



pacific northwest chapter

# THE TRAINMASTER

Number 173

April 1974

## PNW CHAPTER TIMETABLE

Friday REGULAR MONTHLY MEETING (3rd Friday of each month)

19 April The Burlington Northern Safety Assembly Room is the location for the April meeting of PNW Chapter, NRHS. From the intersection of N W 11th Avenue with Hoyt Street, proceed north between the two long buildings for about two city blocks. 8 PM (Telephone 221-1300, ext 325 at meeting time if lost.)

During the intermission between the business session and the program refreshments will be served, arranged for by Cora Jackson. Contributions to the "kitty" will be appreciated to help defray expenses.

As previously announced, the program theme for April is "Narrow Gauge Railroads in the Northwest". Program coordinator Walt Grande requests members who have slides or movies to bring them for showing. The four railroads to be featured are: The Sumpter Valley RR; The Ilwaco RR and Navigation Co; The Oregon, Nevada & California RR; and The Oregonian RR. If possible, let Walt know ahead of time ('phone 246-3254) so that he can arrange an interesting program.

Saturday FIELD TRIP - cancelled

20 April The field trip to Seattle, Washington to ride the trackless trolleys has been postponed. This was done to provide a full weekend for those who will be going east to follow the Union Pacific's 8444 on its westbound journey to Portland.

PNW Chapter President Roger Sackett indicates that this trip will be re-scheduled at a later date when the possibility of conflicting with another major railfan event is less likely. Details to be announced in "The Trainmaster".

## "PNW Chapter Timetable", contd

Sunday thru Thursday 21 to 25 April SCHEDULE OF UNION PACIFIC 8444 VISIT TO OREGON (tentative)

Sunday Scheduled arrival at Huntington is 8:45 AM (Mountain Time). After watering, depart 10:00 AM for Baker with arrival at 11:35 AM. Arrive at LaGrande 1:00 PM for full servicing. Depart LaGrande 3:00 PM (Pacific Time) for arrival at Pendleton 5:35 PM. Arrive at Hinkle 6:16 PM for full servicing and layover.

Monday Depart Hinkle 9:00 AM with arrival in The Dalles 10:45 AM. After watering, depart 12:01 PM, arriving at Troutdale 1:40 PM, thence via the Kenton Line arriving in Portland 2:30 PM for full servicing and layover at Albina Yards.

Tuesday 10:00 AM - Brief ceremonies prior to departure. Train leaves 10:30 AM via the Kenton Line, arriving Troutdale 11:15 AM, Hood River 12:15 PM, and The Dalles 12:45 PM. After watering, depart The Dalles 2:00 PM with arrival at Hinkle 3:50 PM for layover.

Wednesday Layover at Hinkle.

Thursday Layover at Hinkle.

Every Saturday 12:01 PM INFORMAL LUNCHEON

This is a weekly event that takes place at Yaw's Top Notch Restaurant in the Hollywood District (on N E 40th Avenue, between Hancock and Tillamook Streets). A large table is reserved for the "railroad bunch for lunch" in the seating area on the west side of the building.

"Spring" into the habit of joining fellow railfans at this unofficial function of PNW Chapter, NRHS. Reservations are not required.

Friday 17 May 8 PM REGULAR MONTHLY MEETING

Unless otherwise noted, the May meeting of PNW Chapter will also be held in the BN Safety Assembly Room. The usual refreshment break will be held between the business session and the program. The May program theme will be "The Southern Pacific in Oregon".

## DAMPFLOK UBER ALLES

(some of the time, at least)

By Ed Immel\*

Going on my second year in Europe I have ridden on every rail system except for Portugal and have traveled from the northern reaches of Scandinavia to southern Spain, but have had little or no contact with organized railfans. This wasn't because I don't like railfans. It is because many of them can't get a Eurailpass which means that I can go further and faster while they have to be content with staying close to home.

However, in February I decided to do something about this and purchased tickets for a steam excursion into the Harz Mountains from Hildesheim (near Hannover) in Western Germany. What I expected was a highly oiled machine that had everything planned, including having a numbered place on which to stand during a photo stop.

