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1975 CHAPTER OFFICERS

president

EDWARD E IMMEL (503) 233-9706
3124 S E Taylor Street
Portland, Oregon - 97214

director-at-large

IRVING G EWEN (503) 232-2441
4128 N E 76th Avenue
Portland, Oregon - 97218

vice-president

WALTER R GRANDE 246-3254
4243 S.W. Admiral Street
Portland, Oregon - 97221

director-at-large

CORA JACKSON 774-3802
5825 S E Lambert Street
Portland, Oregon - 97206

secretary

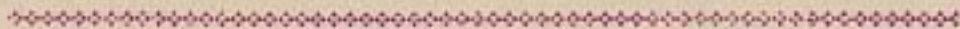
CHARLES W STORZ, JR 289-4529
146 N E Bryant Street
Portland, Oregon - 97211

chapter director

ROGER W SACKETT 644-3437
11550 S W Cardinal Terr
Beaverton, Oregon - 97005

treasurer

JAMES J GILMORE 246-1202
2140 S.W. Palatine Street
Portland, Oregon - 97219



CHAPTER NEWS LETTER STAFF

editor and publisher

IRVING G EWEN (503) 232-2441
4128 N E 76th Avenue
Portland, Oregon - 97218

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

circulation manager

CHARLES W STORZ, JR 289-4529
146 N E Bryant Street
Portland, Oregon - 97211

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pacific northwest chapter

THE TRAINMASTER

February 1975

Number 180

PNW CHAPTER TIMETABLE

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

21 February The February meeting of PNW Chapter will be held in the safety Assembly Room of Burlington Northern. This is situated on the east side of N W 11th Avenue extended, approximately two blocks north of its intersection with N W Hoyt Street. If more detailed directions are needed please contact one of the Chapter Officers listed inside the front cover of this Issue.

8 PM

The business session will be followed by a refreshment break with goodies provided by Cora Jackson. Costs of this feature are offset by donations to the "kitty".

Al Phillips, a member of the High Iron Company of New York, who is currently in Portland working on the restoration of SP 4449 for the American Freedom Train will present a slide program on the railroads of South Africa. If time permits, there will also be a slide showing on the 14 December 1974 move of SP 4449 from the Oaks Park to the Burlington Northern roundhouse on N W 9th Avenue.

Friday REGULAR MONTHLY MEETING

21 March Unless other arrangements are made, the BN Safety Assembly Room will also be the location of the March meeting of PNW Chapter. Program to be announced.

8 PM

Refreshments as usual.

Reserve the date now, even though it will be a "late" third Friday.

Pacific Northwest Chapter
National Railway Historical Society

PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, 17 January 1975

The meeting was called to order at 8:10 PM in the Burlington Northern Safety Assembly Room by PNW Chapter President Edward E. Immel.

The minutes of the previous meeting (held on 15 November 1974) were approved as read.

Secretary Chuck Storz explained to the members present the amendment to add two additional members-at-large to the Chapter's Board of Directors. Ed Berntsen moved the adoption of the amendment to the Chapter Bylaws as follows:

1. The number of directors-at-large on the Chapter Board of Directors shall be increased from two (2) to four (4).
2. The number of directors required for a quorum shall remain at five.
3. Directors-at-large may serve on the board for a maximum of three years in succession.

Ed also moved that the two new board members be appointed by the Chapter President on a one-time only basis to serve for the balance of 1975. The motions were seconded and passed.

President Ed Immel appointed Charles Messecar and Noel Nelson to be the new directors-at-large to serve for the balance of 1975.

Roger Phillips announced that the Chapter's car "Mount Hood" will be rented to the Four Seasons Ski Club of Pasco, Washington for a four day trip beginning Friday 14 March through Monday 17 March 1975. There is a possibility of riding the car on the deadhead moves to and from Pasco. Roger asked that anyone interested contact him.

President Ed Immel advised the membership that the Chapter's financial condition is quite poor at present. Projects are being developed to raise money and will be announced in the near future. The mailing list of The Trainmaster will be trimmed to reduce costs.

Ed Immel, speaking as Western News Editor for the NRHS National Bulletin, advised that changes are in the works for the Bulletin. An attempt will be made to publish on schedule, Chapter news will be dropped, a new cover style will be used, and a membership roster will be published in lieu of issue number 4 for 1975.

The meeting was adjourned at 9:00 PM, followed by a program of movies of the SP Roseville, California ammunition train fire, steam locomotive 759, and the SP Coast Daylight with steam motive power.

