

THE TRAINMASTER

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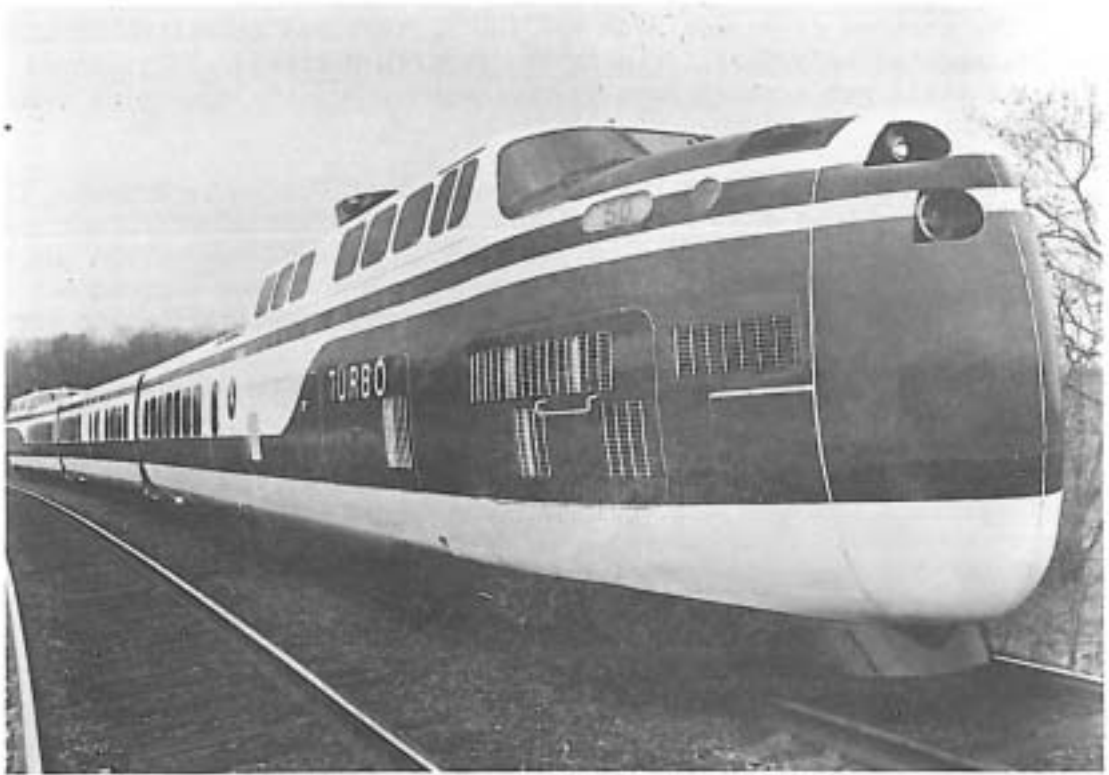
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CHAPTER NEWS LETTER
("The Trainmaster")

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

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United Aircraft's TurboTrain, in service between New York & Boston, is powered by gas turbine engines, with a pendulous banking suspension system enabling speeds 30-40% faster than regular trains.



Carpeting, draperies, indirect lighting, fold-down tables, reclining seats with head rests are featured in luxurious TurboTrain interior.

TURBOS WEST

The weekend of August 27th saw the arrival and operation of the Department of Transportation's Turbotrain in the Pacific Northwest. It proved one thing: you can still get a crowd down to the depot. But its operation wasn't all a smooth thing.

On Friday August 27th the train ran out of fuel near Dunsmuir, California. One of the turbines quit running later and there was insufficient power to start the train on the grades encountered. A diesel was called out and the train was towed to Eugene, Oregon where repair work was carried out so the train could continue with its demonstration run. United Aircraft officials explained that normally enough fuel can be carried for a 1,000 trip but with the severe grades encountered on the Southern Pacific they got less than 600 miles on a load of fuel.

Saturday morning saw a large crowd gathered at the Eugene and Salem depots for inspection tours of the equipment and to gather some invited guests for a ride up the line. Through errors in judgement the train never got spotted at the depot at Eugene and began its day leaving over an hour late. The stop in Salem (where the biggest crowd seen for years at the depot was gathered) proved to be a short one as time was allowed only to board guests for the trip to Portland. The guests included city commissioner Connie McCready.

Long lines had started forming at Portland's Union Station where the train was originally scheduled to stop for almost two hours. The late arrival left just about enough time to wash the windows in time for the announced 1:30pm departure for Seattle. The tour was cut off short which did not win any friends for DOT but was understandable since they were more concerned with getting back on the advertized and making a good operating show.

