

JUNE 73

## THE TRAINMASTER

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 (an Oregon Non-Profit Corporation)



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pacific northwest chapter

# THE TRAINMASTER

Number 166 - June 1973

## PNW CHAPTER TIMETABLE

- Friday REGULAR MONTHLY MEETING (3rd Friday of each month)
- 15 June PNW Chapter returns to the Burlington Northern Safety Assembly Room for the last regular meeting before the summer recess.  
8 PM This is situated on the east side of what would be N W 11th Avenue extended, about two blocks north of Hoyt Street.
- Program to be announced by Ken Dethman, program chairman.
- Refreshments, available during the intermission and program, will be arranged for by Cora Jackson, our genial superintendent of Dining Car Services.
- Every Saturday Yaw's Top Notch Restaurant in the Hollywood District of north-east Portland (2001 N E 40th Ave) is the site for this weekly gathering. The "railroad bunch for lunch" group gathers at a large table reserved for them in the seating area on the west side of the building.
- Wednesday NATIONAL CONVENTION, NRHS  
29 August thru  
Monday  
3 September The 1973 NRHS National Convention will be held in New Orleans, Louisiana with headquarters at the Fairmont-Roosevelt Hotel. For details, see schedule printed on page 2 of this issue.
- Friday REGULAR MONTHLY MEETING
- 21 September This will be the first scheduled meeting in the Fall. Details to be announced in the September issue of "The Trainmaster".  
8 PM Reserve the date now.

NRHS NATIONAL CONVENTION

29 August thru 3 September, 1973

Steam power and trolley cars will be the center of attention as the 1973 NRHS National Convention takes place in New Orleans, Louisiana during the Labor Day weekend. The Fairmont-Roosevelt Hotel, located on University Place one-half block from Canal Street, will be headquarters for the event.

All NRHS Members will receive convention details, including registration prices, direct from the New Orleans Chapter during the summer. Although most convention activities will take place from Friday through Monday, registration will start on Wednesday, 29 August for those arriving early.

Tentative schedule of events is as follows:

