

The



Trainmaster

August,
1997

The Official Publication of the
Pacific Northwest Chapter,
National Railway Historical Society
Portland, Oregon

Rolling Stock News:

Brent Larson has volunteered to coordinate work parties for the next few weeks on some of the Chapter's equipment. Please contact Brent at 253-7436 for more information.

From The Wire



BC Rail Purchases Dinner Train

from an announcement released by the British Columbia Railway, and other sources

by Glenn Laubaugh

As many of those who follow the Pacific Northwest Railroad scene already know, the Washington Central Railroad no longer operates the regional freight railroad in the Yakima area. Washington Central was formed to take over a number of miles of track in the Yakima area when the Burlington Northern determined that the Stampede Pass route over the Cascade Mountains between Yakima and Auburn was surplus to its main line needs. The region was in a recession, and railroad traffic had suffered significantly.

In the mid-1990's, the Pacific Northwest railroad industry finally shook off the worst remnants of the economic troubles of the early 1980's. By 1995, railroad traffic on lines with connections to points east had increased to such a degree that drastic measures needed to be made. In a move that will long be remembered by Pacific Northwest railroad enthusiasts, the decision was made to convert the long-dormant Stampede Pass line back to main line operation. Since a fair portion of that old main line was in operation by Washington Central, they sold their mainline.

With the Washington Central main line gone, there was no longer a place to operate the Yakima section of the Spirit of Washington Dinner Train, although the Seattle operation continues. The entire Yakima train went up for sale.

BC Rail, the regional railroad of British Columbia, purchased the train. It has been renamed the *Pacific Starlight*, and started operation this summer on what BC Rail calls the "Sea to Sky" route between North Vancouver and Porteau Cove.

Seating capacity on the train is reported to be approximately 400, with 120 seats available in the dome cars. The British Columbia scenery is particularly well suited to dome cars, so all those dome seats will probably be very popular.

The announcement of the start of *Pacific Starlight* service by BC Rail gives few hints of future plans for dinner trains, tourist and excursion service, and general passenger operations. However, a quote in the announcement from BC Rail's President and CEO Paul McElligott leaves plenty of room for speculation: "The launch of this dinner train is BC Rail's first step in complementing our year round regularly scheduled passenger transportation service with seasonal rail touring and specialty services."

If this is BC Rail's "first step," the next few years could see some very interesting developments in BC Rail's passenger service.

BNSF Perspective on Astoria Line

from a press release provided by the
BNSF Railway Company

FORT WORTH, Texas, July 15, 1997 -- The Burlington Northern and Santa Fe Railway Company (BNSF) today announced it has sold 92 miles of track northwest of

Portland, Oregon, to Portland & Western Railroad, Inc. (P&W). Financial details of the transaction were not disclosed.

Under the transaction, BNSF sold to P&W its track from north of Willbridge to Tongue Point, Oregon, three miles east of Astoria. As a result, P&W now handles all traffic to and from this line. BNSF retains pricing authority, with the P&W receiving a per-car fee.

The line was offered for sale as part of BNSF's ongoing asset evaluation program. BNSF has sold nearly 2,500 miles of light-density lines since 1996 as a result of this program.

P&W, formed in August 1995, currently operates 54 miles of leased track south of Portland for BNSF. All of the stock of P&W is owned beneficially by Genesee & Wyoming Inc., a Connecticut-based operator of regional railroads and related services throughout the United States. GWI is publicly owned and its stock is traded on NASDAQ as GNWR.

BNSF Purchases Keddie Line

from a press release provided by the

BNSF Railway Company

FORT WORTH, Texas, July 15, 1997 -- The Burlington Northern and Santa Fe Railway Company (BNSF) today announced that it has completed the purchase from Union Pacific Railroad (UP) of 112 miles of trackage between Bieber and Keddie, Calif., and has begun offering daily carload merchandise service over the route. The purchase of the key link between Keddie and Bieber is part of the settlement agreement imposed as a condition by the Surface Transportation Board when it approved the merger of UP and SP in August 1996.

"The acquisition of this trackage extends our customers' competitive reach by providing, for the first time ever, direct single-line service along the entire length of the West Coast I-5 Corridor between Vancouver, British Columbia, and the San Diego area," said Peter Rickershauser, BNSF vice president of marketing for UP/SP lines.

