



# THE TRAINMASTER

October 1979

Chapter Phone No.: 226-6747 (226-NRHS)

Number 225

## PACIFIC NORTHWEST CHAPTER TIMETABLE

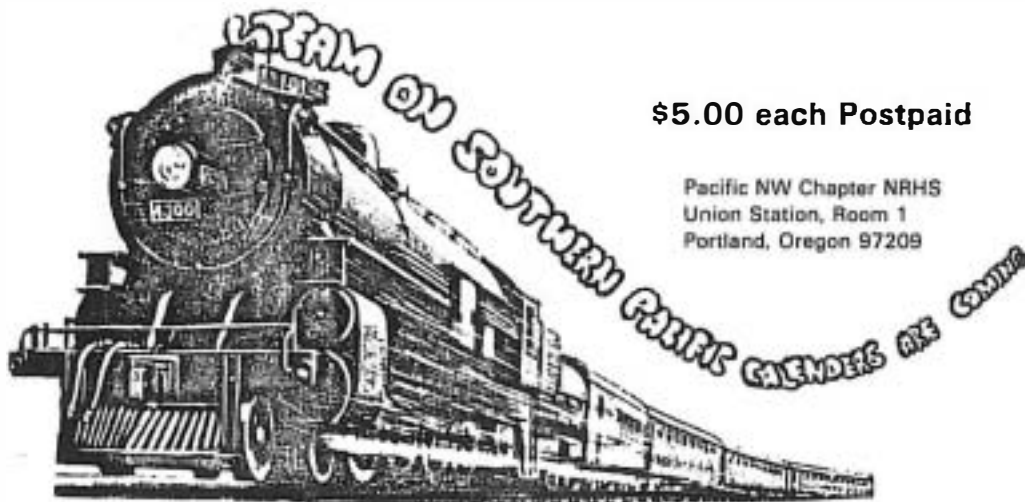
Friday  
October 19  
7:30 PM  
(New time!  
Please note!)

REGULAR MONTHLY MEETING (New location--new time, please take note!)