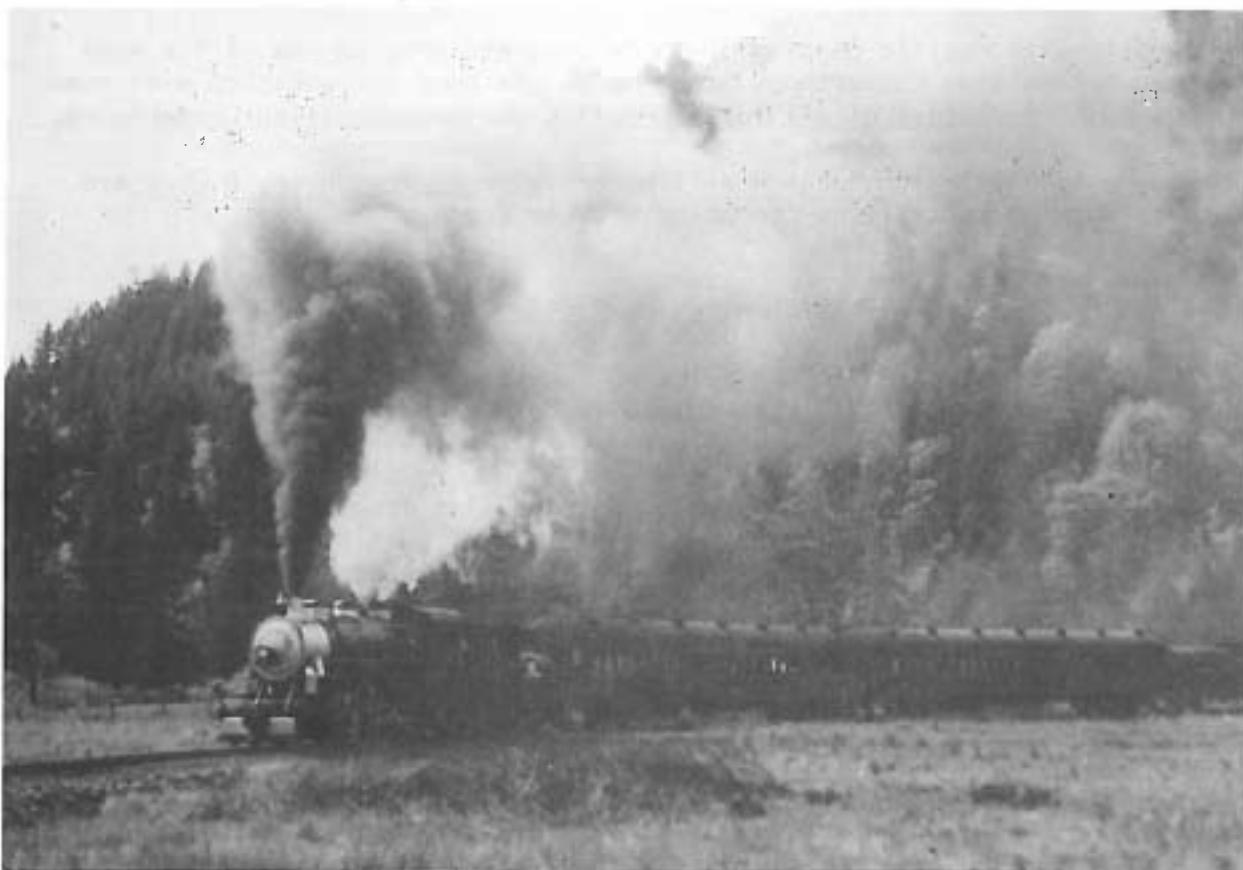
Wednesday 29 August	Registration desk opens in the afternoon. Exhibit room open for setting up displays. Commercial tours available.
Thursday 30 August	Registration and exhibits open. Regular tours available including bayou boat trips, plantation homes tour, and a walking tour of the French Quarter. Trolley rides available at all times on your own (fare 15¢).
Friday 31 August	Roundtrip to Hattiesburg, Mississippi, going on the "Southern Crescent" passenger train. Return will be via the "Convention Special" from Washington, District of Columbia, with steam power from Meridian, Mississippi to New Orleans. Trip takes place from 7 AM to 6 PM.
Saturday 1 September	Trolley rides in the morning with open house at the carbarn. Afternoon harbor cruise on the steam-powered sidewheeler S S President. Evening banquet will feature L&N Railroad and Southern Railway Presidents as speakers.
Sunday 2 September	Steam-powered trip on the Louisville & Nashville to Pascagoula, Mississippi and return. The route which follows the Gulf Coast reportedly has more miles of track on trestles and bridges than on land.
Monday 3 September	Steam-powered trips on the Southern Railway to Slidell, Louisiana and return in the morning and afternoon. The morning roundtrip is scheduled to return to New Orleans in time to make connections with Amtrak's "Sunset Limited" westbound.

## RAILCON '73

The Seventh Annual Pacific Northwest Railfan Conference was sponsored by the Willamette Pacific Chapter of the National Railway Historical Society. The event, held during the weekend of 5 and 6 May 1973, was headquartered at the Thunderbird Motel in Eugene, Oregon. Approximately 90 railfans from various organizations in the Pacific Northwest enjoyed the varied activities planned by the host chapter.

Saturday's activities included a tour of Southern Pacific's Eugene yard facilities where the shops, yard office, and hump tower were open for inspection. Because it was a weekend, the SP had a large number of diesel units on hand. The SP's three remaining "alligators", which were working the hump yard, were popular with photographers.

Afternoon participants were treated to a new and extremely worthwhile feature of Railcon - two workshops. The first was a railroad photography clinic with Richard Steinheimer, one of the Country's foremost rail photographers, who delighted the audience with some of his western photographs.