A hint of what was to come was the way the day started off - the train was oversold. A 50 class locomotive (2-10-0) pulled our train of Prussian Railway two-axel cars (built in the late 1800s or early 1900s) from the bahnhof in Hildesheim in a pea soup fog which made photography nearly impossible.

At Goslar, another engine was attached for the trip up into the mountains. A word about the new addition might be in order. The 94-1198 is an 0-10-0 tank locomotive built for the Prussian State Railway in 1905 or 1906 and is a massive piece of machinery which would be right at home in the United States. This was to be the last run of this type of locomotive since the German Railways want to standardize their motive power to cut down on the parts problem.

We left Goslar and in a few minutes the sunshine was peaking through the fog, but didn't quite make it out for our first photo stop. The train came to a halt and a horde of railfans poured out and charged up to the front of the train with each one getting in the other's way. Photography was impossible to say the least.

The second photo stop was next to a frozen lake with the sun shining on the two locomotives. This was to be a photo run-by with 100 or so fans spread out on a hillside across from a bridge. This time everyone stayed out of the picture. The two locomotives whistled off and came charging across the bridge and past the photo line while cameras clicked and ground away.

After the session we packed up our equipment and proceeded to walk up the track to catch the stopped train. However, as we rounded a sharp bend in the track we discovered that the train wasn't there. It wasn't around the second or third bends in the track either. We (100 plus railfans) had been

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"Dampflok Uber Alles", contd

left behind! The clear mountain air was turned blue with some very colorful German pronouns and adjectives plus mutterings from my fellow American railfan and I. One of those left behind was a railway employee who got on a "Fernsprecher" (telephone) to report what had happened. He was told that no attempt would be made to pick up those who were left behind. We were told to go to the nearest station and catch the regular train.

A few of us tried hitchhiking on a nearby road rather than attempt the walk to the nearest station (wherever that was). After a half hour we finally managed to get a ride with a fellow in a little Renault. We talked him into taking us to the final destination of the train and bought him a tank of gas in appreciation.

It was a mad drive through the mountains, but we finally caught up with the train at Altenau which also happened to be the end of the line. My wife Rachel and the wife of my railfan friend were still on the train and wondered why they hadn't seen us for the last hour and a half! She informed me that the train had also left about 75 rail fans behind at a photo run-by about two miles down the track. This meant that almost 175 people had been left behind at the two photo stops. This is one way to cut down the size of an oversold train.

The organizing (?) group had also failed to notify the owner of the restaurant at the station that 300 people would be showing up that afternoon. He had only 6 snitzels and 10 wursts to feed the mob. At least there was plenty of beer and white wine.

A little later the regular train arrived, packed to the roof with fuming Germans. They immediately proceeded to shout and scream at the people in charge of the trip. My German is limited, but I think that there were a few phrases spoken that one wouldn't find in a high school German textbook.

The trip back to Wiesbaden was uneventful. I keep asking myself where all that German efficiency is, but have come to realize that it doesn't exist anymore. There is a trip coming up to ride a forest railway which operates a two-foot gauge Mallet, but I wonder if I dare risk going on it. Where will I be left behind this time???

## PNW CHAPTER NRHS

## Summary of Minutes, Regular Meeting, 15 March 1974

The meeting was called to order at 8:10 PM by Chapter President Roger Sackett.

The minutes of the February meeting were approved as read.

John Holloway reported that the National Railway Historical Society is putting out a railfan directory of museums and excursion operations. It will cost \$0.85.

Roger Phillips reported that space will be blocked with Amtrak in the near future for the trip to San Francisco to attend the National Convention of NRHS over the Labor Day weekend.

Roger Phillips and John Holloway (committee) suggested that furniture for the new Chapter Library (Room 1-A) be purchased with the gift of money from the Burlington Northern in memory of Jack Holst. President Sackett asked the committee to suggest specific items of furniture for purchase.

Walter Grande, program chairman, announced that the April program will feature narrow gauge railroads in the Pacific Northwest. Walt asked for more contributions in the form of slides and movies for the scheduled programs through June. He also requested suggestions for programs for the fall meetings.

