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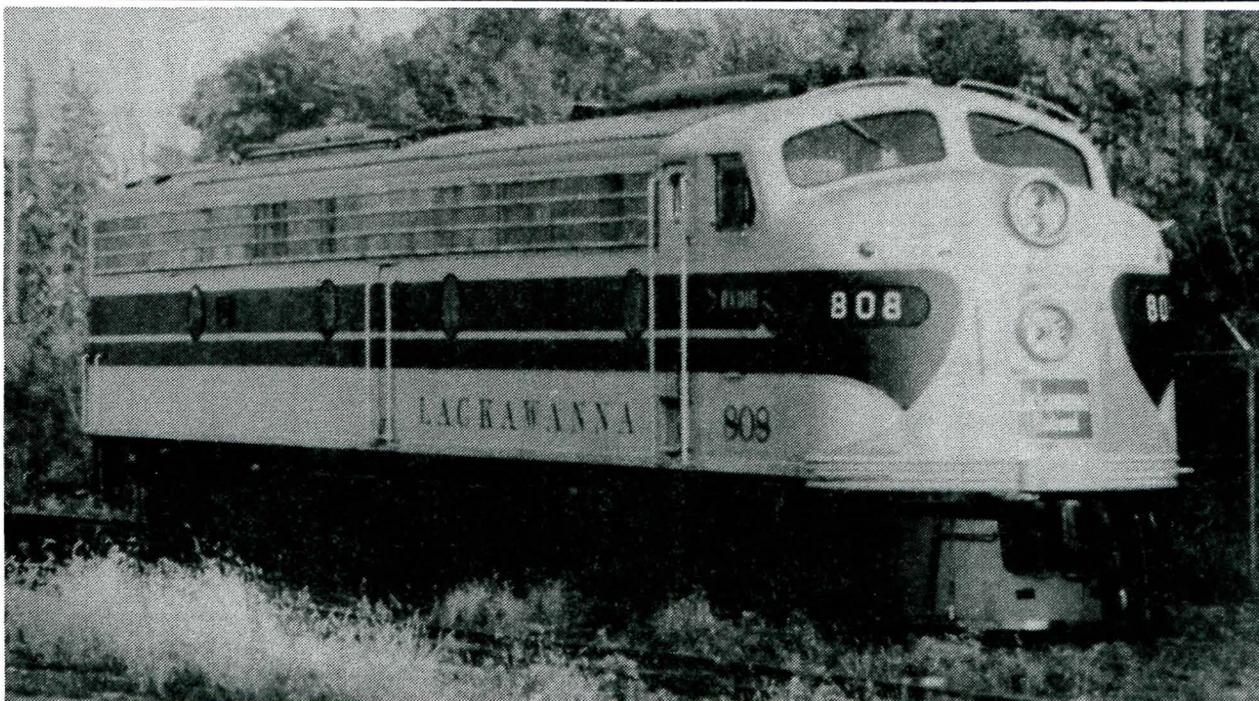


TRAINMASTER



Official Publication of the Pacific Northwest Chapter, National Railway Historical Society.

JUNE 1992



Chapter member Rob Picuch sends us the above picture of this E8-A. It's own by Central New York Chapter NRHS. The unit [ex-PRR] recently had work done on its nose to add a second headlight in the nose door and removal of lifting rings. Photo was taken at the Rome Locomotive Works by Richard Beeman of the CNY Chapter NRHS. The unit has recently operated in excursion service.

If any chapter members would like to compare notes with Rob, exchange information, photos or even videos, feel free to write or call. He has recently shot footage of the Steamtown Historical Site, the Railroad Museum of Pennsylvania, Washington Union Station in Washington DC, the Strasburg Railroad and the Blue Mountain & Reading.

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Rob Picuch
418 Highland Avenue
Horseheads, NY 14845
607-739-5127

WANTED: HELP

Philip Balsam was a long-time member of the society. When he passed away in August 1991, he left an unfinished 1/8" scale PRR steam locomotive. Mrs. Carolyn Balsam, widow of the deceased, would like to contact anyone who might be interested in completing the model. She would hate to see this precision effort not finished nor appreciated. Mr. Balsam was making the model from scratch, utilizing his considerable talent as a machinist and pattern maker. You can write to her at:

RFD 1 Box 1143
Farmington, Maine 04938

-NRHS NEWS

The TRAINMASTER

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society, published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official National Railway Historical Society position 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. **Please address contributions, correspondence, and exchange copies of newsletters to:**

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MEMBERSHIP in the PNWC-NRHS is available as follows:

Regular...\$27/yr.
Joint...\$32/yr.

