



THE TRAINMASTER

PACIFIC NORTHWEST CHAPTER Room 1, Union Station Portland, OR 97209

October 1981

Chapter Phone (503) 226-6747

Number 243

PACIFIC NORTHWEST CHAPTER TIMETABLE

- Friday Oct 16 7:30pm The regular October meeting of the Pacific Northwest Chapter will be held at the Union Pacific Clubhouse which is located at the south end of Albina Yard. It is one block south of the intersection of North Interstate and Russell Street on the west side of Interstate Avenue. Take Tri-Met bus #2 or #3.
- The program will be the spectacular sound and slide show on #4449 and its travel to and from Railfair which had originally been scheduled for September. Hundreds of slides all set to music and sound effects.
- Monday Oct 26 First run of Amtrak's Portland section of the Empire Builder. Information elsewhere in this issue.
- Friday Nov 20 7:30pm Regular November meeting of the Chapter. Election of officers for the year 1982 will be held during the meeting.
- Friday Dec 5 Chapter banquet at Airport Holiday Inn.
- Thur Dec 31-
Sun Jan 3 New Year's trip with private car Mt. Hood. Schedule calls for car to be southbound on Amtrak #753 New Year's Eve, then northbound on #796 to Seattle, onto Spokane on the Empire Builder, layover one day in Spokane and then return to Portland via the old SP&S route. Costs to include meals with railroad chef, are approximately \$210 for a single \$325 for two sharing a roomette. More details in November TM.
- Friday Jan 15 7:30pm Regular January meeting of the Chapter.

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - SEPTEMBER 18, 1981

The meeting was called to order by President Ben Fredericks at 7:50 PM in the Union Pacific Clubhouse.

President Ben Fredericks read letters from Mr. Biaggini and Mr. McNear of the Southern Pacific Co. thanking the Chapter for its efforts in restoring the 4449 and sponsoring the excursions to and from the Sacramento Railfair.

Ben Fredericks announced that the slide program of the 4449's 1981 operations has been postponed until the regular meeting on Oct. 16. The public showing has been tentatively scheduled for Oct. 21 at a site yet to be selected.

Jim Whaley announced the initiation of a yearly Chapter outstanding member award. He asked the membership to 1) suggest a name for the award before Nov. 1, 1981 and 2) suggest candidates for the award. Jim also reported that plans for the Chapter banquet are coming along well. The price will be about \$12.50 per person.

Museum: Ben Fredericks reported that the Chapter has completed a position paper on the establishment of a railroad museum in Portland. The next step will be to set up a meeting with the City of Portland, the railroads, the Oregon Historical Society and other interested groups.

President Ben Fredericks appointed Al Haij, Bill Bain and Roger Phillips as a committee to nominate Chapter officers for 1982.

Ed Immel reported that the Yakima Trolley trip, scheduled for Sept. 26 & 27, is about half sold. Saturday the group will chase freight operation and Sunday will spend four hours riding the trolley car. The \$55.00 trip price includes motel rooms for Sat. night. The trip is limited to 32 people.

Madras excursion: Ed Immel reported that the trip, scheduled for Oct. 10, will have an Amtrak train of 9 cars with 600 seats to be sold. As of today only 42 seats remain unsold. The Chapter will ask Amtrak for a tenth car. A very small Chapter staff will be used to man the trip. A chicken box lunch for supper has been added to the meals advertised in the trip brochure.

Ed Immel reported that the 1982 NRHS national convention will be in Denver, CO during the last weekend in July. It will cost about \$360 a person to operate the Chapter's car Mount Hood to the convention.

Ben Fredericks reported that Amtrak has requested the use of the car Mount Hood for the initial run of the new service to Spokane on Oct. 26th. The car may be repainted in Great Northern colors for the trip.

Respectfully submitted,

Chuck Storz, Secty.

JOHN HENRY: MUSCLE vs MACHINE

Because of its polyglot immigration heritage and its pioneer background, America is a nation of hero worshippers. Paul Bunyan, Johnny Appleseed, Paul Revere, Barnacle Bill the Sailor, John Henry, Casey Jones - the list is interminable and it continues to grow. These idols can be mythical, legendary or composite, just so the attributed exploits of derring-do or patriotism fired the imagination and captured the hearts of that era. And don't try to debunk a sage of supermanship if you value your life!

