

# The



# Trainmaster

December,  
1997

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



## December Meetings:

Board of Directors Meeting:

December 11th, Room 208, Portland Union Station, 7:00 PM

General Membership Meeting:

December 19th, St. David's Episcopal Church, 2800 S.E. Harrison, Portland, 7:30 PM

## OMSI to host "Holiday Junction" Display, December 13th-21st

by Glenn Laubaugh

The Oregon Museum of Science and Industry will host a display of all manner of railroad memorabilia, model railroads, and various other railroad related material. It is called "Holiday Junction" and will run from December 13th to December 21st. A large number of model railroad clubs from the area, particularly clubs with modular layouts, plan to be in attendance. The Oregon Electric Railway Historical Society was invited to attend, but was unable to participate. The OERHS is, unfortunately, under a lot of pressure to move their equipment out of the Glenwood Trolley Park, and that must take priority. The Pacific Railroad Preservation Association was also invited to attend, along with Northern-class ex-Spokane, Portland & Seattle steam locomotive #700. It is not clear as of this writing if the locomotive will be placed on display due to the high insurance costs and other complications.

It is clear, however, that the Pacific Northwest Chapter, NRHS will have a

significant opportunity to place material on display. Display details are still being worked out. However, preliminary plans at this time call for displaying our #1 gauge "Big Boy", some of our collection of #1 gauge passenger cars, and a number of other models. Coordination of the display is being handled by Marilyn Edgar, as she is a member of the Oregon Museum of Science and Industry, and is therefore much more familiar with their resources, materials, and personnel.

We also plan to produce a special edition of the *Trainmaster* for distribution only at this event and at the December meeting. This issue will be a single two-sided sheet, and an offer for donating the costs for printing its first 1,000 issues has been received. It will only feature articles that have appeared in other issues of the *Trainmaster*. Therefore, our regular readers will not miss a single thing by not having this issue mailed to them. On the other hand, it will help spread the word about what the chapter is and what we do.

## Remaining Chapter Bonds Called

from information provided by Janet Larson and George Hickok at the November membership meeting, November 21, 1997

In October, a letter was mailed to the holders of the remaining Chapter bonds that notified them that their bonds were called. The call date for this last group of bonds was November 30, 1997. This letter also included a request for bond holders to consider donating their bonds back to the chapter. To date,

approximately \$3,000 worth of bonds have been received as donations. At the November Board and Membership meetings, Chapter president George Hickok expressed his thanks to those who have made these donations. A more complete article will be printed after this program has been completed and retired.

# Railroad Research Library Update

By Glenn Laubaugh, from information and text provided by Bob Weaver

Between February and July of 1997, the Railroad Research Library operated by the chapter was busy adding materials to the library that have been stored in boxes of unsorted materials. The library also gratefully accepted donations of material from Ken Ardinger, Henry Bender, Don L. Hofsommer, Kenn Lantz and Bud Parks. Exchange newsletters from other groups have also been added to the list of materials.

A complete list of all the new publications would take several pages. The following list is of material that adds to existing collections of periodicals.

**AORTA bulletin.** Thanks to an anonymous donor the library has an almost complete file of this newsletter of the Association of Oregon Rail and Transit Advocates. Holdings include issue 100 (Oct./Dec. 1993) forward, with issues 107 and 109 lacking.

**The Cal-Nevadan / California-Nevada Railroad Historical Society.** Henry Bender Jr. donated a nearly complete run of this newsletter from 1974 to 1995.

**Canadian rail.** Henry Bender's donation extended the library's holdings from no. 135 (July/Aug. 1962), the first issue following its name change from CRHA News Report, to no. 263 (Dec. 1972) with scattered issues between June 1974 and May 1976.

**The club car.** Henry Bender gave the library a nearly complete run of the newsletter of the Pacific Locomotive Association. The library's holdings now extend from no. 78 (Aug. 1969) to the present.

**CRHA news / Canadian Railroad Historical Association.** Henry Bender added to the collection that Harold Rice originally gave to the library. Holdings now extends from no. 70 (Sept. 1956) to no. 134 (June 1962), the last issue before its name change to Canadian Rail.

**Flimsies.** Significant additions with donations from Bud Parks. The library now has nearly 75 issues between no. 10 (June 5, 1985) and no. 224 (Jan. 22, 1997) when its name changed to Flimsies ...West!