This new link also provides benefits to customers now reached by BNSF in the Central Corridor, using trackage rights over UP between Denver and Stockton, Calif., through Utah. That route intersects the new BNSF I-5 Corridor at Keddie, Calif. BNSF customers in the Pacific Northwest can now ship single-line to and from the Salt Lake City area as well as central Nevada for the first time ever.

BNSF also announced that, to further enhance the new I-5 service, it has increased the frequency of carload merchandise service to seven days a week on its Central Corridor route between Denver and Stockton, Calif. Service had been five days a week between Denver and Provo, Utah, and three days a week between Provo and Stockton.

Union Pacific Dispatching System from a press release provided by the **Union Pacific Railroad**

OMAHA, July 31 -- A "quantum" leap in train dispatching technology was authorized today by the Board of Directors of Union Pacific Corporation.

"We plan a complete replacement and upgrading of our Computer Aided Dispatching (CAD) system, the backbone of our Harriman Dispatching Center in Omaha," said Union Pacific Railroad President Jerry Davis.

The upgrade will allow UP to increase its rail network velocity, improve car cycle times and save fuel, among other benefits. Development and installation of the system will be completed in 2000.

The new CAD III system will integrate mainline and terminal planning in order to improve utilization of locomotives, cars, terminals and crews. Davis said the new system will also improve safety by assisting train dispatchers in making fail-safe decisions on train movements.

In describing the CAD III system as a quantum leap in technology, Davis compared it to the advances made in train dispatching, beginning with the 1860s "highball" signal

system to the 1930s Centralized Traffic Control (CTC), which allowed remote control of track signals and switches, to the first generation of computer aided dispatching in the 1980s.

The Harriman Dispatching Center was opened in April, 1989, centralizing all of UP's dispatching operations into a single location for the first time. The Southern Pacific dispatching office will be moved to the Harriman Center by November.

Union Pacific averages more than 2,000 train starts every day.

"From the Wire" contains bits and pieces from various news sources. Contributions are welcome, but sources close to the point of origin are preferred to insure reliability and accuracy. Please address correspondence given for the Trainmaster editor on page 7.

Mailbag

Information on J. Foster Adams

I'm a member of the Rocky Mountain Railroad Club in Denver and we have a collection of glass plates from J. Foster Adams. He evidently was a photographer of northwestern railroads in the late 1800s and early 1900s. We are trying to locate a society or organization that can tell us about this collection. If you know anyone, or have knowledge yourself, please send me an e-mail to M1CK11@AOL.com Thanks

Dave Goss

Seeking RR Crew Cook

Howdy, y'all!

I am working on our family tree and have been unable to locate one of our families. According to the memoirs my cousin (descended from the same family) sent me, Frances Fleming PLOWMAN (or BETTS) was working as a cook for the Railroad Crew when her future daughter in-law, Margaret BUSBY began helping her. Margaret and Charles Noah (Frances son) were married in September, 1871 in/near Yoncalla, Douglas County, Oregon. In the 1870 Census, Margaret's family (including Margaret) was

enumerated in Wilbur, Douglas County, Oregon. Margaret was also enumerated in Oakland, Douglas County, Oregon - apparently, boarding with another family while going to school. I was unable to find Frances and her family anywhere in Douglas County.

Would you have any information that would tell where the cook for the railroad crew might have "resided" when the Census was being taken in 1870? I've checked out all of the history books in the St. Helens library, to no avail.

I'm assuming that there was a camp set up somewhere, but I don't know where. I didn't find any Douglas County section that had long lists of any occupation relating to the railroads (as I did find for miners!).

Would you be able to tell me - Did they have railroad "camps" where the crew and supporting employees - like cooks - live? And, if so, would Frances have had her children with her??? Or is it more probable that she would have boarded them out???

I don't know if you can help me. But if you can, I would sure appreciate it! I'm trying several other avenues as well, but even if I get the specific information I'm seeking through one of them, your readers might be able to provide more of the historical background & perspective.

Thank you!!