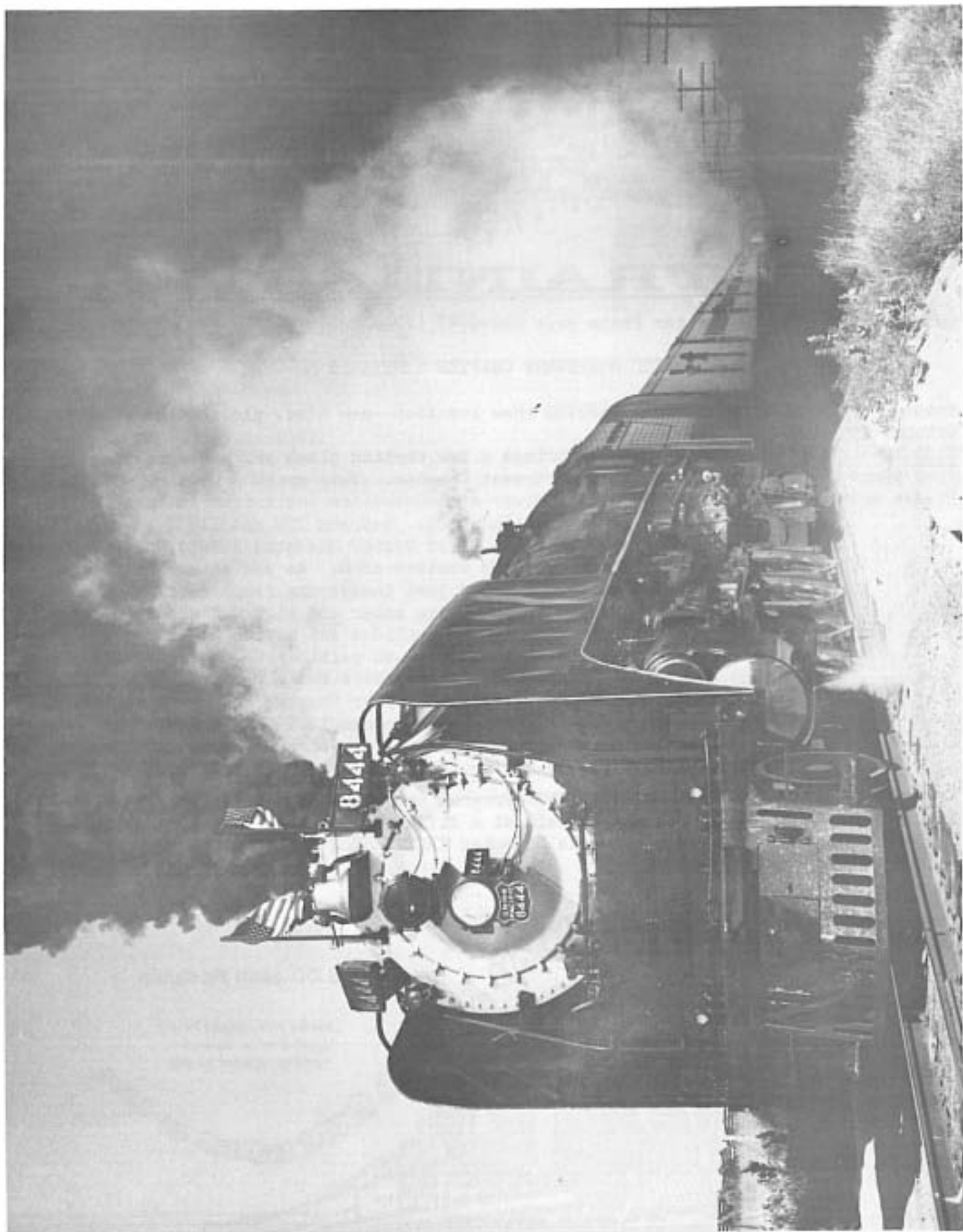
The month of October brings a new meeting place and a new meeting time to the Pacific Northwest Chapter. This month's meeting will be held at the Bonneville Power Administration auditorium in their building located at 1002 NE Holladay St., between 10<sup>th</sup> and 11<sup>th</sup> Avenues (across NE Holladay from the Lloyd Center Sheraton Hotel), and the meeting will start at 7:30 PM instead of 8. As you enter the BPA building, there will be a guard just inside the front door. You must sign in at the guard station as you enter and sign out when you leave. The program for this month will be slides and movies of UP 4-8-4 8444. This program is open to all who wish to participate, however, those of you wanting to bring something who have not already signed up at last month's meeting, please contact your Chapter Program Director, Terry Parker, at 284-8742 as soon as possible. Slides are to be pooled into one showing and movies will be shown as time permits. "Newsreel" also, please see "Notes on Newsreel" in this month's TM.

Friday  
Nov. 16  
7:30 PM

NOVEMBER REGULAR MEETING--Program to be announced. November's meeting will probably be held at a different location than this month's, so be sure to read the November TRAINMASTER for details.



ON SALE TO CHAPTER MEMBERS AT THE NOVEMBER MEETING



MILWAUKEE ROAD OPERATIONS IN PACIFIC NORTHWEST MAY END NOVEMBER 1 (adapted from the September 27<sup>th</sup> issue of The Oregonian)

CHICAGO (AP)--A federal judge ordered a November 1 partial embargo of services on the Milwaukee Road after concluding that the line will run out of cash by that date. The order is expected to halt the road's western operations between Miles City, Mont. and Portland, but there was no immediate confirmation of that analysis.

United States District Court Judge Thomas R. McMillen ordered service embargoed--or suspended--over those parts of the 9,800-mile Milwaukee Road system that are not self-sustaining by November 1. In a two-paragraph order, McMillen said he expected the Interstate Commerce Commission to issue a directed service order to other railroads shortly.

McMillen acted fifteen days after a special master whom he had appointed recommended that he allow the railroad to suspend operations in much of the northwestern United States to prevent the bankrupt carrier's complete collapse. The railroad had sought permission to cease service west of Miles City, Mont., through western Montana, Idaho, Washington, and Oregon.

Henri F. Rush, general counsel for the Interstate Commerce Commission in Washington, D. C., said the commission would not have any comment until seeing a copy of McMillen's decision.

