

Oct 71

**THE TRAINMASTER**

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

*NON - PROFIT  
ORGANIZATION  
U S POSTAGE*

**PAID**

*Portland, Oregon  
Permit No. 595*



ADDRESS CORRECTION REQUESTED

TIME VALUE MAIL

PACIFIC NORTHWEST CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

CHAPTER OFFICERS

president	ROGER W PHILLIPS	3733 N E 15th Avenue Portland Oregon - - 97212	282-7691
vice-pres	JOHN D HOLLOWAY	500 River Road, Apt 64 Gladstone Oregon - - 97027	655-3200
secretary	ROBERT D WILLIAMS	10400 N W Leahy Road Portland Oregon - - 97229	292-6210
treasurer	ROGER W SACKETT	11550 S W Cardinal Terrace Beaverton Oregon - - 97005	644-3437
chapter director	CHARLES W STORZ, Jr	146 N E Bryant Street Portland Oregon - - 97211	289-4529
director- at-large	KENNETH V DETHMAN	Post Office Box 1301 Portland Oregon - - 97207	227-2806
director- at-large	W KENNETH MC FARLING	7417 S E 20th Avenue Portland Oregon - - 97202	235-7032

CHAPTER NEWS LETTER  
("The Trainmaster")

editor	EDWARD E IMMEL	755 - "A" Street Madras Oregon - - 97741	475-3215
production et cetera	IRVING G EWEN	4128 N E 76th Avenue Portland Oregon - - 97218	281-7098
circulation	CHARLES W STORZ, Jr	146 N E Bryant Street Portland Oregon - - 97211	289-4529

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

SCHEDULE OF EVENTS:

Friday October 15th Regular October meeting of the Pacific Northwest Chapter, National Railway Historical Society will be held at 8:00pm at the Burlington Northern Railroad's Safety Exam Room at 17th and NW. Hoyt Streets, under the Lovejoy Ramp. The Chapter's library at Room 1, Union Station will be open at 7:00pm for member's to check out books and purchase extra copies of publications on hand. The program will be:

Each member is asked to bring 10-15 slides or two rolls of movie film that they took during the last four months.

Friday Nov. 19th Regular meeting of the Pacific Northwest Chapter. Elections will take place for next year's officers. Possible program of street car lines throughout the world.

Friday Jan. 21, 1972 January meeting of the Pacific Northwest Chapter. Note:  
NO REGULAR DECEMBER MEETING

CHANGE IN CHAPTER BY-LAWS

The Board of Directors proposes that Sec. 2, Article V of the Chapter By-laws be amended to increase Chapter dues as follows:

## Present wording:

Section 2. Chapter dues shall be \$3.00 per calendar year, payable in advance.

## Proposed amended wording:

Section 2. Chapter dues shall be \$5.00 per calendar year, payable in advance.

The change in the by-laws will be voted upon at the November meeting.

NEW MEMBERS:

The Pacific Northwest Chapter wishes to welcome the following as new members:

Noel H. Nelson	Lloyd M. Palmer	Peter W. Grauwen
Richard L. Thrash	Ivan S. Christensen	Richard Beeny
	Robert Rothchild	Lewis N. Powell

OLD ELECTRIC ENGINE RUNS AGAIN

Yakima Valley Transportation Company's Baldwin electric locomotive was seen in operation while the regular G.E. engine was in the shops for its annual overhaul. The Yakima Valley schedules the Baldwin out about once a year since the only time it is in service is when the GE breaks down. All Yakima Valley motive power has

been painted in Union Pacific Yellow including Line Car A. In case you have never been to the YVT operation it is one show you should not miss. Plenty of street running, side of the road and open field operation. Probably the longest electric operation of its kind left in the United States. Operations usually start each day (except Sunday) at 2 or 2:30pm. NOTE: Do not trespass on YVT property! Several years ago some railfan tried to steal the builders plate off the Baldwin and the management has been on guard against railfans.