For more information contact the Membership Chairman, at the above address.

DEADLINES

are terrible things, but they pop up every month without fail. **The deadline for each issue of *The Trainmaster* is the 20th of the previous month.** I always try to squeeze in late material, but I can't guarantee that anything received after the 20th will make it—be warned!

—MC

CHAPTER TIMETABLE NO. 357

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, June 11, 7:00pm, at the Columbia Gorge Model Railroad Club on the corner of N. Vancouver Ave. and Russell Street. All Chapter members are welcome.

MONTHLY MEMBERSHIP MEETING Friday, June 19, 7:30pm, at Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. The business meeting will start promptly at 7:30, with the newsreel and program following after a short break. Refreshments will be available; please bring some money to feed the "kitty" so Kitty can continue to feed you. The program is listed below.

WEEKLY NO-HOST LUNCHEON every Saturday, 12:00 noon, at the Semaphore Restaurant at SE 17th Avenue and Holgate Blvd. Our group sits in the back. Come on down!

ROLLING STOCK WORK SESSIONS every Tuesday and Saturday, at the Chapter's tracks in Brooklyn Yards. Working hours are 9am to 3-4pm on Tuesday, 10am to late afternoon on Saturday. There's a lot of work of all kinds to be done. Contact Richard Gray (656-0260) or Bob Hoffman (236-7710) to see what you can do.

ARCHIVES WORK SESSION Thursday, June 11, 1 to 4pm at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact Bob Weaver at 654-4274 for more information—or just show up! There's lots of work to do.

CHAPTER LIBRARY OPEN HOURS Saturday, June 20 & 27, 1:30 to 4pm at Room 1, Union Station.

EXTRA BOARD

SP 4449 EXCURSION TO SAN JOSE July 18 - 29, Ride behind steam to the NRHS Convention NRM (503) 244-4449

1992 NRHS CONVENTION July 22 - 26 Sponsored by Central Coast Chapter in San Jose Steam - Traction - Seminars - Tours - Photo Stops

SUMPTER VALLEY INVASION planned for Mid - August

PNWC BEND CIRCLE TRIP has been cancelled a Spokane trip is in the works - we have the train reserved, we just need someplace to run it

JUNE MEETING PROGRAM

to be Announced

Program begins after business meeting

Notice: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a Chapter meeting, please contact Chuck Bukowsky 284-7277

**Even if your on the right track,
you'll get run over if you just sit there.**

CHAPTER BUSINESS

Redding Trip Notes

Now here is one we all like to read,

Pacific Northwest Chapter
National Railway Historical Society

Many thanks to all of you at the Railway Society and especially to Tammy, Kerrigan, Chuck Bukowsky, and the Amtrak crew. They were very pleasant and ever so helpful and informative.

Enjoyed the trip very much, and looking forward to the next excursion. Thanks again.

Robert H. Morris

This one is chronologically correct, but I slept the entire four hours that night, so I cannot verify the second earth quake. I know we weren't budgeted for it. I think this may be in violation of Article IX Section 9.04

Mr. Chuck Bukowsky, President
PNWC-NRHS

Dear Sir:

This morning I went outside at 5:00am to pick up my morning paper. The acid rain was pouring down and I was so pleased to let it splash on my face and balding head. I was almost overcome and I thanked our God for what we have in Oregon and hope the Californians retain the rights to all earth quakes past, present and future.

We want to thank you for putting together the fun-filled Redding trip. Some folks might have experienced one earth quake but you furnished two real dandys. Arriving late is fashionable but usually sleeping cars are scheduled for such incidents as ours and the bus shuttle - heavens to betsy, I haven't squeezed into the bus seat which hauls first and second graders for years.

