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THE TRAINMASTER

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NATIONAL RAILWAY HISTORICAL SOCIETY



CHAPTER OFFICERS

president		director-at-large	
JOHN D HOLLOWAY	638-7318	IRVING G EWEN	281-7098
17865 S W Chippewa Trail		4128 N E 76th Avenue	
Tualatin, Oregon - 97065		Portland, Oregon - 97218	
vice-president		director-at-large	
KENNETH V DETHMAN	227-2806	CORA JACKSON	774-3802
Post Office Box 1301		5825 S E Lambert Street	
Portland, Oregon - 97207		Portland, Oregon - 97206	
secretary		chapter director	
CHARLES W STORZ, JR	289-4529	ROGER W PHILLIPS	282-7691
146 N E Bryant Street		3733 N E 15th Avenue	
Portland, Oregon - 97211		Portland, Oregon - 97212	
treasurer			
ROGER W SACKETT	644-3437		
11550 S W Cardinal Terr			
Beaverton, Oregon - 97005			

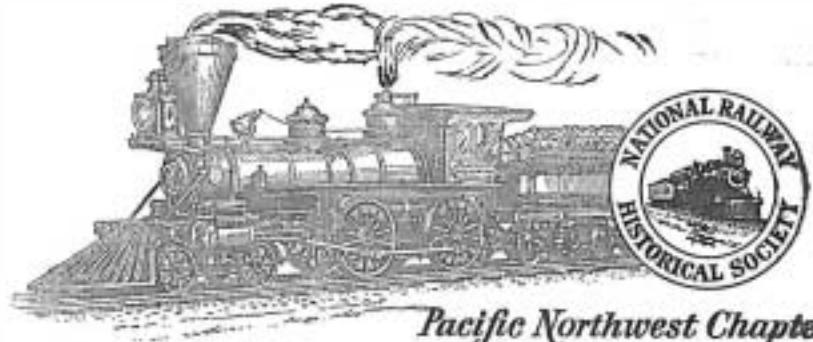


CHAPTER NEWS LETTER STAFF

editor		production manager	
EDWARD E IMMEL	475-3215	IRVING G EWEN	281-7098
360 N 10th, Apt. 14		4128 N E 76th Avenue	
Madras, Oregon - 97741		Portland, Oregon - 97218	
circulation manager			
CHARLES W STORZ, JR	289-4529		
146 N E Bryant Street			
Portland, Oregon - 97211			

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

All exchange news letters should be sent to the Chapter's business address:
Room 1, Union Station
800 N W 6th Avenue
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THE TRAINMASTER

Pacific Northwest Chapter

PORLAND, OREGON

Number 154

APRIL 1972

FEBRUARY 7, 1969

by
Ed Immel

February of 1969 turned out to provide two of the greatest railfan times this writer has ever experienced. While serving in the Army in Vietnam I elected to take my R&R in Australia and in the process do some railfanning. Guided by an Australian friend



Victorian Railways "Southern Aurora" at Violet Town, Victoria, February 7, 1969. Photo taken from Australian Womens Weekly magazine and shows the result of being handled too many times. The Southern Aurora is an all stainless steel all sleeping car train that travels daily between Sydney, New South Wales and Melbourne, Victoria.

I managed to see quite a bit of steam that was left on the New South Wales Government Railways including a Beyer-Garratt locomotive in which I have always been interested. While taking pictures at Gosford, NSW, I managed to get a cab ride on double-headed Garratts which is still my #1 railfan experience so far.

After riding the Garratts, plans were made to take the train to Melbourne and visit the streetcar operations there and at Ballarat and Bendigo. Passage was booked from Sydney Central Station on the finest train in Australia - the Southern Aurora. This train is all first class with sleeping cars only for its overnight journey between Australia's two largest cities. The train is built by Commonwealth Engineering under license from the Budd Company of Philadelphia. The cars are all of the shot-weld process pioneered by Budd and each of the sleeping cars is equipped with showers in the twinettes (bedrooms).

Departure was exactly on time the evening of February 6 and an excellent dinner of roast beef was enjoyed in the dining car. After dinner, off to the lounge car to spend the hours before turning in. While in the lounge car meeting and talking with people, a lady protested that she had a room in the last car and she wanted to move to the front of the train to avoid the whiplash effect from being the last car. But the conversation continued until she confessed that it was too late to wake the sleeping car conductor so she would endure the ride where she was.