Motive Power: YAKIMA VALLEY TRANSPORTATION COMPANY (all time)

No. 297	Baldwin-West	8/23	56937	ex-Glendale and Montrose Railway #22, Union Pacific E-100, to YVT 9/42. In service
No. 298	Gen. Electric	10/22	8788	Bgt new. In service.
No. 299	Baldwin-West	10/07	32061	Ex-United Railways #1. Scrapped
"A"				Line Car. In service

#### EDITORIAL

#### EDITORIAL

#### HOW NOT TO RUN A TRAIN

This summer three new or different trains arrived on the scene in the Pacific Northwest. While each tried to capture the public's attention they each went about the task differently; some with success, one with failure.

The start of steam operations on the Oregon, Pacific and Eastern was a clear success in terms of first-year passengers. The operation was promoted with enough money to make the trip attractive, clean and saleable.

The arrival of the Turbo-train was a barn-storming event that was designed to test public reaction to a future concept in ground transportation. This was done with typical Madison Avenue techniques that on the whole left a very favorable impression with all those who rode the train (except for some unhappy people in southern Oregon).

The last visitor to the Northwest was the Flying Scotsman and it was an example of how not to run a train. While the train was beautiful to photograph from the outside the interior of the train was something that should have been kept closed to the general public.

Item 1: The beautiful lounge car at the rear of the train had been air-conditioned by sticking a common house unit in a hole cut in the side of the car. Reminded one of a roadside diner. Couldn't a few more dollars have been spent to give a little more professional-look to the installation?

Item 2: The exhibit area was a gathering of low-quality (to use a nice word) items, a disgrace to the English nation. Some had been partially removed, others were dirty and run-down while some poor in design. To charge the general public \$1 to see this mess was an affront to this group of citizens.

Item 3: The train crew was a collection that was hard to believe. Most of them needed a shave and their hair cut. Their net impression on the general public must have been negative. What happened to those scotchplaid mini-skirted girls that traveled with the train the first venture out in the East?

- Item 4: The signs that were used to display the past history of the locomotive looked like they had been done with a 10 cent lettering set and a box of 29 cent crayons. Couldn't some money have been spent to have the signs done professionally?
- Item 5: Nowhere on the train was there any indication that the equipment was not typical of British Rail in 1971. While I have never been to England I have read about new British trains that are modern and fast. British Rail should be very unhappy that their good name is being used in such a manner including the wearing of the British Rail name by the motly crew.

OVERALL IMPRESSION: They will pay money to see anything in San Francisco!

- - - - -

#### RAILS NORTH:

On September 10, 1971, Premier W.A.C. Bennett of British Columbia held a gold spike that was driven home by a spiking machine to mark the completion of the Pacific Great Eastern's new rail extension to Fort Nelson, British Columbia. The Fort Nelson extension marks almost 22 years of continual expansion of the PGE. In 1949 the PGE ran from "nowhere" - Squamish B.C. to "nowhere" - Quesnel B.C. In that year an 80 mile extension was constructed from Quesnel to Prince George and a connection with the Canadian National. In 1956 the track was brought to North Vancouver from Squamish and now the PGE ran from "somewhere" to "somewhere". Two years later track was laid into the Peace River country with a line to Chetwynd from Prince George at which point the line split with one leg running to Dawson Creek (61 miles) and the other to Fort St. John (69 miles). A 23 miles spur line from Kennedy (100 miles north of Prince George) and a 75 mile branch from Odell to Fort St. James marked the latest construction before the Fort Nelson opening. Premier Bennett has recognized the need for the extensions in order to develop the northern half of the huge province (California, Oregon and Washington could all fit into B.C.). Thus the PGE has probably constructed more new rail in the last **twenty** years than any other railroad in North America. And the construction has not stopped; work is under way to Dease Lake, a distance of 420 miles and Premier Bennett has also hinted at further possible track to Fort Simpson and the Yukon through to Alaska.

The line to Fort Nelson was started in February 1969 and two years, eight months later steel was finished being laid. Scores of contractors and over 300 men from the PGE were involved in actual construction. It also took 14 locomotives and 486 freight cars assigned to construction crews to carry the material used in laying down the track. On some days the men averaged two miles of track and by September 10th had laid down 37,400 tons of 85 lb rail. The track never stopped even though the temperature ranged from the 90's during the summer to below zero in the winter.

