

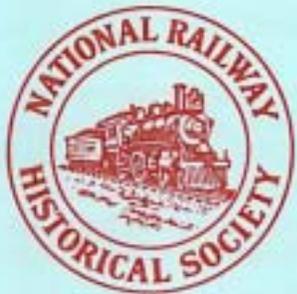
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THE TRAINMASTER

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



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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.

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

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THE TRAINMASTER

Number 169 - November 1973

PNW CHAPTER TIMETABLE

Friday

REGULAR MONTHLY MEETING (3rd Friday of each month)

16 November

PNW Chapter's November meeting will be held in the Burlington Northern's Safety Assembly Room which is located on the east side of what would be N W 11th Avenue extended north of its intersection with N W Hoyt Street (almost under the Lovejoy ramp to the Broadway Bridge).

8 PM

Important Chapter business to be transacted:

1. Election of Officers for 1974.
2. Vote on proposed By-Laws amendments (to increase dues).

Program following the business session will include:

1. An old movie from the BN Film Library on travel to Yellowstone National Park, circa 1937. Also, from the same era, a movie on travel to the Pacific Northwest. Both are silent.
2. A 1952 AAR movie dealing with the handling of Korean War goods in the United States. Shows much steam action.
3. Also, if available, a new BN film entitled "Portrait of a Railroad", which has just been released.

Refreshments (which include coffee, punch, cake, cookies, et cetera) will be served during the intermission between the business session and the program, all arranged for by Cora Jackson. A "kitty" will be there to receive contributions to help defray expenses.

"PNW Chapter Timetable", contd

Sat & Sun	ANNUAL SHOW - COLUMBIA GORGE MODEL RAILROAD CLUB
17 & 18 Nov	This is the last weekend of a great annual event which features operating displays. Admission price is 75¢ for adults, 50¢ for children under 12 years of age, and 25¢ for scouts in uniform.
1 PM to 8 PM	
	Club headquarters is located at 3405 North Montana Avenue in Portland, Oregon - - 97227. For more information and/or directions telephone 281-8591.
Friday	NO MEETING
21 December	No regular meeting during December due to the busy holiday season.
Monday	NEW YEAR'S EVE TRIP (tentative)
31 December	The possibility of a New Year's Eve get-together and trip are being considered. If plans develop a special mailing with all details, prices, et cetera will be sent early in December.
Late PM	Reserve the date now.
Every Saturday	INFORMAL LUNCHEON
12 M (noon)	This weekly event is held at Yaw's Top Notch restaurant in the Hollywook district (2001 N E 40th Avenue, Portland, Oregon). The "railroad-bunch-for-lunch" assembles for their mid-day repast at a large table towards the rear of the seating area on the west side of the building.

DUES INCREASE TO BE VOTED UPON

A proposed change in the PNW Chapter, NRHS By-Laws, increasing annual dues by fifty cents, will be voted upon at the regular meeting to be held on Friday, 16 November 1973 (see "PNW Chapter Timetable" for details).

Current Chapter dues are \$5.00 per calendar year. The proposed increase of 50¢ (to \$5.50) when combined with the recently-increased National dues (from \$4.00 to \$4.50 per calendar year) will then total an even \$10 per year.

The Chapter Board of Directors has gone on record to favor the increase to help defray the increased costs of Chapter operation.

SPECIAL TRAIN HONORS ELECTRIFICATION

By Don Dietrich*

At the end of October 1973, The Milwaukee Road completed a 60-day study during which all available diesel power was worked into the mainline power pool on the Rocky Mountain Division. They kept careful records on their operating experience and feel that this study will provide them with the information required to make a decision on the final phase of electric operation.

Regular operation of electric locomotives has already ended west of Deer Lodge, Montana. Radio-controlled mid-train diesels have replaced the electric helpers out of Avery. Electric operations east of Deer Lodge are limited. Electric switchers remain at Butte, Deer Lodge, and Harlowtown, but their days are numbered.

The demise of the electrics has not gone unnoticed, however. Many railfans visited the property this summer. The railroad knows it is operating something unique, and feeling that a better understanding was needed of its electric operation and the conversion to diesels, invited members of the Montana press for a ride behind electrics on October 16. Included in the group were representatives from the Montana Railroad Association, the editor of "Trains Magazine", the president of The Milwaukee Road Railfans Associon, and the Pacific Northwest RAILCON Coordinator.

As a lead into the "press run", a tour of the Deer Lodge shops was held. Several "Little Joes" and one steeple cab switcher were in the 24-stall roundhouse being cleaned and serviced. Shop officials explained that none of the work force maintaining the electrics would be laid off. They will be needed to handle the increased number of diesels moving through the area.

Many of the "Joes" were stored behind the shops, along with E50AB. One set of boxcabs and the E80 were outside the roundhouse awaiting their next assignment, which may never come.

The special left Deer Lodge for Missoula powered by "Joes" E70 and E21. They pulled 18 freight cars, caboose 02066 and business cars Milwaukee and Montana. The morning had dawned with a heavy fog which continued to dim the sun until the train was in the Garrison area. By the time Gold Creek was reached, the sunshine was plentiful.

During the run various members of the press were allowed short rides in the locomotive cab. For some it was their first train ride, and for many, their first cab ride. The engineer and traveling engineer answered many questions about the locomotive's operation, including "I understand the throttle, but how do you steer?".