The next morning was greeted by clear skies and warm weather accompanied by the flat "bush" of northern Victoria. Breakfast was for the 6:50am sitting; a breakfast of bacon eggs and strong Australian tea. The meal was just being finished and I was reaching for my wallet to pay for the check ticket when the train was rent by a series of massive shocks; of a type I have never experienced on a train before. The fixtures flew in all directions. The scene of a waiter being flung down the aisle of the car is still present in my mind along with the wall of flames outside the window. Since I am left handed I usually ride backwards in a dining car to keep from hitting my arm on the window or sticking into the aisle and thus I was thrown backwards into the table behind me. A woman passenger sitting opposite from me at the table was thrown under the table and in the process bit off a portion of her tongue. Hot water and tea was spilled in my lap, followed by the table cloth and all the dishes. The train had stopped! Looking around I saw the dining car cooks come out of the galley, cut and bleeding, with burnt clothing and skin.

The dining car steward calmed everyone and asked that the passengers please exit from the car since it was on fire. Picking my way back to my room I had to walk over trays of continental breakfasts that had been prepared for the passengers and flung to the floor. Finding my room, I removed my suitcase and camera and exited from the nearest door which is no mean feat since the train is equipped for high-level loading only.

Once on the ground I still did not have any idea what had happened but could see that many passengers were injured. Blankets were removed from the sleeping cars and the injured made as comfortable as possible in the light of the fact that the nearest town was a mile away and the only occupants of the area were a flock of sheep. Parents were looking for a young baby that was left in a room but could not be found after the quick stop. (The parents were soon reunited with their baby which had been taken from the room by a porter)

Walking up towards the front of the train I could see a massive wall of flame and an automobile laying on the ground. Could all of this have happened by just hitting a

car? But upon closer examination I could see that we had run head-on into another train! The first six cars of the train were scattered over the countryside, on top of each other, and piled in every which way. Passengers were trying to break through the glass windows to rescue the people inside who would be cremated by the flames which engulfed some of the cars. The strangest memory of this incident was the sound of the crossing signal going ding, ding and the crackle of the flames; but nothing else. No voices, no shouts, or screams. People were trying to use the few fire extinguishers they salvaged from the train but it was like attempting to put out a forest fire with a garden hose. More injured were removed from the train and layed out in the shade of a nearby tree. The constant buzzing of flies, the crossing bell and the crackling of flames continued.

The dining car was the first car to stay on the tracks with the lounge car in front shoved on top of the sleeping car before it. The diesel fuel from the burst tanks of the two engines had flowed down the drainage ditches and caught fire. A group of men attempted to push the train that remained on the track away from the fire but soon saw this required more strength than they could muster. Finally a fire truck from the local brush fire crew arrived with cans of foam and some headway was made in fighting the fire. The truck also brought a few axes to chop through the sides and roofs of cars.

The injured passengers were taken to the nearest town, Violet Town, and placed in the city hall where doctors could attend to the patients and the uninjured passengers could be tabulated. The local St. John's Ambulance Corps responded with cookies and tea for everyone, while telephone calls were placed by those that wished. Buses were dispatched from Melbourne, 110 miles away to take the uninjured on to Melbourne. The quick mustering of medical aid still amazes me to this day. How many of the people had any idea that they would be the scene of a major accident? The local residents responded beautifully and gave all the aid and comfort they could bring to bear on the situation.

In the city hall was a railway man with a small bandage on his arm; perhaps he knew what happened. He turned out to be the fireman from the freight train that had hit our train. His version was that his train was to meet the Aurora at Violet Town where a pass by would be executed. The freight train was still a mile out of town when the headlight of the Aurora could be seen entering the siding and disappearing behind the station. Suddenly the headlight reappeared from back of the station and entered the mainline. In what seemed like hours a decision had to be made as to whether or not to jump or stay with the engine. Finally the answer was to jump and he and the driver started climbing out of their doors of the engine (an "S" type much like an E9) and prepared to make the leap. Just before the crash the fireman jumped while the driver did likewise; right into the path of the other engine that deflected to the driver's side upon impact. His body was never recovered.

