



pacific northwest chapter

THE TRAINMASTER

January 1980

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

Number 227

PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday
January 18
8:00 PM

REGULAR MONTHLY MEETING (New location. Please see below!)

The first meeting of 1980 will be held in the Union Pacific clubhouse at the south end of the Albina yards. The clubhouse, a gray wooden building, is located one block south of the intersection of Interstate Ave. and Russell St. on the west side of Interstate Ave. Take line #2 (St. Johns) or #3 (Fessenden) if coming by Tri-Met bus. Off-street parking is available on the block where the clubhouse is located. Enter the parking lot from N. Randolph St. which is on the north side of the block (away from the clubhouse). Call Chuck Storz evenings at 289-4529 if you need more directions to get to the meeting location.

The January program will feature "Across Down Under", a slide program by Ed Immel of railroading in Australia during 1979. Lots of passenger trains, diesels, steam, trams and freights. The second part of the program will be movies of recent operation of NKP steam locomotive #765 taken by Jack Wheelihan. "Newsreel" before the program. Refreshments will be served between the business session and the program.

Friday
February 15
8:00 PM

REGULAR MEETING for FEBRUARY

Reserve the date. See The Trainmaster for details.

Friday
March 21

SPECIAL BANQUET MEETING CELEBRATING THE 25th ANNIVERSARY OF THE CHAPTER'S FOUNDING.

This meeting will be an outstanding event. Details are still being finalized at this writing. The cost of the dinner will be about \$8.00. More information appears elsewhere in this issue.

Saturday
March 22
10 AM to
5 PM

SECOND ANNUAL RAILROADIANA AND MODEL RAILROAD SWAP MEET

This year's Swap Meet will be held at the Airport Holiday Inn. Tables will cost \$5.00 each. Admission will be \$1.00 for adults and 50¢ for children under 12. More details later.

REMEMBER! 1980 DUES ARE DUE NOW

SUMMARY OF MINUTES OF REGULAR MEETING, NOVEMBER 16, 1979

The meeting was called to order by Vice President Terry Parker at 7:45 PM in the auditorium of the Bonneville Administration Building.

Excursion Dept.: John Holloway reported that a letter has been received from VIA requesting more information on the car Mount Hood before quoting a price on the Vancouver, B.C. to Jasper trip.

John Holloway reported that an election will be held in the near future to elect a regional vice president for the NRHS. He asked the members to suggest possible candidates for the position.

Meeting location: Terry Parker reported that the Chapter is attempting to arrange for the use of the Union Pacific Clubhouse at Albina for meetings. He asked for any other suggestions for a meeting location. Requirements are that a location hold 75 people, preferably be available at no charge, and be centrally located.

Terry Parker reported that Trainmaster Editor Bryan Leeder has resigned and that a new editor is needed.

Gil Hulin asked about the status of the new edition of The Railfan's Guide to Oregon. Chuck Storz reported that local information on the Portland area is still being updated and that another rough draft will be prepared when the needed information has been obtained.

Election of officers: The nominating committee presented the following slate of officers for 1980:

President	- Ed Immel	Directors-at-Large (four to be elected):	
Vice President	- Terry Parker	Duane Cramer	Ben Fredericks
Secretary	- Chuck Storz	Don Davison	Doyle McCormack
Treasurer	- John Holloway	Pete Dorland	Jim Schmidt
National		David Duncan	Bob Slover
Director	- Roger Sackett	Irv Ewen	Jim Whaley.

There were no nominations from the floor. The election was by secret ballot. The five officers were elected unanimously. The following directors-at-large were elected: Duane Cramer, Ben Fredericks, Doyle McCormack and Bob Slover.

Terry Parker announced that the January program will be a slide presentation by Ed Immel on his trip to Australia plus a railroadians auction.

Program: Slides of SP&S steam and diesel motive power presented by Chuck Storz and 16 mm movies of SP&S steam power presented by Elwin Howard.

Respectfully submitted, Chuck Storz, Secretary

DUES REMINDER - 1980 DUES ARE DUE NOW!

Treasurer John Holloway advises that members who want to be listed in the Chapter's 1980 membership roster pay their dues by Jan. 31, 1980. The 1980 roster is scheduled for publication in February. If you have moved or have a new telephone number advise John of the change. Any member who has not received a dues notice can telephone John evenings at 246-5752. Dues will be collected at the January meeting also. John will answer question about membership at the meeting.