Al Zimmerman announced that he is trying to arrange a discount for Chapter members on railroad books at a local bookstore.

Roger Sackett reported that no further word has been received from Amtrak regarding the possible leasing by Amtrak of the Chapter's sleeper-lounge car Mt Hood.

The meeting was adjourned at 8:40 PM for a refreshment break (arranged for by Cora Jackson) prior to the program.

Program: Slides of Great Northern steam and diesel locomotives in the Pacific Northwest.

Respectfully submitted,

Charles W Storz, Jr  
PNW Chapter Secretary

## PACIFIC NORTHWEST CHAPTER

## EXTRA BOARD

The private car tracks south of the Portland Union Station were removed recently after being out of use for some time.

The January 1974 issue of the Union Pacific house magazine "INFO" contains some excellent color pictures of the installation of a half-mile section of experimental catenary near Farmington, Utah. The text of the article gives an estimate of approximately \$250,000,000 to electrify Union Pacific's main line from North Platt to Salt Lake City and Pocatello, not including motive power. It would require four years to complete the project.

Recently one of the local railroads had the misfortune of running a diesel unit into a turntable pit, said unit landing in the pit on its side! How do you remove the unit from the pit? You build a solid ramp of ties and timbers and drag the locomotive from the pit and then right it with a big hook.

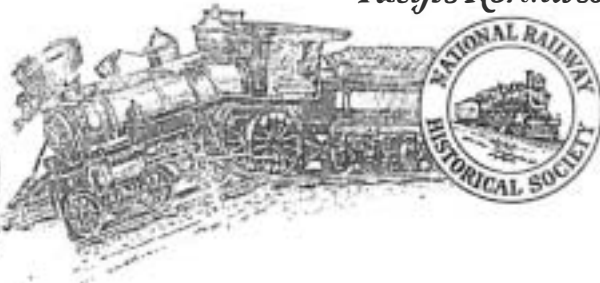
SP&S diner "Willamette" and an SP&S stainless steel-sided coach are occasionally used in Amtrak's Portland-Seattle local service. The "Willamette" is not used as a diner though, but to provide extra seating due to a shortage of coaches.

Amtrak recently operated a "hospital" train from King Street Station in Seattle to the BN Como Shops in St Paul. The consist, except for one ex-SP&S car, was involved in a recent wreck of the Coast Starlight at Shedd, Oregon. Consist is as follows: SP&S 75 (baggage-dorm), Amtrak 1540, 4543, 4880, 4826, 8101, 1023, 4867, and 4851. SP&S 75 is to be converted to work train service.

The April, 1974 issue of "Fortune" magazine contains a very well written article on model railroading and railroading as hobbies. W Graham Claytor, Jr, President of the Southern Railway, is pictured with his collection of antique toy trains.

On April 1, Great Western Tours lounge car "Redwood" was in the Portland Union Station. According to the Portland "Oregonian" the car was chartered by a real estate firm for its annual meeting. Directors were picked up enroute north (car was on the northbound Coast Starlight) and the meeting began as the train left Eugene. The car was advertised as being "for sale" according to a sign posted on it while in the Union Station.

Chuck Storz



*Pacific Northwest Chapter*



# THE TRAINSMASHER

Published once a year  
in the non-interest  
of railfans.