The fireman hit the ground, injuring his elbow, and while still rolling looked up and saw the outline of an automobile sailing at him from the first car of the freight train. He quickly scrambled a few feet to one side and the car landed where he had been a second before. The fireman stood up surrounded by the wreckage of the train but with not a cut upon him!

In the meantime a rescue engine had been dispatched from Albury (on the NSW-Victoria border) and arrived to pull the rear portion of the train from the wreckage. Several Royal Australian Air Force helicopters landed in a field with doctors and rescue personnel. More ambulances came down the road to remove the injured while the remainder of the passengers gathered in small groups to discuss this event. The lady that

wanted to move was located and she thanked me for keeping the conversation going so late at night. If she had made the move to a front car she would have been right in the middle of the wreck. Some passengers adjourned to the nearest pub to steady their nerves and get out of the intense heat of a summer day in Victoria.

Soon the buses arrived to take us back to Melbourne whereupon entering the city I saw a news boy holding a copy of the paper with large headlines - "Aurora Smashes!" The news media immediately cornered some of the passengers to get their version of what happened. Being American I seemed to be a bit more newsworthy than the average Australian. The TV cameras ground away while the reporter wanted to know what the red blotch was on the front of my white shirt. Blood? Was I hurt? "No." It was remains of the stewed tomato that I neglected to finish for breakfast and had been thrown in my lap upon impact.

The day of railfanning planned for Melbourne turned out to be quite different than originally anticipated. Several trips were made on their outstanding streetcar system but this had been all overshadowed by the event of the morning. Later, in the company of several other passengers that were in the wreck, I watched the TV films of the wreck and there before all of Australia was my white shirt with the tomato stain.

Later in the evening I returned to Sydney on a Trans Australian 727 and on the journey the pilot flew over the wreck site where flood lights could be seen assisting the workers in finding possible additional victims. How strange it was to fly over the crash at several thousand feet; I was once down there and here I am as if the whole thing had never happened. Still I will never forget the sound of the ding-ding and the crackle of flames and every once in awhile I get a flash through my mind that is recreating the moment of impact; the wall of flames and the massive shock waves that traveled through the car.

What really happened in the Aurora crash?

Several months would elapse before a board of inquiry would uncover the facts in the crash of the train. The Southern Aurora was to have halted at Violet Town to allow a meet with a freight train and the CTC dispatcher in Melbourne had set the signals for this occurrence.

In the cab of the passenger train the fireman was down in the nose filling the teapot and going to the restroom. Upon re-entering the cab he noticed that they had just passed a red block and he looked over to the engineer who was upright in his seat with his hand on the trottle. Through the window could be seen the headlight of the freight and the fireman paniced and bolted for the door to the engine room to lay down next to the prime mover.

Speed tapes showed that the Aurora was traveling 72mph upon impact and the freight was doing 45 mph. To stop both trains would have required 1,500 yards while they actually stopped in 50 yds! The CTC dispatcher could see what had happened on his board and called the wrecking train before he actually knew a crash had taken place.

The inquiry board also showed that the engineer had suffered a heart attack and was dead upon impact. He had had a record of heart trouble yet the railway kept him on the Aurora assignment. Additional blame was placed on the fireman who could have pulled the emergency and big-holed the train but instead ran. The guard (rear brakeman) of the Aurora was also taken to task since he too had an emergency brake valve

but had failed to use it. (The guard has a bay window in the baggage car at the rear of the train) The guard's log failed to show the meet at Violet Town and upon later questioning he admitted he had been asleep.

The Victorian Railways also contributed to the wreck since they had defective safety arrangements in event of a driver's heart attack. The engine had no headman even though this device was available when the engines were built. The final total for the wreck was 9 dead, including the engineers of the two trains.

Thus February 7, 1969 will always be a day that this railfan remembers. A happening one only reads about and never thinks that it could happen to him.

Minutes of the March meeting

The meeting was called to order by President John Holloway at 8:15pm. The minutes of the February meeting were approved as read and the treasurers report given.

Ed Berntsen reported that the sleeper-lounge car "Mt Hood" has been stored at Seattle since March 13. Ed suggested that the Chapter pick a day for the presentation ceremony and said that BN officials would participate.

