

# The



# Trainmaster

October,  
1997

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

## October Meetings:

### Board of Directors Meeting:

October 9th, Room 208, Portland Union Station, 7:00 PM

### Membership Meeting:

October 17th, St. David's Episcopal Church, 2800 S.E. Harrison, Portland, 7:30 PM

## ROLLING STOCK ROLLS AGAIN!!

Contributed by Brent Larson

Thanks to the efforts of some 20 members, the Mount Hood (600), Red River (6800) and Silver Meteor (6200) have been returned to service after being idle for several years due to extensive vandalism. On September 13th and 14th the Mount Hood was used by Willamette & Pacific (W&P) along with their baggage car on an overnight inspection trip to Toledo, Oregon. On September 20th the Red River and Silver Meteor were used for the W&P and Portland & Western (P&W) company picnic. This trip went from Albany, Oregon through the "Y" at Gervis then to Camp Adair for the picnic and then back to Albany. These cars performed well and the W&P appreciated their use. The chapter provided use of this equipment as part of our agreement with W&P and P&W who have provided the chapter with temporary storage of most of our rolling stock and a good number of moves.

These three cars had sustained significant damage by vandals. Ten broken double pane windows were replaced. Mildew, rocks and glass were cleaned from the interior of the cars. Repairs to water, electrical, heating, cooling and mechanical systems were made. The original estimated cost of the glass was \$1,300. Thanks to Pete Rodabaugh's efforts, this cost came down to \$700. All labor was provided by the following chapter

members often under sweltering conditions, and late nights, but we still managed to have fun!

George, Jean, Brian and Kimberly Hickok

Pete Rodabaugh

Denis Murrell

Carl and Maxine Rodabaugh

Janet and Brent Larson

Glenn Laubaugh

Geoff Bayer

Ken Peters

John Willworth

Ralph Johnson

Dale and Ryan Miller

Judy Hall

Frank Weiler

Joyce Reese

Ken Lance

Additional financial contributions to supply material, equipment and food were provided by the Hickoks, Larsons, Rodabaughs, and Northwest Rail Electric (Bob Jackson).

### The Future:

Within the next few weeks the W&P and P&W will take the Mount Hood and their baggage car on an "appreciation trip" for those chapter members who came out and worked on the cars to get them ready.

In mid October the Mount Hood and possibly another car will be use for an Oregon

Transportation Commission meeting. This will be a public meeting and the trip will run from Wilsonville to Beaverton on W&P trackage.

We continue to work on the possibility that the chapter will be able to have some local excursions with its own equipment. We continue to look for a place we can call home and build a shop to work on cars. In the mean time there is much work to do. We will be making an effort to continue Rolling Stock work parties on the Saturday following the

general Chapter meeting and any other time we can get a work party together. Our most urgent need is to secure cars that have been vandalized to prevent additional water damage before the fall rains begin (the first will be the 3300). These dreams require a good deal of your energy and effort so please get involved. If you would like to work on cars or any other chapter project please call Brent Larson (253-7436) or any member of the chapter Board of Directors.

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## Car Sale to Send 4461 to Sacramento, Repay Half of Bonds

From information supplied by George Hickok and other sources

On August 4th, the Chapter completed sale of the 44 seat stainless steel passenger car, PNWC 4461 (ex-ATSF, *Golden Gate*). The car has been sold to Bob Steele & Associates of Forest Grove, Oregon. The sale is part of a plan recommended by the Board of Directors and approved by the Membership earlier this year to dispose of some of our rolling stock. Payment in full has been received. The money from the sale of the car will be used exclusively for paying off our bonded debt.

In 1990, the Chapter sold 440 \$100 bonds that draw 8 percent simple interest. The Chapter has 172 bonds outstanding, and is currently in default. The total value of this debt (principal & interest) is nearly \$27,000.00, and costs the Chapter \$3.77 per day in interest.

Bonds are paid off in lots chosen at random. At the present time, there are four lots remaining to be paid off. The sale of the 4461 for \$15,000.00 will allow the Chapter to pay off two lots, or half the outstanding bonds.

A random drawing was held by our Bond Attorney and a representative of the bondholders to choose which two lots will be redeemed at this time. Bonds ending in numbers 3 and 9 were chosen.

The total payout will be nearly \$13,500.00, with a call date of September 30th. A Letter of Notification has been sent to all bondholders. Payment checks will be issued as soon as the bonds to be redeemed are received from the bondholders.

There are a number of benefits to the Chapter: the interest on the bonds is reduced by about \$1.89 per day, and we also reduce our insurance costs because we no longer have to insure this piece of rolling stock. Our storage crunch is also reduced by one car, and the railway gets at least two revenue movements as well. The car has also been the target of a number of attacks by vandals, and has absorbed a lot of precious volunteer-hours to repair damage to keep the car secure.