OP&E 2-8-0 #5 (ex-Magma Arizona #5) putting on a show for Railcon photographers on the reversing loop at Culp Creek, Oregon. The train was made up of two ex-SP commute coaches lettered OP&E and the freight cars used in the Movie "Emperor of the North Pole". (Photo by Chuck Storz)

"Railcon '73", contd

The other workshop was a sound recording clinic with Don Hunter, a member of the host Chapter and head of the Audio-Visual Department at the University of Oregon. Mr Hunter has been making recordings of railroad sounds in the Pacific Northwest since the early 1940's. He gave demonstrations of monaural, stereo and 4-channel recordings and discussed the merits of various recorders and microphones.

After the banquet the various railfan organizations represented at Railcon presented movies and slides on a variety of railroad subjects.

On Sunday the feature event was a trip over the Oregon, Pacific & Eastern Railroad with ex-Magma Arizona #5 and a mixed train of the old freight cars used in the movie "Emperor of the North Pole", and two old S.P. commute coaches painted in pullman green. A bus was used to motorcade the train in both directions. A photo runby was made at the reversing loop in Culp Creek, Oregon. After the trip Railcon delegates had an opportunity to visit the Railroad Town U.S.A. museum at the Village Green station.

The Willamette Pacific Chapter is to be congratulated on one of the most successful Railfan Conferences to be held. We hope the workshop will continue to be a feature of all future Pacific Northwest Railfan Conferences.

Next year's Railfan Conference will probably be in Vancouver, B.C. where, hopefully, the CNR will be operating a steam train.

#### LAST MINUTE NEWS

McCLOUD RIVER EXCURSIONS: The following excursions have been announced for the 73 season. Trips from McCloud to Burney Falls are planned for June 16, July 14, August 11, and September 8. Trains leave McCloud at 10 A.M. for an all day trip behind steam, with a return to McCloud around 5 P.M. Trips to Mt. Shasta are planned for June 30, July 28, August 25, and October 8. Trains leave McCloud at 10 A.M. and 2P.M., or you can board the train in Mt. Shasta at 11:30 A.M. Each round trip takes 3 hours.

UNION PACIFIC NO. 8444 to BOISE, IDAHO: It is tentatively planned to bring U.P. 8444 to Boise again this summer for an excursion to Weiser, Idaho and return. No date has been set as yet, and no details are available at this time. The excursion will most likely be operated in late August or September.

FLASH-FLASH: Part III of AL Zimmerman's "mystery article" will be featured in the September issue of the TRAINMASTER- Don't miss it!!

"Railcon '73", cont'd



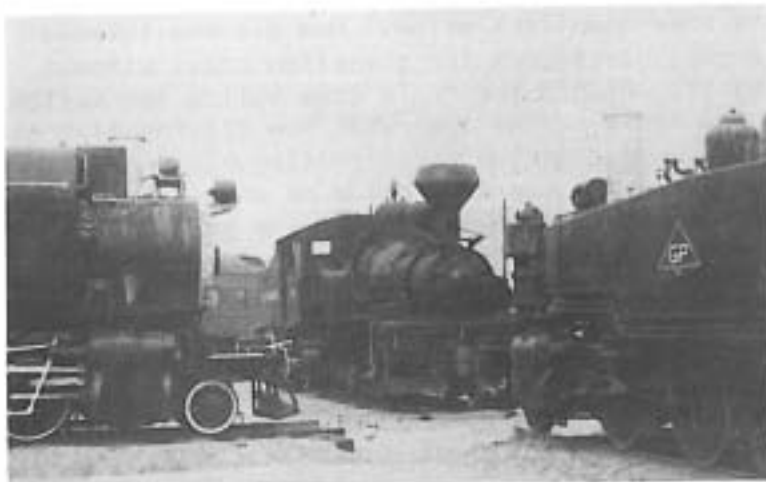
Southern Pacific's DL-600B #3100 working the Eugene hump yard facility. SP's three remaining "Alligators" are assigned to the Eugene hump operation.

Photo at left taken on May 5th during inspection tour of yards by Railcon delegates.



Depot of the Oregon, Pacific and Eastern Railroad at the Village Green in Cottage Grove, Oregon. Coaches shown at left were used in filming "Emperor of the North Pole".