Respectfully submitted,

Charles W. Storz, Secretary

SPEEDERS ARE FOR EVERYONE

By Henry J Pape

The following article appeared in the December 1974 issue of "The Semaphore", published by the Rochester Chapter of NRHS. It was felt that members of PNW Chapter would enjoy reading it also. Editor

Speeders are for policemen, who like to watch them race by and then pursue them. This is often followed by an introduction into the fallacy of disregarding Section 270 of the Motor Vehicle Traffic Code. Speeders are for those who like to watch the Indianapolis 500 and see the action at the track. The mechanics of the crews are admired for the speed in which they work during stops. Speeders are seen at the harness race tracks, where they wheel along with their big drivers urging the winners home. But, to the railroad buff, Speeders are those beloved oldtime section gang cars. "Maintenance of Way equipment" is scarcely used --- "Speeders" describes the whole breed, from bikes with outriggers to the big 6-cylinder jobs.

Speeders are fast and they are slow. Some are very agile and others are just plain bumblers. A single-cylinder one with a strong wind and no tool box aboard plus a long downgrade will possibly make 20 miles per hour down grade. Or it will run a full speed and be steaming freely (that is correct --- steaming) but appear to be barely moving. That is on the upgrade. I have been in a speeder that was clocked at better than 50 miles per hour. I wonder what the record top speed for speeders is. Of course there must be class and motor separations.

Speeders are like streakers. They are often seen suddenly and then, as you are aware of a direct confrontation with them, they are gone. Like streakers, they can sneak up on you silently and disappear in a flurry of unusual noises. Some speeders glide along like ballet dancers, gently bobbing to and fro. Others charge upon you in a straight line like a mad elephant. The hand-operated ones (low speeders) and the foot-operated ones (medium speeders) operate quietly enough to allow you to hear the operator's epithets, slurs, and out-and-out cursing as they careen along. Motor-powered (high speeders) units, of course, deprive you of that privilege. The roar of a 4-cylinder Fairmont cutting its way through a mountain wilderness in the 1 AM darkness on a clear, cold night is truly awesome. Strong men have been known to quaver and query, "What's that coming down the track?"

Speeders are truly sexy. Some are topless --- usually only in the warmer and more discreet locations. Various types of tops are available. Some are capable of minimal protection and coverage, while others are so protective of the contents that we care less what the contents are. Bottomless models are not too common. However, they do exist. They are more difficult to find since they aren't too popular. Lack of popularity is due to the fact that

"Speeders are for everyone", cont'd

when a bottomless speeder is moving, so is everything else. A matronly-type reader reports that she once saw a very revealing speeder on the East Hojack. Allegedly it displayed an unclad pair of feminine gams, a well-filled pair of tennis-type shorts, an overburdened striped T shirt, and was topped off by flaming red hair streaming out the far side of the cabin. That sight would have made me wheeze.

Speeders with motors have the most appeal to the author, probably because I have nine with motors and none without. But, this condition could change. 1, 2, and 4-cylinder models are the most common models to find. With the 1 and 2-cylinder jobs predominating. The 4-cylinder (and 6-cylinder) are heavy and need a lot of manpower or a crane to get on and off the track. The motor of my Fairbanks-Morse car has opposed cylinders --- opposed horizontally as an aircraft engine. It has been said that when you look at it frontally it has the best jugs in town. By way of explanation, jugs are cylinders. Some speeders are self-starters; others require a push to get going. An engineer friend of mine prefers the latter; I prefer the first.

Speeders aren't known to be very illuminating. Research shows that some of the early models operated only in the daytime. The someone installed a box of sand ahead of the car and built a fire on it for night illumination of the track ahead. This was improved upon by nailing a cook's baking tin in back of the box to make a reflector. Speed was not of the essence for it blew out the fire. One sage comment was, "It gives off enough light to see what we're going to hit just before we hit it." Of course, carbide lights, kerosene lights, whale oil lights (on the Boston and Maine --- at last report they still use them) preceded the use of electricity. Usually one light is displayed in the forward direction (white) and one, two, or more red in the rearward end. I have a Fairmont which has two Hi-Lo sealed-beam headlights on the front end. Some observers have said, "It has a beautiful pair." That is an illuminating remark.

Speeders are identified as being One Man, Two Man, Four Man, Six Man, or Twelve Man. This designation applies to the number of men that the unit is supposed to carry. Supposed should be underlined. At the end of a work day, a section gang of six men and a foreman will all gladly climb on a four-man car and say "Take me home". Usually the car did! I know of no female classifications, so I assume the women's fibers will soon be starting some actions against the speeder builders of America. Now that I think of it, I haven't ever heard of co-ed type speeders either. But, I do know that they have been used in mixed company. Nor have I ever heard of Three, Five, Seven, Nine, or Eleven Man cars. That's odd, I suppose!