What does one see on the new 250 mile extension? Mostly trees! The new line starts out from Fort St. John and runs north through the rolling interior plains of northeastern B.C. The only bridge in the first 75 miles is across the Blueberry River. The line then extends almost due north to Beaton River where oil test drillings promise a future source of revenue on the line

The line then climbs along the Milligan Hills to an elevation of 3,00 feet and then continues along the northern slope of Gutah Creek. Here the line follows along the west bank of the creek and then meets the Sikanni Chief River. To the east lies a huge area of muskeg which will be transformed into agricultural land through a drainage program soon underway.

The track runs along the east bank of the Sikanni until it meets the Fontas River which becomes the Fort Nelson River. Four Indian families living at this location mark the first signs of human life since leaving Beatton, 85 miles to the south. The rail line now runs along the north bank of the Fort Nelson River to Fort Nelson. The Fort Nelson River is crossed on a 727 foot bridge, longest of the seven bridges on the new line.

Why would someone spend \$48 million dollars to serve an area where four Indian families living in one place are considered noteworthy? The answer clearly lies in future economic expansion that comes with the rails. This has been the answer ever since the PGE pushed steel north from Quesnel. The area is rich in natural resources and outgoing shipments of lumber, pulp logs, wood chips, copper concentrates and asbestos will soon join the ever growing stream of car loadings moving over the PGE. In 1970 the PGE moved over 100,000 cars for the first time in its history and 1971 should see that figure climb even higher.

The ceremonies at Fort Nelson on September 10th were the biggest thing ever to hit the town. A business car special from North Vancouver was on hand along with a special RDC train from Fort St. John that brought in visitors and the Fort St. John Highschool band to play for the festivities.

Behind the ceremonies lay many hard hours of labor. Two weeks before, track construction was stopped ten miles south of town as heavy rains coupled with the spongy ground made work almost impossible. Bulldozers and track would disappear into the soupy ground. Loads of rock were hauled in until the soft spot was filled. Track entered Fort St. John on Wednesday morning and in two days a four track yard and a wye big enough to contain 15 passenger cars and 3 locomotives had to be laid.

The special train carrying Premier Bennett was delayed when a group of Indians piled logs on the track and demanded that the PGE pay them the money promised for allowing construction of track over six miles of their reservation. The problem was partially solved and the Indians allowed the special to continue on its way although a picket line was set up on each side of the train with banners calling for better treatment of Indians and the payment of PGE's debts to the Indians.

A crowd of over a thousand persons was on hand to hear the opening speeches and partake in the free barbeque. Premier Bennett was on hand to praise the workers for their efforts and alluded to the possibility of extensions to the Yukon. Track workers then finished laying the last two lengths of rail and the Premier held the gold spike that was driven home to mark completion.

The Premier was made an honorary member of the Brotherhood of Locomotive Engineers and then he climbed to the cab of PGE #624 and started the first revenue load south. All this was accompanied by cheers of the local natives and invited guests.

For track crews it was not a day of rest as laying of yard tracks and industrial sidings continued for the remainder of the day. After work on the Fort Nelson line is finished, crews will be shifted to the Dease Lake line which is scheduled for completion in 1974.

Yet to be announced is passenger service on the new extension to be provided by two recently purchased day coaches which are being outfitted with heaters for mixed train service. Since the extension lies miles away from the Alaska Highway this service may have to be provided until road construction catches up with economic development along the route.

Number 148 - October 1971



*With British Columbia premier, W.A.C. Bennett in the cab, the first revenue train south over the new Pacific Great Eastern Railway's 250 mile extension to Fort Nelson is started. Photo by Ed Immel, 10 September 1971.*



*First passenger train north over P G E's new 250 mile extension to Fort Nelson, British Columbia. Special train of 15 cars, having business cars of major railroads, originated in North Vancouver, B C. Photo by Ed Immel*



*Pacific Great Eastern Railway's MLW #630 at headend of first passenger train over the new extension of the road to Fort Nelson, Sept. 10, 1971.*

*Photo by Ed Immel*



*Pacific Great Eastern crews lay the last two rails on the Fort Nelson extension. With Premier W.A.C. Bennett in the cab, the first revenue train south was started on Sept. 10, 1971.*

*Photo by Ed Immel*

Premier Bennett also announced that in the next session of the British Columbia Parliament a bill would be introduced to change the name of the Pacific Great Eastern Railway to British Columbia Railway which would be more in keeping with its role in developing the northern sector of the province. Ordinarily this would bring cries of protest from those who have known the railway for many years but so far little opposition has come forth against the change. Knowing the writers of B.C. papers one can be assured that a change in initials will not diminish their ability to poke fun at the Province's Greatest Expense.