**Flimsies northwest.** With gifts from Kenn Lantz and Bud Parks, the library has a complete collection, beginning with issue 98 (Feb. 15, 1996), the first number after name change from Northwest Railfan.

**The Great Northern Goat.** Kenn Lantz gave the

library over 36 issues of this magazine published by the Great Northern Railway Historical Society. The library now has a complete collection from 1988 to 1996.

**The Lexington quarterly.** Don Hofsommer donated complete run from Jan. 1986 to Jan 1995.

**The Milwaukee railroader.** Thanks to Kenn Lantz, the library now has 20 issues from v. 18, no. 3 (Sept. 1988) to the v. 23, no. 4 (4th quarter 1993).

**Nor Cal railfan.** Henry Bender gave the library over 170 issues of this newsletter of the Northern California Railroad Club, which gives us a nearly complete collection from July 1975 to October 1995.

**Northwest railfan.** Thanks to donations from Kenn Lantz and Bud Parks we now have a complete collection from issue 22 (July 27, 1989) to issue 97 (Nov. 1995), when it ceased publication (it was continued later by Flimsies Northwest).

**Ore ARP bulletin.** Thanks to a gift of an anonymous donor the library now has a nearly complete collection from no. 67 (Dec. 1989) to no. 99 (July/Sept. 1993).

**Railroading.** Henry Bender donated two issues, completing the library's run of this magazine, from no. 23 (May 1968), the first issue after its name change from Steam Locomotive & Railroad Tradition, to no. 52/53 (1st quarter 1975), when it ceased publication.

**Railway Quarterly.** The library now has a complete collection, from v. 1, no. 1 (fall 1977) to the last issue before it merged with Rail Classics, v. 7, no. 4 (winter 1983).

**Trainline.** Published by the Southern Pacific Historical and Technical Society, the library's collection is now complete from no. 42 (winter 1994), the first issue after a cover format change placed more emphasis on the SP focus of the newsletter.

**Trains.** With ten issues donated by Henry Bender the library now has complete collections for 1945, 1946 and 1947 to the present.

Many thanks to those who have made these donations to the chapter library. An updated list of needed publications will be in an upcoming issue of the *Trainmaster*.

## From The Wire



### Union Pacific Update

from press releases by the

Union Pacific Railroad and other sources

OMAHA, October 30 -- In partnership with the Federal Railroad Administration and rail labor unions, Union Pacific Railroad today voluntarily introduced a "guaranteed" time off program for 3,500 train and engine employees in Texas, effective Saturday. The railroad said it would expand the program system-wide in December.

"Fatigue and stress of our train crews are critical safety concerns," said Union Pacific President Jerry Davis. "This new program will increase safety -- our Number One priority -- as well as the overall efficiency of our rail operations."

The guaranteed time off program is linked to improving quality of life for train crews. It would grant any train and engine service employee who works on 14 consecutive calendar days without taking extra time off (i.e. layoff/extra rest) the absolute right to voluntarily layoff for up to 48 hours.

The program will begin in Texas. UP will soon provide a plan and schedule to spread the policy across its entire 36,000-mile rail network by mid-December. The policy and schedule will be subject to review by the Safety Assurance and Compliance Program's safety team, which is a partnership among Union Pacific management, rail labor and the FRA to jointly identify and address root causes of safety problems.

Davis also announced that the railroad is taking several other steps in Texas. Among them:

- Managers will meet with every crew before they go on duty to review safety issues, verify alertness and job assignments.
- Managers will ride with crew members to check compliance with operating rules.
- Ed Handley, Assistant General Manager of UP's Southern Region, was designated to coordinate all safety activities in Texas. Handley was formerly an FRA project coordinator and before that was chief

operating officer of Houston's Port Terminal Railway Association, which is a past multiple winner of the rail industry's highest safety award.

The Union Pacific web site now includes news clips, including video segments of television news interviews, about the UP/SP merger problems and gossip myths. The URL for this section of their web site is:  
<http://www.uprr.com/uprr/clips/mergmyth.htm>

The Union Pacific web site is also starting to include more information about materials they have for sale or auction. The auction lists are new to railroad company web sites - and in fact most corporate web sites are oriented primarily toward corporate marketing. The UP's lists of items to be disposed of have recently included everything from a caterpillar bulldozer to "Approx. 6 Tons Miscellaneous Metal".