Speeders are man's solution to the arduous task of moving himself and his tools from place to place on a railroad. They are capable of pulling trailers (correct nomenclature is push carts) and crew cars. Men ride in the crew cars and equipment rides in the push carts. However, sometimes the Train meets them and the whole thing gets scrambled up. This sure causes consternation

"Speeders are for everyone", cont'd

and violates the Safety Rules --- which stipulate "Never shall the twain meet", or something like that. Speeders are used to run important errands for a tired and dusty track crew. Messages scribbled on the back of old envelopes found stuffed in speeder log boxes frequently read, "It's your turn to buy the beer".

Speeders are very elusive. Speeder operators have been seen going westerly on a single track with the flimsy orders in hand, only to disappear for hours on end. Much early telegraph work regarded the whereabouts of track car so-and-so and motorcar so-and-so. Derailments seemed to occur quite often in dense foliage and heavily wooded areas. So violent were these incidents that neither car nor occupants would be seen for lengthy periods. Miraculously, the occupants and speeder would appear at the appropriate time to the great relief of the anguished searching party or parties, as the case may be. Jumpers enabled the speeder crew to tap in on the telephone lines of the railroad (if they so desired) but the superintendents had no way of retaliating once the jumpers were removed. Radios, of course, ended all of this hide and seek game. However, it should be noted and recorded that radios have a high mortality rate in Maintenance of Way equipment. And, the FCC has never regarded the type of language common to rail workers and has ruled more than one gandy dancer off the air waves --- to the complete happiness of the offender.

Speeders are really wonderful and can provide you with many different types of thrills and excitements. Imagine yourself on a one-track rail line with high hills and then swamp surrounded by dense foliage. A diesel with freight cars approaches at an absurd speed. You have no place to remove your speeder to safety; your only recourse is reverse and full speed ahead (or reverse, rather). That is when the chase begins. And this is where I end for now.

PERIODICAL RECEIVED FOR LIBRARY

Recently added to PNW Chapter's Periodical shelf is a complete set to date of "The Western Wayfreight" published by the Juan de Fuca Railway Association of Victoria, British Columbia - Canada. It is one of the many exchange publications received regularly.

The current issue (February 1975) features a story entitled "Excursion to Tacoma via Amtrak". It is an account of the group's experiences in traveling from Vancouver, BC to Tacoma, Washington to visit the Milwaukee Road's facilities.

This and the many other exchange newsletters on file make interesting reading. They are available to the membership on "Library Nights".

ALAN PEGLER GOES BROKE IN A GLORIOUS WAY

By Bob Manross

The following item appeared in the February 1975 issue of "Sparks & Cinders", published by the Wisconsin Chapter of NRHS. Many PNW Chapter members will recall the "Flying Scotsman's" trip through the northwest enroute to California in September of 1971. Editor

A railway fan whose love of a steam engine lost him a fortune was freed from bankruptcy yesterday.

Businessman Alan Pegler saved the Flying Scotsman from the scrapyard in 1963, but 9 years later his exhibition tour of America with the engine plunged him 112,000 Pounds into debt.

"I am broke but happy", he said yesterday. "I am worth only what I stand up in, but I have no regrets. I should have kicked myself all the rest of my life if I had not taken the opportunity to preserve the Flying Scotsman for Britain." The locomotive is now owned by builder Mr Bill McAlpine.

Mr Pegler now makes his living as a cruise ship lecturer earning 23 Pounds a week. In addition to losing 140,000 Pounds, he lost two cars, a London home, a country house, and an Italian holiday flat.

Creditors will soon get just over half of their money back from asset realizations, expected to exceed 72,000 Pounds.

(from a recent Scottish newspaper)

QUIZ ANSWERS

The object of the quiz appearing on page 8 of the January 1975 Issue of The Trainmaster was to match the wheel arrangement given with the first United States railroad to put such a locomotive into service.

<u>N</u> 1. 2-6-2	<u>B</u> 6. 0-6-6-0	<u>C</u> 11. 4-6-4
<u>D</u> 2. 2-8-4	<u>H</u> 7. 4-6-0	<u>F</u> 12. 4-8-2
<u>L</u> 3. 2-10-0	<u>B</u> 8. 4-8-0	<u>A</u> 13. 4-8-4
<u>A</u> 4. 2-10-2	<u>K</u> 9. 4-4-2	
<u>J</u> 5. 2-10-4	<u>I</u> 10. 4-6-2	

PROGRESS REPORT ON RESTORING THE 4449 by Ed Immel

Last month The Trainmaster reported the movement of SP Daylight #4449 from The Oaks Park to the Burlington Northern 9th Street roundhouse in Portland, Oregon. Restoration has been under way for about 50 days with reassembly well in progress. All appliances have been removed, rebuilt and reinstalled. The pilot was too low and has been raised along with replacing a piece of it that was badly damaged while in service. The boiler has been completely scaled and is awaiting the installation of new flues. Reboiling should be completed by the end of February. The cab floor has been rebuilt and is awaiting the reinstallation of lagging and gauges on the backhead. The tender has been sandblasted and primed. During the removal of old paint the sandblasters went through nine layers of old paint. At one point the tender was in a complete Daylight red and orange color scheme.