ACROSS DOWN UNDER by Ed Immel

Our story starts November 8th aboard United Airlines flight #189 between San Francisco and Hawaii. I'm starting to read Paul Theroux' newest book "The Old Patagonian Express" in which he tells about rugged train riding in South America. While he writes about discomfor Rached and I are heading for Australia to ride one of the finest trains in the world, "The Indian-Pacific" between Sydney and Perth. After dinner the movie "The Great Train Robbery" is shown and I think that is a good omen for the trip.

"Railway Strike Now in its 15th Day" says the front page of the Sydney Morning Herald near the exit to Sydney's airport. The friends we are staying with fill me in on all the details. It seems that maintenance workers are on strike in New South Wales and all inter-state trains have been cancelled. The strike could be over at any time, however. Our Austrailpasses begin to look like just two pieces of green colored card stock.

The next day it is down to the railway booking office where I am informed that things could start at any time or it could drag on for weeks. Knowing that nothing is going to happen over the weekend we decide to postpone the trip to Perth for one week and fly north to Brisbane and lay on the beach at Surfer's Paradise.

Wednesday's paper informed us that the strike is over and all rail services will be starting as soon as possible. Back to Sydney by air since the train between Brisband and Sydney is booked full. A few days were then spent riding the rail system of Sydney and doing a little sight seeing.

The "Indian-Pacific" is the only trans-continental train in Australia having been put on in the early 70's when a standard gauge track was completed across Australia. It should be explained that each state in Australia has its own gauge: New South Wales is 4'8½", Victoria is 5'3", Western Australia is 42" along with South Australia. Connecting Western Australia with South Australia is the Commonwealth Railways (now Australian National Railways) which was built at 4'8½" to connect two 42" systems. The logic of it all escapes comprehension. By the 1970's enough of the standard gauge was laid to allow through movement between Sydney and Melbourne, Sydney and Brisbane, and Sydney to Perth.

Our train is at track one in Sydney Central Station. Fifteen cars of stainless equipment built under license from Budd by the Commonwealth Engineering Company (now called Comeng). There are only 144 passengers on this train - 88 in first class sleepers and the remainder in economy sleepers. The first class sleepers hold only 16 people and are either all bedrooms (called twinettes) or roomettes. We have twinette berths 5 & 6 in car 3 which also happens to be located next to the lounge car. Our room looks like a standard bedroom in the United States but has the outstanding addition of a shower (Amtrak you missed a bet on your Superliners by not including this item).

The lounge car seats 53 passengers and serves as the social center for the 3,961 kilometer, three night, two day trip (that's about 2,400 miles for you anit-metric people). The dining car seats 48 and all meals are included in the price of your ticket. Up front are two 46-class electric locomotives that will pull the train between Sydney and Lithgow (156 kilometers). Each locomotive was built by Metropolitan Vickers in the late 1950's and developes about 3.400 horsepower.

ACROSS DOWN UNDER (continued)

By the way, New South Wales' electrification is 1,500 volts DC.

At exactly 3:15 pm we leave Sydney Central and head north on the six track (sometimes 8) mainline passing many double-deck and single-deck commuter trains. Everything is in the hole as we gain speed. Soon we are past Sydney's suburbs and climb the Blue Mountains (and its 2½%+ grades) past Katoomba and just before arrival at Lithgow we reach the highest point on the whole trip - 1,092 meters. We have traveled only 138 kilometers and already we are over the mountains. The rest is just coasting down the other side!

At Lithgow the electric engines come off and we add two 442-class diesels. The 442-class are built by A.E. Goodwin Ltd. and are powered by 2,150 hp Alco 12.251C engines. It was a sweet sound riding on a train being pulled by an Alco - a nice change from the EMD power on Amtrak.

Back in the lounge car we discovered that a movie crew was getting ready to shoot a commercial for British television. Rachel and I were asked to be part of the background group where we were to act like we were just passengers and try not to pay attention to the cameras and lights. The lounge car attendant was to come through and serve drinks or clean up the empty glasses. He was also instructed that all refreshments served at the movie end of the car were to go on the production company's tab.