Photo, taken May 6th, shows Railcon delegates boarding "special" using same coaches.



Locomotives on static display at the OP&E "Railroad Town USA" museum at the Village Green.

View at left shows four locos, two Shays and two 2-8-2T's, arranged in an unusual cross-shaped display.

All photos on this page taken by Chuck Storz.

## CREDIBILITY GAP - TV STYLE

A recent rerun of a program of the NBC-TV series "BANACEK" should have been run past a technical advisor with some knowledge of railroad practices. The plot involves the disappearance of a flat car on which was loaded the prototype of a newly developed super-safe automobile. The interesting point is that the plot has the flatcar vanish from the middle of the train while the train is proceeding along at about 45 miles per hour.

After waiting until the very end of the program, the explanation of how this feat was accomplished was given by Sleuth Banacek. It seems that the thieves had somehow managed to spot a specially equipped boxcar just ahead of the flat in the consist of the train. In the boxcar was a powerful winch equipped with a long length of heavy wire rope. After the train got underway the thieves, hidden in the boxcar, used a cutting torch to burn a hole in the end of the car big enough for the cable to pass through. Then one of the thieves somehow made his from the inside of the boxcar to the flat and began manhandling the cable through the hole, along the flatcar past the automobile, and attached it to the following boxcar. Meanwhile, confederates of the on-train thieves had installed a switch along the route of the train where the tracks ran past a lake. As the train approached the location of the switch the thieves cut off part of the train following the flat and let out at least several car lengths of cable. They then attached the cable to the flatcar with some sort of quick release device. Next, the flat was uncoupled from the front portion of the train and several more car lengths of cable were unreeled to space the flatcar about midway between the front and rear parts of the train. As the train passed the special switch, one of the thieves on the ground threw the switch for an instant to divert the flat car from the train. After this was done, the winch was used to pull the trailing part of the train forward and it was recoupled. The thieves then welded a plug in the end of the car containing the winch to conceal their method of operation. The automobile was lifted off the flat car and then the flat was dumped in the convenient lake. Obviously the switch must have been removed by the crew on the ground.

By this time the reader should have a lot of questions about this escapade. The more thought given to it the more questions arise. How did the thieves manage to install the switch (a good day's work for a section crew) without someone on the railroad noticing it? Didn't the train crew notice the switch in an unexpected location when the train passed over it? How did the flat car manage not to derail as it was suddenly diverted while rolling along at 45 MPH? If the flat made it through the switch how was it stopped on what must have been a short spur? And, most importantly, how was it that the brakes didn't dynamite when the train line was parted (no mention was made of turning the angle cocks)?

The Banacek series along with many other TV mysteries make fascinating viewing with all the sophisticated thievery they depict. This writer submits that if they are all as technically defective as this railroad episode then a real credibility gap exists.



## STEAM EXCURSION TRAINS IN THE WEST

SUMMER 1973

As a service to its readers "The Trainmaster" offers a listing of all the steam excursion operations known to be operating in the Western United States during the summer of 1973. If you are planning a vacation trip write ahead to be sure of reservations on the particular day you will be in the area.

## ARIZONA

MCNARY White Mountain Scenic Railroad: Forty four mile round trip; daily except Sunday, Memorial Day through Labor Day. Adults \$5.95, children (3 through 12) \$3.95, under 1 free. Write to the railroad, McNary, Arizona - 85930 for reservations.

## CALIFORNIA

ALTON Alton & Pacific Railroad: 1½ mile loop. Located on State Highway 36, one half mile east of US Highway 101. Alton is 22 miles south of Eureka. Line operates daily from Memorial Day through Labor Day. Adults 75 cents, children 50 cents.

CAMINO Camino, Cable & Northern Railroad: Located off of US Highway 50 halfway between Sacramento and Lake Tahoe. Fifty minute trip. Operates Sundays from May 1 through September, then weekends through November. Adults \$1.50, children (2 through 12) 75 cents.