The operation between Portland and Seattle was one of four places on the Turbo's tour where revenue passengers were carried. Seventyfive tickets went on sale at the BN's city ticket office and they were quickly snatched up by rail fans and the general public. Some hope was expressed by PNW President Roger Phillips that turnout for regular meetings would be half as good as the number that rode the train out of Portland. It seemed like a mini-Railcon!

What follows is an impression of the ride between Portland and Seattle by Turbo-train on August 28th:

The first thing that struck me upon boarding the train was the excellent airconditioning system. The afternoon was quite warm but the train was just the right temperature to enjoy the ride. I took my seat on the right side to observe the reactions of motorists when the train ran next to Interstate 5. The seats were very comfortable and the folding tray that was in the seat ahead is very convenient for a drink on, place your camera or write a post card.

The departure was right on time and by the time the train cleared the yard I could see that this would be a fun trip. It rode very smoothly in the yards and I anticipated an even better ride on the high iron. I moved to the power dome car and looked over the shoulder of the engineer as the train gained speed on the run to Vancouver. A slow crossing was made over the Willamette River drawbridge but once leaving the span the train quickly accelerated to 72 mph. There was a lot of milling around as the 75 passengers inspected the train, looked over the restrooms and tried out all the different buttons at their seat.

More Chapter members boarded at Vancouver including the West Coast Vice-President for NRHS Edward Berntsen. As soon as the train left Vancouver a light lunch was served and refreshments courtesy of United Aircraft dispensed. The motorists on Interstate Five were quick to notice the striking train and in a short distance a large motorcade had formed to pace the train. Slow orders because of construction prevented the train from operating near the 80mph range which would have left the car drivers in the dust.

All along the line people had gathered to see and take pictures of the Turbo and the passengers had some secret enjoyment that they were inside riding while most of the world was outside wishing they were inside. The train is equipped with six channels of stereo music which is available at each seat through the use of private earphones. It just did not seem like riding a train when all you could hear was beautiful music and the world passed by without a sound. It all seemed like some Cincrama movie!

I realized that with the dark windows on the outside of the train it was impossible for the people outside to see in, even though the window looked perfectly clear to those in the train. It was with a slight feeling of frustration that I couldn't wave back to the people outside.

As the train pulled into Kelso-Longview I was seated with my lunch spread before me, sipping on a free scotch and soda and listening to Invention in C-Major by Johann Sebastian Bach. A girl at the station pressed her nose against the window where she could see into the train and was quite surprised to see a load of railroad passengers with pleasant smiles on their faces and enjoying this new experience. The Turbo was running as first #12 and some passengers destined for second #12 were put on the train. Some acted like they just couldn't understand what was happening since all they were doing was going to see Aunt Minnie like they do each August. I imagine that some believe that the Turbo is normal equipment for the run!

Another trip was made to the power dome car at the headend to take some movies. This train is made for the railfan since all that separates the fan from the engineer is a clear sheet of plastic and the view out the front is the same as the operator gets. The banking system for the train which causes the whole train to tilt to one side gave a gliding motion to the train as it rounded curves. This system eliminates much of the annoying side-ways jerking that takes place in a train going around a corner a little too fast. I would have to rate the ride of the train excellent and the soundproofing very good to eliminate much of the outside noise. The single supporting axels give a funny, unfamiliar clack instead of a clickity-clack sound.

As one walks back through the train from the front power dome car he will observe a small snack counter and a restroom to his right when coming down the steps from the dome. There is a set of doors on both sides of the car that are good for either high-level or ground level loading. At midtrain is a lounge-snack bar where hot meals and drinks are dispensed. Another big restroom is found on both sides of the aisle. (Comment: those chemicals are a great improvement over the dump-it-on-the-track kind). The final section was outfitted with the equipment for showing movies and passengers were invited to see several short subjects. The rear power dome was for the train staff of 14 that accompanied the train on its nation-wide tour and several bins of spare parts incase of breakdowns.

Departure from Tacoma was ten minutes late and the last line on the orders handed up to the train was "Get in on time" (to Seattle). The train had been operated by the engineer in charge from the Penn Central Railroad with Burlington Northern pilot crews. The conductor C.D. French of the BN contributed much to the enjoyment of the trip by his interesting and at times funny comments over the train's PA system. He pointed out the world's largest egg at Winlock, Washington, the Federal resort at McNeil Island, the Tacoma Narrows Bridge, and for the benefit of New Yorkers on the train explained that those brown and white animals on the left side of the train were called cows, C-O-W-S. In fact, Mr. French liked the train so much that upon arrival in Seattle he signed out and reboarded the train as a regular passenger for the trip to Everett, and back.

