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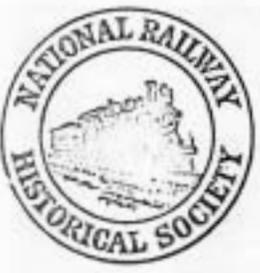
Pacific Northwest Chapter

National Railway
Historical Society

Room 1, Union Station
Portland, Oregon 97209

NON — PROFIT
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Rail News For:



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CHAPTER NEWS LETTER
("THE TRAINMASTER")

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

Number 133 - March 1970

CALENDAR FOR MARCH 1970

- Friday
20 March
8:00 P M
Room 208
Union Station
- REGULAR MONTHLY MEETING
- Jack M Holst, one of our PNW Chapter members will present the first of a two-part program for the evening. He will conduct a "short Diesel model identification clinic". For the second half we have been promised a slide showing on steam railroading in Guatamala. The double-headed program should be of interest to many.
- Saturday
28 March
10:00 A M
Union Station
- MYSTERY TOUR
- Meet at Room 1 to pool rides for the day's adventure. Bring cameras and dress casual (some walking may be included, but nothing strenuous). A lunch stop is included and rest stops will be scheduled as needed. Return to Union Station by 5 PM.
- Trip leaders Jack Holst and Ed Immel are promising, as a highlight of the day, a train ride that no railfan has ever made before. Reservations are suggested to aid in planning. Telephone Holst at 255-0631 or Immel at 282-2782.

ADVANCE CALENDAR FOR APRIL 1970

- Friday
3 April
7:00 P M
Hilton Hotel
- PACIFIC NORTHWEST HISTORY CONFERENCE BANQUET
- A feature of the 23rd Annual PNW History Conference to be held in Portland on 2, 3, & 4 April 1970 will be the conference banquet at the Hilton Hotel. The guest speaker will be Robert Athearn of the University of Colorado whose topic will be "The Union Pacific and the Pacific Northwest". Information and tickets may be obtained from the Oregon Historical Society at 1230 S W Park Avenue, Portland, Oregon.
- Saturday
& Sunday
4 & 5 April
Portland
- JOINT MEETING WITH INLAND EMPIRE CHAPTER, NRHS
- The visitation of the Inland Empire Chapter will be jointly hosted by the Tacoma Chapter and the Pacific Northwest Chapter. The schedule will include guided tours of interest to local as well as visiting railfans. Also there will be a joint dinner on Saturday evening. More details to be announced later.

"FLYING SCOTT" TO VISIT PORTLAND?

Although we have no official confirmation, The Switchlist, official publication of the Pacific Northwest Region of the National Model Railway Association reports the following schedule for this famous English locomotive and her exhibit train:

18 May . . . Redding, California
 19 May . . . Klamath Falls, Oregon
 20 May . . . Eugene, Oregon
 21 - 24 May . . . Portland, Oregon
 25 & 26 May . . . Tacoma, Washington
 27 - 31 May . . . Seattle, Washington
 1 - 14 Jun . . . Vancouver, British Columbia
 15 Jun . . . Kamloops Jct., British Columbia
 16 Jun . . . Jasper, Alberta

It is not known at this writing if the 4-6-2 will be under steam for her travels throughout the northwest or if it will be dragged about by a diesel. Let us hope that the Western lines can see fit to let her do her stuff under steam without some diesel on the train, as has been done in the east.

Jack M Holst

QUIZ

Many readers are familiar with what SP&S, EJ&E, UP, et cetera stand for. But how are you at identifying the railroads outside the United States? Try your knowledge below: (none are in the western hemisphere) Just fill in the country. The name of the railroad is not needed.

- | | |
|----------------|----------------|
| 1. SJ _____ | 6. CP _____ |
| 2. NS _____ | 7. JZ _____ |
| 3. CFL _____ | 8. NSWGR _____ |
| 4. FS _____ | 9. IEGRR _____ |
| 5. RENFE _____ | 10. IRR _____ |

Answers will be found on page 10 of this issue.

OBITUARY

SPOKANE, PORTLAND AND SEATTLE RAILWAY

1905 - 1970

The rail world was saddened by the death of the Spokane, Portland and Seattle Railway on March 2, 1970. The road had been suffering from a lingering case of "mergeritis". The SP&S was born in the early 1900's as the Portland and Seattle Railway Company. It acquired its present name on February 1, 1908 after completion of the main-line from Pasco to Vancouver.