Soon to be completed are the grinding of two crank pins and the reinstallation of the main and side rods. Repair is still on schedule and should be completed by the end of March.

The rebuilding of the 4449 is all the more remarkable since it will be done within 90 days. Meeting the completion date has and will mean tremendous cooperation between rebuilding crews, business and volunteer labor. So far everything is falling into place.

OREGON RAIL CARS GO TO SOUTHERN CALIFORNIA.

Eight cars of the Oregon Pacific and Eastern Railway at Cottage Grove, Ore. have been sold to the "Los Angeles County Bootstrap Railroad". The Los Angeles County Board of Supervisors approved the purchase of the cars for \$198,000 to start commuter service between San Diego and Los Angeles on the Santa Fe Railroad. The idea is to carry 400 passengers a day with schedules timed to meet working hours in Los Angeles. Presently three trains a day are operated each way between the two cities but schedules can't be used for commuting. Supervisor Baxter Ward expects the line to be in operation within three months. It is expected to cost from \$60,000 to \$120,000 to refurbish each car but that is quite a bit less than paying \$500,000 for a new car.

EXTRA BOARD by Ed Immel

The Union Pacific Railroad has applied to the ICC for permission to abandon two lines in Idaho and Oregon. The lines are little used and both are 17.6 miles long. Service will be dropped on the Goshen branch between Firth and Ammon, Idaho and the Brogan branch in Oregon between Vale and Jamieson.....
...If you think you have troubles just listen to the SP's. A fire broke out in a 4,180 ft. tunnel on the Coos Bay branch on January 30 and was still

EXTRA BOARD (continued)

burning two weeks later. Firefighting efforts were hampered by high temperatures and smoke in the tunnel. The SP was trying to erect a fire break to smother the fire but the tunnel fire continued to burn. The railroad was expecting to get the fire under control by the week of February 10th..... The old Iron Horse Lounge in the south end of the Portland Union Station is being remodeled into "Wilf's Station" restaurant. Restoration has revealed that beautiful brick walls are under the old lath and plaster along with some quite large side rooms that were used for storage.....Amtrak had a derailment of the southbound Coast Starlight near Castle Rock, Wash. on Jan. 12 but no injuries were reported. The second unit went on the ground along with several cars. The northbound Starlight was stopped near the wreck while passengers were bussed onto Seattle. Southbound passengers were transferred to the northbound train which turned around and arrived back in Portland about 9:30 pm, over six hours late. The following day a makeup train left Seattle which contained a first for Amtrak: A dome car on a Portland to Oakland train that wasn't one of SP's home built.....Amtrak service between Portland and Salt Lake City is expected to start sometime before the end of the fiscal year in order to meet requirements set forth by Congress. The train may be an extension of the morning Seattle-Portland train which would continue on east.....The Oregon State Legislature will be asked to finance the required 1/3 amount to extend the Portland-Seattle service to and from Eugene. Plans call for the early morning train from Portland to originate in Eugene around 6:15 and continue on to Seattle. The southbound train would leave Seattle at 5:30 pm, arrive in Portland at 9:20 pm and continue on to Eugene arriving there around 11:30 pm.....The downturn in the economy is causing some railroads to put diesel units in storage. At Albina yard the Union Pacific has a long string of GP "B" units stored. The BN has a number of Alco RS and EMD switchers stored in their ninth street roundhouse..... Oregon Pacific & Eastern GE center cab unit #11 has been put on display at the Village Green station upon the arrival of a second GE 70 tonner which was purchased from the Southern Pacific. A few weeks after arrival the ex-SP unit experienced some mechanical problems and has since been stored out of service until a repair job can be scheduled.....In case you have a few thousand lying around and want to spend it, the OP&E has a steam locomotive for sale. The ex-Magma Arizona engine may be had for a mere \$50,000 or so. The engine isn't really liked since the 2-8-0 wheel arrangement has a tendency to derail when backing..... Paul H. Reistrup, senior vice president of the Illinois Central Gulf, has been named new president and chief executive officer of Amtrak to replace Roger Lewis.