



pacific northwest chapter

THE TRAINMASTER

February 1979

Chapter Phone No.: 226-6747 (226-NRHS)

Number 219

CONTRIBUTIONS TO THE TRAINMASTER are welcomed. Please send them to: Room 1, Union Station; 800 NW 6th Ave.; Portland, Oregon 97209, or to the editor's home address, 3562 SE Harrison St., Apt. 15, Portland, Oregon 97214.

PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday
February 16
8 PM

REGULAR MONTHLY MEETING

The Pacific Northwest Chapter's February meeting will be held at the Burlington Northern Safety Assembly Room, located on the right hand side of what would be NW 11th Avenue extended, about two city blocks north of its intersection with NW Hoyt Street. Contact one of the Chapter officers or TRAINMASTER staff members listed on the last two pages of this issue if more detailed directions are required.

Refreshments, arranged for by Cora Jackson, will be served between the business session and the program. A "kitty" will be present to receive donations to help offset the cost of the refreshments.

A new addition to the regular monthly meeting will be a short "Newsreel" just prior to the scheduled movie or slide show. "Newsreel" will consist of any 1 to 5 slides pertaining to railroading taken by any Chapter member within two months prior to the meeting. "Newsreel" is on a trial basis until summer and will be made a regular part of each meeting in the fall if members find it popular. A slide projector and empty slide tray will be available at each meeting.

The program for February will be American Freedom Train engine 4449, including film footage of the testing done in the Columbia River Gorge, to be presented by Duane Cramer and Bob Slover.

Friday
March 16
8 PM

MARCH REGULAR MEETING

Program: "Snow Show" by Al Zimmerman.

AN EMBARRASSING DAY

by Walter W. Henzi

My 22nd summer in the year of 1939 found me firing an oil-burning 2-8-2 saddle tank for a hogger named Ed Daniels on the logging rails of the Willamette Valley Lumber Company at Black Rock, Oregon.

We were working what was called the "swing job." This entailed picking up our empty skeleton log cars that had been brought to old camp from Black Rock by the lower end engine and bucking these empties on out to the woods.

Out of old camp to the "p" line water tank (a distance of about three miles) the grade was quite level, then it was a heavy haul for four miles to the summit. From the summit we would slip along on a gentle descending grade through the main camp on out to Boulder where we delivered the empties to the woods engine to be distributed to the logging sides. We would then tie onto a string of about 18 loads, pound back to the summit, and slide on down the heavier grade to old making several trips a day.

Often the practice was to bold face ten empties on the point and drag ten more on the rear draw bar over to the "p" line water tank. We would then cut the trailing cars off on the fly, the air brakes would stop them on the parting of the train line, and we would then blast on up to the summit with those on the nose. At the summit, we would cut those cars off and double back to get those left behind. Once together again at the summit, we then proceeded the seven or eight miles to Boulder with the whole flock.

One hot summer day I suggested to the second brakeman that if he would be so kind as to fire the "old pot" up the hill for me while they were shoving the first cut to the summit, I could climb back on the trailing empties and when they cut them off at the water tank I could go for a 20-25 minute swim in the tank. He agreed to do so with hogger Ed's stamp of approval.

When the empties came to a screeching halt I was already half undressed, and being miles from nowhere a bathing suit was of no need.

Throwing my clothes on a pile at the foot of the ladder leading to the top of the water tank, I climbed the 40-foot ladder in short order, and was soon frolicking in the clear cool waters of the "p" line water tank, listening to the fading exhaust of Ed's engine in the distance. With the quietness of the hills and the blue skies above, I felt as if I was all alone in the entire universe. I was suddenly jolted from this tranquility as sounds of wheels clicking on rail joints came to my ears. The tank was full to the brim, making it easy to peer over the edge. Much to my dismay, I saw the big covered speeder pull up in full view nearly directly below me stopping short of the empties standing on the main line.

Lo and behold I had overlooked that it was "family day"--the day the wives from camp went shopping by speeder and were returning to camp with the victuals for their hard-working husbands. These women immediately de-trained to stretch their legs when the speeder stopped.

I surveyed the situation with anxiety and great alarm as I listened to the ladies talking a short distance away. Realizing I would have to descend the ladder in full view of them and that they were not going anywhere until the engine came back to pull the empties, I knew that I had better be in that seat box when the engine got there, or the rest of the train crew would come looking for me. If they discovered my predicament, it would have put the whole show on "Cardid Camera" and my dear buddies would have loved every minute of that.