FELTON Roaring Camp & Big Trees Narrow Gauge Railroad: Located north of Santa Cruz. Hour long trips. Operates weekends from March 31 through June 18, then daily through mid-September, then weekends through November. Adults \$3, children (3 through 15) \$1.50.

FISH CAMP Yosemite Mountain Sugar Pine Railroad: Located 4 miles south of Yosemite National Park on California State Highway 41. Forty five minute trips on weekends in May, September, and October; daily June 9 through Labor Day. Adults \$2.50, children (5 through 12) \$1.25.

FORT BRAGG California Western Railroad "Super Skunk": Forty mile trip to Willits daily June 16 through September 8. Adult fares; round-trip \$6.30, one-way \$4.20; children (5 through 11) half fare. For reservations send fare to CWRR Reservations, Fort Bragg, California - 95437.

JAMESTOWN Sierra Railroad: Twelve and eighteen mile trips from Rail Town 1897. Saturdays, April 28 through September 29; Sundays, July 8 through August 26. Adults \$2.95, children (8 through 15) \$1.60, family fare \$7.50. Write to Great Western Tours, 639 Market Street, San Francisco, California - 94105.

"Summer 1973 Steam Excursion Trains", cont'd

California, cont'd

**KLAMATH**      Klamath & Hoppow Valley Railroad: Located about 20 miles south of Crescent City. Take Terwer exit from US Highway 101. Four mile round trip. Operates daily from June 24 through Labor Day. Adults \$2, children (6 through 12) \$1, under 5 free.

**MC CLOUD**      McCloud River Railroad Co.: Off State 89 southeast of Mount Shasta. Eight 25 mile trips between June and October, sponsored by Northern California Railroad Club. Adults \$6, children (6 through 12) \$3; also 80 mile trips, adults \$15, children \$8. Write to NCRC, Box 668, San Mateo, Calif. 94401.

**RICHMOND**      Castro Point Railway: Leaves from Molate Beach Regional Park by Richmond-San Rafael Bridge. Four mile trips. First Sunday in June and July 4th weekend. Free.

**TUOLUMNE**      West Side & Cherry Valley Railroad: Departs from Old West Side Lumber Co. mill at Tuolumne off State 108. Twenty four day and evening excursions between May and November. Adults \$6 to \$10, children (5 through 15) half fare. Write to Box 1017, Tuolumne, Calif. 95379.

COLORADO

**CENTRAL CITY**      Colorado Central Narrow Gauge Railway Co.: One mile trips daily from Memorial Day through Labor Day, weekends in May and September. Adults \$1.25, children (5 through 15) 75 cents.

**CRIPPLE CREEK**      Cripple Creek & Victor Narrow Gauge Railroad: Four miles. Daily operation from Memorial Day through October 7. Adults \$1.50, children (3 through 12) \$1.

**DURANGO**      Denver & Rio Grande Western Railway's "Silverton": Ninety mile round trip to Silverton. Daily May 26 through September 30. Adults \$8, children (5 through 11) \$5. Write to Rio Grande Depot, Durango, Colo. 81301, for reservations.

NEW MEXICO

**CHAMA**      Cumbres & Toltec Scenic Railroad: Sixty four mile trip to Antonito, Colo. Operates Friday through Monday, May 25 through June 30 and September 1 through October 15; daily in July and August. Trains leave Chama and Antonito alternate mornings. Fare includes return trip by bus. Adults \$14, children (12 and under) \$5. Also moonlight specials. Write to Box 789, Chama, NM 87520 for reservations.

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## "Summer 1973 Steam Excursion Trains", cont'd

## OREGON

COTTAGE GROVE Oregon Pacific & Eastern Railway Co., by Interstate 5, 34 mile round trip. Weekends May 19 to June 15, daily June 16 to Labor Day, then weekends through September. Adults \$3.90, juniors (12 through 17) \$2.75, children (5 through 11) \$1.50.

PORTLAND Portland Zoo Railway, 4 mile round trips from Washington Park to Portland Zoo. Operates daily from March 15 through Labor Day, weather permitting. From Washington Park, adults \$1.55, children 85 cents, includes zoo entrance; from zoo, 80 and 50 cents.