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## 1974 MOTIVE POWER SURVEY

by Gerald Fiddlefaddle\*

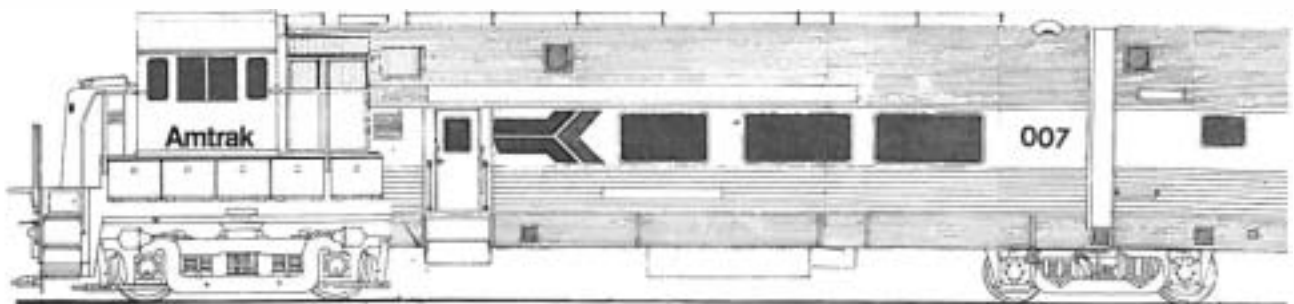
The year 1974 saw some of the usual purchase orders for GP 38-2s and U30Cs, but the big motive power news came from Amtrak, a switching line, and an obscure shortline.

Amtrak purchased 63, eight-unit self-propelled dining cars which were assembled from scraps in a PennCentral coach yard. The units were made by the Winnibago Coach Company of Roundup, Montana and feature unequalized trucks and leaf springs.

The 1500hp unopposed piston engines were found in the Ziddel Breakdown Yard and Safety Appliance Company's operation at Rufus, Oregon. The 63 units were a first for any railroad and no known plans were followed.

Externally, the units are finished with pleated Juicy Fruit gum wrappers and windows installed from recalled Subaru cars.

The interior of the cars are done with mill slabs nailed to 2X4 supports and a 5 inch dirt floor. Tables are made from old wine barrels supplied by Earnest and Julio Fallow. The cars are illuminated with two whale oil lamps. Cooking is done over a pair of Big Boy charcoal grills. An Amtrak spokesman said the decor was chosen to attract the younger, more rugged set and that the unit cost of \$23.95 had no bearing on the final design chosen.



\* A member of the European Bureau Chief's staff

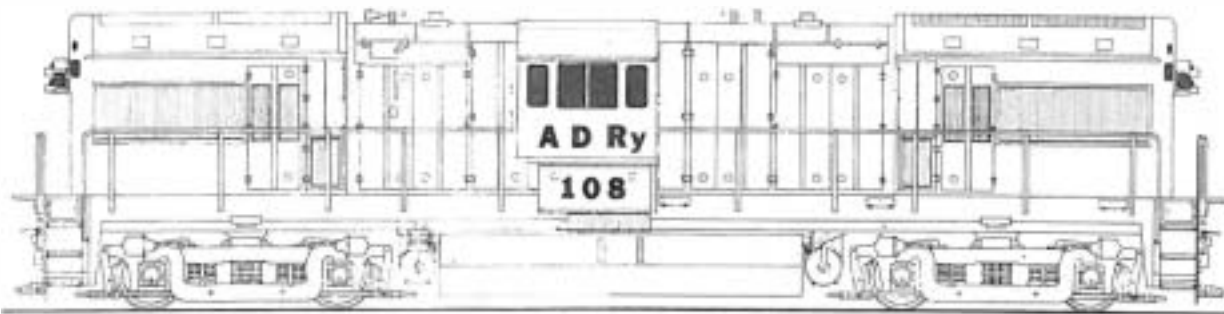
"1974 Motive Power Survey", contd

The General Electric Company delivered a specialized U2B switcher for the Antelope Dock Railway in Antelope, Oregon (pop 52). The B-B unit is powered by a super-charged Riggs and Scranton 4 cycle engine that burns methane gas provided by the manure from two chicken coops located at either end of the unit.

The long wheel base was chosen since the AD Ry is laid with code 70 rail spiked to salvaged Popsicle sticks. While the trackwork may seem light, it has been strengthened for the arrival of the new U2B by placing Popsicle sticks on 6 inch centers instead of the old spacing of 10 inches.

The AD Ry purchased the unit to handle the expected increase in business with the opening of the high dam on Antelope Creek. Up to now, business has been limited due to the shallow draft needed to get up to the docks at Antelope. The high dam will increase draft from the present 4½ inches to 5 feet and enable barges to carry the output from the newly planted banana fields around Antelope. The banana fields are being developed under a grant from the U S Department of Agriculture as part of the Federal Government's program to make the United States self-sufficient in bananas by 1977.