Chapter President George Hickok indicated the sale was not an easy task to complete. "Many potential buyers were discouraged by the cost of transporting the car out of the northwest. I was delighted to be able to find someone in this area who can get this car back into active service. And we have been able to keep our word to our bondholders and the railway: we are paying our debt, and reducing the number of cars that we own."

Hickok acknowledged the investment members have made in the car. "A lot of work has gone into the 4461 over the years. It was heartbreaking to have vandals repeatedly break into the car and do senseless damage. It's difficult to admit we can't do it all. This is a first step in focusing our limited resources so that we can do a more effective job of preserving and restoring our equipment."

The car will be converted to hold either dinner or conference tables, and will operate on a train that is running out of the California State Railway Museum in Sacramento, CA.

## 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

Contributed by Gerald Schuler, National Director

## From The Wire



### Dunsmuir Track Work Scheduled

from a press release by the  
Union Pacific Railroad

OMAHA, August 25 -- Union Pacific Railroad will spend \$6 million on track improvements in an eight and a half-mile area along the Upper Sacramento River about 250 miles north of San Francisco, including the site of a 1991 chemical spill.

The work is scheduled to begin in late September.

The improvements include the removal and replacement of 22,257 ties, of which 19,457 will be concrete ties, as well as 2,800 guard rail ties, as part of an acceleration of work originally scheduled for 1998. When completed, the work will insure a more stable roadbed and track structure for this segment of track on the former Southern Pacific system.

Acceleration of the planned 1998 projects followed discussions between Union Pacific and the California Public Utilities Commission and the Central Valley Regional Water Quality Control Board. Other organizations contributing to the discussions included the California Department of Fish and Game and Friends of the River, a citizen support group.

## New Member List

New members as of 9-1-1997, contributed by Ralph Johnson, membership chair:

Tom E. Clucas, Vancouver, WA.  
Roger and Elsie Juhl, Vancouver, WA.  
John and Myrl Brehony, Vancouver, WA.

## Elections Committee

by Glenn Laubaugh, from discussions at the September Membership Meeting:

The elections committee, chaired by Ralph Johnson, is now working on nominations for the chapter officers for next year. If you are at all interested in running for office, please talk to Ralph Johnson.

## Hub and Spoke Agreement at Houston

from a press release by the  
Union Pacific Railroad

OMAHA, September 16 -- A new labor agreement will be implemented today by Union Pacific Railroad that is expected to improve train operations in Southern Texas by increasing crew flexibility.

The new Houston "hub and spoke" agreement with the Brotherhood of Locomotive Engineers and the United Transportation Union will create a single pool of employees from Union Pacific and Southern Pacific railroads and allow them to work in any direction (spokes) from Houston (the hub). This will give the railroad much more flexibility in assigning train crews.

The new agreement also will allow Union Pacific to better utilize the various switching yards in the Houston metropolitan area to expedite rail traffic.

Although the UP/SP merger was approved last year, the actual combination of the two railroads is being phased in with regional redesign of train traffic, yard operations and personnel assignments.

The change in the Houston area is one of a series of hub and spoke agreements being used by Union Pacific as part of the merger plan.

Similar agreements are already in place in Denver and Salt Lake City with more planned in the coming months on other parts of the system

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### W&P / P&W Items

from an August 28, 1997 letter provided by Bob Melbo of the W&P/P&W railroads

Representatives of Oregon Department of Transportation and BRW, a Portland engineering firm, hirailed between McMinnville and Willsburg Jct., in the process of preparing a "fatal flaw" analysis for proposed commuter rail service in Yamhill County. A fatal flaw study seeks to identify obstacles that are insurmountable.

An 18 year old Corvallis woman that pleaded guilty to criminal mischief in the first degree in connection with a derailment has been ordered to pay \$975.75 in restitution to the Willamette and Pacific.

The contractor installing rail along the W&P main between Crowley and Amity now has all the rail needed to replace the remaining sections of 75 pound rail on the line from Portland to Corvallis. October will also probably see the contractor installing 19,000 second-hand ties donated by the Union Pacific on the Willamina District.

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"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



### Passing of Dr. Raymond A. Wood

I'm sorry to be the bearer of bad news. Dr. Raymond A. Wood, past National President of the NRHS, passed away on the morning of September 1, 1997, due to complications of cancer.

The funeral arrangements are as follows:

- Visiting hours will be on Wednesday, September 3 only from 7 to 9 PM at the Morris Funeral Home, Railroad Avenue and Cottage Street in Middletown, NY.
- The funeral will take place at 11 AM on Thursday, September 4 at St. Joseph's Church, a large brick church on Cottage Street.

I unfortunately do not have any more information to share with you, at this time. Dr. Wood left no surviving close family. I am receiving the above information via an officer of Ontario & Western Chapter, who received it from a close friend of Dr. Wood. More information, as known, will be in a forthcoming issue of the "NRHS News".

Both myself and National Secretary Bruce Hodges will be representing the National NRHS at the above services.

