



WAYBILL

Trainmaster's Tower

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I hope all of you are enjoying your summer. The National TTOS convention was the first week of August in Long Beach, California. I am looking forward to hearing about it, since I was unable to attend.

Our Division proxy was the husband of Ms. Tami Jo Nix, TTOS National's Director-at-Large. I had contacted her to submit our Division's proxy vote, but she was unable to. Instead, she suggested that her husband submit it on our behalf, which he did.

Our next business meeting will be at the home of Gary Trapp on September 10th. He has a nice country home with a collection of railroad artifacts mostly from the northwest, and a railroad under construction that uses some very interesting track work. Please try to put this event on your social calendar. Gary is a longtime member of TTOS and a wonderful host. Hope to see you there!

Clubhouse news: The clubhouse layout is slowly developing, and it is beginning to look like a fun place people will want to visit. On both layouts, track is down and secured in place on roadbed. I've

just completed building a second level for the O gauge layout, and had some help from club members installing scenery and feeder wires around the tracks to improve operation. All we



www.bnsf.com

need now is additional participation from our members to make the layouts look how you would like them to.

Please contact me if you have a couple of post war Lionel O-22 switches, operating or manual, and 90-110 watt transformers that you would like to donate to our layout. Your help would be greatly appreciated.

In the fall, I am thinking of having operating sessions every weekend during the evening. Would you support this? Call or write and let me know. A weekly operating get together would be great fun. Please come by and see what we are doing, and be an active part of your division!

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The Foamer

So many trains, so little time. I am not quite sure why I do this silly thing...chasing trains near and far, but many of my dearest memories are connected with searching for, and photographing, my chosen "engine of the moment." In the seventies, it was Amtrak's plain Jane, the F40. And who can forget the lamentable 80's, with the ever present SD-40's in Cascade Green. Then, the 90's, when we Northwesterners began to feel like we had stepped off into never-never land: Santa Fe's Warbonnets and Kodachromes, BN's Executive Cream and Greens, perpetually dirty SP geeps and SD-40's, but fascinating for having the first oscillating headlights I had ever seen.

There were remarkable engines making the rounds: UP's DD40AX 6936 restored and returned to-of all things-manifest service, and the E-Units 949 and 951 gracing us with occasional visits. It was a strange new world for one who cut her teeth on that endless sea of Cascade Green....

Every vacation entailed at least one train ride. And if a tourist railroad wasn't handy, then a museum would do. And if no museums were on the planned route, then the planned route was inevitably revised. Still, seeing steam in action was a fairly rare event for me. Yes, I saw horrid little logging engines and the requi-



UP's 4449 disguised in black for BNSF's Employee Appreciation Special. (www.4449.com)

Adelita Balsalobre

site short line steamers, but they seemed pathetic in comparison to the throbbing diesels I was accustomed to. Yet I made an effort to ride what was still duct-taped together enough to charge admission, and enjoyed each one.

Amazingly, I have never seen a steamer on a main line at full throttle. I'd seen Big Boy, the Challenger and others wheezing away at last year's Railfair in Sacramento, but-frankly-was greatly unenthused. And I'd even seen the Daylight gliding over Stampede Pass a couple of years ago. Her colors vivid, her steam billowing, yet her consist appeared to be something acquired from a third world country. Ho hum.

So, quite by accident, I stumbled across a message in Compu-Serve that indicated the Daylight would again

"BNSF cancelled the Employee Special last year, citing 'poor business.' Yet this year, it ran, and they completely failed to notify us."
(BNSF engineer)

be back in the Seattle area. As was planned last year, she was to be painted black and run as an Employee Appreciation

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The Mainliner

Cape Cod Central Railroad & Chatham Railroad Museum

I have just returned from an exhausting trek via air to visit relatives in Dallas and Cape Cod. Air travel, now known for skimpy meals and poor service, was-as expected-frustrating, with the most noteworthy experience being held in the cabin for an hour with no

Doug Gray



Chatham Depot.

Photo by Doug Gray.