"Take One", "Camera! Action!" Pacific Northwest Chapter president takes a sip of Swan Lager beer. "Cut!" "Take Two" "Camera!" "Action!" PNWC president takes second sip of Swan Lager beer. Around six o'clock we are on "Take 21" "Camera!" "Action!" and PNWC president doesn't remember what sip of Swan Lager he is on and by the last take for the day (Number 29) doesn't really care what sip he is on. The parting words of the director were for all of us to be back in the lounge car in the morning for another go at it.

We adjourned to the diner to eat at the last sitting with the movie crew. Dinner was on the light side that night: Spring vegetable soup, fillet of Whiting Menuiniere, grilled Porterhouse Steak with vegetables, Pineapple Singapore and Welsh Rarebit for dessert. A nice bottle of Haughton's White Burgundy, courtesy of the movie production crew, provided a bit of refreshment. By the time we would get off the train it looked like we would not be able to get through the door if meals continued like this (and they did).

After dinner we adjourned to the lounge car where we spent the evening with Rene Culforth, a respected and well known reporter for BBC. Rene was the "star" of the commercial and one of the most articulate persons I have ever had the privilege to meet. The subjects ranged from Edwardian England to the English language to Rene's experiences as a Japanese prisoner of war.

At seven in the morning Pacific Northwest Chapter president is now on another sip of Swan Lager as take 33 unfolds in the lounge car of the Indian-Pacific. "Now I want all of you to act like it is three in the afternoon" says the director. Beer before breakfast is not the best way to start a day. Breakfast is a mirror of dinner: Tomato juice, rolled oats, sirloin steak, mashed potatoes, onion gravy, poached eggs, toast, marmalade and tea. Other choices were available in case the above did not suit one's taste.

ACROSS DOWN UNDER (continued)

At Broken Hill the movie crew left the train to get some lineside shots. This is in addition to an earlier session where the camera man was strapped to the top of the lead diesel with his large and expensive camera being used to take some headend shots. They had a car with the right rear door removed so the cameraman could get lineside shots as we left Broken Hill.

As the train left the mining town we passed next to the railway shops where a red and white Silverton Tramway diesel is seen coupled to a New South Wales engine. A portion of the Silverton Tramway was purchased to provide the last link in the standard gauge line across Australia. A limited operation of the tramway still continues to move the lead, silver and zinc from the mine to the mainline of the NSW Railways.

At Peterborough a connection is made with the train to Adelaide. Today it consists of three rail diesel cars that look very much like Budd cars but lack the roof top hump that is characteristic of the RDC. Just outside of Peterborough yard is a switch which has three gauges running through it. It looks like a trackman's nightmare!

The New South Wales Government Railway's engines and crew come off the train around three in the afternoon at Port Pirie. Our new motive power is two Australian National Railways ML-class engines. Constructed by Clyde Locomotive Works, they are the first two General Motors diesels to be built in Australia and carry builder's plates #1 and #2. They look almost exactly like classic E-7 locomotives except they are only 1,500 HP. Also at Port Pirie a flat car is added with an automobile destined for Kalgoorlie in Western Australia. On the three days of the week the Indian-Pacific does not run a motorail train carrying cars and trucks operates between Port Pirie and Kalgoorlie. A trivia fact: The Port Pirie platform is 2,500 feet long.

In less than two hours we are in Port Augusta where the first engine to run on the Commonwealth Railways is on display on the station platform. The "Sandfly" is a tiny 0-4-0T about the size of a VW bus. Next to the station is an engine house containing four real Budd RDCs. These were purchased in the early fifties for service between Port Augusta and Kalgoorlie, a distance of 600 miles. Today they are used locally and do not get to Western Australia any more.

That night we are treated to a violent electrical storm over the flat countryside. The storm continues for hours as we watch it from our twinette.

We awake to the sight of the Nullarbor Plain. This enormous limestone plain extends for over 400 miles and is completely devoid of trees. At 7:08 AM we start on the longest piece of straight track in the world and at 2:24 in the afternoon we leave the "Great Straight". The track runs 478 kilometers (around 270 miles) without a bend. The countryside is perfectly flat and there are no roads in sight. We stop for fuel at Cook and nothing is seen to break the horizon - not a tree, not a power pole. The track disappears over the horizon both in front and in back of the train. The loneliness is incredible.