Brunetta Lafara Lingg

Suite 202

2114 Columbia Boulevard

St. Helens, Oregon 97051

Phone/ Fax: (503) 366-4467

Mailbag contains a few of the interesting letters that we have received. Although some of these individuals may have already been given assistance, had questions answered, or otherwise been contacted by other chapter members, the nature of some of these requests begs for general assistance from any chapter member who may be able to assist them. Contact addresses or phone numbers are not printed unless specific permission from the letter author is given. Correspondence to the *Trainmaster* should be addressed as given on the inside rear cover of this issue (page 7).

BOARD OF DIRECTORS MEETING
AND CONVENTION
SALT LAKE CITY, UTAH
JUNE 24 - 28, 1997

As usual, there were several pre-business meeting rail tours for members and delegates to enjoy. The ones I selected were the Heber Valley tour, and the Golden Spike re-enactment at the Promontory Summit National Historic Monument. This also included stops at the Brigham City and Ogden Depot Museums. All were excellent.

Prior to the Business Meeting, there were several seminars on rail related subjects available to attend. I chose three, the first of which was Publicity Public Relations, and Member Recruiting. The scheduled speaker could not attend for health reasons, so a substitute speaker, Terry Holdman from the Pacific Limited Group led it. He mentioned that everyone likes to get involved. A good resource is the local Convention and Visitors Bureau, giving them tidbits of information about your project. Use photographs to support the event. He suggested Co-sponsoring an event with favorite charity groups. There is frequently a better response by using FAX than regular mail. There have been cases when particular individuals have been "black-balled" by an organization, which will hurt the successful progress of the event. Chapters should recruit new members to maintain a steady dues income, and to have adequate people-power for the various activities. Chapters can now get a print-out of associate members in any particular ZIP code areas for membership purposes. Several eastern Chapters have suffered by the elimination of steam excursions in their areas. The Chapters that go forward have a good excursion program, which includes steam.

The next seminar was on the merger of the SP and UP, by Dick Rauschmeier. He said the UP is trying to segregate their shipments into six commodity groups. They are Energy, Automotive, Chemical, Intermodal, Agricultural, and Industrial. Volume on the first four is up between 3% and 9%. The last two are down by about the same amounts. Blending of the two systems will be done in four phases, and is on schedule. They are running 1700 trains per day over 30,000 miles of main line track. They are beginning a four year reconstruction project of the Roseville yard, which will be a major hub. Their is also to be reconstruction of the Salt Lake City yard, freeing up some land. There is a fear of monopoly among shippers, but confidence in the UP is up. Then the Mayor of SLC spoke. Plans are going ahead to host the winter Olympics in 2002. Light rail is under construction, and the I-15 freeway over the rail yards is being rebuilt. They want bona-fide passenger rail service back, and are hoping for a UP demonstration project in the fall.

The third seminar was a very interesting slide show of the Western Pacific.

The Business meeting on Friday, June 27 was called to order by President Greg Molloy. After the Invocation, the minutes of the April 6 meeting in Portland were approved with minor corrections. Several new National Directors were elected. For the Presidents report, he referred to the establishment of priorities by the many officers. He stated the highlight of the business was the announcement of the Railway Heritage grants. This is an ongoing program. The review board is chosen among members who study the applications to determine if they meet qualifications, and then allocate funds from the budgeted amount accordingly. This year the budgeted amount was \$20,000. There were 14 Chapter applications requesting a total of \$58,000. Eight awards were made to Chapters who had indicated they had matching funding for the projects requested. The PNWC was fortunate to be given \$2,500 for preserving and cataloging certain records, maps, and photos. The financial report will reflect that over \$21,000 has been donated to the Society this year, primarily given at the time of dues renewal. Donations will continue to be requested.