Mel Gowing of the OP&E mentioned that the Budd car for the projected April 8th trip would be donated free of charge. If more than one car is needed there would be an additional fee.

Roger Sackett moved that the Chapter accept the OP&E's offer of the Budd car at no cost for the April 8th trip. Motion seconded and passed. A tentative departure time of 10:30 am was set.

Ed Immel reported as follows:

1. He has contacted Gil Hulin about the Junction City display. The Willamette-Pacific Chapter may take over the project but he had not received definite word as of March 17.

2. Officials of the Scandinavian Festival are contacting the Southern Pacific about the SP running a train to the festival.

Roger Phillips announced that the April 21st meeting will be held in Salem. It will be a dinner meeting and will be set up by Chapter members in Salem. No chapter business will be transacted at the meeting.

Jack Holst reported as follows:

1. A welder is still needed to install the new smokebox bottom in the Stimson Shay. The studs in the steam dome of the Shay are to be replaced. The Al Disdero Lumber Company will contribute the lumber necessary to complete the restoration of the Shay and the disconnected trucks.

2. No reply has been received from the Forestry Center on the lease of #680. Jack Holst has asked the Union Pacific to donate the rail needed for the display track at the Forestry Center.

3. Another work party will be needed in the near future to complete the recovery of the rail near Tillamook.

4. On publications there is no new information on the SP&S book. Chatham Publishing is looking for pictures of the Coast Starlight for an article on Amtrak

President John Holloway read a proposal to the meeting, as follows, giving the chapter Board of Directors authority to conduct routine chapter business:

"BOARD OF DIRECTORS. The affairs of the chapter shall be managed by a board of directors chosen from among the voting members of the chapter. The Board shall have the power to regulate its own proceedings. The Board of Directors shall consist of the president; the vice president; the treasurer; the secretary; the national director; and two directors at large. Five members of the Board of Directors shall constitute a quorum for the transaction of business. After each meeting of the Board of Directors, a report shall be prepared promptly on all matters discussed or voted upon, which shall be available to members upon request. A summary report of actions of the Board of Directors shall be published in the next following issue of the official publication of the chapter.

Any member or group of members may express his view or make recommendations to the Board of Directors either in writing or in person at a meeting of the Board."

There were no changes or additions to the proposed amendment from the floor. Jack Holst moved that the proposed amendment be published in the Trainmaster and voted upon at the May meeting. Motion seconded and passed.

Jack Holst reported that Railcon '72 will be in Seattle on May 20 and 21 and is sponsored by PSRHA.

Mel Gowing announced that the OP&E will open its 1972 season on May 13th. He asked for help in preparing a history on the Oregon and Southeastern, one of the OP&E's predecessor lines.

The meeting was adjourned at 9:10pm

Respectfully submitted,
Chuck Storz
Chapter Secretary

LONGVIEW, PORTLAND AND NORTHERN

At approximately 6:30pm Friday March 17, LP&N engine 130, and four cars out of an 18 car freight train derailed at Barberton siding, just east of N.E. 72nd avenue in Vancouver, Washington. No one was injured, but the engine suffered damage to the brake rigging, and probably damage to one or more traction motors. The cars suffered no visible damage except a bent step on the leading car.

The engine nosed over into a ditch alongside the track, damming it. Water is suspected to have entered the traction motors. Speed was about 20 mph with a 10 lb reduction for the grade crossing ahead. Total track damage was about 1,500 feet, 47 lengths of rail were replaced. The railroad was out of service for 8 days while track was rebuilt and the engine removed.

The derail occurred where a loaded chip car had damaged the track when it derailed on the trip to Rye, earlier in the same evening. The last axle on the rear car of the loaded train had derailed on the curve east of Barberton and dragged to the west switch of the siding. This derail had not been detected by the train crew until the engine hit it on the return trip. The engine traveled about 200 ft after leaving the track, and lifted the rail for 1,00 feet beyond it.

The cars were removed from Barberton and taken to Burlington Northern Shops in Vancouver for repair and inspection. Engine #130 was taken to Chelatchie shops on Monday, March 27 and later moved to the Vancouver BN Shops. On Sunday, March 26, the LR&N received BN 4068, an Alco RS3, for use in restoring operation. At 3:30pm, March 26, BN 4068 took 26 cars to Chelatchie Prairie, reopening the LP&N for business. On the trip to Chelatchie, 4068 was hit by a pickup truck near Battleground, Washington. No damage to the train, but the pickup suffered extensive front end damage and the driver suffered head injuries.

