detailed instructions telephone the restaurant, 364-6746.

Cost is \$2.50 per person. Price includes buffet dinner ("American Smorgasbord") and beverage.

No business session is scheduled for this meeting. Program details to be announced. Plan now to attend this annual social event. Friends and spouses are cordially invited.

Every
Saturday

INFORMAL LUNCHEON

11:59 AM

The location of this weekly event is Yaw's Top Notch Restaurant at 2001 N E 40th Avenue (in the Hollywood District). The group convenes at a large table, usually reserved for them at the rear of the seating area on the west side of the building.

This is an unofficial function of the PNW Chapter that is regularly attended by several members and friends.

Every
Saturday

SHAY RESTORATION WORK PARTY

Every Saturday afternoon, following the informal luncheon at Yaws, there will be a Chapter work party at the Western Forestry Center (4033 S W Canyon Road) to complete the restoration of the former Stimson Lumber Company Shay "Peggy" in preparation for the dedication ceremonies.

"SCHLUSSLICHT - GLANZ UND ELEND DER US-EISENBAHN"
(Tail Light - Glory and Misery of American Railroads)

A TV Program Review

by Edward E. Immel*

One advantage of living overseas is that a person can sometimes get an insight into how other nations look at the United States. The above-titled program afforded one of these insights which also made it possible to check the accuracy of their reporting as they presented a European look at the railroads of the United States.

The program focused on three major aspects of the railroads; commuter travel, Amtrak and the long haul passenger train, and freight traffic. On the whole, the reporting was fairly accurate with the facts and figures, but somewhat slanted in the comments made which came through even though my command of the German language is somewhat limited.

They showed that in the US there were 200 trains a day while Germany had 20,000 trains, but failed to mention any figures on commuter carriers like the Long Island. While taking a ride on an old LI train they completely neglected the fine equipment operated out of Chicago by BN, RI, C&NW, and MILW.

A half-minute sequence was shown on BART, but no mention was made that there is nothing in Europe that even comes close to BART's comfort, speed, and design. The Metroliner was shown, but again, no mention was made that it was probably better than any TEE train in Europe when it comes to speed and comfort.

In the segment on long haul trains, a ride was taken from Chicago to Los Angeles on the Super Chief - El Capitan. Again, no mention was made that this train has better equipment than any long distance train in Europe. They were surprised at the inexpensive meal prices in the dining car. Also noted was that all the dining car crew was black (most Germans would love to trade their monthly income for the income of the unionized dining car crew).

After viewing the program I got the feeling that they went to the United States with the preconceived notion that European railroads were far superior and chose film sequences to back this up.

The program should have mentioned that comparing the US and Germany in regards to the railway system is very difficult since they operate under very different circumstances. We too would have a fine passenger system if 60 million people were crowded into an area the size of the state of Oregon.

* "European Bureau Chief"

"Schlusslicht", cont'd

There isn't a freight train haul in Europe that can compare with a Chicago to Los Angeles run. Freight trains the size of most American Railroad operations would tear up the track in Europe.

There was one scene shown where a Union Pacific train wreck was covered. The interviewer asked the foreman if he ever took the train. The answer given was that he flew. In Europe if a freight train derails only a few 20 ton cars are damaged. One could just imagine the scene in Europe if a string of 100 ton grain hoppers jumped the track!

On the whole the program was quite good and the photography was outstanding. The pictures of the "Empire Builder" passing through the Rockies and the Santa Fe's "Super C" in the New Mexico desert were better than most railfans have ever taken.

The short footage on church services on a Long Island train was a classic. I'm wondering what most Europeans thought when the long-haired conductor stopped the minister during his sermon to punch his ticket, while other passengers continued reading the New York Times.

Also there was some good footage on the Strasburg Railway in Pennsylvania. The German-speaking trainman on the operation was a surprise.

SUMMARY OF MINUTES - PNW CHAPTER MEETING - MARCH 16, 1973

The Portland Parks Department excursion on Amtrak Portland-Kelso and return for retarded people scheduled for March 31 has been postponed due to scheduling problems at Amtrak. A later date will be announced.

Restoration of Stinson Shay "Peggy" at the Western Forestry Center in Portland is continuing, with more volunteers needed for the Saturday afternoon work parties. Measurements have been taken for the cab exit steps and a stack spark arrestor.

Donation of LP&N steam locomotive 680 at Grande Ronde to the Western Forestry Center and subsequent pending lease of the engine to PNW Chapter in return for restoration of the Shay was discussed. The engine must be moved from Grande Ronde to make room immediately for a new LP&N engine facility, and the OP&E at Cottage Grove has agreed to store the engine for the Chapter. Cost and feasibility of movement is being investigated by the Chapter Board.

"Shay Racing Team" sweatshirts are now available from Chuck Storz at \$5.00 each and jackets for \$10.00 each. A minimum 12 orders are required before each order is processed by the supplier and all orders must be prepaid to PNW Chapter.

The Chapter's SP&S Motive Power book has been resumed by the publisher, with more late steam and early diesel photos needed. Publication date still uncertain.

