

MAY 73

THE TRAINMASTER

Room 1, Union Station
800 NW 6th Avenue
Portland, Oregon 97209

NON-PROFIT
ORGANIZATION

U S POSTAGE
P A I D

Portland, Oregon
Permit No. 595



ADDRESS CORRECTION REQUESTED

TIME VALUE MAIL

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



1973 CHAPTER OFFICERS

president	JOHN D HOLLOWAY	246-7551	director-at-large	IRVING G EWEN	281-7098
	2201 S W Palatine Street			4128 N E 76th Avenue	
	Portland, Oregon - 97219			Portland, Oregon - 97218	
vice-president	KENNETH V DETHMAN	227-2806	director-at-large	CORA JACKSON	774-3802
	Post Office Box 1301			5825 S E Lambert Street	
	Portland, Oregon - 97207			Portland, Oregon - 97206	
secretary	CHARLES W STORZ, JR	289-4529	chapter director	ROGER W PHILLIPS	282-7691
	146 N E Bryant Street			3733 N E 15th Avenue	
	Portland, Oregon - 97211			Portland, Oregon - 97212	
treasurer	ROGER W SACKETT	644-3437			
	11550 S W Cardinal Terr				
	Beaverton, Oregon - 97005				



CHAPTER NEWS LETTER STAFF

editor and publisher	IRVING G EWEN	281-7098	circulation manager	CHARLES W STORZ, JR	289-4529
	4128 N E 76th Avenue			146 N E Bryant Street	
	Portland, Oregon - 97218			Portland, Oregon - 97211	

Articles which appear in "The Trainmaster" do not express the official National Railway Historical Society attitude on any subject unless specifically designated as such.

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

Room 1, Union Station
 800 N W 6th Avenue
 Portland, Oregon - 97209

"The Trainmaster" is sent to all Chapters of the National Railway Historical Society. Copies are addressed to the Chapter Director if no other address is available. Chapters wishing to have "The Trainmaster" sent to another officer or the Chapter editor should write to the circulation manager as listed above.





THE TRAINMASTER

Number 165 - May 1973

PNW CHAPTER TIMETABLE

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

5 & 6 May

This year's gathering will be in Eugene, Oregon with the Thunderbird Motel as Conference Headquarters. Willamette Pacific Chapter of NRHS will host the event. Refer to the April Issue of "The Trainmaster" for details and registration form.

Friday

ANNUAL SALEM MEETING

18 May

The International King's Table Restaurant on South 12th, one block north of Mission Street, has been selected again as the site for the Annual Joint Dinner Meeting with the Willamette Pacific Chapter.

6:30 PM

Dinner will commence at 6:30 PM in the "Timber Room". Cost is \$2.50 per person which includes buffet dinner and beverage.

Program feature will be an all-electric slide presentation by Don Hunter of the Audio Visual Department of the University of Oregon. Railroads to be included are the Milwaukee Line, Chicago South Shore and South Bend, and the streetcars of New Orleans.

Saturday

SHAY DEDICATION CEREMONY

2:30 June

The Rose Festival Queen and her court will participate in the ceremonies marking completion of the permanent display of "Peggy", a 42 ton Lima Shay geared locomotive. PNW Chapter Members and guests are invited to attend.

Starting time for the festivities is yet to be announced. Telephone the Western Forestry Center, (503) 228-1367, for details and/or directions.

PNW Chapter Timetable, contd

Saturday RAILFUN MEET - SPOKANE, WASHINGTON

2 June A one-day gathering for both railfans and model rails. Registration will take place at the BN Depot between 8 and 9 AM. Morning tour will include Parkwater Yard and Latah Creek Bridge. Afternoon will be devoted to a tour of model railroad layouts. Late afternoon session will include model building clinics, model display, and a contest, plus model and slide trading - all at Exposition Inn, N 1221 Howard Avenue. No-host buffet dinner at Exposition Inn to be followed by slides and movies.

Contact Spokane Model Railroaders at 2110 North Hemlock Street in Spokane, Washington - 99205 for more information.

Friday REGULAR MONTHLY MEETING

15 June The June meeting will be the last before the summer recess. We will be back at the Burlington Northern Safety Assembly Room which is located in the long building on the east side of what would be N W 11th Avenue extended north of Hoyt Street.

8 PM

Business session will be followed by refreshments and program. Reserve the date now and plan to attend.