John Henry was a real person, although the facts of his life have been embellished by song, drama, and literature in the past century. According to some folklorists, "The Ballad of John Henry" is America's greatest ballad, and did for that African ex-slave what Longfellow's poem did for Paul Revere.

John Henry was born in slavery in the Black River country of North Carolina in the 1840's. We learn of him as a "...steel-drivin' man..." employed by the Chesapeake and Ohio Railroad in the early 1870's. According to fellow workers, he was a muscular black man, six feet tall and weighing around 200 lbs, who like to sing as he worked. He was able to drive steel for ten hours without missing a stroke. Using a hammer in each hand, he drove steel drills into solid rock to make holes for holding the dynamite charges.

The Big Bend Tunnel, scene of John Henry's employment and triumph, is located on the C&O line in Summers county, West Virginia, about one mile west of the village of Talcott, named for the tunnel's resident engineer. Approximately at the mouth of the tunnel, officially known as the Great Bend Tunnel, the Greenbriar River bends sharply southward, winds through the county for about ten miles, and then returns to a point about a mile from the beginning of the bend.

In building the railroad, the project engineers chose to tunnel through the Big Bend Mountains instead of following the course of the meandering river. Tunnel work began early

John Henry

**John Henry tol' his Cap'n
That a man was a natch'al man:
And before he'd let that steam drill
beat him down
He'd fall dead wid his hammer in his
han'.
He'd fall dead wid his hammer in his
han'.**

**John Henry says to his Cap'n
"Send me a twelve-poun' hammer
aroun',
A twelve-poun' wid a four-foot
handle
And I beat yo' steam drill down.
And I beat yo' steam drill down."**

**John Henry says to his shaker
"Look here, man, why don't you
sing?
I'm throwin' twelve-poun' from my
hips on down,
Jes' you lis'en to de col' steel ring.
Jes' you lis'en to de col' steel ring."**

**John Henry went down on de rail-
road
Wid a twelve-poun' hammer by his
side,
He walked down de track but he
never come back,
'Cause he laid down his hammer an'
he died.
'Cause he laid down his hammer an'
he died.**

**John Henry had a good woman,
Her name was Polly Ann.
On de day John Henry he dropped
dead
Polly Ann hammered steel like a
man.
Polly Ann hammered steel like a
man.**

• Traditional
Folk Song

in 1870 and was completed in late 1872. Only 1.25 miles long, it was one of the last tunnels to be dug by hand drilling, requiring the employment of many steel-drivers.

With the development of the compressor system, steam drills had been introduced in the 1870's. It had been successfully used in drilling vehicular tunnels in America and in Europe for ten years. It was inevitable that it would be used on the red shale of the Big Bend, the (then) largest tunnel on the C&O line.

When it was brought to the east end of the tunnel being bored from both ends, John Henry bet his west end foreman he could drive a deeper hole into rock with his flailing hammers sooner than could a steam drill operator. A prize of \$100 was put up for the winner.

With a new 20 lb. hammer in each hand, John Henry drilled two 7-foot holes in 30 minutes, while the steam drill operator bored only one 9-foot hole. John Henry won the prize money and the praise of his fellow laborers, who feared the encroachment of labor-saving machinery.

John Henry's feat is basically verified by the oral reports of eyewitnesses, but the accounts of his death vary widely. Some say he dropped dead on the spot of exhaustion, others that he died in bed that night from a burst blood vessel in the brain. Yet others hold that he died in a rockslide; other versions tell of death from fever.

John Henry, of lineage undocumented and grave unmarked, still lives on in spirit. On the centennial of that muscle vs machine marathon, an 800-lb., 8 foot statue was erected in a dedicated park at the east portal of Big Bend Tunnel on State Highway 3. The legend that asserts that John Henry's ghost hammer still rings in the Big Bend Tunnel. As late as 1883 the C&O found it difficult to recruit workers in that area. Some swear that they can still hear its mournful clanging; others decry it as the dripping of water from the ceiling. Nonetheless, the stirring story of a black ex-slave who refused to let the industrial revolution take over his job is one that merits admiration and emulation.

from Clear Track

GRAND CANYON LINE SOLD

The 65-mile Santa Fe branch line from Williams, Arizona to the Grand Canyon has been sold for \$3.05 million to Canyons Railway Co. Canyons Railway President Ken Perryman of Saugus, California said that the company tentatively is planning an April 4, 1982 inaugural run.

The company has purchased about 60 acres in Williams for a railway depot, railroad shops, lodge and restaurant. The line is also acquiring rolling stock along with both diesel and steam locomotives.