AN EMBARRASSING DAY (continued)

Time was running out as I heard the rumble of Ed's engine crossing a trestle not far away.

I made my move--out of the tank and down the ladder I went with just what I came into this world with. I grabbed my clothes and made for the nearest stump. Frantically I got my overalls and shoes on and the hell with the rest. By the time the rest of the crew were making the joint on the empties I was climbing into the cab half undressed.

I had never looked back to see if there were any astonished faces, so I could only hope and pray I had gone undetected. Ed asked if I had a good swim, and I nodded yes but did not say a word about my most recent disaster, so the crew did not realize at the time what had happened, although they spotted the speeder sitting behind us.

Alas, the next day proved it was wishful thinking that I might have gone undetected. With much laughter I was given several titles that could have related me to King Neptune on some aerial circus act.

Later, one lady who had been a witness to my plight told me she nearly fainted that day as she thought they were being attacked by some "thing" that had been living in that tank.

RAILROAD TO BE COMBINED WITH RAILFAN

Effective with Railfan's May 1979 issue, Railroad Magazine will be combined with Railfan Magazine. The "new" magazine will be published bimonthly and will be and will be known as Railfan & Railroad. Railroad subscribers will have their subscriptions extended for the total number of magazines due them. The new R&R will be printed on slick coated paper.

According to Carstens Publications (Railfan's publisher), "we are now in the process of checking mail received by Railroad's former owners during the past few months. Manuscripts will go to the editorial department. Classified and display ad material will go to advertising. Mail relating to circulation or subscriptions will be handled by the subscription department. Dealer Service will handle anything pertaining to hobby shop sales."

AMTRAK SCHEDULED TO TAKE OVER SOUTHERN CRESCENT (from Amtrak News via Central Region Limited)

By the time you read this, operation of the Southern Crescent should have been taken over by Amtrak, effective February 1. Operations between Atlanta and New Orleans will be returned to daily service (formerly tri-weekly).

Amtrak President Alan S. Boyd said that initial changes to the Crescent's operation and staffing would be minimal and that the train would continue to operate with Southern locomotives, cars, and employees. Under the agreement, Southern will pay Amtrak \$6,674,812 to be divided into eight monthly installments. The payments will begin in February and continue through September 1979. Basic operating costs to be assumed by Amtrak are similar to costing arrangements Amtrak has with other railroads that operate its trains.

Equipment requirements will be covered by a lease arrangement for locomotives and a lease-purchase program for cars required by Amtrak to operate the service.

SHORTS

On February 23rd, the Chapter's private car Mount Hood will depart for Vancouver, B.C. to go into service behind Royal Hudson 2860 again, this time for a tour of British Columbia and Alberta. Space on the ferry move to Vancouver has already been sold out.

Don't forget the model railroad-railroadiana swap meet to be held at North's Chuckwagon in the Beaverton Mall, co-sponsored by Pacific Northwest Chapter and the Columbia Gorge Model Railroad Club. Date and time? Saturday, March 24th, from 10 AM to 5 PM. Admission is 50¢ a person. For more details, contact Chuck Storz at 239-4529.

BOOK REVIEWS--by Bryan Leeder

Diesel Locomotives of the New York Central System, by W. D. Edson with H. L. Vale, Jr. and C. M. Smith; New York Central System Historical Society, Inc., P.O. Box 10027, Cleveland, Ohio 44110; 1978; \$14.00.

Diesel Locomotives of the New York Central System is primarily a roster of NYC diesels, from the first experimental units in 1928 to the last ten diesel locomotives received by New York Central, ten Alco C-430's built in November 1967, two months before the Penn Central merger on January 31, 1968. The bulk of the book consists of the system roster, divided by individual classes. Specifications for each diesel class are given here, along with road numbers, renumberings (if any), builders' order and serial numbers, builders' dates, and dispositions, if applicable. Every class is illustrated with at least one (usually builders') photo of a representative unit. Also included are synopses of NYC diesel acquisitions and assignments, tractive effort tables, a "scrapbook" of action photos and other miscellaneous items, and painting and lettering diagrams. Color photos grace the covers, illustrating some interesting variations in paint schemes. All of this material is handled well, with good photo reproduction throughout. About the only thing I can criticize is the fact that the pages are glued together instead of sewn, and some of the pages on my copy have already started to detach themselves from the binding. Overall, however, the New York Central System Historical Society deserves praise for a job well done. This book is a must for the diesel aficionado.