First train over new Fort Nelson extension, September 10, 1971:

	PGE	630		Montreal Locomotive Works
	PGE	615		" " "
	PGE	627		" " "
	PGE	730		Power Car
CN	CN	Northwind		sleeper
	CN	15205		heater car
	CN	1344		diner
	CN	Val Cartier		sleeper
	CN	Val Alain		sleeper
	UP	114		business car
	CPR	Van Horne		" "
	CPR	Assinabone		" "
	CN	24		" "
	CN	Bonaventure		" "
	BN	A4		" "
	PGE	A7 Caribou		" " ex Great Northern
	PGE	A6 Northern Summit		" " "

The Trainmaster wants to thank the Pacific Great Eastern Railway for inviting a representative of NRHS to attend and report on the opening of their newest line. NRHS was the only rail enthusiast organization to be officially invited to partake in opening ceremonies.

-----

MINUTES OF SEPTEMBER'S MEETING:

The meeting was called to order by Chapter President Roger Phillips at 8:15 PM.

The minutes of the last meeting were not read due to the absence of the secretary. Treasurer Roger Sackett gave a report on the Chapter's finances and stated that the bill for replacement of two wheel sets had been paid to the Brulington Northern.

Jack Holst reporting for the mechanical committee, said that corrosion in the smokebox was delaying repair of the Stimson Shay. The cab of the Shay is now being rebuilt. Work parties will continue every Saturday.

Jack Holst reported on a meeting which he and several Chapter members had with the City of Portland Parks Department about developing the Oaks bottom. The city won't spend any money on the area and is concerned about the reaction of nature groups to further filling of the bottom. Jack said that the city may go along with development of the area by the Chapter if objections of the nature groups can be overcome. Jack and Irv Ewen will prepare a plan for developing the area and Jack will contact the nature groups for their reaction.

Jack Holst, reporting on Chapter publications, said that galley proofs of the SP&S motive power book should arrive soon for approval. Data for the revised edition of the Railfan's Guide to Oregon is almost complete with publication scheduled by early next spring (1972).

Gil Hulin reported that 17 NRHS members met in Eugene, Oregon on Sept 17 to form a new chapter. The name Willamette Pacific was chosen for the new chapter. The group plans to elect officers in October and hopes to have a constitution ready to be submitted to the NRHS board meeting in November.

Roger Phillips read a letter from the Oregon, Pacific and Eastern asking that the agreement on car 598 be changed. The OP&E would no longer pay rent on the car but would continue to use it in return for storage and maintenance. Roger said that he and the other Chapter officers would follow up the matter with the OP&E, especially with regard to payment of two month's rent not yet received.

Jack Holst moved that the Chapter investigate the possibility of leasing car 598 to other excursion operations in the West with the idea of getting some rental rather than leaving the car with the OP&E on a no rental basis. Motion was seconded and passed.

President Roger Phillips stated that due to the loss of rental income from car 598 the Chapter will have to look for other sources of income. He suggested increasing Chapter dues to \$4.00 a year, increasing the membership to 100 or 125, and increasing the sale of publications. (ed. note: see page one this issue)

Jack Holst moved, seconded by Leonard Woodford, that the Chapter dues be increased to \$4.00 per year. Walt Grande moved to table the proposed increase until the next meeting to enable the Chapter board of directors to consider the effects of a dues increase. Motion to table seconded and passed.

Roger Phillips reported that requests for the donation of cars to the Chapter will not be decided by the BN and UP until after Amtrak's requirements are known. The final date has been delayed until the end of 1971.

A Board of Directors meeting was announced to be held at Chuck Storz' home at 8:00pm on Thursday, Sept 23.

Leonard Woodford moved that the Chapter add a second vice-president as proposed in the September Trainmaster and that the board of directors prepare specific wording for an amendment to the Chapter by-laws to be presented at the next meeting. Motion seconded and passed.