After leaving Auburn the Penn Central engineer turned the train over to the pilot engineer who commented that this was like owning your own Lionel Train. With good track and a train that has done 170.8mph in tests the BN engineer was determined to bring the Turbo in on time. Leaving Auburn a top speed of 84mph was reached for a last fast dash into Seattle where arrival was on the button at 5:15pm. The train was met by a group of civic leaders including a senator from the state of Washington. Later on in the afternoon the train made a round-trip to Everett and on Sunday with invited guests and several NRHS members traveled over the Cascade Mountains to Spokane.

The ride back on the regular Amtrak train seemed dull compared to the Turbo even though the food was good, the train was clean and the staff friendly. The Turbo is a fun train and if it can't bring back passengers back to the railroads there is nothing around today that can. For such a trip as Portland to Seattle it is an excellent piece of equipment.

Ed Immel

EDITOR'S COMMENT ON TURBO:

Taking the fact that DOT will eventually send several sets of Turbo trains to the Pacific Northwest for Seattle to Portland service. Just playing around with schedules, below is a possible schedule for Turbo-train service:

<u>NORTHBOUND</u> (read down)					
8:00am	11:30am	3:00pm	6:30pm	lv PORTLAND	All trains serve meals and refreshments at passenger's seat.
8:15am	11:45am	3:15pm	6:45pm	lv VANCOUVER	
10:10am	1:40pm	4:10pm	8:40pm	lv TACOMA	
10:45am	2:15pm	5:45pm	9:15pm	Ar SEATTLE	
<u>SOUTHBOUND</u> (read down)					
8:00am	11:30 am	3:00pm	6:30 pm	lv SEATTLE	
8:35 am	12:05pm	3:35pm	7:05 pm	lv TACOMA	
10:30pm	3:00pm	5:30pm	9:00 pm	lv VANCOUVER	
10:45pm	3:15pm	5:45pm	9:15 pm	Ar PORTLAND	

Right away most railroad employees would say that 2 hours and 45 minutes between Portland and Seattle just can't be done right now with the track in its present condition. I have gone under the assumption that the trains would not be introduced without major improvements in grade crossings and track conditions. The above schedule allows two sets of equipment to each make two round trips each day with almost 10 hours for servicing and cleaning at day's end. Special maintenance shops would have to be constructed since the Turbos are too sophisticated to allow anyone but experts to work on the equipment.

"FLYING SCOTSMAN" ENROUTE TO WEST COAST!

"The Flying Scotsman" British trade-promotion passenger train which toured the East and Southeast in 1969 and traveled Texas to Wisconsin in 1970, left Buffalo, N.Y., on Sept. 3 enroute San Francisco on its 1971 mission. The train is powered by coal-burning 4-6-2 Pacific No. 4472 built in 1923 to a design of Sir Nigel Gresley by the London-Northeastern Railway (LNER). The nine-car train includes Pullman car "Lydia," used for a time by Eisenhower and Churchill during World War II. The schedule below is the latest available as of Sept. 8, and all movement and scheduled exhibition times shown are subject to change. Route of the train is via N&W Buffalo to Chicago, EJ&E to Eola, Ill., BN to Bieber, Calif., WP to Oakland, and probably ferry across the bay to San Francisco where it is due for a trade fair about Sept. 26. Normal speed limit for the trip is 40 mph, and the train will run under its own steam power most of the BN route, except for possible diesel helpers on heavy grades. Admission for exhibition points is \$1.00 adults and 50c for kids. Schedule is:

Buffalo to Cleveland		Fri	Sept 3	N&W	
Cleveland to Chicago		Sat	Sept 4	"	
Eola, Ill., to N.LaCrosse, Wisc.		Tue	Sept 7	BN	
N.LaCrosse to Minneapolis		Wed	Sept 8	"	
Lv. Minneapolis	900 am	Thu	Sept 9	"	
Ar. Staples	1245 pm	"	"	"	Oil & Inspection
Lv. Staples	145 pm	"	"	"	
Ar. Fargo	500 pm	"	"	"	Coal/water/display--9pm
Lv. Fargo	600 am	Fri	Sept 10	"	
Ar. New Rockford	1000 am	"	"	"	Oiling & Inspn.
Lv. New Rockford	1030 am	"	"	"	
Ar. Minot	400 pm	"	"	"	Water
Lv. Minot	500 pm	"	"	"	
Ar. Williston	(CT) 830 pm	"	"	"	Coal/wtr/display
Lv. Williston	(MT) 600 am	Sat	Sept 11	"	
Ar. Glasgow	1030 am	"	"	"	Water
Lv. Glasgow	1130 am	"	"	"	
Ar. Havre	400 pm	"	"	"	Coal/wtr/Display to 9pm
Lv. Havre	600 am	Sun	Sept. 12	"	
Ar. Shelby	930 am	"	"	"	Water
Lv. Shelby	1030 am	"	"	"	
Ar. Whitefish	400 pm	"	"	"	Coal/Wtr/Disp - 9pm
Lv. Whitefish	600 am	Mon	Sept 13	"	
Ar. Troy	(MT) 1000 am	"	"	"	Oiling & Inspection
Lv. Troy	(PT) 1000 am	"	"	"	
Ar. Spokane	200 pm	"	"	"	Coal/Wtr/Display--9pm
Lv. Spokane	800 am	Tue	Sept 14	"	
Ar. Pasco	1215 pm	"	"	"	Coal/Wtr/Display--9pm

(continued on next page)

"FLYING SCOTSMAN" SCHEDULE (Continued)

Lv. Pasco	600 am	Wed	Sept 15	BN	
Ar. Wishram	1000 am	"	"	"	Water
Lv. Wishram	1100 am	"	"	"	
Ar. Bend	400 pm	"	"	"	Coal/Wtr/Display--9pm
Lv. Bend	600 am	Thu	Sept 16	"	
Ar. So. Klamath Falls	1100 am	"	"	"	Water
Lv. So. Klamath Falls	1201 pm	"	"	"	
Ar. Bieber, Calif.	300 pm	"	"	BN-WP	
Ar. Oroville, Calif.		Sept 17?			Layover one week for painting?
Ar. Oakland		Sept 25?			

(Schedule South of Klamath Falls may change; interested readers may call Ed Berntsen at BN in Portland (503) 228-9111 Ext. 371 or 374 for further info.)

Ringling Brothers and Barnum & Bailey Circus train, the "Blue Unit", will visit Portland for show dates Sept. 15-19. The 30-car train arrives Portland on BN from Seattle early morning Sept. 14, and leaves via BN for Vancouver, BC, early morning Sept. 20. While in Portland, train will probably be parked at BN's 10th & Hoyt Street yard. The Ringling 100th Anniversary train consist includes five 95-ft piggyback flats for wagons, three 85-ft tunnel cars (end-door baggage cars), 4 - 85-foot stock cars for animals, and 18 - 85-foot sleepers including office cars and power generator cars. Ringling's "Red Unit," another 30-car train which toured Portland last year, is also covering the U.S. this year but will not come to the Northwest. A third circus train, Royal American Shows, was in Minneapolis August 23rd on BN.

ATTENTION ALL PNW CHAPTER MEMBERS - IMPORTANT NOTICE!!

PNW Chapter's Board of Directors met August 26 to discuss the Chapter's plans and future income possibilities now that rail excursions have become difficult to arrange. The following recommendations were approved for presentation to the membership on September 17 for discussion and approval:

1) Increase Chapter dues to \$4.00 per calendar year to a total of \$8.00 from the present \$7.00, effective for dues paid after Jan. 1, 1972 (Dues for 1972 PAID prior to Dec. 31, 1971 would remain \$7.00).

2) Change Chapter By-Laws to provide for two instead of one Vice Presidents; one to handle Public Relations and Membership, the other to handle Operations (Publications, library, trips) and Mechanical. Appropriate committee chairmen for each function would be appointed, reporting to the VP's. This would provide a broader management base for running Chapter activities.

3) Appoint an energetic membership chairman to spearhead a Fall 1971 membership drive, to encourage participation by those not yet aware of NRHS.

In addition, at the Aug. 26 Directors' meeting, I appointed Chuck Storz, Al Haij, and Al Zimmerman to a Nominations Committee to recommend officers for 1972. The Committee will report their choices at the October meeting for the November 19 election. I STRONGLY URGE ALL MEMBERS TO ATTEND THE SEPT. MEETING.

Roger W. Phillips, President, PNW Chapter.

THIS LAST SUMMER:

Many rail events occurred since the last issue of The Trainmaster. Some of them are:

Oregon Pacific and Eastern Railway's steam excursion trains running out of the Village Green Hotel at Cottage Grove have proven to be more popular than the management had anticipated. An average of 200 passengers are carried on the afternoon trips while up to 370 passengers have been handled on one train. With proper advertising this train should do even better next year as more travel agencies and information centers are made aware of its operation.