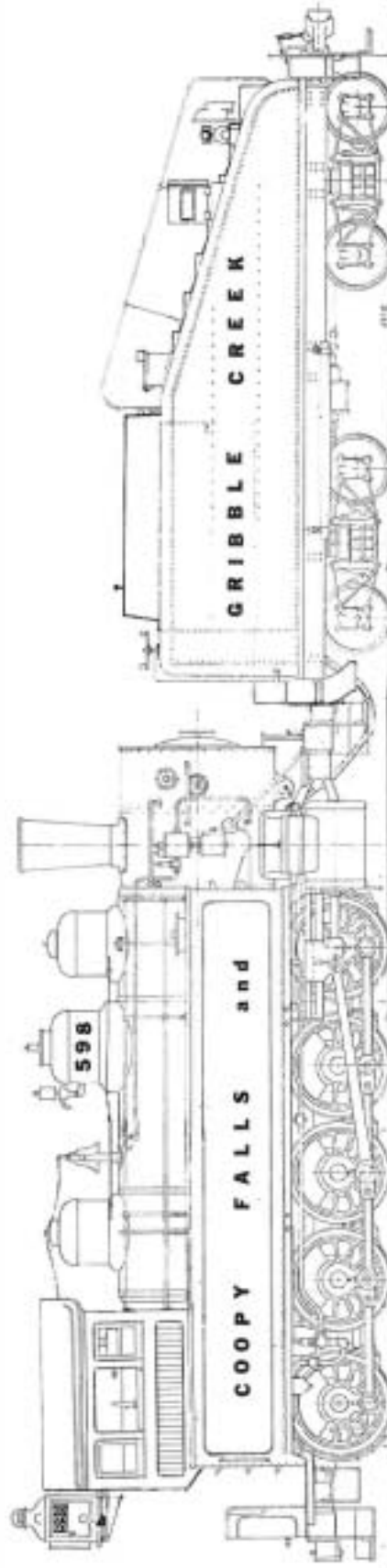
## GENERAL ELECTRIC U2B 50-HP.



The surprise motive power order was from the Colorado Shoe Machinery Company who built a cab-forward 0-10-0 for the Coopy Falls and Gribble Creek Railroad of Coopy Falls, Oregon. According to John D Holloway, general manager of the CF&GC, the engine was ordered to fill a motive power shortage caused by the energy crisis.

With the increase in gasoline prices it once again became profitable to open the slamon mines on upper McCord Creek. The salmon guano is especially in demand by Kansas wheat ranchers as well as Great Lakes whale raisers.





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non-official publication of PNW Chapter, NRHS

"1974 Motive Power Survey", contd

The guano moves out in three-car unit trains over the CF&GC, UP, and the Union Railroad, finally reaching its destination on the White Sulphur Springs and Yosemite Park Railway.

The cab-forward design was picked to afford crews a better view around the 3,187 curves on the CF&GC and to allow the crews to remain ahead of the engine's exhaust. The engine is set up to burn a combination of old tires and peanut shells mixed in a slurry for ease of handling.

Crew safety is also taken into consideration since the engine is always operated with tender first. This is to protect the crew from the rubber bands needed to assist the engine up the 23% grades of McCord Creek Canyon.

The major question asked of Mr Holloway was: "Why a steam engine?". John replied that his only mechanic was struck by a lightning bolt in 1922 and never progressed mentally since that time. (For a more complete history of the CF&GC see the April 1970 issue of "The Trainsmasher".)

Additional motive power news for 1974 paled into nothingness compared to the three items just reported. However, a few other minor items are noteworthy: The PennCentral is planning to tear down all its overhead due to a bad design in the pantographs for their new E55s; The Union Pacific is turning in all of their second and third generation motive power units for Plymouth MDT units; The New York, Ontario, and Western is planning to rebuild.

With all of this interesting news, 1974 should be a good year for all of those steam fans who said that all diesels look alike!

#### MYSTERY BOOK REVIEW

(one of a series)

by Al Zipperman