"Sunday was our day"

Getting shook out of bed at 4:18am was real exciting especially since I had gotten into bed a very short time before that [oh yes - we went to the Senior Prom, where were you?] Sunday lunch when all the fun lovers were eating their gourmet lunches, my wife and I decided we were really "different". We were by-passed and only after we had consumed a half box of Kleenex, our Shasta Daylight books and I was removing the tongue from my

shoe for protein, did one of the car hosts in car #3 ask if they could pick up our garbage? I assured them they could after someone gave us our lunch! Well toodly-do, this just added to a glorious fun-filled weekend. I wonder what would have happened that was a three day trip? We had fun as tired as we became and thank God, we never lost our sense of humor. I heard a few real complainers, but they are everywhere.

Hope you made good money from your bottle and can concession!

We will look forward to that dog sled trip across the frozen tundra into Siberia. No earthquakes, Please!

Sincerely yours,
C. Howard Sawyer

No one told me about another trip - I guess I'm the last to hear about anything.

Notices

An assistant editor is still being sought, someone to do some running around once or twice a month after work or on Saturday.

Committee Reports

MEMBERSHIP

Tammy Auburg, Chair

Please welcome the following new members to the chapter:

Diane Ignatiuk
Lake San Marcos, California

John & Dorothy Kalayjian
Klamath Falls, Oregon

Elizabeth McMillian
Portland, Oregon

J. Dean & Belinda Petshow Jr.
Portland, Oregon

CHAPTER BUSINESS

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - MAY 7, 1992

The meeting was called to order by Vice President Dave Van Sickle at 7:14 PM.

There were no motions passed at this board meeting.

Redding Excursion Food: Maxine Rodabaugh reported that it appears that Service America has charged twice the amount expected for food for the Redding trip. The matter will be discussed with the vendor. There was no contract stating what was to be charged.

Excursions: Fred Dorsett reported that Irv Ewen and Marilyn Edgar would like to manage the next trip which will probably be a Spokane Circle trip. Kris Lundt and Janet Larson have also expressed interest in trip management. The board felt that a decision is needed very soon on the fall trip.

Movement of Locomotives: Dave Van Sickle reported for Dave Stimac that the locomotive at Hines, OR will be moved to Ontario on May 17 or 18. Morrison-Knudson will then load it on a DOD flat at Boise. The locomotive in Seattle will be loaded on the flatcar after the locomotive arrives from Boise.

Excursion Committee: Marilyn Edgar proposed to the board that Irv Ewen be appointed excursion chair. Vice President Dave Van Sickle, with the concurrence of the board, appointed Irv Ewen to be excursion chair.

Rolling Stock: Bob Hoffman reported that lease of an RDC for the Washington Central trip was cancelled at the last minute. Both RDC's and the Red River have been leased to the Port of Tillamook Bay RR. A lot of work remains to be done on the RDC's to prepare them for operation. Car 3300 has been moved to the Chapter's track in the Brooklyn yard.

RDC Repair Money: Bob Hoffman brought up the fact that the approval of the money to repair the two RDC's was not brought up for a vote at the April meeting. He requested specifically that matter be voted on at the May general meeting and not be overlooked again.

Future Committee Report: The board discussed the recently presented report on recommendations

for the Chapter's future including the need to attract more young members and need to reactivate the by laws committee. The board decided informally that copies of the report should be mailed to all members with a cover letter from the Chapter president.

Respectfully submitted, Chuck Storz, Secretary

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - MAY 15, 1992

The meeting was called to order by Vice President Dave Van Sickle at 7:34 PM.

Treasurer Maxine Rodabaugh reported the following balances in the Chapter's accounts as of 4/30/92:

Checking	7,134.67
Visa and Excursion	56,227.55
Restoration	2,980.82
Rolling Stock Petty Cash	31.97
CDIC Bond Account	686.64
CDIC Savings	23,500.55
Emergency Reserve (3 Far West CD's)	25,282.05

Rolling Stock: Bob Hoffman reported that one RDC and the car Red River are now in use on the Port of Tillamook Bay excursion train for several weekends in May. Peter Rodabaugh, Richard Gray and Richard Parks have been putting in very long hours working on Chapter cars. Bob also reported that Chapter member Brad Reese has passed away.

New Chapter Forming: Bob Hoffman reported that the NRHS national organization has received an application for a new chapter in the Toledo/Yaquina Bay area. The Chapter members present were in favor of the new chapter (no motion made).

Locomotives: Dave Stimac reported that the O.N.W. Baldwin road switcher is now at Morrison-Knudson in Boise. It will be loaded on the DOD flatcar about 5/27 and will be in Portland about 6/5. Volunteers are needed to unload the locomotive at Albina and also to load the other switcher in Seattle. Dave also reported that an ex-SP&S Alco C-424 is available from the Arkansas and Missouri RR for \$15,000.