It has long been noted for its independence, even though the child of two strict and very much larger parents - Great Northern and the Northern Pacific. The SP&S probably became endeared to the people it served much more than its parents were ever able to in their own territory. Although small in size, it was anything but small in the way it operated. The SP&S's roadbed had been upgraded, rebuilt, realigned, and relaid to such an extent that it could advertise itself as "the fastest railroad in the Pacific Northwest" - a claim that no one disputed.

Its motive power was also a reflection of its independence and the result of getting "hand-me-downs" from its richer parents. Somehow, the SP&S just couldn't wear what everyone else had; its closet was filled with outdated rejects, new locomotives like its parents, and some like very few others operated.

Who can forget the 700's, those mainstays of passenger service and the last steam in service? Very few railroads operated any larger locomotives than the 900's and many employees can remember the sight and sound of these monsters leaving the yards at Wishram with a hundred cars in tow. As later years dawned, the road operated diesels that did not have LaGrange as a birthplace.

During its lifetime it had three children and several grandchildren. The Oregon Electric, United Railways, and Oregon Trunk all added their own bit of flavor to the personality of the SP&S

SP&S Obituary, continued

The OE brought to mind a sound of whirring motors, a flash of electricity where pole and wire met, and a rush of air as a set of green Niles cars passed through Maplewood with a load of passengers for Eugene or commuters to Garden Home. With today's hue and cry against air pollution and growth of highways the OE can look back and smile to itself, knowing that it had the answer almost 60 years ago but no one listened.

The Oregon Trunk Railway turned out to be the rebel of the family by getting into a fight with the Harriman kids across the river. However, once the dust had settled, the OT could claim victory, and then came home to become a respected member of the family once more.

The United Railways was actually adopted, but that does not lessen its stature in the SP&S family.

One does not easily forget a railroad that took to the news media to tell the world that it was "the big-little railroad that takes you anywhere". The clever advertisements proclaimed that "our wheels are just as big", "we have our ties", and boasted that they would offer freight service to the moon.

Who can forget dinner in the diner of #2 as it sped up the Columbia River at a steady 65 mph? The food served was considered the finest, and in most cases was better than that of its highly touted parents. These weren't memories of the 1930's, but existed up until 1970.

While it carried travelers to Spokane, a mixed train rattled up the Deschutes River canyon carrying fishermen and an occasional true believer. The SP&S also found time to carry thousands of people on excursions over every part of its system. During a typical summer, the SP&S probably operated more special trains than any other railroad in the west.

The SP&S lived a vigorous life, but died a quick death once the final strains of mergeritis had set in. The people of the Pacific Northwest will always have a soft spot in their hearts for "the Northwest's own railway". It is survived by a widow - - Burlington Northern.

Ed Immel

HOW THE FIRELESS STEAM ENGINE WORKS*

Has a fireless steam engine a boiler or hasn't it? This question has caused much discussion. Some maintain that such a loco can only store steam for use, but they are mistaken. The fireless cooker actually generates steam, fire or no fire, besides storing it.

Water boils at 212 degrees F., at sea-level atmospheric pressure (slightly less than 15 lb. per square inch). But as the pressure of air or steam on any body of water increases, the degree of heat necessary to make that water boil also rises. Therein lies the principle of the fireless steamer.

To begin with, the boiler is filled about three-quarters full of hot water. The steam-charging inlet leads into a long, perforated pipe within the boiler, near the bottom. Steam under pressure often exceeding 500 lbs. per square inch is admitted to this pipe, passes through the perforations, and bubbles up through the water to collect in the space at the top. Some of the steam's heat is transferred to the water as the steam passes through, raising the water temperature way above 212 degrees F. But this superheated water doesn't boil, for the steam pressure upon it may be as much as 40 times the sea-level atmospheric pressure.

When the throttle of a fireless cooker is opened, steam from the upper part of the boiler is admitted to a reducing-valve, which causes the steam to pass to the cylinders at about 50 lb. per square inch, regardless of the boiler-pressure. This low working-pressure necessitates cylinders with comparatively large diameters, characteristic of fireless steamers.

As some of the steam is used up, the steam remaining in the boiler expands, and its pressure therefore decreases. This decrement of pressure on the superheated water causes some water to turn to steam, i.e., to boil. This new steam is added to the steam remaining in the upper part of the boiler, thus partially replenishing the supply. As more steam is used during operation, more water boils, generating more steam for further operation, until the temperature of the water and the pressure on it become too low; then equilibrium is reached, and the process can no longer continue. In practice, the loco can operate until boiler-pressure drops to around 50 lb. per square inch (this varies with individual locos); then it must be recharged.

Thus it will be seen that the vessel used to contain power for a fireless cooker is, indeed, a boiler, even though there is no firebox.