The president appointed Al Haij, Al Zimmerman and Chuck Storz as a committee to nominate Chapter officers for 1972. The committee is to report at the October meeting.

The meeting was adjourned at 9:20pm.

Respectfully submitted,  
Chuck Storz (s)  
Acting Secretary

-----  
Board of Directors meeting on September 23 decided (1) not to advertize car 598 for rent at this time (2) Increase dues (3) not add a second vice-president (4) and asked that the board be given the power to regularly conduct Chapter business.

MY RIDE ON THE FLYING SCOTSMAN  
by Roger W. Phillips

*PRESIDENT'S NOTE: In this issue of the TRAINMASTER are certain comments by the Editor that are valid and would be the impressions of one who had very limited contact with the train. The appearance of certain crew members left much to be desired but after spending a full day with them I can say they were really a pretty good group. As to the displays they were in need of replacement and Mr. Pegler was having them changed. Hundreds of people from central Oregon went through the train and I did not hear a word from any of them that they had not received fair value. Following are some comments upon riding the Scotsman from Pasco to Bend.*

*R.W.P.*

Not until about Tuesday was it determined that it would be possible to ride the Flying Scotsman as it made its way through the Northwest. Because of delays caused by trying to burn low grade real estate in Montana instead of coal the train would be one day late in arriving in Pasco. Ultimatums were presented to employees concerning not being available Thursday, September 16. Packing was completed about 10:00 PM and by 11:00 PM we were off for a 6:00 AM departure from Pasco. I am certain that all railfan trips start with an all night drive. We arrived at the Pasco passenger station about 3:00 AM and saw the Builder depart for Seattle and, as the Builder cleared the station, got our first glimpse of the Scotsman's train. The whole train could not have weighed as much as a couple of American Pullmans and the entire train was of wood construction and, of course, had no tight-lock couplers, roller bearings, or for that matter steel underframes. The Scotsman did not have to meet the same standards as observation car 598. The engine was not on the train so we retired to a restaurant for breakfast.



*FLYING SCOTSMAN heading west along the northbank of the Columbia River early Thursday morning, 16 September 1971, on the old S P & S Rwy line. Photo by Don "Pappy" Davison.*

## MY RIDE ON THE FLYING SCOTSMAN (continued)

When we returned a green ghost was gliding through the yards. It was the Scotsman being made ready for its day's work. The engine was absolutely quiet and was contributing nothing to the pollution haze index. After taking water the locomotive coupled to the train and the crew that sat with the locomotive all night continued with preparations for the day's run. Little oil cans were pushed into invisible holes and people were all over the engine giving it a last minute rub down. About 5:30 AM a uniformed BN passenger crew arrived. There must have been 200 years railroad service between the five members of the crew. The engineer had last operated a steam locomotive in 1953 and said he would not have missed this chance for a million. All was ready and we had an on time departure at 6:00 AM. We stumbled over Scotsman personnel and found seats in the Pullman (parlor car with tables) for the ride to Wishram. This part of the old SP&S would be where the old girl could show her worth and she did not disappoint any of us. We arrived in Wishram two hours early. Irv Ewen was motorcading this portion of the trip and had to drive in excess of 80 mph to keep up with the train, which was loafing along at a speed in excess of 60 mph. This engine could have made a great reputation for herself on the SP&S's water level route.

We arrived in Wishram so early that I was able to grab a bite to eat and visit the social center of this community, The Pastime Tavern, before our 11:00 AM departure for Bend. During the layover the train took water and hundreds of kids were shown through the cab, and 97% of the population of the area was out to gawk at this strange green locomotive and reminisce about the days of Mikes, Mallets and Northerns.