Rail service to the Grand Canyon began at the turn of the century and ended about 10 years ago.

AMTRAKING

Several changes are to occur at the October 25th national schedule change date. Amtrak's train #753 will depart Portland at 8:00pm for Eugene. This is a change from the current 9:35pm departure. The train was originally scheduled to connect with train #797 from Seattle both few passengers used this connection. All other Willamette Valley Express trains will remain with their current schedules. The Coast Starlight #11 will have a minor change:

Lv. Portland	3:40pm	
Lv. Salem	4:55pm	
Lv. Albany	5:25pm	
Ar. Eugene	6:10pm	
Lv. Eugene	6:17pm	
Lv. Chemult	9:10pm	
Ar. Klamath		
Falls	10:25pm	
Lv. K. Falls	10:40pm	

Note: Meet between #752 and #11 will occur at Marion.

Amtrak has also announced that the roundtrip fare discount for travel in the Willamette Valley will be raised from 25% to 35%. This will bring the fares in the Valley into line with those charged north of Portland. Example - Portland to Eugene will be \$20.50 RT, Portland to Salem - \$9.25 RT.....The Pacific International died on September 30th. Equipment was turned at Vancouver upon arrival and then dead headed back to Seattle so as not to incurr any charges on Oct 1st. Train was victim of low ridership combined with high terminal costs in Vancouver. It was reported that CN charged Amtrak almost \$1,000 a day to service(?) the train and sell tickets.

On October 26th Amtrak will inaugrate the first eastbound Portland section of the Empire Builder. The train will run via the old SP&S line on a schedule very much like the old SP&S #1&2.

Lv. Spokane	1:20am	Tuesdays, Thursdays and Saturdays (daily during holiday season and summer)
Lv. Pasco	3:58am	
Lv. Wishram	5:58am	
Lv. Bingen/ White Sal mon	6:35am	
Lv. Vancouver	8:00am	
Ar. Portland	8:35am	Misses connection with #755 by 5 minutes
Lv. Portland	4:15pm	Mondays, Thursdays and Saturdays (daily during holiday season and summer)
Lv. Vancouver	4:38pm	
Lv. Bingen/WS	6:00pm	
Lv. Wishram	6:40pm	
Lv. Pasco	8:47pm	
Ar. Spokane	11:45pm	

Consist will normally be an F40, coach, lounge/cafe and a sleeper. All the cars will be through cars to and from Chicago. Rumor has it that there will also be a local coach/baggage car between Portland and Spokane.

TRANSIT ROSTERS

The American Public Transit Association has published equipment rosters for many of the systems in the United States. The TM contains those from the three biggest systems in the Northwest, Portland, Seattle and Vancouver, B.C.

Explanation of Data Headings-

1. Year Built Calendar year in which vehicle was manufactured.
2. Manufacturer GMC= General Motors PCFBRL= Pacific Car
AMG= American General & Foundry/Brill
PULL= Pullman FLX= Fixble ETC.
3. Model Manufacturer's model designation.
4. Seats, Length, Width Self explanatory
5. Owned and Leased Number of vehicles owned abd leased, operated under a lease-purchase agreement, a related-parties lease, or true-lease
6. with A/C Number of vehicles with air conditioning
7. with FBRF Number of vehicles with fare boxes registering fares.
8. with APC Automatic passenger counters.
9. with TWRC two-way radio communications
10. with L/R Number of vehicles equipped with lifts or ramps for wheelchair access.

Portland, Oregon
TRI-COUNTY METROPOLITAN TRANSIT DISTRICT (TRI-MET)