In reports of Officers, LeRoy Dietrich, Awards Chairman announced that in the next few months letters will be sent to Chapters listing names of their members eligible for length of service award pins. In order to maintain eligibility, dues payments must be current. Larry Eastwood, Senior Vice President, announced that The Society has had recent correspondence regarding lease arrangements of the Philadelphia office. The long term space study will also include a staffing study of paid and volunteer helpers. He expects to give a preliminary report at the Fall Board meeting. Dick Billings, National Treasurer, complimented Membership Records for turning around the system now to produce data much quicker. When new member dues are received, the name goes on the mailing list to receive information and Bulletins in just a few days. The Philadelphia office is now equipped to provide mailing lists, labels, etc. within a very few days. It is anticipated that the dues renewal process for 1998 will be much sooner, about mid September. Therefore Chapter dues can be collected sooner, and delinquent account notices will also be sent out sooner. Treasurers are encouraged to handle the renewal payments as quickly as possible. Bob Heavenrich, Comptroller, explained the printed reports already distributed. This is a peak cash time, and investments are highest. The previously mentioned donations are at an all time high. All income and expense items are on budget. We are now on an in-house finance record system. The 1997 data is running slightly above 1996. Frank Tatnall, Bulletin Editor Reported that the crew in Philadelphia is hard at work on Issue #3 which is at the printer now. It will be an all time size. 125 Chapters submitted Annual Reports. Some regulars did not submit reports this year, and he urged Directors to get them in next year. The budget for the Bulletin this year is \$152,000. He mentioned occasional letters he receives wondering why the Bulletin only includes eastern RR articles. He explained they are editors, not writers, and

more articles are submitted by eastern authors, therefore more are printed. If members have information of interest regarding western railroads, they should write an article and submit it for publication. Judy Calvert, Convention Committee Chairman, thanked the Salt Lake City Chapter for their efforts towards this Convention. Her only other report was that the Society still has no bids for the 2000, or 2001 Convention. She urged Chapters to consider bidding, and to talk with her if there were any questions. Bill Cude, Director Chapter Development, reported that activities regarding Chapter Development have been slow, but there have been questions regarding formation of two new Chapters. A suggestion was made for a new Chapter type without specific boundaries which would be handled on the internet. Bob Oswald, Nominating Committee gave their report essentially for renomination of incumbent officers. Nominations can still be made until Sept. 15.

Greg Molloy reminded delegates to refer to the Activities Report which had been distributed earlier. Many more things have happened that had been reported on. Lynn Burshtin, National Office Manager, related her many administrative duties. Back issues of the Bulletin are available for \$2. They also have a stock of some back issues which can be sent to Chapters for membership recruiting purposes. They have a film and video library. Many other items are available for sale or promotion. She is available to answer questions by letter, phone, FAX, or E-Mail.

Greg Molloy reported that Martin Swan has made contact regarding emblem sale items. A report will be made in at the fall meeting. He continued by referring to the Society Initiatives Report that had been distributed. Larry Eastwood had been heading up this project. He listed the order of Society priorities. The Annual Directory which had been eliminated several years ago for budget purposes will be reprinted and distributed soon. In old business Greg reported on the status of the Alcoa Historic Photo agreement. The Incorporation status restoration project is continuing, and should be nearing completion by fall. The President called for a report of the Audit Committee which was given by Michael Treziak. The final report of the Charlotte Convention was given by Richard Shulby. Thanks were given by the Salt Lake Committee for the help given by the Central Coast Chapter. The 1998 Convention will be in Syracuse, N.Y. Plans are proceeding for trips. The 1999 Convention will be in Sacramento. They are seeking commitments from the railroads.

After an announcement regarding the Annual Meeting of the Members to follow afterwards, the Board Meeting was adjourned.

Gerald A. Schuler, National Director



The Trainmaster

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in the *Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such. Material from the *Trainmaster* may be reprinted in other publications provided credit is given as to the source.

The NRHS was formed in 1935 to preserve historical material and information pertaining to railroad transportation. The Pacific Northwest Chapter, one of more than 170 affiliates, was formed in 1955 as a non-profit Oregon corporation. Any person age 16 or older with an interest in railroad history and transportation is eligible for membership.

Please address contributions, correspondence, and exchange copies of newsletters to:

Attn. TM Editor

PNWC-NRHS

Room 1, Union Station

Portland, OR 97209-3715

Voice: (503) 226-6747

Fax: (503) 230-0572

E-Mail: pnwc@easystreet.com

ISSN: 0041-0926

Editor: James Loomis

Associate Editor: Glenn Laubaugh

Circulation:

Chuck Storz, (503) 289-4529

Please be sure to inform the membership chair at Membership Services, PNWC-NRHS, P.O. Box 2384, Portland, OR 97208-2384 of any changes in the status of your address.