WEYERHAUSER MAY RUN MILWAUKEE RAILROAD'S LINES ITSELF (from the October 5th issue of The Oregonian)

SEATTLE (AP)--The Chehalis, Tacoma, and Weyerhaeuser Railroad? Maybe. Weyerhaeuser Co. is considering buying 71 miles of railroad between Chehalis and Tacoma from the financially troubled Milwaukee Road.

Weyerhaeuser has made no final decision on running its own trains on the Milwaukee lines, John G. Kauffman, vice president for transportation for the giant forest products company, said at an Interstate Commerce Commission hearing. The company also is considering joining other shippers to study the economic feasibility of buying and operating the Milwaukee's 55-mile Morton to Frederickson line in Lewis County, Kauffman said. The ICC is taking testimony on the possible impact of the Milwaukee Road abandoning its tracks west of Miles City, Mont.

Kauffman said Weyerhaeuser is virtually the only shipper on the Chehalis line and is the major shipper on the Morton branch. He said trains are the most efficient way to move logs to mills. Weyerhaeuser hesitates to put more log trucks on the highways because of their expense and relative slowness, he said.

Kauffman criticized Milwaukee Road service and said the line needed "major surgery." He said that if the Milwaukee is allowed to abandon its western routes, the railroad should not be allowed to take its freight cars east.

SEND EXCHANGE PUBLICATIONS TO ROOM 1

Recently, I have been receiving exchange publications from other chapters at my personal post office box. These should be sent to the Pacific Northwest Chapter's mailing address, which is: Room 1, Union Station; 800 NW 6<sup>th</sup> Avenue; Portland, Oregon 97209. Please don't send them to me.

Thank you.--Bryan Leeder, editor.

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OPPOSITE PAGE: Union Pacific 4-8-4 8444 races through Narrows, Colo., July 28, 1979, on a photo runby for the Rocky Mountain Railroad Club excursion. This west-bound action was taken on the Nebraska Division about 45 miles east of La Salle, Colorado. Ben Fredericks photo.

TRAIN SCHEDULES ON MILWAUKIE'S MORTON BRANCH

Milwaukee Road's Morton Branch: Frederickson-Morton, Wash., approx. 57 miles.

Train 965, Tacoma-Mineral (Mineral is approx. 15 miles north, or east by timetable, of Morton), runs Monday through Friday. On duty Tacoma at 1:30 pm, leaves by 2:15. Leaves Tacoma-Chehalis Jct. line at Frederickson, arrives at Mineral approximately 5 pm, exchanges cars with the local from Morton (see below). Leaves Mineral around 6-7 pm, becomes train 966, Mineral-Tacoma. Arrives at Tacoma anywhere from 10:30 pm to 1 am.

MILW local, Morton-Mineral and return, runs Monday through Friday. On duty Morton 12:30 pm, leaves approx. 4 pm, arrive Mineral about 5:15. Exchanges cars at Mineral with train 965 from Tacoma, arriving back at Morton by 9 pm (normally one hour, fifteen minutes running time Morton-Mineral).

Obviously, with the current uncertainty concerning Milwaukee operations in the Northwest, the above schedules could change drastically in the near future.

CHAPTER MEMBER KILLED

PNW Chapter member John G. Swarner was struck and killed by a truck Sept. 10<sup>th</sup> while he was helping Mrs Sophie Ewen across SW 4<sup>th</sup> Ave. at Alder St., according to Portland Police. Mrs. Ewen is the mother of Chapter member Irv Ewen. She suffered from Parkinson's disease and was barely able to walk.

Mr. Swarner was the first male licensed practical nurse to be graduated in the state of Washington. He was active in the Portland Opera Association, and was a life member of the Benton County (Wash.) Historical Society, in addition to belonging to the Pacific Northwest Chapter. Memorial contributions may be made to the Benton County Historical Society in Prosser, Wash.

THE TRANSFER TABLE

The free advertising section of THE TRAINMASTER for members of the Pacific NW Chapter who wish to buy, sell, or trade items of interest. Send your ad to: THE TRAINMASTER--Transfer Table; Room 1, Union Station; 800 NW 6<sup>th</sup> Ave.; Portland, OR 97209. If you prefer, you may phone your ad in by calling (503) 226-6747, 24 hours a day. We will run your ad for one issue, unless otherwise requested.