Every INFORMAL LUNCHEON

Saturday This weekly event is held at Yaw's Top Notch Restaurant in the Hollywood District in northeast Portland (2001 N E 40th Avenue).
 12:01 PM A large table is usually reserved for the group at the rear of the seating area on the west side of the building.

Although not an official function of PNW Chapter, it is regularly attended by members and friends.

Every SHAY RESTORATION WORK PARTY

Saturday Every Saturday afternoon (following the unofficial luncheon) PNW Chapter members will gather at the Western Forestry Center at 4033 S W Canyon Road ("up the hill from OMSI") to complete restoration work on "Peggy" the former Stimson Lumber Company Shay. Dedication ceremonies have been postponed until Saturday 2 June.

ENTOMBED LOCOMOTIVE FOUND AT PORT TOWNSEND*

An unidentified steam locomotive, a 2-4-0T or possibly a 2-4-2T, was discovered buried at Fort Worden, near Port Townsend, Washington in February. The locomotive is believed to have been used in the construction of the extensive concrete battlements and gun emplacements at Fort Worden and nearby Fort Flagler between 1890 and 1910. Local estimates indicate the engine was buried about 1913 or 1914 after it had served its usefulness.

Local historian Joe Bailey and Fort Worden maintenance supervisor Bill Matheson say that attempts were made by many local people to find the locomotive over the past 60 years. "They knew it was buried somewhere on the beach area," says Matheson, "but no one knew exactly where. That's a lot of area to dig up." In 1941 a storage building was built over the buried locomotive, protecting it from further diggings during and after the war. Apparently the construction workers didn't know the engine was there, although it was only a few feet beneath them.

Bob Knapp, who was stationed at Fort Worden during World War II, says people were looking for it at that time. "The 248th Coast Artillery dug holes all over looking for it," he says. He said that most of the diggings took place to the north of the burial site, near where the southernmost airplane hangar is now.

The locomotive stayed buried until February 1973, when Bill Matheson, working on the demolition of a vacant building, spotted a chunk of rusty metal protruding from the ground. "At first I thought it was a piece of junk, perhaps a tire iron someone had thrown away. I tried to move it, but it wouldn't move. I guess I knew right away what it was."

Matheson said later that he has heard many of the rumors concerning a locomotive being buried at Fort Worden, and "that's likely why I immediately thought it was the lokey." Matheson and three others carefully excavated the locomotive over the next two days, until it was lifted out of the ground by a team of Cotton Corporation and Fort Worden men with a Cotton crane, about 2:30 PM Friday, February 23.

Since the locomotive was brought out of the ground, Matheson and others discovered the engine's smoke stack, and have been looking for the cars which went with the engine. "We used a metal detector and probing rods and searched that area completely," he says, "but we didn't find anything more." He says a skin diver told him that off the dock at the fort are sets of wheels "which the diver says look like railway car wheels. We should bring these up somehow."

The locomotive is in remarkable condition for being buried 60 years. Matheson said they actually rolled it into the shed where it now sits and "the

* Adapted from a story in the Port Townsend Leader on 1 March 1973

"Entombed Locomotive", contd

drive shaft still moves, and the hand brake is beginning to loosen up."

What happens now to the locomotive is uncertain. Hansen says the engine "will be stored in the shed to prevent vandalism and further deterioration" until restoration begins. That, he says, "could be a lot longer than any of us want to wait." "I'd like to begin working on it right now, but we don't have any funding for restoration right now." The cost of restoring the locomotive, he says, "could be enormous, at least several thousand dollars."

"This is a very rare artifact," says Dave Hansen, Interpretive Specialist for Washington State Parks. "It's an important find because very little is left of equipment used to construct Fort Worden."

Hansen says that most of the construction equipment used to build the fortifications at Fort Worden was simply thrown away or buried. "That's why we're so excited about this find."

(Editor's note: Fort Worden at Port Townsend and Fort Flagler on Marrowstone Island just east of Port Townsend, together with Fort Casey across Admiralty Inlet high on the bluff of Whidbey Island, guarded the entrance to Puget Sound for half a century with their large shore guns.

All three are now Washington State historical parks. Fort Worden has several thousand feet of concrete underground passageways and old munitions rooms under massive former gun emplacements. The underground area is one of several sites designated as possible emergency State headquarters in the event of a nuclear attack.)

Hansen says he has investigated Federal funding for the restoration without success but says there are a lot of funding avenues not yet checked. "Private funds or fund raising in the community could be the answer. We just don't know yet."