If a corporation is going to spend the money to assemble and maintain a web site, it only makes sense to get as much use out of it as possible. This could, and should, involve more than just core product marketing.

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### W&P / P&W Items

from information provided by Bob Melbo of the W&P and P&W railroads

Willamette & Pacific suffered its worst-ever train accident, on October 30, 1997. Train No. 76, commonly nicknamed the *Toledo Hauler*, had departed Toledo, Oregon with five locomotives, 50 cars, and 3,913 trailing tons. When the train reached Burpee siding, just east of Toledo, the fourth locomotive on the train derailed on the west switch, triggering a chain-reaction derailment. The fifth locomotive and first five freight cars, all of which were box cars loaded with rolls of paper, followed. The third unit was knocked off the track but remained upright and coupled to the second locomotive.

Three of the five box cars overturned and were destroyed. Freight in the second and third cars was destroyed. The two other derailed cars remained upright, and one was

re-railed. The other upright car had to be knocked over to ease the work of the wreck recovery crew.

Significant fuel loss from the tanks of the locomotives occurred, but it is not known how much damage has been done to the Yaquina River and the wetlands area surrounding the derailment site. Tidal fluctuations in the river and wetlands area significantly hampered fuel containment efforts.

Temporary trackage around the derailment site opened for train traffic at midnight, November 1st. The paper mill at Toledo is the largest customer on the Willamette & Pacific.

The Willamette & Pacific and Portland & Western railroads have been transferred to a new computer system. The previous system was a stand-alone PC based car control system. The new system is based on a small mainframe AS400 computer located in Atlanta, and owned by parent company Genesee & Wyoming. A dedicated, continuous phone line now links GWI's Oregon railroads with Atlanta. The volume of traffic on the Oregon lines dictated the change, as the lines in this state had outgrown their PC based system.

Also using the system are GWI subsidiaries Buffalo & Pittsburgh, Rochester & Southern, Illinois & Midland, and two recently formed companies in Canada.

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### News from Other Clubs

from information from other club newsletters:

**The West Coast Railway Association reports:**

On August 18th, a Canadian National turntable from Thunder Bay, Ontario was unloaded at the group's West Coast Railway Heritage Park in Squamish, B.C.

Ownership of B.C. Electric caboose #A 15 was transferred to the WCRA on August 20th. Previous to it's donation, all wooden BCER cabooses were thought to have been scrapped. Upon its discovery, WCRA started a self-funding transportation initiative to get the caboose to Squamish. It has since been moved to the Squamish property.

The West Coast Express - Vancouver's commuter railroad line - has introduced what they are calling "Brain Trains". Teaming up with Capilano College, a series of credit and non-credit courses will be offered aboard train #4 between Maple Meadows and Waterfront stations each weekday morning.

The White Pass & Yukon Railroad will be sold by owner Russell Metals Inc. The company wishes to focus on a core business of steel distribution.

Two business trains were operated through the Canadian Rockies by the Canadian Pacific railroad in late summer. One train was operated for customers and guests of General Electric. The second train was operated for Bill Gates and his entourage. Both trains featured CP business cars *Assinaboine* and *Mount Stephen*. Rocky Mountaineer's Gold Leaf dome car #9502 was also part of the Gates' train.

The Northwest Railway Museum (which celebrated its 40th anniversary in 1997) reports in July-August issue of *The Sounder*:

The museum has reached an agreement with Weyerhaeuser Real Estate (Wreco) to rebuild and realign over 680 feet of track on the museum's Snoqualmie Valley Railroad. The railroad experienced a washout early this year when Wreco installed a storm water outflow channel on nearby land.

Wreco, the museum, and the City of Snoqualmie have reached an agreement that has Wreco paying for a new crossing for the "Snoqualmie Parkway" they will construct, and make the city of Snoqualmie responsible for crossing repair costs not covered by museum's insurance. The new parkway will allow Wreco to develop Weyerhaeuser land into a golf course and several thousand new homes.