Leonard G. Woodford

FOR THE RECORD

Credit the cover picture on the Klamath Northern article last month to Gil Hulin. The remainder of the pictures from Jack Holst.....Mention was made last month of editors 15 days of train riding and it brought some comments. Gil Hulin of Eugene at 21 days and the national chaplin Rev. Alexander Hamilton also said that he beat this record. However I was not clear in my record of 15 days; that was continuous travel with no time spent in a hotel. Both acknowledged that they probably have never done this. Gil Hulin wondered if any body really cared!.....Look for the round end tail car on one set of the equipment for the Coast Starlight; ex SCL car.....Amtrak took out add in White Rock, BC paper announcing restored train service between Vancouver, British Columbia and Seattle starting June 17th. No BN official knows anything about it and they have to operate the train.....Oregon, Pacific and Easter #19 operated under steam for the first time in 1972 on Tuesday March 21 on a breakdown run after winter shopping. Train consisted of the engine and Pacific Northwest Chapter Car 598.

DUES DUE

The following people who were members of the Pacific Northwest Chapter in 1971 have not yet paid their 1972 dues. The names of those who have not made payment by May 1, 1972 (listed below) will be removed from the membership roster and the mailing list for all Chapter publications, notices, et cetera.

PAUL D AGERTER	ROBERT L HOFFMAN
ROBERT R BARNER	PHILLIP A MAGGS
FRANK T BAYLISS	ROBERTA MAGGS
BERT BEECHER	SAMUEL LAIRD MERRELL
RICHARD D BEENY	H B MILLARD
GEORGE BERISSO (Chapter only)	PHYLLIS M MOODY
RON BRINTON	GEORGE THOMAS NOE
GEORGE R BURTON	DONALD E REED
JOHN H DAVIS	RICHARD L THRASH (Chapter only)
HARLEY K HALLGREN	KENNETH E YOUNG

Chapter dues are \$5; National dues are \$4; for a total of \$9. Payment should be mailed to:

ROGER W SACKETT, treas
P N W Chapter, N R H S
11550 S W Cardinal Terr
Beaverton
Oregon -- 97005

APRIL MEETING NOTICE: Friday, April 21. 6:30 PM. King's Table Restaurant, Mission Street between 12th and 13th, Salem, Oregon. Joint meeting with the Willamette Pacific Chapter. Buffet dinner (\$2.35 per person) followed by a program of old time railroad movies furnished by Jay Blair. There will be no business session at this meeting. To reach the restaurant from Interstate 5 leave at the Santiam Highway exit and travel west on Mission Street to 13th. If more detailed directions are needed phone the restaurant at 364-6746.

RAILCON "72": Sat. & Sun., May 20 & 21, 1972. Seattle & Snoqualmie Falls, Wash. Sponsored by Puget Sound Railway Historical Assn. Headquarters: Camlin Hotel, Ninth Ave. & Pine St., Seattle. Sat. activities include a tour of BN Interbay facilities, a water tour to observe railway barge loading areas and an evening banquet with a speaker from the BN. Sunday features all day operation at the Snoqualmie Railway Museum. Package price for the two days: \$13.95. Send reservations to: Railcon '72, P.S.R.H.A., P. O. Box 3801, Seattle, Wash. 98124.

COMING EVENTS:

1972 NRHS National Convention. New York City. Aug. 30 thru Sept. 4. Sponsored by New York Chapter, NRHS. Trips include N.Y.C.T.A. subway tour, New York Harbor tour, full day Penn Central trip, full day Long Island RR trip and Penn Central MU Electric trip. For details write to Herbert G. Frank, Jr., 655 East 14th St. Apt. 5A, New York NY 10009.

SIERRA RAILROAD: Saturday, April 22, 1972. Special 75th Anniversary Excursion Train. Leaves Oakdale, Calif. at 10:00 AM. Steam power on train. Fare: \$12.50. Sponsored by Pacific Locomotive Assn., 54 Hancock St., San Francisco, Cal. 94114.