One thing is definite about the locomotive: it will not be moved away from Fort Worden. Ranger Ange Taylor says "we want to have it placed close to the Interpretive Center we have planned. It would definitely fit right into the picture."

Hansen is firm about the State's intention of keeping the locomotive where it is. "We have no intention of moving it," he says. "It played an integral part in the history of the community and Fort Worden and that's where it should stay."

Perhaps Matheson sums it up best. "That locomotive would be just some engine anywhere else. Here, it fits in as a part of our history; this is where it belongs."

SUMMARY OF MINUTES - PNW CHAPTER MEETING - 20 APRIL 1973

The meeting was called to order by President John Holloway at 8:55 PM.

The minutes of the March meeting were approved as read.

Chuck Storz relayed a report from Ed Berntsen on the LP&N #680. Ed reported that the Southern Pacific mechanical report on the 680 had turned up several unexpected defects including three hotboxes and excessive play in the pony truck. Ed has advised the President of LP&N, Howard Wills, of the report and also told the LP&N that we may need to build a ramp at Grande Ronde or Willamina for loading the locomotive on flat cars. Ed promised the LP&N that John Holloway and Jim Gilmore would arrange to make an on-ground inspection at Grande Ronde in the very near future to arrange for the details of moving the 680.

John Holloway reported that the dedication of the Shay "Peggy" at the Western Forestry Center will take place on the second of May (Wednesday), probably at 4 PM. Some painting remains to be done on the locomotive. The exit steps for the cab and the spark arrester are nearing completion.

G.I. Hillin, President of Willamette Pacific Chapter, was present to report on the progress of "Railcon '73". Willamette Pacific Chapter, NRHS, is hosting the Seventh Annual Pacific Northwest Railfan Conference which will be held in Eugene, Oregon during the weekend of 5 and 6 May 1973. The special OP&E mixed train leaving from Cottage Grove (Village Green Station) will consist of ex-Magma Arizona #5, the freight cars used for the movie "Emperor of the North Pole" and the two Pullman green SP commute coaches. The Pacific Northwest Chapter has been invited to present a segment of the after-banquet program.

Excursion Director Roger Phillips reported that he is working on arrangements for another Point Defiance Limited.

Irv Ewen announced that the Chapter's next regular monthly meeting, on Friday May 18 will be held in Salem, Oregon. This "Annual Salem Meeting" will commence with dinner at 6:30 PM at the International King's Table Restaurant and be followed by a slide showing. Details and directions will be published in the May edition of "The Trainmaster".

Roger Sackett reported that 59 people will be going on the Portland Park Bureau's trip for the group of mentally retarded people on 21 April (Saturday) to Keiso, Washington. Six members of PNW Chapter are going along to assist.

The meeting was adjourned at 9:30 PM.

Chapter member Alexander B Ceres presented a program of movies of suburban electric and Pennsylvania mainline electric operation in the Philadelphia Pennsylvania area.

Chuck Storz, PNW Chapter Secretary

NATIONAL RAILWAY HISTORICAL SOCIETY

SUMPTER VALLEY RESTORATION PROGRAMS DEVELOPMENT

A recent issue of "The Stump Dodger", newsletter of the Sumpter Valley Railroad Restoration Assn., outlined a tentative schedule of development for rebuilding a portion of the former Sumpter Valley Railroad. Operations will be centered at the town of Sumpter, Oregon. A highlight of the schedule is the planned operation of a Heisler locomotive on rail at Sumpter by the summer of 1974.

Details of the development schedule are as follows:

A. Phase

1. Move Baker SVRR depot (donated by Ellingson Lbr.) to Sumpter and set up as a museum on land available for lease.
2. Finish the reconstruction of the Heisler.
3. Completion of observation cars.
4. Three thousand feet of rail and ties laid at Sumpter.

B. Phase

1. Railing of the S-Wye at Sumpter and construction of water tank.
2. Move the engine, cars and shop to Sumpter.
3. Begin operation.

C. Phase

1. Obtaining of the R/W to McEwen and up to Larch summit.
2. Purchase or acquisition of 10-15 miles of track materials.
3. Acquisition and renovation of passenger coaches.

D. Phase

1. Additional motive power - Alaska Mikados - Mallets in Guatemala - any other rod engines available.
2. Application for Special Use Permits on the Clear Creek - Trout Creek grade usage and the grading across the dredge tailings to McEwen.
3. Acquisition of additional track materials.

E. Phase

Lay track to complete the Larch summit loop and acquire other locomotives & rolling stock.