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air conditioning. Surviving this, I continued on to the Chatham Railroad Museum in Chatham, Massachusetts. The museum itself is a beautifully restored depot on the original site of the Chatham Railroad's



Chatham depot: courtesy of the Jeff Golarz collection and www.caperail.com

terminus of the seven mile route from Harwich. Inside are many donated scale models and artifacts, and on the track outside a donated restored seventy five year old New York Central caboose. The museum is staffed by volunteers, and I really enjoyed it. Admissions are free, but donations are gratefully accepted.

At first I was prepared to write glowing reports about the Cape Cod Central Railroad, one that would compete with my earlier report of The Tarantula Railroad

of Ft. Worth. However, I have to give Cape Cod Railroad a couple of demerits. First, there is no gift shop (though they do sell T shirts), and only a small depot at Hyannis. In spite of that, the train was freshly painted, and-if it were a model-I would be praising the decal work. On the day we rode, the train was being operated push-pull, and was equipped with a



More information is available at Cape Cod Railroad's website www.caperail.com

lounge car, ex-commuter car, and a coach car. The engine was an RS-3 in CCCRR livery on one end, and a Conrail GP-15 on the other. The horn of the GP-15 was appealing, while the RS-3's was a dull single chime. It could have been a beautiful sight, but for the Conrail blue, which I considered demerit number two.

However, the hour long ride each direction was excellent. The

top speed was 30 MPH, but it seemed much faster due



CCCRR's RS-3. Doug Gray.

to the condition of the tracks.

The track condition was poor, and one grade crossing was manually operated (demerit number three). Cape Cod Railroad also operates a dinner train, though I would pity the diners as they attempted to sip their coffee along this route...

The commuter car had open windows, allowing the rider to enjoy the sounds of the track passing by. The scenery along the run was fine, but I eventually tired of cranberry bogs and salt marshes. The route was not conducive to engine snapshots from the consist, as it had no sharp curves.

With thirty miles of track, and thirty crossings, this is a fairly expensive operation. New owners have recently come on board, allowing the acquisition of many new pieces of rolling stock, which are parked near the terminal.

"This Cape Cod town was the last to receive rail service, with its arrival in 1888, and the first to see it abandoned, in 1937. When the railroad did arrive, a beautifully ornate station was built, and it still stands today as the Chatham Railroad Museum." (www.caperail.com)

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Special for BNSF employees and families. Of course, I approached my BNSF contacts, and they hadn't heard a thing about the EAS. But, after a little investigation, it was discovered that yes—the EAS was scheduled to run for about two weeks in the PNW. But, there were no tickets to be had. Apparently, the tickets were handed out over a month ago.

As many know, railroaders are loathe to admit that they, or a family member, is a railfan. I have actually had a certain engineer friend of mine lie about his whereabouts upon returning to work following a railfan expedition with me. Still, there were several who greatly wanted to ride the EAS last year, and who began a nasty email campaign to Krebs following his decision to cancel the trips. Krebs' reasoning? Profits were down, and unless the region's performance drastically improved, there would be no expensive steam outings 'merely' to boost employee morale.

I'm no financial analyst, but BN's stock is roughly where it was a year ago, and not much has changed to boost profits other than they have continued to lay off hundreds. Traffic remains stable, and expenses are stabilizing after huge outlays for new motive power. So, it is odd that the EAS is taking place now. And as for morale, there is nothing that seems more demoralizing than taking Daylight colors and replacing them with widow's black. Does BNSF management so distrust UP that all traces of their competitor must be removed? Do they lack respect for the heritage that the colors represent? Unfortunately, they have proven that to be so with the elimination of the War-bonnets...at considerable risk since Ft. Worth actually received bomb threats following that decision. But that's another story...

I was determined to ride her. I downloaded the schedule, memorized it, and stocked up on film. She arrived in Seattle in mid-July. After a few days running south to Tacoma, she began running up north. I

continued my phone campaign for tickets, but exhausted all contacts. Finally, I had to accept that there were no tickets to be had, and my role would be of photographer only.

The morning of the 11th, she was scheduled to run from Seattle to Everett. I scurried about loading cameras with film, and dragged my fellow engineer friend a block down to the tracks. I wasn't alone...a local old "GN Goat" was trackside with his camera. We jockeyed for position, and discussed her Seattle schedule. Gradually, people filed out of their houses, sensing something exciting was going on. We explained to the novices, as only a giddy railfan can, what they were to see. The crowd grew larger.