Total Motor Buses: 586

Year Built	Manu- fac- turer	Model	Seats	Length	Width	Type of Fuel	Number of Vehicles					
							Owned and Leased	with A/C	with FBRF	with APC	with TWRC	with L/R
'80	GMC	T6H 4523N	40	35'00"	96"	D	11	0	0	0	0	0
'77	AMG	10240B	49	40'00"	102"	D	100	100	0	0	0	0
'75	FLX	53102-8-1	49	40'00"	102"	D	100	100	0	1	100	0
'73	GMC	T8H 5307A	49	40'00"	102"	D	20	20	0	0	0	0
'73	FLX	45102-8-1	52	35'00"	102"	D	20	20	0	0	20	0
'72	FLX	111DB-D061	42	35'00"	102"	D	135	135	0	1	0	0
'71	FLX	111DB-D51	43	35'00"	96"	D	50	50	0	0	0	0
'71	GMC	T8H 5305A	51	40'00"	102"	D	25	25	0	0	0	0
'70	GMC	T6H 4521A	45	35'00"	96"	D	3	3	0	0	0	0
'66	GMC	TDH 4519	45	35'00"	96"	D	20	0	0	0	0	0
'66-												
'64	GMC	TDR 5303	53	40'00"	102"	D	15	0	0	0	0	0
'65	GMC	TDR 4519	45	35'00"	96"	D	15	0	0	0	0	0
'64	GMC	TDR 4517	45	35'00"	96"	D	15	0	0	0	0	0
'63	GMC	TDR 4519	45	35'00"	96"	D	22	0	0	0	0	0
'63	FLX	M50RUM	53	40'00"	102"	D	20	0	0	0	0	0
'61	GMC	TDR 4517	45	35'00"	96"	D	5	0	0	0	0	0
'61	GMC	TDR 5301	49	40'00"	102"	D	5	0	0	0	0	0
'60	GMC	TDR 4517	45	35'00"	96"	D	5	0	0	0	0	0
TOTAL MOTOR BUSES:							586	453	0	2	120	0

Seattle Washington
MUNICIPALITY OF METROPOLITAN SEATTLE

Total Motor Buses: 1,032

Year Built	Manu- fac- turer	Model	Seats	Length	Width	Type of Fuel	Number of Vehicles					
							Owned and Leased	with A/C	with FBRF	with APC	with TWRC	with L/R
'79	FLYER	D10235C	39	35'00"	102"	D	35	0	35	0	35	35
'79	FLYER	D10240C	47	40'60"	102"	D	224	0	224	0	224	224
'78	MAN	SG220-18-ZA	72	60'00"	102"	D	151	0	151	0	151	0
'78	AMG	10240B-B	45	40'00"	102"	D	10	0	10	0	10	10
'76	AMG	10240B	45	40'00"	102"	D	215	0	215	0	215	0
'73	FLX	571KE	5+6WC	21'03"	90"	G	1	0	1	0	1	1
'68	GMC	T8H 5305	48	40'00"	102"	D	70	0	70	0	70	0
'68	GMC	S8M 5303A	53	40'00"	96"	D	2	0	2	0	2	0
'68	GMC	S6M 4503A	45	35'00"	96"	D	2	0	2	0	2	0
'66	GMC	PD 4107	45	35'00"	96"	D	2	0	2	0	0	0
'64	GMC	SDM 4502	45	35'00"	96"	D	4	0	4	0	4	0
'63	FLX	F2D6V-401-1	51	40'00"	102"	D	100	0	100	0	100	0
'62	GMC	TDH 4517	47	35'00"	96"	D	2	0	2	0	2	0
'61	GMC	TDH 4517	47	35'00"	96"	D	2	0	2	0	2	0
'60	GMC	TDH 4517	43	35'00"	96"	D	2	0	2	0	2	0
'60	GMC	SHD 4501	45	35'00"	96"	D	5	0	5	0	5	0
'59	GMC	TDH 4512	45	35'00"	96"	D	3	0	3	0	3	0
'59	GMC	PD 4104	41	35'00"	96"	D	2	0	2	0	0	0
'58	GMC	PD 4104	38	35'00"	96"	D	3	0	3	0	0	0
'58	GMC	PD 4104	41	35'00"	96"	D	5	0	5	0	0	0
'57	GMC	TDH 4512	45	35'00"	96"	D	3	0	3	0	3	0
'57	GMC	TDM 4515	45	35'00"	96"	D	1	0	1	0	1	0
'57	GMC	PD 4104	45	35'00"	96"	D	1	0	1	0	0	0
'57	GMC	PD 4104	41	35'00"	96"	D	2	0	2	0	0	0
'56	GMC	TDH 4512	43	35'00"	96"	D	3	0	3	0	3	0
'56	GMC	TDH 4512	45	35'00"	96"	D	2	0	2	0	2	0
'56	GMC	TDM 4512	45	35'00"	96"	D	1	0	1	0	1	0
'56	GMC	PD 4104	41	35'00"	96"	D	2	0	2	0	0	0
'55	GMC	TDH 4512	43	35'00"	96"	D	32	0	32	0	32	0
'55	GMC	TDH 4515	45	35'00"	96"	D	4	0	4	0	4	0
'55	GMC	TDH 5105	51	40'00"	102"	D	101	0	101	0	101	0
'54	GMC	TDH 4512	45	35'00"	96"	D	3	0	3	0	3	0
'54	GMC	TDH 4801	48	37'05"	102"	D	9	0	9	0	9	0
'54	GMC	PD 4104	41	35'00"	96"	D	6	0	6	0	0	0
'54	GMC	TDH 5105	51	40'00"	102"	D	5	0	5	0	5	0
'54	GMC	PD 4104	39	35'00"	96"	D	2	0	2	0	0	0
'53	GMC	TDH 5106	49	40'00"	96"	D	3	0	3	0	3	0
'53	GMC	PD 4104	41	35'00"	96"	D	9	0	9	0	0	0
'53	GMC	PD 4104	39	35'00"	96"	D	3	0	3	0	0	0