Roger Arcara

* Submitted by Otto Schearer of Milwaukee, Wisconsin

BOOK REVIEW

GOLD RUSH NARROW GAUGE
by Cy Martin

Trans-angle Books
Los Angeles, Cal. 1969
\$6.95

My first reaction was that of joy when I discovered that someone had finally written a book about the famous, but somewhat obscure White Pass and Yukon Route. The author has written several short stories for True Frontier and Real West magazines and the book is similar in content to what one would expect to find in these magazines.

The first 40 or so of the 96 pages are devoted to setting the scene for the construction of the railroad with side trips into the adventures of Soapy Smith and similar characters. This part is fascinating reading and does a good job of introducing the reader to the atmosphere prevailing in the area at the time the railroad construction is getting underway. The author fails to live up to his first chapter with the balance of the book however, and the actual construction and operation of the line are not documented in the manner to which most railfan-historians are accustomed.

Only a few brief paragraphs cover the struggling depression years and the big World War II boom on the railroad is sparsely covered (no photos). The current operations fare a little better and considerable photo coverage is devoted to container ships, trains, and handling equipment.

For some reason not fully explained, the publisher has inserted a couple of pages of text and photos about the Alaska Railroad. This disrupts the continuity of the text and detracts from the book. When will publishers stop trying to pad an author's text with useless trivia?

The book contains a good motive power roster (not credited to anyone, but not the author's original research!). Two maps are included, but they are crude and do little to complement the book. While much emphasis is placed on the steep grades, no profile is included.

In spite of its shortcomings, the book is interesting reading and the photos are well reproduced and layout is good. I'd not hesitate to recommend this book to anyone who is caught up in the spell of narrow gauge, the call of the wilderness, and the stories of the obscure railroads of the world.

Jack M. Holst

LETTERS

After several cards and letters were received, pressure was put on the management to pass on this following information to the readers as a point of information.

editor

March 3, 1970

Mr. Edward E. Immel, Editor
The Trainmaster
1835 N.E. Schuyler Street
Portland, Oregon 97212

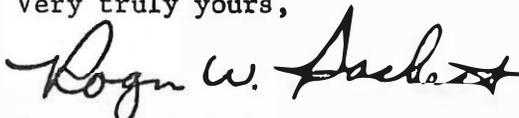
Dear Editor:

I find it necessary to call your attention to the misspelling of the word "Milwaukee" on page 12 of the February 1970 issue of the Trainmaster. Had this gross inaccuracy occurred only once, I could have overlooked it as a possible typographic error. But three times within two adjacent paragraphs is blatant evidence of a weakness in knowledge of national geography on the part of the author.

The Milwaukee Road derives its name from the largest city in Wisconsin. Having been associated with this large midwestern city for over a century, the railroad chose to have the spelling of its name identical to that of its namesake city -- with two "E"'s. The management of The Trainmaster seems so strongly attached to the obscure Oregon community having a similar name but with different spelling (i.e. "IE") that they feel obliged to establish a new cognomen for a famous railroad with an illustrious name.

As an aid to the Trainmaster staff in selecting the correct spelling for future publications, permit me to make the following suggestion: When contemplating the spelling of the word MILWAUKEE (Milwaukie) think of the word BEER (Bier). I'm sure the association of words, if diligently applied, will produce the editorial accuracy that is expected in a publication of such high caliber. Hopefully the staff can master the suggested spelling rule before the Milwaukee Road reaches Portland.

Very truly yours,



Roger W. Sackett
Society for the Preservation of
The Milwaukee Road in the
Pacific Northwest

HISTORIC CLIPPINGS

from "The Cottage Grove Sentinel", Friday, August 22, 1919*

The Shay Engine which does the heavy hauling at the Rujada lumber camp went out of commission Tuesday with a bad case of indigestion and complications. It may be several weeks before the necessary parts can be secured and repairs made. It is thought that the operation of the Western Lumber & Export company's mill will not be interfered with as a large quantity of logs is being secured from lower levels where the Shay is not used.

(NOTE: Kramer Adams' Logging Railroads of the West lists the Western Lumber & Export operation to have lasted from 1919 to 1923 with a Cottage Grove base. To have been in the Rujada area, however, the railroad likely connected with the Oregon Pacific & Eastern in the Culp Creek area.)

from "The Cottage Grove Sentinel", Thursday, September 22, 1927*

Orders have been given Southern Pacific locomotive engineers on the new Cascade line to dim their headlights while passing through the Salt Creek state game refuge above Oakridge, so tame deer that are numerous in that section may not be blinded by the lights and run over by the engines. Deer are so numerous in the area set aside as a refuge that large numbers are seen by passengers on every trip, according to railway officials, and often at night the headlights blind them and, becoming confused, they remain on the track and are run down. The engineers have also been asked to blow off steam when deer are near the track to scare them away.