The OP&E had also received the first RDC to operate in the state of Oregon and the railroad becomes the smallest railroad to ever own an RDC. The line purchased RDC-1 #10 which had been Southern Pacific #10 where it ran on the Northwestern Pacific as the Redwood. The OP&E has modified one end as a cocktail lounge and is used in the evenings during the week for roundtrips over their line. On the weekends that car is attached to steam trains and serves as refreshment car. (If you ever corner Ed Immel be sure to ask him about the role played by several PNW members in starting the car the first time.)

The City of Prineville Ry. 102 left Prineville Junction on August 13th bound for Boise, Idaho. In Boise, the Morrison-Knudsen Company will completely overhaul the locomotive and repaint it in burnt-orange with black striping. If the "operation" is successful, the other COP Alcos, 101 and 103 will follow for the same treatment. (Don Dietrich)

The Walla Walla Valley Railway has received an SW-1 from parent Burlington Northern during first week in August. The unit replaces #770 which has been laying in Pasco from some time with a broken crankshaft. The SW-1 is numbered BN 77 (ex GN 77) and was built in September, 1941.

Parent BN applied a fresh coat of paint and BN lettering before selling the unit to the WWV, so any repainting or relettering in the near future is unlikely. HH-660 #775 will be retained on the roster as a spare locomotive but there are no plans to use it regularly. (Don Dietrich)

DEAR ABBY:

A stamp collector's wife should appreciate a good thing.

The husband that is a real pain is the rail fan. Everything he goes in for costs money, from model railroads to travel abroad to ride on some kind of steam or diesel he's never experienced before. He will take the slower train for the longer ride. He plays recordings of train whistles and counts the wheels on locomotives. If he goes in for electric railroads he may drive a thousand miles to ride a trolley somewhere, and his dream is to ride up front with the engineer.

The stamp nut may go to auctions or meetings but he doesn't get his family up at the crack of dawn to ride a railroad train to nowhere with stops to photograph switches, signals and rolling stock. Count your blessings!

Schedule of Events:

Friday Sept 17 Regular September meeting of the Pacific Northwest Chapter, National Railway Historical Society will be held at 8:00pm in the Burlington Northern Railroad Safety Exam room at 11th and NW Hoyt Streets under the Lovejoy Ramp. The meeting will start at 8:00pm and the library at Room 1 Union Station will be open for purchase of materials or the checkout of books at 7:00pm. The program will feature:

Al Zimmerman will show his movies of steam in Guatemala that were taken in August of this year. One of the last steam shows on the North American continent.

Each Saturday at 1:00pm Work parties will be held at the Oak's Park to restore the Simpson Timber Company Shay "Peggy". The restoration of the locomotive is entering the final stages if operation can be started next spring. Contact Jack Holst (255-0631) for more information as to what is needed.

Friday Oct. 15 The regular October meeting of the Pacific Northwest Chapter will be held at the BN Safety Exam Room. Program announced in next month's Trainmaster.

Message from the Editor:

Another publishing season is upon us and every attempt will be made to maintain the standards arrived at last year. The Pacific Northwest Chapter puts out one of the finest newsletters of any NRHS Chapter. The upcoming year will see articles on the Willamina and Grande Ronde, The Klamath Northern and City and West Portland Park along with trying to keep members up to date on the latest rail happenings in the Northwest.

Through the aggressive efforts of the production staff of the Trainmaster the publication has increased in quality while the price for turning out each issue has fallen. The editorial staff has tried to make the Trainmaster and NRHS a respected member of the press corps. This has paid off in invitations to cover the arrival of the Milwaukee Road in Portland; press coverage on the Turbo Trains; and an invitation to report on the completion of the Pacific Great Eastern's latest track extension to Fort Nelson. Hopefully this will not only result in good articles in NRHS publications but will also alert the rail public relations and management personnel that NRHS can and will help to spread their story.

While the staff is hard at work there is still a lack of cooperation from many members. Articles are needed for the future and if you have any kind of a writing talent please submit your stories. The staff tries to gather news stories from the regular papers but if any member sees an article that he thinks the rest of the membership may be interested in please send it in. There is also a need for hand to assemble the Trainmaster. An issue of 16 pages can take several evenings to assemble, staple and address ready for mailing. If you can help out in this manner please drop a line to Room 1 so you can be contacted. In closing; I'm sure that this year's TM will be better than last but this can only occur with all the member's cooperation.