RDC Repair Money: Moved by Ed Ackerman, seconded by Richard Parks, Jr. to approve loaning \$5000 from Chapter savings to make improvements on the two RDC cars, the money to be paid back into

CHAPTER BUSINESS

savings from leasing income from the cars. Motion passed.

Light Rail Resolution: Terry Parker presented for Chapter endorsement a resolution on a regional light rail system. Moved by Terry Parker, seconded by Bob Terkelsen that the Chapter endorse the resolution. Moved by Doug Auburg, seconded by Ed Ackerman to postpone the motion until the text of the resolution can be published in The Trainmaster. Motion to postpone passed.

Cost to Load Locomotive: In answer to a question from Ray Myer, Dave Stimac advised that the cost for M-K to load the locomotive will be \$4400. M-K will bill after the work is done.

Board Member at Large Election: The membership voted on filling the vacancy on the board of directors when Russ Schoof resigned. Candidates were Dick Ordway and Rocky Regula. Dick Ordway was elected.

Respectfully submitted, Chuck Storz, Secretary

Resolution

Over the next 20 years the Portland metropolitan region will be expected to meet the needs of an additional 500,000 residents. If we are to maintain the quality of life we Oregonians currently enjoy we must thoughtfully prepare for the future, now.

We, the National Railway Historical Society - Pacific Northwest Chapter, believe that:

Light rail transit provides a viable non-polluting alternative to cars and diesel buses, and will reduce the threat to air quality as the metropolitan area grows.

Light rail systems operate on electricity, utilizing light rail helps reduce oil consumption, lessens our dependence on dwindling foreign oil supplies and decreases the negative impacts on our already deteriorating ozone layer.

Light rail provides a viable alternative to commuters and others who want to avoid the hassles of auto congestion, decreasing the rate at which our roads become grid locked.

A regional light rail system can function as a critical tool for shaping the areas projected growth. Concentrated areas of transit oriented mixed use development make for more thrifty use of tax dollars spent on sewers, roads, street lights and other utilities.

By helping focus development in urban areas, light rail reduces the pressure to expand beyond the region's urban growth boundary, protecting nearby farm and forest land from encroaching urban sprawl.

Light rail generally costs less to operate than buses in corridor service. With certain bus lines replaced by rail, the cost of the overall transit system is reduced.

Light rail strengthens neighborhood livability, by giving an alternative to autos and reducing congestion on neighborhood streets.

With a comprehensive light rail system in place, the region would gain a significant advantage over other growing U.S. cities plagued by congested roads and poor land use planning, many businesses will see Portland as a wise and logical choice.

A completed light rail system connecting downtown Portland, existing, and new urban centers allows each center to grow without being constrained by congestion and parking limitations.

An expanded transit system integrated around a regional light rail system will provide convenient access to public facilities such as the Convention Center, Memorial Coliseum, Portland Airport, OMSI, the Washington Park Zoo and Portland State University, to be enjoyed by residents and visitors alike.

Therefore, we support the goal of completing a regional light rail system in the next 20 years. We commit to do whatever possible within our means to achieve the goal.

NEWS—HISTORY—TRAVEL

Rail Tech, High and Low

Railfans who may have yearned for a 'snow detector', 'tie cane', 'plate placer', 'plate plucker', or some 'explosive hardening' may now relax. Sources for these and umpteen hundred more rail-related items exist. All one needs to do is to find a copy of the 1991-92 Track Yearbook and Buyers' Guide, published by Progressive Railroading.

Thanks to snow detectors, railroad workers don't have to patrol miles of track to discover the presence of snow on vital equipment, such as track switches. These detectors will even automatically turn on switch heaters and then turn them off later, without anyone having to lift a finger.

'Tie cane' anyone? it is like a walking stick, but with a can of white paint near the toe end. The paint can be released as the track inspector walks along, to identify ties that must be replaced.

How about a 'plate-plucker'? A device for picking up tie plates and depositing them continuously in a line or in piles. It is a powered machine to aid the rail-laying gang.

'Explosive hardening' could leave most of us railfans guessing, I suspect. It is described as a 'flexible sheet explosive' which is

'glued to a casting to be hardened, then detonated using an engineer's cap.' Now there is a description that leaves something for the imagination.