The Britishers were quite glib about how well the train would perform that afternoon on the Oregon Trunk. The Road Foreman of Engines and the train crew were quite concerned about what would happen to those 80 inch drivers on that piece of mountain railroad into Madras with its two percent grades, twelve degree curves and fifteen mile per hour restrictions. We just relaxed and took in the scenery down the canyon. The Easterners and Britishers shot enough film of the canyon to make Eastman Kodak add another shift at Rochester. We took seats in the observation car and enjoyed the ride. We were a bit uneasy about the fact that the car was about 60% plate glass and there was no protection for riders at all from the rear. I asked what would happen if someone threw a rock at us. A member of the train's staff looked quite hurt and asked "Why would anyone want to throw a rock at us." As I did not have a good answer I dropped the line of thought. At the same moment I saw a distinguished looking gentleman wince -- it was David P. Morgan. We exchanged "insults". Mr. Morgan confided to me that the SP&S was not a real railroad and that the #700 was really an N.P. engine. I would not admit to these assertions and told Mr. Morgan that it was most pleasant to ride that big streetcar line of the West, The Milwaukee, and watch the train knock down the weeds. We changed the subject and talked of less inflammatory matters such as sleeping car trips.

From the train we could see a string of cars motorcading the train. There was a yellow Honda car overflowing with Jack Holst along with many other familiar cars. At a point just north of Mapin the Britishers found something they had not encountered before in the States, a water crane (we would call it a water column). We not only took water, we took pictures of everybody playing with the new toy.

(continued on page 12)



*Flying Scotsman at Wishram, Washington - two hours early.*



*Still at Wishram - before the trials of the hill.*



*British Pullman "Lydia"*



*1919 observation car. Note all the plate glass - great for viewing but....*

*All photos on this page taken at Wishram, Washington by Walt Grande.*

## MY RIDE ON THE FLYING SCOTSMAN (concluded)

Pretty soon we were in the mountains and our problems began. First, the schedule given to the train was just too short. It might have looked okay on paper in St. Paul, but four hours was not enough time for the trip between Wishram and Bend. Secondly, the train used more coal than planned so we were again burning the so called lignite from Montana. Regardless of all the colorful language used by the crew (British and American) they could not keep the thing hot enough to make steam to get across the mountains. Add to this the problems presented by those eighty inch drivers and a fifteen mile speed limit on this mean piece of track.

While the engine operated at about 225 pounds pressure and handled the train quite well on the hill, when the pressure fell to about 210 the train would come to a complete stop. All that could be done was to sit and build up steam and try it again. If it had not been for the knuckle couplers and the slack they put into the system those eighty inch drivers on the ninety ton engine most likely would never have started even the light train we had. Somehow, most likely just pure stubbornness, the train made Bend at 7:20 PM, ten minutes before the crew would have died.

Now after only fourteen hours it was time to get the train ready to take in a bit of money by showing the populous of central Oregon through the train at one dollar a head. By 8:00 PM all was ready and hundreds paid their money and had a good time visiting the train. The only problem was getting the place closed so we could get something to eat and collapse at the Madras Hilton (Ed Immel's apartment).

I will use this space to thank Mr. Pegler (who joined the train at Bend) and his wild but still great crew for the railfan treat of a lifetime.

## NRHS ASSISTS THE FLYING SCOTSMAN

At Spokane, Inland Empire Chapter members John Konen and Ted Holloway took charge of the train and handled admission tickets and souvenir sales for the Flying Scotsman personnel, who were tired from the journey and quickly left for the Ridpath Hotel. Five other Inland Empire Chapter members soon got themselves delightfully covered with grime washing down engine 4472 at Spokane.

Various NRHS members of Inland Empire and PNW Chapters rode and photographed the train from Spokane to Pasco, Pasco to Wishram to Bend and Bend to Klamath Falls on September 15, 16 and 17. Ed Berntsen rode from Klamath Falls to Oroville on September 18. NRHS members assisted with platform sales and exhibition of the train at Spokane, Pasco, Wishram and Bend. Ed Berntsen served as Northwest regional coordinator for the Flying Scotsman's trip, keeping BN, WP, the wire services and newspapers posted on progress of the train.

The Flying Scotsman will remain on display at Fisherman's Wharf in San Francisco from October 1 until spring, 1972. At that time current plans call for a trip to Atlanta, Ga. for rebuilding the brake system on engine 4472 from British vacuum brakes to U.S. air brakes for further excursion service on railroads such as the Southern. Possibly the journey to Atlanta will be via the Portland-Seattle area, but more likely a southern route will be used. This has not yet been decided.

*from Ed Berntsen*