"EXTRA BOARD"

The Burlington Northern has arranged for the "Minnetonka" to be on display at Longview, Wash. from June 30th through July 4th in observance of the City of Longview's 50th anniversary. The Minnetonka will also be on display at Pasco from July 13th through July 22nd.

The Minnetonka was built by Smith & Porter of Pittsburgh in 1870, purchased by the Northern Pacific for \$6,700 and used in construction of the mainline in Minnesota during 1870 and 1871. She was shipped around Cape Horn to the Pacific Northwest for use in construction of the NP's western lines. The locomotive is 28-1/2 feet long and weighs 18 tons, and is an 0-4-0 wheel arrangement. The Minnetonka was sold to the Polson Logging Co., Hoquiam, Wash. in 1895. Discarded in 1928 and left to rust, she was repurchased by the Northern Pacific in 1932 and completely restored for display purposes. She was featured at the Century of Progress in Chicago and at the Worlds Fair in New York.

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On March 15th the Milwaukee Road started operation into SP's Brooklyn Yard at Portland with one train a day in each direction (trains 1-261/262). The Milwaukee continues to operate another train in each direction between Tacoma and Hoyt St. Yard in Portland (trains 2-261/262), as well as their local from Portland to Rocky Point (near Kelso, Wash.), where traffic is interchanged with the C & C Ry.

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The Flying Scotsman has returned to England via ship from California, where it had been stored for several months because of Alan Pegler's financial problems. The train passed through Washington and Oregon about two years ago on its way to San Francisco.

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The GN-SP&S and UP-Milwaukee Road stations on Havermale Island in Spokane have been torn down to make way for Expo '74. All that remains is the clock tower of the GN station, which will be preserved. Amtrak trains use the BN (NP) station.

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The Union Pacific has demolished several of their old brick buildings in the Albina yard to make way for new facilities. The old smoke stack, which has been designated as an historic landmark, will be preserved.

PACIFIC NORTHWEST CHAPTER
 NATIONAL RAILWAY HISTORICAL SOCIETY

Extra Board, con't.

Amtrak's Coast Starlight is expected to start daily operation on June 10th and continue through September 8th.

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The Union Pacific and the City of Yakima (Wash.) have agreed to terms for a new 10-year franchise for their Yakima Valley Transportation Co. subsidiary, so that operation can be continued on Yakima city streets. If the city requires YVT to relocate its tracks on West Nob Hill Blvd. between 16th and 24th Avenues at some future time, the railroad wants a 20-year term. A public hearing to approve the new franchise was to be held on April 9th in Yakima.

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Chapter member Ed Culp will have an autograph party at J. K. Gill's downtown store on Saturday, April 21st, from noon until 2 p.m. for his new book Stations West - The Story of the Oregon Railways.

SALEM MEETING PROGRAM

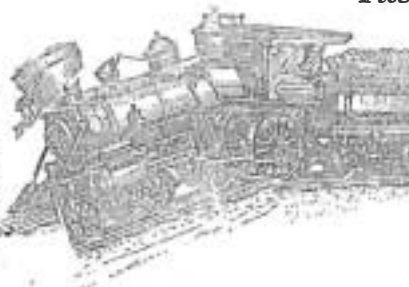
FLASH -- We have just received word that Don Hunter will present an all electric railroad program at the May meeting in Salem. Don is noted for his slide-sound presentations. This should be an outstanding event. Plan to attend.

NEW MEMBERS

Gary S. Oslund
 4823 N. E. 79th
 Portland, Ore. 97218
 (503) 252-1568

Richard A. Kaufman
 (Mary J. Kaufman)
 16241 S. E. Mill St.
 Portland, Ore. 97233
 (503) 761-3660

Stephen M. Chambers
 7704 S. W. 45th, #5
 Portland, Ore. 97219
 (503) 244-5288



Pacific Northwest Chapter

THE TRAINSMASHER

Published once each year.
(But not necessarily in
the interest of railfans!)

April 1973

MYSTERY PHOTO



This photo was recently given to the Chapter by the family of a retired logging railroad engineer. Close inspection of the photo indicates faint lettering on the tender reading "Lashe Lumber Company", or "Labbe Lumber Company" with a road number 5 apparent on the cab. Any assistance will be appreciated from locomotive historians throughout the country in identifying this locomotive, its origin, history, area of operation and type, in order to complete our files. Replies should be directed to PNW Chapter NRHS, Room 1, Union Station, Portland OR 97209.

(unofficial publication of PNW Chapter, NRHS)

"THE IMPOSSIBLE DREAM"

(Minutes of April Meeting)

The meeting was called to order on time by President John Holloway who even showed up an hour ahead of time.

The secretary read the minutes from the previous meeting, but since the secretary's hand had slipped while typing them, no one could understand what had taken place.

A motion to get a new secretary was passed by a unanimous vote. The new Secretary, "Bubbles" LaTour (38-24-36) was sworn in. It has been estimated that attendance at meetings will soar since Miss LaTour (an employee of Sonny's Bar and Grill) does the minutes through interpretive dancing. A motion was also made that the treasury be drained to "nothing" for next month's meeting.