I first saw her smoke as she rounded Blue Ridge. How bizarre, the wafting white cloud streaming back towards the Sound! I thought of a GN schedule that is proudly displayed on a fellow collector's wall, and tried



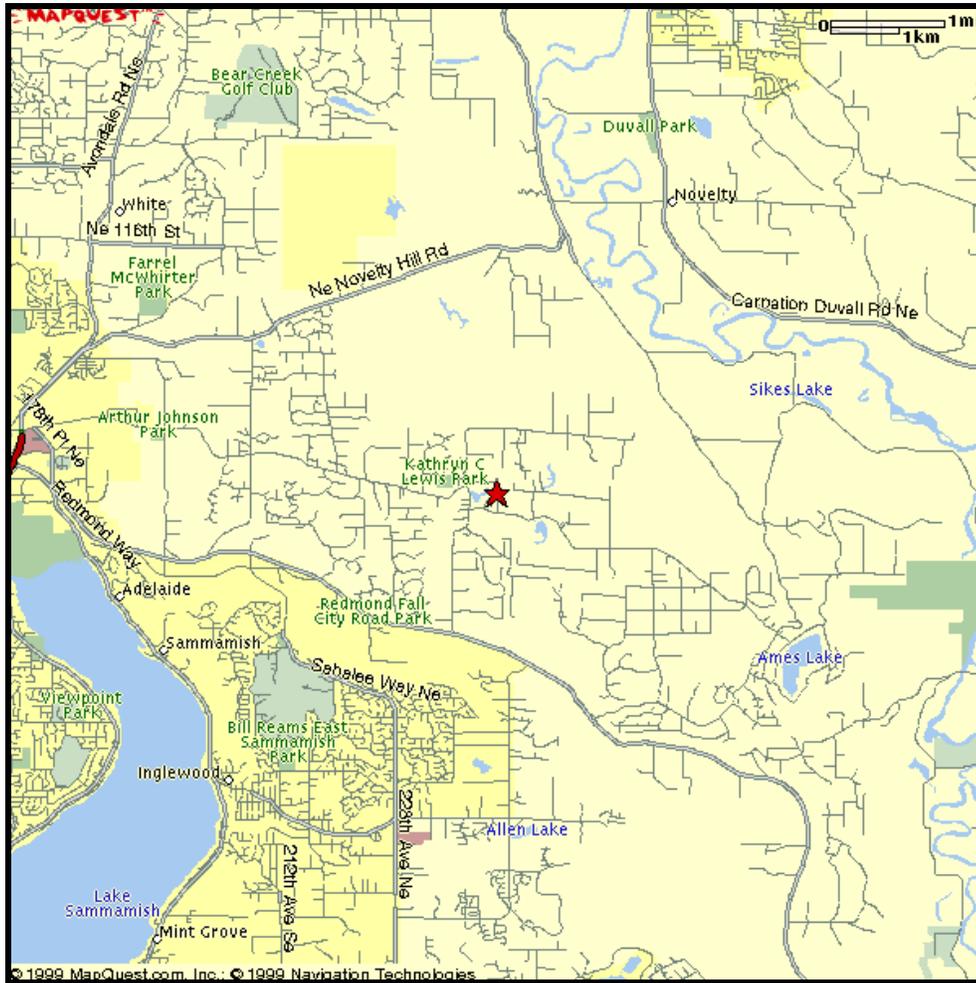
All photos by Adelita Balsalobre

to imagine what it must have been like to have steam here every day. I have appreciated the beauty of that machine before, but never the grace, the sounds, and the smells of our past.

I caught her southbound in Edmonds later that day. Then, on a lark, I ventured down to Interbay to see where she was resting. As crowds of timid photographers lurked about, I walked right up to her and started shooting. The employees seemed startled at

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**TGOS PNW Division Quarterly
Business Meeting
Hosted by Cheryl and Gary Trapp
Sunday, September 10, 2000 10 AM
Door Fee \$5.00**



Address and phone deleted for this issue

Driving Directions: Deleted for this issue.

Bring auction and display items.