A dedicated railfan like me can be fascinated continually, perplexed occasionally and above

bored by a variety of machines, one hole at a time or as many as eight simultaneously. A dozen different varieties of crane are available for handling ties, to say nothing of handling rails or track panels or cutting brush. There is even a machine for chipping old ties and depositing the chips along the right-of-way.

Investments must be astronomical, whether for quantities of small items like rail fasteners or for complex tamping machines which surely cost in the millions.

If a railroad does not have equipment or manpower for a given job, the Yearbook lists contractor services.

Now, to move to lighter side, how about an outhouse on rails? The Yearbook describes it as very convenient for trackworkers in an urban environment. Frankly, I didn't know such a thing existed until my attention was caught by the picture. Today, in the last decade of the Twentieth Century, the way lies open to wits who want to turn wheels to their logical conclusion. Since there is a motorized rail cart described in the same Yearbook, could not such an outhouse be mounted on such a cart, to create the world's first motorized outhouse on rails?

-Ray S. Hewitt

TOILETS

Modern Track Machinery—On-Track Outhouse



This portable toilet is convenient, time-saving and safe for the environment. It is especially good for crews working in urban areas. (Modern Track Machinery, Inc., Elgin, Ill. 60123)

all, impressed when he dips into the Track Yearbook. The railroad industry reveals itself in those 290 pages as a pyramid,

resting on a seldom-seen substructure of materials, equipment, suppliers and services.

From what I have have seen of track crews at work, I know that hand tools are not passe' and I also know that trackwork machines are in. Rail anchors can now be applied by machine, tie plates laid out by machine and ties laid or inserted by machine. Those same ties can be



SKIRTS SAVED HER

*reprinted from The Waybill
February 1992*

Detroit, July 27, 1923 - Telegraph wires along side the viaduct at Tenth Street saved Marie Hoffman when she leaped from a Wabash train. The woman is 65 years old, comes from Holland and is unable to speak English. She had been on the train two days and was afraid of being carried beyond America.

The train officials say the woman was restless all the way from the east and gave them much trouble. When she jumped the woman landed on the wires and fell to the street. The six skirts she wore undoubtedly had a great deal to do with her escape.

She tried to jump from a window at Red Cross hospital, where she was taken and had to be strapped to the bed to keep her quiet until she is able to continue her way to Ellsworth, Michigan where she has a sister. Mrs. Hoffman's injuries are not severe.

Rails offer unique view of county

*reprinted from the
Tillamook County Discovery
Spring 1992
submitted by John Lukens*

During periods in the spring and fall, rail tours cruise the 60 or so miles between Tillamook and Banks. Spring runs may start as early as April. Fall trains will get rolling in October.

The train skirts a portion of the coast and climbs the forested hills of the Coast Range.

On Saturdays, passengers can travel from Banks to Tillamook, with the option of making it a round trip, staying over night at the coast. Passengers may also return to Banks the same day by bus.

From Tillamook, passengers can leave on Sunday, travelling to Banks and returning by bus.

For schedule and fares call
1-800-245-9877.

Reporting Marks Quiz

I ran across this in the February, 1992 issue of *Desert Rails* published by the Arizona Chapter, NRHS.

In the chart below, you'll find a list of reporting marks (listed by the AAR in 1987) with a blank column to the right. See if you can match them up. (Hint: BN isn't what I thought it was!)

Reporting Marks	No.	Reporting Marks	No.
ONT		SBD	
ELS		WHI	
NDM		APA	
PAL		RBBX	
IHRC		UO	
KCCX		YS	
BCIT		ZCCX	
LRWN		DAX	
VEPX		TCG	
MAA		CRR	
GATX		FEC	
GTTX		HBT	

1. Zeigler Coal Company
2. Youngstown and Southern Railway
3. Burlington Northern Railroad
4. Helm Equipment Leasing Company
5. Union Railroad of Oregon
6. Tucson, Cornelia and Gila Bend Railroad
7. Seaboard System
8. Western Fruit Express
9. Trailer Train Company
10. Paducah and Louisville Railway
11. Ontario Northland Railway
12. Ferrocarriles Nacionales de Mexico
13. Magma Arizona Railroad
14. Little Rock and Western Railway
15. Kennecott Corporation
16. Indiana Hi-Rail Corporation
17. Houston Belt and Terminal Railway
18. General American Transportation Corporation
19. Florida East Coast Railway
20. Escanaba and Lake Superior Railway
21. Diamond Shamrock Chemicals
22. Clinchfield Railroad
23. BC Rail Limited
24. Apache Railway