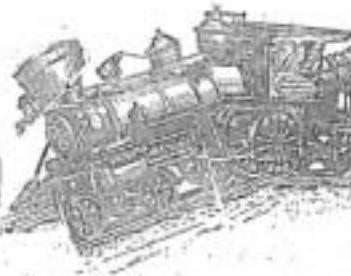
UNION PACIFIC STEAM EXCURSION: Sunday, May 28th, 1972. Denver to Laramie via the Dent branch. Train will be pulled by U.P. steam locomotive 8444. Fare is \$20.00. Box Lunch is included. Sponsored by Rocky Mountain Railroad Club, P. O. Box 2391, Denver, Colorado 80201.

UNION PACIFIC STEAM EXCURSION: Saturday, Aug. 5, 1972. Denver to Laramie. Power will be U.P. steam locomotive 8444. Sponsored by the Intermountain Chapter, NRHS. Further details will be published in a later issue.

SHOPS REFURBISH AMTRAK CARS: The following railroad and commercial car shops are refurbishing Amtrak's 1,240 cars;

1. Santa Fe's Topeka Shops, Topeka, Kansas.
2. Burlington Northern's Como Shop, St. Paul, Minnesota.
3. Illinois Central's Woodcrest Shop, Homewood, Illinois.
4. Penn Central's Beech Grove Shop, Indianapolis, Indiana.
5. Jacksonville Terminal Company, Jacksonville, Florida.
6. Pullman-Standard, Chicago, Illinois.
7. Hamburg Industries, Hamburg, South Carolina.
8. Auto-Liner, Omaha, Nebraska.
9. St. Louis Car Division of GSI, St. Louis, Missouri.
10. Budd Company, Philadelphia, Pennsylvania.

(from Northstar News)



Pacific Northwest Chapter



THE TRAINSMASHER

PUBLISHED ONCE A YEAR AS A INSULT TO THE RAILFAN WORLD

APRIL 1972

I WAS A PAINTER FOR THE ILLINOIS CENTRAL by Vincent Van Rembrant

One of those unsung jobs that needs to be done on a railroad is that of company painter. Little does the general public know of the great role occupied by these men in the annals of railroading in the United States.

I started out my childhood living in a tumble-down shack next to the tracks of the Illinois Terminal where I grew up longing to be at the controls of one of these big interurbans that flew by on the track next to our house. Later I went to trade school and was offered a job painting crossing tender shacks for the Milwaukee Road out of LaCrosse. Still I yearned to be at the trottle and be a "real railroader". But this was never to come since the first night I was transferred to the hostler job I put a 4-6-4-2 into the turntable pit. It was back to the painting crew.

By now I had worked my way up from crossing shacks to stations. I also became a boomer painter which saw me go south during the winter and north in the summer to paint stations for the Algoma Central, Dominion and Atlantic and Northern Alberta. Little boys would wander up to the stations and gaze at me up on my tall ladder and think "what is that nut doing up there?" What a feeling of power I had on top of that swaying ladder flinging the brush back and forth. But still I wanted to be in that select group of railroad painter - those that get to paint letters and numbers and especially those that get to paint the locomotives.

In 1928 I hired out to the Illinois Central and my first job was to paint the crossing buck at highway 40 and the Morristown branch. I had made the big time! The Illinois Central recognized great talent when they saw it and I was promoted to station signs and those little signs that are present at every bridge, tunnel and culvert. I can still remember the sight of those 4-8-4's as they would roar by my freshly painted MP 54.6 and the rush of air would make the paint run while coal cinders got stuck in the wet paint. Who wanted to be an engineer when the real action was here in sign painting.

The Illinois Central used a brush that was unheard of on the rest of the railroads - pure camel hair from camels raised in the Moscow Zoo. This was very expensive and reflected the high standards that were present on the IC during those money making days of the 1920's. But the depression hit hard and I was cut back to three signs a week and with a horse hair brush no less!

As part of F.D.R.'s New Deal I was hired by the government to paint CCC signs but I quickly tired of this since "C" was never my best letter. I soon returned to the IC and was promoted to engine painting. I had arrived at the top!

The biggest thrill of my life was to have painted the drumhead sign for the election train of FDR. While looking at pictures in the paper of the train's rear platform I thought to myself that all over America railroad sign painters were eating their hearts out knowing that Vincent Van Rembrant had painted that drumhead.