The **Old Smoky Chapter** (Knoxville, Tennessee) of the NRHS reports in the July, 1997 *R.P.O.*:

As of mid-February, all types of rail service except truck shuttles have resumed through the "Channel Tunnel". In November of 1996, a truck on a truck shuttle caught fire and burned furiously within the tunnel. Extensive

modification to the truck shuttle trains will almost certainly be made before this service is resumed. In the meantime, the Eurostar high speed trains have almost fully recovered.

"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 of this issue.

## Mailbag



### Chartreuse Caboose Continued

All:

Thank you for the information on Universal's 1960 feature "Chartreuse Caboose", for which details until now have been almost impossible to locate.

Glenn Laubaugh, Web Site Editor, Pacific Northwest Chapter of the N.R.H.S., Don Henderer, retired from the S.P., and John Beardsley, also retired from the same rail line, provided exceptionally accurate details on locales, filming, dates, and background information into long-forgotten technical aspects of the movie, and I will be forever indebted to them. Mr. Laubaugh's mapping on the World Wide Web proved to get the entire project rolling, so to speak, as his detailed graphics and spectacular ageless data are without equal.

Don and John, who provided corroborating material about the 1959 filming helped me find out details on the film whose master prints were destroyed in a water pipe break in one of Universal Studio's negative vaults back in the 80's. I have one of the last existing copies of the film having rented it for home use back in the late 70s... fortunately making a digital video tape transfer of it.

Glenn, Don and John's accurate information and geography are exceeded only by their warmth and generosity!

Cordially,

Dale D. Mikolaczyk

Satellite Systems Engineering Director

NBC Television Network

One MSNBC Plaza

Secaucus, New Jersey 07094

direct: (201) 583-5599

e-mail: dale.mikolaczyk@msnbc.com

[ I do not deserve any credit for the historical descriptions I gave Mr. Mikolaczyk. Ed Austin & Tom Dill's Southern Pacific in Oregon provided all the information. I have yet to find any other railroad history book for any railroad anywhere that is as detailed and exhaustive as their mile by mile and year by year accounts of the S.P. in Oregon

## Note Cards Available

The Pacific Northwest Chapter has some souvenir items from the April Board of Director's meeting for sale.

The 100th Anniversary Union Depot Note Cards that were given as Banquet favors are available by mail order. These depict a painting by J. Craig Thorpe showing the SP&S 700, Union Pacific train, Amtrak engine, and SP 4449 with the Union Depot in the background. A set of six cards with envelopes sells for \$7.50 plus \$1.00 postage.

We also have a limited quantity of the polo shirts with a pocket left. These are light gray color poly-cotton 50-50 blend in sizes M, L, & XL. On the right front they show our PNW Chapter logo of the Union Depot clock tower. The back side shows an original design with Portland's three steam locomotives (SP&S 700, SP 4449, and UP 3203) and the Union Depot in the background. These shirts are priced at \$25, plus \$3 shipping.

Orders may be sent to:

Pacific Northwest Chapter, NRHS

Room 1, Union Station

800 N.W. 6th Avenue

Portland, Oregon 97209-3715

### Car Vandalism Removed

from information supplied by Brent Larson

On November 22, 1997, 8 volunteers spend 3 hours working on chapter car #76 and *Twin Grove*, removing graffiti that had been painted on the cars. Cleaning started with a spray-on spot remover. An organic citrus-based cleaner was then used. Remaining graffiti was then removed with lacquer thinner. Some spots were particularly bad, and those were successfully removed with paint remover. The paint under the graffiti appears untouched, and in fact the *Twin Grove* is reported to look better than it ever has.

Volunteers were: Janet and Brent Larson, Denis Murrell, Kenn Lantz, Darel Mack, Ed Ackerman, Ken Peters, and Rocky Regula.

*The map on the web site, of which you write, is merely a graphical representation of their text, as well as from other sources.-G.L. ]*

From: Donald J Henderer  
Reply-To: cupola@ix.netcom.com  
Organization: The Dog House  
Subject: Chartreuse Caboose

Let me introduce myself. I was a Brakeman Conductor for the SP for 39 years, and have been retired for 18 years. Well I have been looking for the movie for years and knew it was on VCR as Oregon Broadcasting Company Portland Or. had showed it years ago, but they no longer had it. But to my surprise I saw the letter that Dale Mikolaczyk had wrote in the mailbag and your note in *The Trainmaster*.