Later that evening we make a stop at Kalgoorlie where the ANR engines and crew leave the train and we pick up a WestRail English Electric diesel for the remaining 360 miles into Perth. Arrival is a few minutes late into Perth Terminal which must be one of the most modern railway stations in the world. We then catch

ACROSS DOWN UNDER (concluded)

a local commuter train (42" gauge) into Perth itself to visit with friends. Later we will catch a plane to Adelaide and a connection with The Overland for Melbourne. The lounge car crew is outstanding and the waitress and I have a great discussion dealing with the correct way of pronouncing tomato. "It is toe mot toë." "No!" "It is toe may toe". "Then why isn't it a poe tot toe?" PNWC president wins one round!

The day is spent touring Melbourne and riding on their extensive tram system. A new series of modern light rail vehicles are used on some lines while other lines get only the old open sided cars. The strange thing about the new trams is that they are all two-man operated with a large conductors ticket desk located inside the door at each end of the double-ended cars.

We are scheduled for the overnight all-sleeping car Southern Aurora to Sydney. The Southern Aurora was an old friend which I had ridden back in 1969. However, that time I never finished the trip since just outside a little town in Victoria, Violet Town, our engineer had a heart attack and at 72 mph we ran head on into a freight doing 45 mph. It was an unforgettable experience and one I care never to repeat.

We headed for the diner soon after the train left Melbourne's Spencer Street Station so we could see some of the countryside while we were dining before night would fall. Our dinner was outstanding: Cream of mushroom soup, steak and onions saute, vegetables, salad, lemon pancakes, cheese cake and tea. The meal was accompanied by an excellent Lineman's Ben Ean Moselle for a mere \$3.00 (\$3.30 US). The complete meal with wine was \$16.20 AUS. The crew was outstanding and the meal was one of the finest I have ever eaten in a dining car anywhere. The steward and I traded experiences since he and I were both in the dining car at the time of the train wreck. Later, while in the lounge car, a waiter brought back some napkins and wrapped inside was a complete setting of silverware, courtesy of the steward!

There is no faulting of any of the rail portions of the trip. Service and equipment were excellent all the way. The next time you go to Australia be sure to take the train!

OLDIES BUT GOODIES

The Pacific Northwest Chapter will celebrate its 25th birthday during March 1980. As part of a planned banquet honoring the founding of the Chapter there will be a slide program highlighting different Chapter events. Photos of early Chapter events are needed. They can be slides or prints. We will make slides of any black and white or color prints. All material will be returned as soon as it is copied. The final program will consist of copies of material and will become a part of our library. If you have material please call us at 226-6747 and we will return your call as soon as possible.

THE TRANSFER TABLE

WANTED: Photos and/or slides of Southern Pacific "Daylight" GS class steam locomotives. Especially want wrecks, overhauls or scrapping views taken prior to 1960. Will buy or trade. Ken Johnsen, P.O. Box 161, Renton, WA 98055.

MARCH PROGRAM

In place of the regular March meeting on March 21st there will be a special banquet to celebrate the 25th anniversary of the founding of the Chapter. Final arrangements are still being worked out but it is anticipated that the cost of dinner will be around \$8.00. A feature of the banquet will be a slide program showing what happened during the last 25 years. Priceless shots of Miln Gillespie floating down an irrigation ditch during one of the Oregon Trunk Mixed trips, Jack Holst squeezed into his bug-eyed Sprite, John Holloway with a crew cut and white socks and highlights of the 1965 and 1978 conventions along with the Scandinavian Festival trips and much more.

EXTRA BOARD

Nezperce Railroad Plymouth #11 has been sold to the Union Railroad of Oregon... Publisher's Paper Company is in the process of rebuilding all its mainline track down Blaine Street in Newberg.....Amtrak is once again changing engines on the Coast Starlight at Portland with the P40s and heater cars being used north of Portland and SDP40s being used south of Portland.....Interesting comment by the Wisconsin Department of Transportation in the NewMil plan being proposed by a group of employees and shippers: "Accounting methods used by the NewMil backers show that the western extension of the Milwaukee made a positive contribution to the balance sheet last year. Applying those same methods to the remaining portion would show that it also made a positive contribution to the balance sheet. The mystery is how two profitable portions of the railroad when put together can manage to lose \$100 million last year.".....Approval is expected by the Urban Mass Transit Administration on Tri-Met's request to construct a 14 mile light rail line between Portland and Gresham. The project is still on schedule with ground breaking taking place early in 1981 and operations starting in late 1983. Tri-Met is currently examining possible light rail alignments between Portland and Beaverton.....One of the McCloud units was seen the week of December 24th on the Jefferson Street local in place of the regular SD9..... British Columbia Railway has placed an order for 10 General Motors diesels for delivery during 1980. This is the first non-Montreal/ALCO power ordered for the railroad.....The Empire Builder is running daily during the Christmas period. Consist is Superliner coaches and diner with a Santa Fe conversion car and a 10-6 electric sleeper along with conventional baggage cars four days a week and a solid Superliner consist (sleeper also) the remaining three days of the week.