Long Island Rail Road, by Frederick A. Kramer, photography by John Krause; Carstens Publication, Inc., P.O. Box 700, Newton, New Jersey 07860; 96 pages, paperbound; \$8.95.

A nicely done photo essay, concentrating on the Long Island's steam-to-diesel transition that began in the late 1940's and ended with final dieselization in October 1955. Almost all of the excellent photos were taken by John Krause, and the photo reproduction is just as good.

One thing that I don't like is that very few of the photo captions in Long Island Rail Road have any dates at all, not even a year. Sure, we know that most of the photographs were taken in the late 40's and 50's, but when? The addition of dates would have made it a lot easier for a rail historian or researcher who was attempting to ascertain when certain paint schemes were first applied, and so on. Other than that, Long Island Rail Road is a very good buy for the money.

SUMMARY OF MINUTES OF REGULAR MEETING OF THE PACIFIC NORTHWEST CHAPTER 1/19/79

The meeting was called to order by President Ed Immel at 8:10 PM.

Treasurer Roger Sackett reported that the gross receipts for the 1978 NRHS national convention were about \$102,000.

Mechanical Supt. Bob Slover reported that the batteries on the Chapter's car Mount Hood were ruined by freezing either during or before the New Years trip. New batteries will cost about \$1200 for a minimum set of four. Some value can be recovered from scrap in the old batteries. Bob reported that the Chapter board has recommended to the membership that a set of four batteries be purchased so that the car will be operational for charter use. Bob moved that \$1200 be authorized for the purchase of four batteries for the car Mount Hood. Motion was seconded and passed.

Ed Immel announced that the Chapter's car Mount Hood will be leased to the Province of British Columbia for a period of fifty days during March and April. The car will be used on a Royal Hudson tour of British Columbia and Alberta.

Chapter Excursion Director Roger Phillips announced that the Chapter will operate a trip on the Car Mount Hood when it is moved to Vancouver, B.C. for the lease to the B.C. government. The tour will use the car during the move north to Vancouver on February 23rd and will return on regular Amtrak equipment.

Chuck Storz announced that the Chapter is co-sponsoring with the Columbia Gorge Model Railroad Club the first model railroad-railroadiana swap meet to be held in the Portland area. Location is North's Chuck Wagon in the Beaverton Mall, 2875 S.W. Cedar Hills Blvd., Beaverton, Ore. Time: Saturday, March 24, 1979, 10 am to 5 pm. Admission will be 50¢. Sellers will be charged \$3.00 per table. For information or to reserve tables contact Bill Alexander at 281-1001.

Program: Railroadiana auction and the movie "Pensacola to the Pacific" on the proposed BN-Frisco merger.

Respectfully submitted,

Chuck Storz, Secretary

CHAPTER MEMBERSHIP DEPARTMENT

The Pacific Northwest Chapter welcomes the following new members:

Frank D. Kimmel, Vancouver, WN
Doyle and Laurie McCormack, Oregon City, OR
Harold E. Miller, Freeport, NY
John T. Rossner, McMinville, OR
John S. Willworth, Portland, OR

The March issue of The Trainmaster will be the last sent to members who have not paid their dues for 1979.

As of January 4, 1979 seventy seven (77) members had paid dues for 1979.

UNION PACIFIC TO PURCHASE BAY WINDOW CABOOSES

After many years of using cupola type cabooses the Union Pacific will purchase its first bay window cabooses during 1979. UP's cabooses have been notable for their rather high cupolas which enabled trainmen to have a good view of the train ahead. In recent years though freight cars have been getting higher which has made seeing the train even from a high cupola more difficult. The UP has decided that the best solution is to begin the use of the bay window caboose. A sketch of the new caboose in UP's Info magazine appears to be similar the cabooses SP has used for some time. (Extracted from UP Info magazine).

USSR BUILDING NEW SIBERIAN RAILWAY

The USSR is building a new railroad called the Baikal-Amur Mainline, or BAM. It will stretch almost 2000 difficult miles across the outback of easternmost Siberia from Lake Baikal, the world's deepest lake, to the Amur River, near the Pacific Ocean. It is scheduled to be completed in 1983 at a cost estimated by Westerners of more than the equivalent of \$10 billion.