Lynn Burshtin  
NRHS National Office Manager

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### Northwestern Pacific Excursion

I'm spreading the word about a wonderful, rare excursion I've found out about. You might want to post this at your site or on the wall.

There will be an excursion on Oct. 5 leaving Arcata at 9 AM and stopping in Eureka and Fortuna on the way to Shively, where a layover at a Farm Festival will take place before returning. The fare is \$37 or \$46 with catered lunch.

The train will be SP Daylight coaches pulled by a GP9.

Proceeds go to help restore a historic steam logging prairie locomotive, which is already in good shape.

The line is normally only traveled at night, and is very scenic, winding along the coast and then into the North Coast forest along the Eel river.

The contact for the trip is Seth Pick 707-722-4669

Best wishes!

Ed Light, Eureka, CA, USA

mcf@mk.net

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### Oregon Short Line

I worked for the UP handling U S Mail between Pocatello ID and Huntington OR during 1941 to 1960 on the Portland Rose [17-18] also [11-12] also [25-26] and mail trains such as [2-17--2-18]. Also I worked from Green River WY to Pocatello ID. We used to connect with mailpilers out of Portland to Huntington.

We sorted the mail and unloaded and loaded the mail at every station on that line. I still remember most of the towns routing in the northwest area, and even have a brass key that I used to turn on the gas lights in some of the older mail cars that were not electric lighted, and also have a brass key that opened the end doors to get into the next mail or baggage cars.

[In these cars lit by gas] I am sure that there was a tank somewhere, probably under the floor --- there were small pipelines inside the old cars leading to each overhead gas lamp and there was a valve near one of the large sliding doors (of which there were 4), where we loaded and unloaded the US Mail.

There was only a very few of these old mail-baggage cars still in use in 1940, and during the WW2 days. After I returned from serving 3-1/2 years in the war, none of them was still being used. They were heated by large (2 inch) cast iron pipes mounted on the wall between the doors on only one side of the car from floor to ceiling, horizontal back and forth about 6 inches apart which were heated by steam from the locomotive...across from the heated steam pipes on the other wall between the opposite 2 doors there was a metal desk and racks and a metal drawer and a cubicle with a toilet in it...most of the time these cars were loaded completely full - not even an aisle,

so we had to open the end door and carry the mail bags into the connecting car to sort to piles for unloading at the station depots.

Also the older cars with electric lights, not all of them had power for them, so we had heavy duty short extension cords to plug them into the next car ahead, or behind, with power units in use. And we usually stopped at every station along the track, even the very small towns, to unload and load mail, express, passengers, baggage, and animals that were in the baggage cars too; dogs, cats, ponies, birds, baby chicks, even bees....Queen Bees were shipped by US Mail....

Once, in 1949 or 1948, I was snowbound for 3 days, held in Glenns Ferry ID, when the tracks were snowed over and were blocked with drifted snow east of there.

Is there any place on the internet with info on this area (Green WY to Huntington OR)?

Thank you.

Robert J Mander

15815 N 66th Lane

Glendale AZ 85306

e-mail: mailpiler@sprynet.com

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### Milwaukee Road's Barry Stuart Glen

*History of the Chicago, Milwaukee and St. Paul Railway 1901*

I recently bought a large book of the above title hoping to find something about my great uncle Barry Stuart Glen who was the Master Mechanic for the Milwaukee Road. Barry wasn't in the book.

I wonder if any of your members have any literature for sale that mention Barry Glen. They can e-mail or snail-mail me at the address below.

You probably already know this, but there's an absolutely gorgeous large format (coffee table) book called *Superpower* about one of the largest steam trains ever built. It's chock full of beautiful line drawings.

Wm Seán Glen

2920 E 40th St

Tacoma, Washington

98404-5324

e-mail: rex\_libris@hotmail.com

50 YEARS AGO - 1947



**Good news for travelers...**

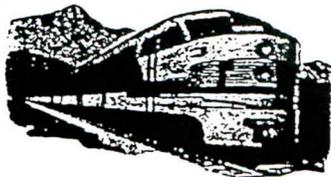
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## **THE MILWAUKEE ROAD**

*The friendly Railroad of the friendly West*

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Originally Printed in *The Hostler*, Hawk Mountain Railway Historical Society  
via *The Transfer Table*, Wilmington Chapter, NRHS



## 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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**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 #421 - October 1997

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

Thursday, October 9, 7:00pm; Thursday, November 13, 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, October 19, 7:30 PM; Friday, November 21, 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, the programs follow the general business meeting.

### **Library/Archives Work Session:**

Contact **Bob Weaver (654-4274)** 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, October 18, and Saturday, October 25. Call Jim Loomis (253-3926) for appointments, if this is a difficult day and/or time for you.

### **Upcoming Programs:**

October: To Be Announced

November: To Be Announced

December: To Be Announced

If you have any programs that you feel would be 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

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