## UTAH

HEBER CITY Wasatch Mountain Railway's "Heber Creeper". Operates 18.5 mile round trips from Heber City or Bridal Veil Falls to Cascade. Trains run daily except Tuesdays May 26 through Labor Day, then weekends through October 7. Adults \$3.25, children (2 through 12) \$1.75; 37 mile round trip from Heber City to Bridal Veil Falls, \$5 and \$2.50.

## WASHINGTON

PARK Lake Whatcom Railroad, a 5 mile trip from Park at the southwestern tip of Lake Whatcom to Wickersham. Operates weekends and holidays Memorial Day through Labor Day. Adults \$2, children (18 and under) \$1.50.

TACOMA Point Defiance, Quinault & Klickitat Railroad, 1½ miles at Camp Six Logging Exhibit in Point Defiance Park. Operates weekends and holidays Memorial Day through Labor Day. Adults 50 cents, children 25 cents.

SNOQUALMIE Snoqualmie Valley Line at Puget Sound Railroad Museum. Operates 1½ miles trips on weekends and holidays Memorial Day through Labor Day. Adults \$1, children 50 cents, under 6 free.

## MINNETONKA TO BE DISPLAYED IN THE NORTHWEST

The Minnetonka, first steam locomotive on the Northern Pacific, will be in the Pacific Northwest this summer. It will be displayed June 30 to July 4 at the Longview, Wash. bi-centennial, July 13-22 at the Tri-City Water Follies Week and International Gold Cup hydroplane races, and July 29 in the Seattle Seafair parade. The Minnetonka was used in the construction of the NP line from the Columbia River to the Puget Sound from 1870 to 1873.

**"EMPEROR OF THE NORTH POLE" OPENS JUNE 29**

The railroad movie "Emperor of the North Pole" opens in Portland on June 29 at the Irvington Theater. "Emperor" is of special interest to Pacific Northwest Chapter members, having been filmed on the Oregon Pacific & Eastern in and near Cottage Grove, Oregon (see the Dec., 1972 issue of The Trainmaster). The producers, 20th Century Fox, went to great lengths to assure that all details of the picture were authentic for the year 1933 in which the story is set. "Emperor of the North Pole" stars Lee Marvin as King of the Hoboes and Ernest Borgnine as a tough freight conductor.

**SEE THE MILWAUKEE ELECTRICS WHILE YOU CAN**

Earlier this year the Milwaukee Road announced that it would phase out its electrified railroad operations in Washington, Idaho and Montana. Operation of electric locomotives on the Tacoma to Othello, Wash. section has apparently ended. However, the Little Joes and a few box cabs are still active between Avery, Idaho and Harlowton, Montana. The closest action point for Pacific Northwest Chapter members is Avery, Idaho and the grade from Avery over the Bitterroot Mountains into Montana. Major electric locomotive maintenance facilities are located at Deer Lodge, Montana. The electrified trackage crosses two more major summits before terminating at Harlowton, Montana. Because of its isolated location and the poor roads in the area Chapter members planning a trip to Avery are urged to contact Chuck Storz for detailed information.

**UNION PACIFIC 8444 EXCURSION**

On Saturday, August 4, the Intermountain Chapter NRHS will run a special excursion train using the Union Pacific's 4-8-4 steam locomotive No. 8444. The train will depart from the Denver, Colorado, Union Station at 7:00 am, arriving in Laramie around noon, and returning to Denver the same evening. All seats will be reserved and specifically assigned in advance. Fares: Round trip reserved seat fare Denver-Laramie is \$25, children \$20, under 5 years old free. Meals are not included in the fare. Catered food will be available for purchase in the baggage car. Several photo runs will be made along the Union Pacific main line on its route over the Continental Divide. After turning at Laramie the train will return over Sherman Hill by a different route with more photo runs if time permits. For more details and tickets write to: Kenton Forrest, Agent, Intermountain Chapter NRHS, P.O. Box 5181 Terminal Annex, Denver, Colorado 80217.