TOTAL MOTOR BUSES:

1,032 0 1,032 0 995 270

Total Trolley Coaches: 168

Year Built	Manu- fac- turer	Model	Seats	Length	Width	Number of Vehicles					
						Owned and Leased	with A/C	with FBRF	with APC	with TWRC	with L/R
'79	AMG	10240T	45	40'90"	102"	109	---	---	---	---	---
'43	PULL	44CX	44	37'09"	102"	15	---	---	---	---	---
'42	TC	44GTT	43	35'11"	102"	8	---	---	---	---	---
'40	TC	GWFT	41	34'06"	102"	35	---	---	---	---	---
'40	PCFBRL	40SMT	40	33'09"	99"	1	---	---	---	---	---

TOTAL TROLLEY COACHES:

168

Vancouver, British Columbia
METRO TRANSIT OPERATING COMPANY

Total Motor Buses: 570

Year Built	Manu- fac- turer	Model	Seats	Length	Width	Type of Fuel	Number of Vehicles					
							Owned and Leased	with A/C	with FBRF	with APC	with TWRC	with L/R
'77	GMC	T6H 5307N	49	40'00"	102"	D	30*	0	0	0	6	0
'76	GMC	T6H 5308H	49	40'00"	96"	D	39	0	0	0	15	0
'76	GMC	T6H 4523M	42	35'00"	96"	D	11	0	0	0	7	0
'75	FLYER	D300	45	40'00"	102"	D	50	0	0	0	0	0
'75	GMC	T6H 5308R	49	40'00"	96"	D	30	0	0	0	15	0
'75	GMC	SDH 5304A	49	40'00"	96"	D	15	15	0	0	10	0
'74	GMC	T6H 5308R	49	40'00"	96"	D	41	0	0	0	5	0
'73	GMC	T6H 5308H	49	40'00"	96"	D	39	0	0	0	17	0
'73	GMC	T6H 4523	42	40'00"	96"	D	10	0	0	0	0	0
'73	FLYER	D700	51	40'00"	102"	D	60	0	0	0	10	0
'72	GMC	T6H 5308	49	40'00"	96"	D	10	0	0	0	0	0
'71	GMC	T6H 5306	49	40'00"	96"	D	6	0	0	0	0	0
'69	GMC	T8H 5306A	49	40'00"	96"	D	4	4	0	0	0	0
'69	GMC	TDR 5305	49	40'00"	96"	D	15	0	0	0	0	0
'69	GMC	SDH 4503	45	35'00"	96"	D	2	0	0	0	0	0
'69	GMC	TDR 5306	49	40'00"	96"	D	35	0	0	0	0	0
'68	GMC	TDR 5304	49	40'00"	96"	D	20	0	0	0	0	0
'68	GMC	TDR 5306	49	40'00"	96"	D	2	0	0	0	0	0
'68	GMC	T6H 4519	42	35'00"	96"	D	10	0	0	0	0	0
'67	GMC	SDH 5302	51	40'00"	96"	D	1	0	0	0	0	0
'67	GMC	TDR 5304	49	40'00"	96"	D	20	0	0	0	1	0
'66	GMC	TDR 5304	49	40'00"	96"	D	33	0	0	0	2	0
'65	GMC	TDR 5303	49	40'00"	102"	D	38	0	0	0	0	0
'65	GMC	SDH 4502	41	35'00"	96"	D	2	0	0	0	0	0
'65	GMC	TDR 4519	42	35'00"	96"	D	10	0	0	0	0	0
'65	PREV	V48-B	50	40'00"	102"	D	5	0	0	0	0	0
'64	GMC	SDH 5302	49	40'00"	96"	D	4	0	0	0	3	0
'64	GMC	TDR 4519	42	35'00"	96"	D	16	0	0	0	0	0
'63	GMC	TDR 5303	49	40'00"	96"	D	8	0	0	0	0	0
'62	GMC	TDR 5301	49	40'00"	96"	D	3	0	0	0	0	0
TOTAL MOTOR BUSES:							570	19	0	0	91	0