If I can be of any help let me know.  
So Toot Toot Cupola Don.  
Don Henderer  
Eugene Oregon

Dear Sir;

I receive the Trainmaster bulletin published in Portland, Oregon, because I belong to their organization.

I see that you are requesting any information regarding the film "The Chartreuse Caboose". I was a brakeman on the Southern Pacific Railroad during that filming. I am now retired. I was working on a local in the vicinity of Springfield station of the S.P. at that time. The Springfield yard consisted of three tracks about fifty cars long with a lot of industrial spur tracks along with them. The film was produced by a person named Red Reynolds. He since has passed away. He was either from Hollywood or went there after producing the film. At the far east end of the Springfield tracks was a track that went to Marcola which was known as the Marcola branch. It was on this railroad that this was mostly filmed. I was on a switching run that was over this piece of railroad. We couldn't use it while they were using it for their filming which amounted to about two or three hours.

In the writeup in the Trainmaster they were in error in stating that they thought it was

filmed on the Springfield-Lebanon branch. It was the Springfield - Marcola branch. Part of the film could have used the Eugene yard of the S.P.

The engine used for the film was one of the lightest engines the S.P. owned, partially because part of the tracks used was limited to the tonnage of the track limits. Also, the S.P. let them repaint the caboose for the filming. The track had a covered bridge on this branch line that was one of the restrictions for the use of the small engine. It was a big part of the filming. In the film, there was an episode where the caboose was to enter a spur track that was just before this bridge. It was a spur track for a mill located there. The engineer was Del Hebert, who has since passed on. A brakeman named Les Hinshaw rode the caboose in this movie. Les Hinshaw has also passed on since this film was made. They had to make a movement called a "drop" or "flying switch", which required a move where the engine and caboose got up enough speed to let the brakeman uncouple from the engine, and the engine went away from the caboose to let another person throw the switch and let the caboose enter the spur track and brake, by hand, to stop it from going over the end of the track. It was interesting to watch the move.

My wife and I saw the movie after it was produced, at the only movie theatre in Springfield. Hope this information is of interest to you.

Sincerely,  
John W. Beardsley  
Eugene, Oregon

*[Yes, it was certainly of interest to me, and probably to a lot of our readers as well. Thank you - thank you both - very much for your correspondence. - G.L. ]*

**Dues Notices will be mailed by December 10th. We would like to have members pay their dues in December or January as it would help our membership chair and treasurer. Be sure to send the top portion of your notice with your check.**



## 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**

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**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. Deadline for each issue is the 20th of the previous month. Last minute additions may be made after that time, but publication 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. Typed or word-processed material is preferred for legibility.

## **Chapter Timetable #423 - December 1997**

### **Regular Board of Directors Meetings:**

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

### **Monthly Membership Meetings:**

Friday, December 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.

### **Christmas Potluck and Gift Exchange at the December Meeting:**

**Arrive between 5:30 and 6:00 for a Potluck Dinner.**

**Bring your own table service (cup, plate, and utensils). There will be a Christmas gift exchange, so also bring a gift (approx. \$5 should do).**

**If you are a man, bring a gift for a man. If you are a woman bring a gift for a woman.**

**Call Nita White at 678-2604 for more information.**

### **Chapter Library Open Hours:**

The Chapter's Railroad Research Library, located in Room 1 of Union Station, is staffed between 1:00 and 4:00 PM on usually two Saturdays a month. Library is scheduled to be open Saturday, December 20, and Saturday, December 27. Call Jim Loomis (253-3926) for appointments, if this is a difficult day and/or time for you.

### **Upcoming Membership Meetings Programs :**

**December: Chapter potluck, elections, and gift exchange**

**January: B.C. Rail, Rocky Regula**

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

### **Apologies:**

Apologies for mis-reporting the program for the November membership meeting that appeared here. The actual program was the **B.C. Electric**, presented by Al Haij (film footage) and **Bob Terkelsen** (slides). For prevention of this problem in the future, it is requested that program information be submitted to the *Trainmaster*. Just a post-it note will do. The written word is a much more reliable record keeper than word of mouth.

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Call Nita White at 678-2604 for  
more information.**

**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**

**Note:**

**Elections will be held  
at the December  
membership meeting.  
Help determine the  
future of the chapter  
with your vote!  
Help fill this space!**

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

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