CONRAIL TO RETIRE ITS LAST GG1 ELECTRICS

Just a few weeks after pioneer GG1 #4800 was withdrawn from service, Conrail has decided to retire all 17 of its G's still in operation. They are: #4809, 4828, 4835, 4840, 4850, 4852, 4856, 4859, 4864, 4865, 4867, 4869, 4885, 4886, 4887, 4889 and 4894, together with #4891 set aside in October.

On November 20 the Mechanical Department in Philadelphia issued instructions that all remaining GG1 electric locomotives be sent to Wilmington, DE, where they would be stored pending their formal retirement in a few weeks. The last revenue freight train to be hauled by GG1's was ENWI1, arriving in Wilmington's Edge Moor yard from Enola at 9:40 AM on Thanksgiving Day, November 22. The two

CONRAIL TO RETIRE ITS LAST GG1 ELECTRICS (continued)

units which brought in that train were #4859 and 4887, built by Altoona in 1937 and 1939 respectively. They had been in continuous service for over 40 years but now, with their sisters, these veteran motors sit forlornly on a sidetrack awaiting their final orders for movement to the scrap yard.

There is one exception, however, to the funereal summons. Conrail-blue #4800, prototype of the fleet, is being held in a different location while arrangements are made to preserve the historic unit. Further information on this effort will be provided in future issues of Cinders.

The Pennsylvania Railroad acquired a total of 139 GG1's between 1934 and 1943. Generally acknowledged as the most successful electric locomotive design in history, the distinctively-styled 2-C+C-2's rolled up hundreds of millions of miles and assisted mightily in moving huge quantities of passenger and freight traffic during World War II. As recently as 1976 there were still 106 G's on the Penn Central and Amtrak rosters, but retirement of the aging units has accelerated since that time.

With the passing of Conrail's last GG1's only 44 of the original fleet remain in service, all of them hauling passenger trains exclusively. As of November 30, 1979, the active units by ownership are:

New Jersey DOT - 4872-84 (Total 13)

Amtrak - 4890, 4895, 4896, 4901, 4902, 4904-06, 4908-17, 4919-21, 4924-28, 4930, 4932, 4934, 4935, 4939 (Total 31)

It should be noted that Amtrak has an additional eight GG1's set aside for retirement. Of the Amtrak units shown above only 4890, 4895, 4896, 4910-14 and 4935 bear their original PRR numbers. (from Philadelphia Chapter Cinders)

STATUS OF THE BURLINGTON NORTHERN-FRISCO MERGER

Mr. Thomas Lamphier, President of the Transportation Division of the BN, speaking at Midrail 79 in Duluth, Minn. replied as follows to a question on the status of the BN-Frisco merger talks:

"The talks are all over, the record is now closed on the BN-Frisco merger, and it is in the hands of the Commission. The only purpose for which the record is still open is to complete the environmental impact statements, and according to the 4R act the Commission must reach a decision by July 23, 1980. So that's the last date on which the Commission can either approve or disapprove the application to merge. We're kind of guessing we might get an order from the Commission before then, and if we were to get it and there were not a lot of conditions attached, we would merge at that time. Another possibility is that one of the opponents might take it to court, that might grind it through another year. All of the hearings and that sort of thing are over. And I must honestly say that the Commission has worked assiduously in the spirit of the 4R act, in the speed-up of the proceedings in this particular case. I can tell you very flat out, if the Commission requires any significant conditions as a requirement of merger both the Frisco and we have decided we will walk away from the deal. We're not going to give away the store, you know, just to merge. We think the merger is a good thing, but 'conditions' we think are not good." (from Central Region Limited)

PACIFIC NORTHWEST CHAPTER

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ISSN 0041-0926

The Trainmaster is the official publication
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Copies are addressed to the Chapter editor
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