With the coming of nylon the glory days of railroading faded; there was no romance left without the camel's hair brush. They just did not have the feel that old ones had. The paint also changed; it lasted longer and made repainting less needed.

In 1968 I retired after 47 years as a sign painter and I spend the day looking at pictures of some of my work. In my living room I have a lifesize "Decauter" and a "Derailing Frog" hanging on the wall. I still write to the old timers left but most of them have passed away to the great ladder in the sky and there are fewer tales to swap every day. But I'll always remember my job as a railroad sign painter.

IN SEARCH OF VAPORIZED HOT WATER by Big Al

The latest word from my spies in New Jersey tells me that they have discovered an 0-8-0 switching a Tamale Factory on the outskirts of Trenton. This engine has been in service since 1923 but was just discovered when the steel plant next to it was shut down by a strike and the skies became clear enough to see the smoke from the switcher. Once the property of the New York, Long Branch and Dodge City Railroad, the engine is a product of the Cooke Locomotive in Roy Rogers, Oklahoma. Having discovered this locomotive the adventurers are now combing the coal mines of Kentucky looking for those two 2-6-6-2's that the Norfolk and Western Railroad sealed up and if they discover the engines they will be awarded a case of Canadian Club free.

Joseph Pasternack of New Rochelle, Kansas is looking for a 4-8-4 to restore to operating condition and is asking for donations to restore the engine and help lay 63 miles of high speed track. Right now Joe has 27 ties and three lengths of rail to start his project. He hopes to start operations by June of 1972 with daily operations between Kansas and New Orleans on the roadbed of a defunct interurban line. Good luck Joe!

Does anyone know what happened to those 1,326 steam engines the Pennsy had in operation around the Harrisburg area in 1945? Seems the last time I went there they were all gone. Perhaps some reader would send in a card with the answer to this great mystery. Write me in care of the Greyhound Bus station in Jackson, Florida instead of my home in Bayone, Conn. (Need a truss? Contact Dominion Bridge and Iron Works, Flin Flon, Ontario) Next month in this column I will relate the true story of what happened to all those ALCO articulates that were sent to China in 1928. Dr. Henry Kissinger will tell it all in an exclusive interview to The Trainsmasher. This is Big Al signing off to help trace down a rumor that someone spotted a steamengine running through a park in Portland, Oregon.

TRACKSIDE IN THE WASHING MACHINE AGE by Buck Story

The Southern Pacific was seen last month running its own engines through Roseville, California on one of its own freight. Also a rare GP9 was seen working the Calistoga local on March 29. Next thing you will see will probably be Fairbanks Morse units on San Francisco commute trains!Union Pacific reported that they will buy standardized engines from General Electric, General Motors and General Foods; a first since 1946. The latest order calls for ten passenger engines which were purchased as a tax write-off and will be sent to the Condon, Kinzua and Southern.... Things are looking up for the Penn Central; they purchased a box of Cracker Jacks and found that the prize was an E44 engine that went to the LaSalle and Bureau County Railroad for repainting in 1968.... A hint to you diesel spotters- the way to tell the difference between a GP9 and an SD9 is to look for the large three foot letters on the side of the cab which say SD9/GP9.....The Atlantic Coast Gulf Line has just received ten new

engines from Montreal Locomotive Works mounted on the trucks of the ten Brill Master units they traded in.....The Burlington Northern would probably be an all Alco road if it were not for the large numbers of General Motors, General Electric, Whitcomb, Porter and Fairbanks Morse units that overwhelm their roster..... Our diesel for the month is the SWD-9872 built by the Western States Shoe Machinery Company of Alamosa, Colorado. here were a total of six of these engines built by this company in 1952. One was sold to the Coopy Falls and Gribble Creek Railway where it was used to power a chain saw. Two were sold to the Mt. Tabor and Goose Hallow Interurban Railway but never saw service since the line was abandoned before the engines could be delivered. These two engines eventually ended up switching the docks at Antelope, Oregon. The remaining three engines went to the Dallas, Oswego and Roseburg Western. The engines were powered by a Briggs and Stratton 13hp two cycle engine powering two motors taken from a Norelco shaver. They got the model number 9872 since that was the number of inches they traveled out of the plant before suffering their first major breakdown. They served a total of ten hours out of 14 years and were eventually sent to the Waynesburg Northern for grass cutting service. They can be recognized by the cab in shape of a conning tower and the flying bridge that was built only on the engines that ended up at Antelope. The truck was changeable to any of seven different gauges and in fact, that may explain the large amount of time they spent on the ground since the truck would change at any time. They burned butane and used cartridges meant for the Ronson cigarette lighter. The engineer had great visibility backwards but could not see a thing going forward. To overcome this problem the cab was equipped with a periscope taken from scrapped Italian submarines.