* Pacific Northwest RAILCON Coordinator

"Special Train Honors Electrification", contd

The train stopped at Gold Creek where operation of the substation was explained. Another stop was made at Bearmouth for a meet with #264. It was powered by 22 and 173 on the headend with 5508 and 26 as mid-train power.

The Milwaukee track between Deer Lodge and Missoula closely parallels the former NP mainline of the BN. In fact, in some places the ballast of one company's track intermixes with the ballast of the other. If a MILW-BN merger is ever realized, considerable savings will result in this area from the elimination of duplicate track. Even without a merger, trackage rights can be substituted for one track at less than the cost of maintenance.

By the time the special arrived at Missoula, #263 was close behind. E70 and E21 dropped the caboose and business cars at the depot for the switcher to store, then pulled west of the depot to set out the freight cars and clear #263. Meanwhile, the guests "fell to" for an excellent buffet prepared by the business car attendants. Later on, the crew found time to participate in the feast.

#263 came by with 25, 5500, and 3004 on the headend and 27 as mid-train power. Then the switcher put the special back together, substituting 31 eastbound freight cars for the 18 handled westbound.

The special had the whole railroad to itself on the run back to Deer Lodge. During the trip, members of the operating staff and public relations department talked informally with the guests on traffic, taxes as well as the advantages and disadvantages of electrification.

Most railfans know the advantages, but have they ever considered what some of the disadvantages might be? For instance:

- A. Using a crane with a 3000 volt overhead wire and feeders in the way.
- B. Performing track maintenance with all those poles in the way.
- C. Any derailment (or shifting load) can snap off a pole which means 3000 volts on the ground, or wrapped in signal and telephone circuits.

The sun was shining brightly and the golden leaves of the Montana autumn made the open platform of the business cars very inviting on the return trip. The train arrived in Deer Lodge just as AMTRAK made its westbound flagstop on the adjacent track.

As the "Joes" headed for the roundhouse, the sun began setting, foretelling the end of an era on The Milwaukee Road.

PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, 19 October 1973

The meeting was called to order by Chapter Treasurer Roger W Sackett at 8:05 PM in the Burlington Northern safety instruction meeting room.

Minutes of the September meeting were read and approved.

Ed Berntsen reported on the Seattle Trolley Trip scheduled for Saturday the 27th of October. The trackless trolley charter trip around Seattle is off due to refusal by the local transit authorities to set up the trip. Ed said that Amtrak space to Seattle for October 27 is still reserved and that the trip will still take place for those interested. A tour of Seattle's "Underground" will be substituted for the trolley charter. Round trip fare (including the underground tour) will be \$12. No meals are included. All members planning to go are to notify Ed by Monday the 22nd of October.

Roger Sackett reported that PNW Chapter's Board of Directors has recommended that Chapter dues be increased to \$5.50 a year effective with the beginning of the 1974 dues year. Roger also stated that an amendment to the Chapter's By-Laws to increase the dues will be voted upon at the next regular meeting to be held on Friday the 16th of November.

Irving Ewen, Chairman of the nominating committee, announced the committee's recommendation for Chapter Officers for 1974:

President	Roger W Sackett
Vice President	Walter Grande
Secretary	Chuck Storz
Treasurer	Jim Gilmore
Director-at-large	Cora Jackson
Director-at-large	Irv Ewen
National Director	John Holloway

National Director Roger Phillips reported that he has received notice of bids for the 1975 NRHS National Convention from three cities; Chicago, Illinois; Knoxville, Tennessee; and Burlington, Vermont. Roger indicated that he voted for Chicago because he felt that it would hold the most interest for members of PNW Chapter.

The meeting was adjourned at 8:30 PM.

Respectfully submitted,

Chuck Storz, Chapter Secretary

PACIFIC NORTHWEST CHAPTER
 NATIONAL RAILWAY HISTORICAL SOCIETY

NOMINATING COMMITTEE PROPOSES SLATE

The nominating committee, in accordance with the directive of Chapter President John Holloway, has selected a list of candidates to fill Chapter offices for 1974.

President	Roger W Sackett
Vice-President	Walter Grande
Secretary	Charles W Storz, Jr
Treasurer	James J Gilmore
Director-at-large	Cora Jackson
Director-at-large	Irving G Ewen
Chapter Director	John D Holloway

All nominees have agreed to serve in the capacity indicated. Elections will be held at the regular monthly meeting to be held on Friday, 16 November 1973 (see "PNW Chapter Timetable" for details). Nominations may also be made from the floor at the meeting.

Ed Berntsen, Chuck Storz, & Irv Ewen

MILWAUKEE ELECTRICS STILL RUNNING

John Konen of the Inland Empire Chapter at Spokane, Washington advises us as we go to press on 6 November that the Milwaukee Rocky Mountain Division electric locomotives were taken out of service for one week during October between Deer Lodge and Avery as previously planned. However, they were returned to service, reportedly for the rest of the winter, because problems developed in moving trains without the electric locomotives available.

SIGN DONATIONS RECEIVED FROM BN

Pacific Northwest Chapter of the National Railway Historical Society wishes to thank Burlington Northern, Inc for the donation of several SP&S, GN, NP, and OE emblem signs formerly displayed on various bridges in the Portland Division in Washington and Oregon.

Also received was the station sign from "Burlington", Oregon.