*submitted by Gilbert M Hulin

INLAND EMPIRE CHAPTER TO VISIT PORTLAND

As noted on the calendar page of this issue, the members of the Inland Empire Chapter of NRHS will be visiting Portland during the weekend of the 4th and 5th of April. Present plans are that they will be arriving early on Saturday morning on train number 23 (note the new designation!) aboard the Mount Saint Helens.

In addition to the tours planned, a joint dinner meeting will be held which will be followed by a social hour (or two).

BN GOES!

On February 2, the U. S. Supreme Court announced its approval of the merger of NP, GN, CB&Q, SP&S, and Pacific Coast Railroads into the 26,500-mile Burlington Northern, Inc. The unanimous 7-0 decision, written by the new Chief Justice Warren E Burger (with Justice Douglas not participating) cleared the way for a merger previously stopped in 1896, 1904, and 1930, before the current attempt was filed in 1961. Justice Burger said the merger's anticompetitive effects will be outweighed by the \$40 million annual savings the roads expect to realize, and that rail mergers aren't to be confined "to combinations by which the strong rescue the halt and the lame". The new company will have assets of about \$3 billion and annual operating revenue of more than \$800 million.

The merger is expected to become effective about March 2, 1970. Great Northern, Northern Pacific, and Burlington will merge into the new company and lease the properties and assets of the Spokane, Portland and Seattle. The 26.5-mile Pacific Coast Railroad between Seattle-Renton-Black Diamond, Wash., will be merged into the new company, but the Oregon Trunk, the Colorado & Southern and the Fort Worth & Denver will not be actually merged into Burlington Northern at first, because of legal technicalities. All of these lines' operations will be coordinated with BN as they have been with predecessor companies, however.

The Milwaukee Road gains new gateways at Billings, Mont., and Portland, Ore., from the merger, plus through operating rights into Sumas, over BN rails in part. The Milwaukee is not expected to begin immediate operations into Portland, until joint-trackage and yard facilities agreements are worked out.

Little specific information has been released regarding details of the merging process, but from the "almost-M-Day" plans of May, 1968, the following activities can be expected:

New BN colors will probably be the green and white that many CB&Q diesels and a few GN passenger cars have been appearing in since 1968 or so.

Renumbering of locomotives will begin shortly after the merger, with repainting following later during major shopping for each unit. Details of renumbering are not yet available. Renumbering of freight cars will be done as each car requires minor repairs, but repainting will await heavy repairs, or shopping.

Most train numbers will change shortly after M-day but actual routing of traffic and trains will be changed gradually. Operating directions (for timetables and train orders) change in some areas, including Portland-Seattle, so that all BN lines in the Northwest are uniform with Eastward time-table direction being northbound.

BN Goes!, continued

BN will be divided into six regions: Seattle, Portland, Billings, Omaha, Chicago, and Twin Cities (Minneapolis) with company general headquarters being in St. Paul.

In the Northwest, Seattle Region takes in GN's main Seattle-Bainville, Mont., NP's main Seattle-Centralia, Wash., and all NP and GN lines north from the Puget Sound area. Portland Region includes all of the SP&S west of Cheney, Wash., plus the NP's main line Cheney-Yakima, Wash., and Walla Walla and Pendleton branches, NP's double track Centralia-Vancouver, Wash., and Grays Harbor/Bangor/Raymond branches. Camas Prairie Railroad, Oregon Electric and Oregon Trunk, and GN's former Klamath division (Bend, Ore.,-Bieber, Calif.). Billings Region mostly includes NP's lines in Montana and North Dakota east of Sandpoint, Idaho plus part of CB&Q's Alliance and Casper lines.

ANSWERS TO QUIZ ON PAGE 2

1. SWEDEN Stateus Jarnvager
2. NORWAY Norges Statsbaner
3. LUXEMBURG Chemins de fer Lusembourgeois
4. ITALY Ferrovie dello Stat d'Italia
5. SPAIN Red Nacional Ferrocarriles d'Espagne
6. PORTUGAL Companhia Dos Caminhos De Ferro Portugueses
7. YUGOSLAVIA Jugsloveske Zeleznice
8. AUSTRALIA New South Wales Government Railways
9. ETHIOPIA Imperial Ethiopian Government Railroad
10. IRAQ Iraqi Republican Railway