The BAM is an epic construction project. It snakes over permafrost and mountain peaks, across seismic zones that threaten lethal earthquakes, through snowslides, rockslides and mudslides. Winter temperatures sometimes reach 85 degrees below zero, summer ones sometimes top 100 degrees.

Construction in the face of great difficulties has its reasons. The USSR expects the BAM to be a key transportation and supply route. It will be used, for instance, to ship oil produced in Western Siberia to Pacific Ocean ports. The BAM is also militarily important, being farther north than the Trans-Siberian Railroad which runs uncomfortably close to the Chinese border. The BAM's greatest importance may be the opening up for development vast stretches of Siberian wilderness, land that is unusually rich in resources but that until recently was almost inaccessible. (Extracted from The Wall Street Journal)

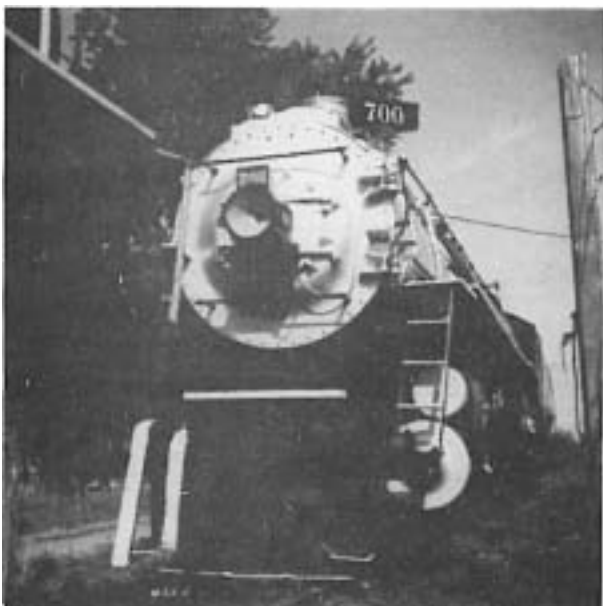
ALONG THE RIGHT OF WAY

The BN's Willamette River bridge which was badly damaged when rammed by a ship has been returned to near normal use. First use was during night hours only after the draw was closed by tug boats but before the turning machinery was completely repaired. Now the bridge is again operating under its own power..... The Portland Terminal Railroad is preparing to replace the double slip switch at the south end of the Union Station interlocking plant. The new switch is being assembled on the ground next to the old switch, and will be lifted into place when the change is made. This writer knows of a total of five double slip switches in use in the Portland area. Do you know where the other four are? (Chuck Storz)



WORK CONTINUES ON LOCOMOTIVES--By Terry Parker

During the past year, Chris McLarney, Frank Scheer, and Gene McKinley have spent a lot of their Sundays working on the three remaining locomotives in Oaks Park. SP&S 700, UP 3203 and Finnish Locomotive #418 have received a new coat of paint, obtained new number boards, and had some rust removed. The project started out to be only a cosmetic restoration, however, with the probability that the locomotives will be moved to another storage location in the near future, work on the 700 and 3203 took on larger dimensions. Valve gear was disassembled and greased, brakes were loosened and made free, lubricators filled and made to work, and cylinder heads made ready to remove. Other things such as the rebuilding of some gauges has also been done. After being somewhat forgotten in the corner of a park, the locomotives are showing some of the pride that once ruled the rails.



PORTLAND'S FIRST ANNUAL

ADMISSION \$.50

MODEL RAILROAD SWAP MEET

\$ 3.00 PER TABLE

To be held at:
**NORTH'S CHUCK WAGON
BEAVERTON MALL
2875 S.W. Cedar Hills Blvd.
Beaverton, Oregon 97005**
For information contact:
**Bill Alexander 281-1001
5318 N.E. Emerson Street
Portland, Oregon 97218**

Sponsored by the
Columbia Gorge
Model Railroad Club
& the Pacific N. W.
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Railway Historical
Society

Etching from Early American Locomotives
by John H. White, Jr. - used by permission of
Dover Publications, Inc., New York City

This remarkable double locomotive was the product of Charles
Brown and featured a lever drive. It was built in 1878 at
Brown's Winterthur factory for the narrow-gauge Villa Real and
Villa Regoa tramway in Portugal. (Recent Locomotives, Fig. 175)

SATURDAY, MARCH 24, 1979

Sellers : 9 am - 5 pm
General Public : 10 am - 5 pm