Next month's column will feature the all time roster of every railroad in Siam that owned a 1922 diesel.

THE HOCKEY CLUB- Doger Schick

The Pacific Northwest Chapter has elected John D. Holloway as president of its chapter at its November meeting. He replaces the nondescript and mysterious Roger W. Phillips who received such wide acclaim in Railroad Magazine.

Mr. Holloway has made no contribution to the railfan world except causing the Cascade to leave late once while looking for a ticket that he had misplaced. In fact the only reason he was elected is that after the meetings he buys free beer at the nearest tavern for the entire membership and such a deal could not be turned down.

John is a self-proclaimed antique bus buff who carries a picture of a Portland Traction Company 1947 Mack Bus in the original paint (taken in 1968) around in his wallett. He probably knows more about 1966 Pontiac Tempest convertables than any person alive in Oregon City and demonstrates his knowledge at least weekly when one thing or another breaks down. John is 6'4" tall and wears Red Ball Jets sneakers on one foot. He has no known address and his telephone has been disconnected for the last three years. His main occupation is avoiding work and is widely acknowledged to be in the expert class in this field. His main source of energy is peanuts and beer along with an occasional hot taco or three. He gives no positive answer to whether or not he is married and can not be pinned down as to the number of his children.

John is a decorated war hero having single-handedly fought off six klooches in the wilds of downtown Anchorage. thus the Pacific Northwest Chapter is blessed with having one of the most colorful presidents around. In fact some of the time he can be seen tearing around dressed up as a giant sparkplug looking for a giant engine.

INTERESTING BUS BAN #0.023597, CLOD C. KENWORTH
by Freeload Cubbard

No kin to the famous manufacturer of trucks, Mr. Kenworth developed his intense interest in buses after being trapped in the restroom of a transcontinental Trailways bus at the age of 19 for sixteen days.

Mr. Kenworth was born February 29th, 1950, in the waiting room of O'Hare Airport where his mother had been grounded for some 10 months awaiting clear weather so her flight to Cicero could take off. "As a baby", his mother recalls, "Clod was a holy terror, foul tempered, and stubborn as H---." Things have not gotten any better since then, according to some of his best friends. When the author managed to locate both of his friends, their comments were "Yech!"

Clod is a firm believer in the use of tobacco and chews snoose constantly while smoking his usual carton of cigarettes a day and drinking a gallon of Red Mountain wine (\$1.98 a gallon). He thinks that those who don't smoke, drink to excess and chase wild women are sissy. (The author finds he is in total agreement with this philisophy)

Clod has the finest collection of bus builder's plates and his collection includes all the noted builders such as Mack, GM, Flxible, International and Blue Bird as well as many of the more obscure numbers of Edsel, Henry J and the rare Saburo. Clod can easily recite the construction numbers of all of the buses on any transit system in North America, but his real talent is in the field of old retired school buses utilized by migrant farm workers. Clod knows the entire history of any bus built and can easily quote all the modifications done to them, such as the change from inward to outward opening doors, modified domw lites, and changes in tire pressures.

His favorite photograph was taken back in 1956 with his Kodak "Autographic 127" of a pair of Macks hitting headon in the Holland Tunnel, but unfortunately this, like his other photos, was underexposed and is unprintable.

Our hero lacks just one inch of being five feet tall. He has beady, pink eyes. His weight hasn't varied in the last six years, remaining steady at 285. Clod is married, in fact he has two wives, one residing with her twelve children in Scappoose, Oregon, and the other with three children (one of each sex) in Cougar, Washington. Clod alternates his time with his two wives, and can be reached in care of P.O. Box 169, State Correctional Institution, Walla Walla, Washington

Continuation and conclusion of the exciting mystery
article by Al Zimmerman