Chapter Cars Get Holding Tanks

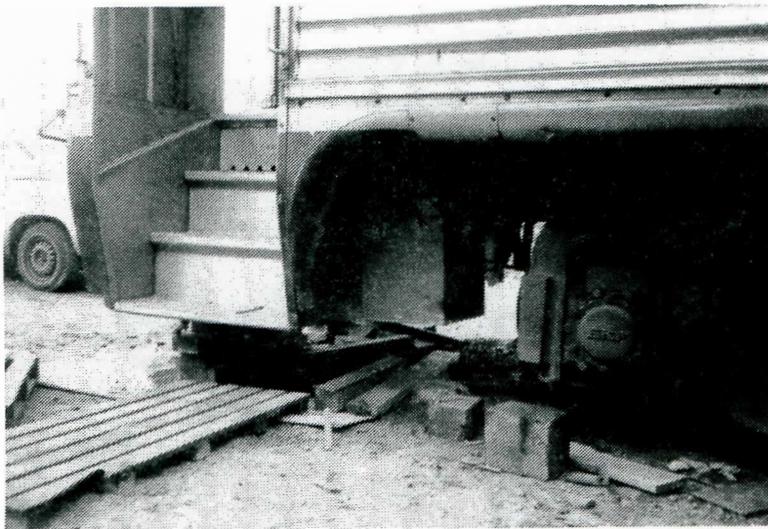
Over the past year, Rolling Stock has been fitting the chapters cars with holding tanks. Holding tanks are becoming a very important feature required on passenger cars, as Amtrak found out the hard way.

Railroads and state laws are requiring that cars be equipped with holding tanks so that human waste is not dumped in rivers and streams. Installing holding tanks on the chapters fleet will make them more attractive to operators in need of passenger cars for their short line excursions.

Roger White has put many hours sizing each tank, welding them together, then installing the tank on each car. With each car being different, each tank is a custom size and shape.

The RDC's, shown here, are the latest cars to have holding tanks installed.

-Kristopher Lundt



Southern Pacific shows off service

*reprinted from the Oregonian
March 23, 1992*

Southern Pacific Lines on Monday began a 20-city tour in Portland to show off its new look and new service.

Local customers including forest product and steel shippers looked over two new locomotives and eight rebuilt freight cars at Union Station and heard SP executives describe a series of improved services.

The railroad has a three-year program to upgrade 20,000 cars, part of the strategy to recapture service lost to truckers. Some of the old cars are being improved at the Gunderson Inc. plant in Northwest Portland. Gunderson added workers to meet a \$45 million contract.

Gunderson also has improved freight platforms, the piggyback cars that carry truck trailers and containers. Brad Skinner, manager of Northwest forest products marketing, said one-fourth of 400,000 truckloads of paper shipped from Northwest mills to Southern California already have been diverted from Interstate 5 trucking to SP trains.

In addition to offering improved equipment, SP has slashed delivery times. Containerized trains reach Los Angeles in 32 hours, Skinner said and other freight trains go from Portland docks to Los Angeles docks in four days - or half the time it used to take.