Membership

in the Pacific Northwest Chapter, National Railway Historical Society is available as follows:

Regular: \$32 / year

Joint: \$40 / year

Membership prices include National Membership as well as membership in the local chapter. For more information, please contact the membership chair at the above address or phone number.

Trainmaster Contributions:

Contributions for the *Trainmaster* are most welcome. Deadlines for each issue is the 20th of the previous month. Last minute additions may be made after that time, but publication of such last minute additions can not be guaranteed. Contributions should be sent to the address, e-mail address, or fax at the top of this column, or be left in the mailbox in the door of Room 1, Union Station.

Chapter Timetable #419 - August, 1997

Regular Board of Directors Meetings:

Thursday, August 7th, 7:00pm., Thursday, September 11th, 7:00 pm. Room 208, Union Station. These meetings are scheduled on the Thursday evening prior to the monthly membership meeting.

Monthly Membership Meetings:

Friday, July 18, 7:30 pm; Friday, August 15, 7:30 pm., Friday, September 19th, 7:30 pm. St. David's Episcopal Church, 2800 S.E. Harrison. These meetings are conducted on the third Friday evening of every month. Most of the time, an intermission with refreshments follows the general business meeting, with a program or presentation afterward.

Weekly No-Host Luncheon:

every Saturday, 12:00 noon at the Semaphore Restaurant at S.E. 17th and Holgate Blvd. Our group meets in the back.

Library/Archives Work Session:

Contact **Bob Weaver (654-4274)** for more information.

Chapter Library Open Hours:

Saturday, August 16th and 30th, 1:00 to 4:00pm at Room 1, Union Station. Call Jim Loomis (253-3926) for appointments, if this is a difficult day and/or time for you.

Annual Chapter Picnic:

Saturday, August 16, 1997 at Western Antique Powerland, Brooks, Oregon. Contact Darel Mack, Activities Chair at (503) 654-5017 for more information.

Upcoming Programs:

August: Bruce Harmon of Gunderson, Inc.

If you have any programs of interest to the Chapter, Please contact Bob Terkelsen at (503) 399-1882.

Committee Chairs

Activities: Darel Mack, (503) 654-5017
Meeting Program Coordinator: Bob Terkelsen,
(503) 399-1882
Bylaws: Janet Larson, (503) 253-7436
Concessions: Marilyn Edgar, (503) 236-7271
Excursions: Irv Ewen (503) 232-2441
Finance: Bob Terkelsen, (503) 399-1882
Library & Historical Foundation: Jim Loomis,
(503) 253-3926
Membership: Ralph Johnson, (503) 654-1930
Museum: Glenn Laubaugh, (503) 655-5466
Public Relations: Gerald Schuler,
(503) 285-7941
Publications: *Vacant*
Rolling Stock: Richard Grey, (503) 657-8250
Chief Mechanical Officer:
Peter Rodabaugh, (503) 771-8545
Car Rental Agent:
Bob Jackson, (503) 231-4808
Ad Hoc Property Development: *Vacant*
Ad Hoc "Union Station": Terry Parker (503) 284-8742
**Chapter Representative, Portland Rail
Equipment Advisory Group:**
Frank Weiler, (503) 774-3319

Chapter Officers

President ('97): George Hickok, (503) 649-5762
Vice-President ('97): Bob Terkelsen, (503) 399-1882
Secretary ('97): Doug Auburg (360) 694-7769
Treasurer ('97): Janet Larson (503) 253-7436
National Director ('94, '95, '96, '97):
Gerald Schuler (503) 285-7941

Directors-at-Large:

Brent Larson ('94, '95, '96, '97): (503) 253-7436
Ralph Johnson ('96, '97, '98): (503) 654-1930
Bob Jackson ('97, '98, '99): (503) 244-4440
Dick Ordway ('92 thru '97): (360) 834-2073
John Willworth ('97, '98, '99): (503) 284-8628
Frank Weiler ('96, '97, '98): (503) 774-3319

The TRAINMASTER
Pacific Northwest Chapter
National Railway Historical Society
Room 1, Union Station
800 N.W. 6th Avenue
Portland, OR 97209-3715

NON-PROFIT
ORGANIZATION
U.S. Postage
Paid
Portland, OR
Permit No. 595

FORWARDING AND RETURN POSTAGE GUARANTEED
ADDRESS CORRECTION REQUESTED