*Leased Vehicles

Total Trolley Coaches: 290

Year Built	Manu- fac- turer	Model	Seats	Length	Width	Number of Vehicles					
						Owned and Leased	with A/C	with FBRF	with APC	with TWRC	with L/R
'76	FLYER	R800	45	40'00"	102"	50	0	0	0	0	0
'54-											
'49	CCORIL	T48/T48A	42	38'00"	102"	240	0	0	0	0	0
TOTAL TROLLEY COACHES:						290	0	0	0	0	0

TOP TEN RAILROADERS

Modern Railroads magazine polled its readers to find out what three individuals were most admired in the railroad industry. Conrail Chairman L. Stanley Crane received three times as many votes at #2 Santa Fe President Larry Cena. Others in the top ten were L.W. Menk, Hays Watkins, John Kenefick, Richard Spence, Alan Boyd and John Fishwick (tied), John S. Reed and H.H. Hall

MAKING CHANGES

The Pacific Northwest Chapter is now in its 26th year of existence. Several of us remember how most of the membership could fit around the conference table in room 208 of Union Station. But over the last ten years things have changed greatly. The Chapter membership now numbers over 200 yet we are still basically operating with an organizational structure that was dreamed up around the big table in room 208.

This growth in membership has caused problems in the way we do business and the services that each member receives. There are probably three major changes that should be addressed.

(1) The increase in membership has placed additional burdens upon the treasurer. The recent change of the National to computer based data for membership and its resultant confusion has not helped matters. The job of keeping track of membership should be removed from the treasurer's post and put under either a vice-president or secretary of membership.

(2) Currently, the board of directors is supposed to be running the business of the Chapter but in reality has little power to transact business. A dollar limitation of \$300 on the board makes it difficult to react to things that happen when there is no chapter meeting such as between June and September. A recent attempt to call a special membership meeting for the purposes of asking for money was a dismal failure. The Madras excursion was presented to the board after the last regular meeting and a decision had to be reached immediately. The board had to act against the Chapter's constitution and bylaws to accept the Madras trip. Some of the same members that voted for the \$300 limitation were strangely silent when the checks for thousands of dollars were presented to the Chapter from either rental of the Mt. Hood or other Chapter activities.

Trying to conduct business at the regular monthly meeting is an impossible task. Anyone who has been to a board meeting can attest to the fact the many of them can drone on for hours while business is discussed. The best way to drive away membership at regular meetings is to get hung up on discussing how much paper to buy for the Trainmaster. The board's powers must be better defined and their ability to conduct Chapter business expanded.

(3) The Chapter seems to have no sense of direction. When we were a small group most everyone had a common interest but things have now changed. Many members are content to come to the monthly meeting, watch the slides, eat a few cookies and have a cup of coffee. Others want to get up to their armpits in locomotive grease and dirt. In order for the Chapter to have sustained growth its activities must suit the needs of the members. What is the role of the Chapter in a future rail museum? Do we need a library? Should we get rid of the Chapter's cars? These are but a few of the questions and problems faced. A study group to look at the Chapter's future needs and goals has been discussed many times. Now is the time to do something about it. As a starter, perhaps a study group made up of past presidents of this organization could be set up to report back to the membership with an idea of where the Chapter should be heading.

If changes are not made constructively we can all sit around and watch the destruction of the Chapter.

DURANGO & SILVERTON NARROW GAUGE RAILROAD

Daily trains are now being operated year-round by the Durango & Silverton Narrow Gauge Railroad on the all steam powered line in southwestern Colorado. For decades, operation of the historic tourist railroad has been programmed for warm-weather tourists and rail fans, from late May to early October.

The D&SNG has announced a three-part schedule for full year operations. For the traditional travel-vacation period, the Summer Schedule will run through October 24th. After this year the Summer Schedule will be effective from mid-May through the last Saturday in October. It will start two weeks earlier and continue three weeks longer than the entire year's operation under the Rio Grande.