Treasurer Roger Sackett gave a financial report. During the latest money crisis the Chapter's fortune was dumped on the market along with the rest of the speculators' hoards. Roger reported that the treasury consists of 20,000 Marks, 64,800 Yen, 14,000 Swiss Francs, 1 Yemen Ducat, plus 14 shares of Upper Saharan Logging Company.

Irv Ewen gave a Trainsmasher report. He has blown the whole year's budget on a new masthead. It will consist of drawings done in dark brown ink printed on light brown paper. Because of budget limitations the next ten issues will contain no news but will consist of three mailing wrappers surrounding one brown sheet with a schedule of past events.

Roger Phillips had no excursions planned. It took Roger only 45 minutes to arrive at this conclusion which was greeted by thunderous applause.

Mr. Leonard "Woody" Woodford was given the 1973 "Restraint Award". He actually walked past a Shay locomotive with a hammer in his hand and never hit it once.

Alex Ceres has just broken the record for having joined the Chapter and then letting his membership lapse. The old record was 23 times which was held by Alex.

Refreshments were served by Dave Davison. Included was one donut cut 44 ways with collected relish that fell from all the hamburgers served at Yaw's Restaurant the previous Saturday. Hopefully Cora ("Workinghorse") Jackson will return from her world cruise so the menu will improve.

Respectfully submitted,

Bea Roken Pencil, Secretary Pro Tem

UNSUNG RAILROAD HEROES

In writing railroad history most writers dwell on the magnetic and powerful personalities that shaped railroad destinies. But what about the little men who followed the orders of the Hills, the Harrimans, the Crocker, and the Huntingtons? Through intensive research some of the part played by these unsung heroes has been brought to light. What follows is but a sketch of these peoples' lives.

GEORGE FAEGOL - Company Photographer

While not a shaper of destinies, George has left his mark on the West's history. He opened Matthew Brady's darkroom door and destroyed 183 developing negatives. George was bothered by the resulting gunshot wound for years thereafter. George missed the gold spike ceremony in 1869 having traveled to Thermopolis, Wyoming to catch the ceremony. Upon arrival there he learned that the railroad wasn't scheduled for completion until 1897.

George then moved to the Northern Pacific where he took a great shot of the NP collapsing during the Panic of 1887. It's a great shot even it somewhat blurred. Success upon success propelled George to the back waters of the rail world and many museums prided themselves on not having one of George's pictures on display.

George worked until 1936 covering the Great Northern's southern extension from Klamath Falls to Bieber. These pictures may never be seen since George took the undeveloped film to the Kozy Korner Drug Store in Crane, Oregon. The processed pictures that came back were 236 different views of two kids playing in mud puddles.

"WOODEN" TRESTLE - Ticket Agent

Long considered the world's greatest ticket clerk, Wooden could answer questions on three telephones, write up 14 tickets, and place six reservations all at the same time. Wooden is not the Amtrak ticket office in Chicago.

Wooden could hit the ticket dater so hard that an 83 coupon ticket was cancelled in one whap. He later went on to become the world's champion ticket whapper. He broke two previous records; one for force, 533 pounds per whap; and another for speed, 213 whaps per minute.

BUSTER RAY - Hostler

One of the outstanding hostlers on American railroads, Buster went to work on the Missouri Pacific in 1929 and finished out his career for the Portland, Dallas and Roseburg in 1968 by being the company's hostler on the Buman Line.

(unofficial publication of PNW Chapter, NRHS)

"Unsung Railroad Heroes", cont'd

Buster in his lifetime has dumped 19 steamers, 3 soda motors, 10 diesels, and 8 electrics into pits from Maine to Mexico. Buster also holds the record for the number of engines driven through roundhouse walls - 27.

Buster also made history when he failed to fill the fuel tanks of the first "California Zephyr" and it stalled at Wells, Nevada for 10 hours.

FINNIAS P. STRONG - Assistant Railroad Treasurer

Finnias is truly one of the unknowns of railroad fame having been ignored from 1945 until now when he is exposed as the worst financial expert in the business. His first job was with the New York, Ontario and Western until 1950 when it went bankrupt. He moved to the Rutland until it went under and was then hired by the Boston and Maine. In a record ten months he had the B & M being reorganized under Section 11 of the Interstate Commerce Act of 1923.

He was then hired by the designers of the New York Central-Pennsylvania Railroad Merger where he advised each of them to have a different computer system since the resultant mess would be a stimulus for employment. This in turn could be taken as a tax loss under the Oil Depletion Allowance Law.

In successive years he moved on to the Central of New Jersey, Reading, Lehigh Valley and the Rock Island, driving each one into economic chaos and bringing fits of despair to the ICC and Congress.

Finnias is currently working for the Union Pacific which has become a real test for his financial wizardry. According to Finnias: "I tried everything possible to wreck this railroad but the thing keeps on making money. If I can't mess things up in four months I'm going to quit and become a cost analysis expert for the Department of Defense".

Good luck Finnias!

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Editor's note:

As we to to press reports from Good Samaritan Hospital indicate Assistant Editor Phillip Space, our most consistent contributor, is recovering nicely from an attack suffered sniffing stencil-correction fluid while working on this issue.