WANTED: Union Pacific System Time Table No. 1. Contact: Al Haij, 2311 SE Wren St., Milwaukie, Oregon 97222, or phone (503) 659-7840.

WANTED: Copy of Pails to the Pacific Northwest, large softcover book published in 1965. Call Dave Morris at (503) 249-0780 between 9 am and 1 pm weekdays, or anytime weekends.

FOR SALE: Sets of ten high-quality glossy black & white 8"x10" photographs of logging locomotives in Oregon, \$12.00 postpaid, sent in heavy mailer. Contact: Walt Grande, 4243 SW Admiral St., Portland, Oregon 97221.

NOTES ON NEWSREEL--It has been brought to the attention of your Chapter Vice President that some of the slides shown in the "Newsreel" are not really news. Slides shown must be something unusual, not seen every day. Please limit your selections to not more than five slides. Please also make sure that the slides you bring are exposed correctly. Slides should be railroad or railroad-related. If you have questionable slides, or for some reason want to show more than five, please call Terry Parker at 284-8742 prior to the meeting. By being more selective of "Newsreel" items, the entire program for the evening will be more enjoyable for everyone.

THE EXTRA BOARD

We received two letters at THE TRAINMASTER office during the summer that we'd like to share with you. The first came from Robert Terhune, who edits Gulf Coast Railroading for the Gulf Coast Chapter of the NRHS. Mr. Terhune writes:

"As I was reviewing some past issues of your publication I noticed that in March of this year you published a copy of the 1954 SP&S passenger equipment roster.

"It may interest your readers to know that #50, listed as Mail Storage, is on the property of the Gulf Coast Chapter Museum in Houston. The BN donated the car to us several years ago, and since then it has been repainted (though not relettered) on the outside and refurbished on the inside. It presently serves as a conference room and office for the Weingarten Realty Co. of Houston, who made available to us the land for the museum. Their use of the #50 as they see fit is part of our payment for use of their property.

"All things considered, this arrangement has worked out quite well; #50 is refurbished and preserved for the future and Houston has property for a railroad museum. Who would have thought that a car from the SP&S would have made this possible?"

The other letter came from George Drury, librarian for Kalmbach Publishing Co., the only entrant and winner of our quiz in the March 1979 issue. Mr. Drury received two 4449 prints for winning, and he replies: "I thank you. I'm glad I paid attention in Finite Math 306 back in 19--um--60. Those clues--'459' and 'Oregon City'--didn't send me scurrying to the Official Guide. I lived in Klamath Falls in 1965 and 1966 and attended the 1965 NRHS convention in Portland. I can pronounce 'Willamette' and 'Clatskanie' like a native, or nearly." (How about "Tualatin" or "Wallowa?"--Ed.)

AT THE INTERCHANGE

CHARLES CLEGG DIES--Charlie Clegg, long-time companion of the late author Lucius Beebe, died Saturday, August 25<sup>th</sup> at his home in Hillsborough, Calif. Charlie took many of the photographs that appeared in Beebe's books and co-published the Territorial Enterprise in Virginia City, Nev., with Beebe in the 1950's. (from the September issue of the Railway and Locomotive Historical Society Pacific Coast Chapter News)

A recent newspaper item states that the Tacoma Utilities Board authorized disbursement of over \$500,000 for a brand-new General Electric switcher for the Tacoma Municipal Belt Line. This must be the new center-cab 140-ton type switcher, of which the first two were leased to the Chicago & North Western. The engine would join a fleet of Alco S2, S4, S6, and EMD SW9 switchers on the Belt Line. All we need now is a Baldwin, a Lima, and a Fairbanks-Morse. (from the September issue of The Trainsheet, Tacoma Chapter)

CANDIDATES FOR CHAPTER ELECTIONS IN NOVEMBER

Below we are printing the names of the Pacific Northwest Chapter members selected by the Nominating Committee to run for Chapter offices and board of directors positions, as required by Chapter By-Laws. Nominations may be made from the floor during the November regular meeting, provided that the nominee has given his or her consent. This is not a ballot. Ballots will be distributed at the Nov. meeting. (\*indicates incumbent)