During the Late Fall Schedule (Oct 25-Nov 29) a train will depart Durango at 9:00am; returning at 5:00pm (weather permitting). During the Winter Schedule (Nov 30-May 14) a train will leave Durango at 9:55am,; returning at 2:15pm (weather permitting). This train will go to a point approximately halfway to Silverton, in the heart of the San Juan National Forest, turn on a wye, and return to Durango. Coaches for the Late Fall and Winter trains will be heated with steam heat. Also, each will retain its operating coal stove as an added bit of pioneer tradition.

Weeks before his first train run on May 23, Charles E. Bradshaw Jr., President and chief executive officer of the D&SNG, made it doubly significant by teaming two locomotives to pull the famous "Silverton" with a record number of first-day reservation holders in 15 cars. It had been years since a "doubleheader" had been seen on the Durango-Silverton line.

By early August, the D&SNG had restored to service, No 481, the first of six large K-36 and K-37 (2-8-2- Mikado type) locomotives acquired with the railroad. No. 481, a K-36, is a coal-fired locomotive having been built by the Baldwin Locomotive Works in 1925. It can pull up to 14 cars carrying more than 600 passengers.

Before running the K-36 and K-37 locomotives over the line, Bradshaw had an engineering survey made of the line and made every improvement the survey recommended. Bridges, trestles, roadbed, rails and trackside clearances were examined, worked on as needed and tested and on August 4, No. 481 traveled to Silverton pulling only its caboose to check clearances. On August 11th it hauled its first revenue (freight) train to Silverton and on August 12th it made its inaugural run with the longest train and the most passengers ever hauled over the line by a using a single engine. The train's arrival in Silverton marked the first time a locomotive larger than the K-28's had been used on the Silverton Branch.

No-nonsense operations of trains and all properties will stress safety and convenience of passengers. Any outside attempts to impose sales pitches, train-side dramatics or staged, western style "shootouts" will be opposed. "We're running a railroad not an amusement park ride," Bradshaw says. Assurances for the not-to-distant future include cutting the running time along with a club car and a dining car for the Winter Train.

ETC

Noel Holley, author of the "Milwaukee Road Bi-Polars" is currently working on another book on the lines electrification. If you are interested in contributing please contact the author at 5413 N.E. 58th St, Seattle, WA 98105.

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

1981 CHAPTER OFFICERS

President BEN FREDERICKS 16531 N E Hoyt Street Portland, OR 97230	(503) 256-4503	Director-at-Large RANDLE ("PETE") DORLAND 14884 S E River Road Portland, OR 97222	(503) 659-1274
Vice President TERRY PARKER 1527 N E 65th Avenue Portland, OR 97213	284-8742	Director-at-Large IRVING G EWEN 2215 S E 37th Avenue Portland, OR 97214	232-2441
Secretary CHARLES W STORZ JR 146 N E Bryant Street Portland, OR 97211	289-4529	Director-at-Large JAMES W SCHMIDT 13525 S E Mill Street Portland, OR 97233	253-4196
Treasurer JOHN D HOLLOWAY 2201 S W Palatine Street Portland, OR 97219	246-5752	Director-at-Large JAMES H WHALEY 3106 S W Beaverton Highway Portland, OR 97201	244-7948
Chapter National Director ROGER W SACKETT 3639 S W Cullen Boulevard Portland, OR 97221	244-4619		

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Membership in the National Railway Historical Society and the Pacific Northwest Chapter is open to all persons 16 years of age and over who are interested in railroads and railroad history. Dues for the Pacific Northwest Chapter are \$13.00 a year. Membership includes six issues of the NRHS Bulletin (national publication) and nine issues of the Pacific Northwest Chapter's publication The Trainmaster. The Pacific Northwest Chapter meets on the third Friday of the month except during July, August and December. Meeting location and time are given in the monthly issues of The Trainmaster. Write to the Pacific Northwest Chapter at the address given on this page for an application or for more detailed information.

THE TRAINMASTER STAFF

EDITOR

Edward E Immel (503) 233-9706
715 S E Lexington Street
Portland, OR 97202

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of the Pacific Northwest Chapter.

CIRCULATION MANAGER

Charles W Storz Jr 289-4529
146 N E Bryant Street
Portland, OR 97211

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Pacific Northwest Chapter NRHS
Room 1, Union Station
800 N. W. 6th Ave.
Portland, OR 97209

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