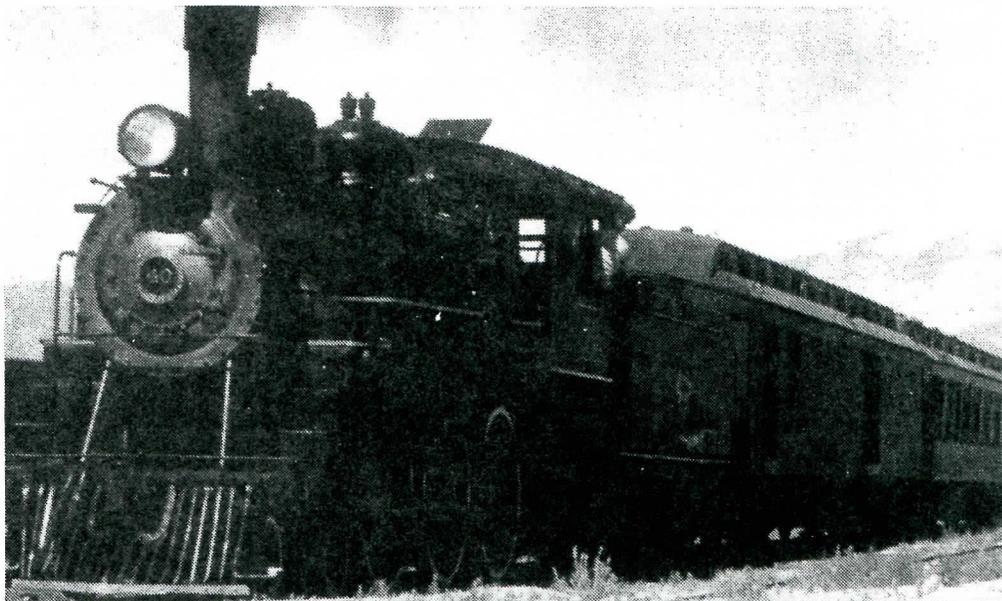
Many Northwest Shippers have complained for years they could not get enough rail cars when needed. Pete Ruotsi, sales vice president, said SP has given customers incentives to keep cars moving and not out of service for extended periods.

The railroad also is recruiting new business, such as consumer products, for cars returning to the Northwest, Ruotsi said.

NEVADA NORTHERN SPECTACULAR

OCTOBER 31 - NOVEMBER 1 ELY, NEVADA

**CHARTER
STEAM
DIESEL
FREIGHT
PASSENGER**

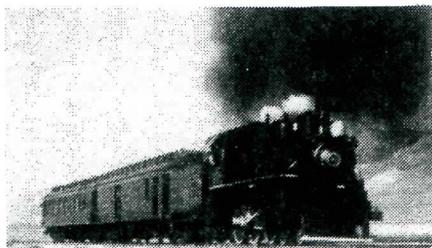


**PLENTY OF
PHOTO RUN-BYS**

FRI., OCT. 30: Independent arrival in Ely, Nevada. This is home to the last Bonanza Nevada Mining Railroad and perhaps the best preserved shortline in the old wild west! Closed to regular service in 1983 by the Kennecott Copper, the Nevada Northern has been preserved in its original state, from the workshops, station, rolling stock, right-of-way, and motive power. Sky West (Delta Airlines) has flights to Ely from Reno and Salt Lake City. Also Trans-Nevada Bus Lines has service from Las Vegas Friday evening to Ely, returning on Monday. For information, call Trans-Nevada Stage Lines at (702) 289-3079, or Sky West Airlines (800) 221-1212. Lodging in Ely is included tonight.

SAT., OCT. 31: Morning run on the Mill Branch "Hiline" to the McGill Smelter pulled by No. 40, a 4-6-0 Baldwin built in 1910 with heavy weight passenger equipment. In the afternoon No. 40 will pull us up the steep grades of the Robinson Canyon and through tunnel no. 1 to Keystone, near the old copper pit. Upon arrival back in East Ely, No. 40 will switch the yard and make up a consist of original wooden freight cars for another run up to Keystone. If No. 93, a 2-8-0 Alco, is back in service our special freight will doublehead to Keystone. Night photo session and banquet. Lunch, dinner and lodging included today.

SUN., NOV. 1: Morning run on the Hiline with No. 40 and a mixed consist. No. 93 will be used for a doubleheader if available. Next the Alco RS-3 diesel will pull the same train up the Hiline to McGill. In the early afternoon No. 40 and the Alco diesel will team up to pull a mixed consist up the scenic Steptoe Valley to Keystone. Lunch included today.



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Deposit \$100

Bookings Close October 9

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Activities: Vacant
Meeting Program Coordinator: Vacant
Bylaws: Vacant
Concessions: Marilyn Edgar, 236-7271
Excursions: Vacant
Finance: Vacant
Library & Historical Foundation: Jerry Webb,
298-8163
Membership: Tammy Auburg, (206) 694-7769
Museum: Dave Stimac, 656-9392
Public Relations: Al McCready, 281-2415
Publications: Irv Ewen, 232-2441
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281-2415
Ad Hoc "Union Station": Terry Parker, 284-8742
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Advisory Group: Bob Hoffman, 236-7710

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