## OFFICERS

President-Ed Immel\*  
Vice Pres.-Terry Parker\*  
Sec.-Chuck Storz\*  
Treas.-John Holloway  
Nat. Director-Roger Sackett

## DIRECTORS-AT-LARGE

Don "Dave" Davison  
Doyle McCormack  
Duane Cramer\*  
David Duncan  
Ben Fredericks

Pete Dorland  
Irv Ewen  
Jim Schmidt  
Bob Slover\*  
Jim Whaley

SUMMARY OF MINUTES OF REGULAR CHAPTER MEETING, SEPTEMBER 21, 1979

The meeting was called to order by President Ed Immel in the BN Safety Assembly Room at 8:10 PM.

President Ed Immel appointed Roger Sackett, Al Haij, Jim Schmidt and Ben Fredericks as the committee to nominate Chapter officers for 1980.

Ed Immel announced that he has appointed a committee to revise the Chapter's bylaws. Members of the committee are Walt Grande, Roger Sackett and Chuck Storz. The committee has been instructed to 1.) Assemble a complete set of the current bylaws and 2.) Propose possible changes in the spending limit allowed to the Chapter board of directors.

Terry Parker reported that the S.P. steam locomotive calendar should be ready to go to the printer next week. The calendar will be available by mid-October. Gary Oslund will handle sales. Wholesale orders for 312 calendars have been received from dealers. Ads for the calendar have been placed in Trains and in Pacific News. The calendar will be on sale to members at a future meeting.

Chapter Mechanical Supt. Bob Slover reported that the car Mount Hood is starring in a movie called "The Silent North" being filmed on the Northern Alberta Ry. With the installation of a new electrical converter the car is now compatible with most of the voltages used in railroad service.

Ed Immel announced the possibility of a trip on the Oregon, California and Eastern out of Klamath Falls when the Chapter's car Mount Hood returns next spring or summer. The car would travel to and from Klamath Falls on the Coast Starlight.

Ed Immel announced that this meeting will be the last to be held in the BN assembly room. The next meeting will be at a new location which will be announced in The Trainmaster.

Terry Parker announced that the October program will be exclusively on Union Pacific locomotive 8444. Slides from any 8444 excursion will be welcome. Terry asked those who photographed the latest trip to select only their best slides to be shown.

Ed Immel advised the membership of the death of Chapter member John Swarner. The Chapter will make a donation to the American Cancer Society in his memory.

The meeting was adjourned at 9 PM.

Program: Slides and movies of 1979 trips on the Cumbres and Toltec and the D&RGW Durango-Silverton line presented by Terry Parker, Al Zimmerman and Ben Fredericks.

Respectfully submitted,  
Chuck Storz, Secretary

CHANGE OF ADDRESS: Chapter members and all others who receive The Trainmaster are requested to notify the circulation manager of all changes of address. The post office charges the Chapter 25¢ for each copy returned due to the recipient having moved. You are less likely to miss issues if you make a point of sending a change of address notice when you move.

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

Room 1, Union Station, 800 NW 6th Ave.  
Portland, OR 97209 (503) 226-6747

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Vice President TERRY PARKER 1527 N E 65th Avenue Portland, OR 97213	284-8742	Director-at-Large JAMES J GILMORE 12145 S W James Street Tigard, OR 97223	(503) 620-6530
Secretary CHARLES W STORZ JR 146 N E Bryant Street Portland, OR 97211	289-4529	Director-at-Large GARY S OSLUND 1908 N E Siskiyou Street Portland, OR 97212	287-4869
Treasurer ROGER W SACKETT 11550 S W Cardinal Terrace Beaverton, OR 97005	644-3437	Director-at-Large ROBERT SLOVER Route 1, Box 463S(A-1) Woodland, WA 98674	(206) 263-2269
Chapter National Director JOHN D HOLLOWAY 2201 S W Palatine Street Portland, OR 97219	246-5752		

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Chapter Librarian - Jim Gilmore

Chapter Excursion Director - Roger Phillips

Chapter Sales Dept. - Chuck Storz

Northwest Rail Journal Editor - Walt Grande

Chapter Mechanical Superintendent - Bob Slover

Car Mount Hood Marketing - Dave Morris

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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.

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All exchange news letters should be sent to the Chapter's business address:

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