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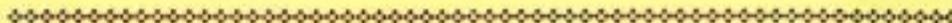
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NATIONAL RAILWAY HISTORICAL SOCIETY



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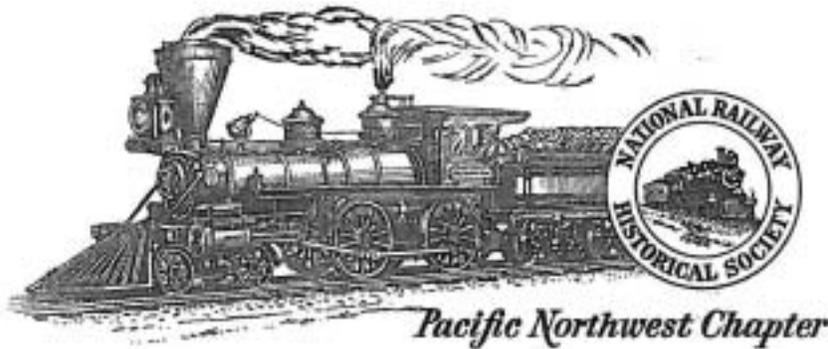
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THE TRAINMASTER

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WHISPERINGS FROM WIESBADEN

by Ed Immel*

Now that your old editor is living in Germany I find that it is hard to write about the place from a railfan viewpoint since the situation is quite different in not being a typical tourist. If I was on a one-month vacation everything could be reported as interesting, but in living here there is so much that one sees everyday that it becomes hard to pick out the more important items. What follows is just some highlights of several months in Germany and are observations and experiences in which the readers of The Trainmaster might be interested.

STEAM

Yes, Virginia there is steam in Germany still. The two main places I have found steam so far have been at Limburg and Heidleberg. One Sunday afternoon I found myself on the platform at Heidleberg ready to take pictures of the 4:21 for Stuggart and the 4:26 for Osterbach, both still steam powered. The Stuggart train had a typical 2-10-0 of which over 3,000 were built and will probably be the last class of steam power left on the German Federal Railways. The Osterbach train was double-headed with a 2-10-0 and a 2-6-2 which I understand were originally built for the Bavarian Railways and are some of the fastest passenger steam engines left. The whole scene was very striking since there was no other form of motive power in the station except steam and the trains consisted of the old three-axle coaches that were rebuilt after World War II from Prussian State Railway's stock. The afternoon was cold and rainy which made small wisps of steam escape from every steam joint in the locomotives, the quick whistle of the conductor and the trains would move out of the station with a very muffled sound and disappear into the gloom of the day.

From several observations there appears to be about 20 - 30 steam engines operating out of Heidleberg and it may last until the end of the year or the middle of next summer at the latest. The situation at Limburg is quite different since the end of steam appears to be on the way quite soon. Out of 30 engines assigned to the place, only 6 or 7 see any regular service and the rest are stored out-of-service with capped stacks.

* "European Bureau Chief"

"Whisperings from Wiesbaden", cont'd

My understanding is that steam is still to be found along the East-West German border and will probably be the last area to lose the steam engines. Now that my automobile is in Germany some weekends will probably be spent motorcading the last of German steam.

ELECTRICS

If you are an electric fan (hummmmmmmmm) there is plenty to see in Germany. The German Railways are in the midst of a massive electrification program that calls for overhead on every line that has at least 30,000 tons of traffic a day. The rest will be dieselized or battery-ized (more on that later).

While I am interested in electrics I look more for the old and interesting since most of the German locomotives look like they came from the same factory. The latest locomotives are streamlined and really have no "class" that makes one take any special notice. However, at Munich I found some ancient electrics that had drive rods and part wooden bodies. At Heidleberg they have an interesting class of switchers that have the cab at one end with a huge pantograph on top of the cab and massive driving wheels and side rods. They have to be seen to be believed!

As for streetcars, most German cities have some street railways if they are over 100,000 population with the only major exception being Wiesbaden in the western part of West Germany. There is an interurban line between Mannheim and Heidleberg which I have seen people waiting for but have never seen the train, along with some country lines near Stuggart. Munich and Frankfurt are the only large cities I have visited that have extensive streetcar systems with Frankfurt probably being the most interesting. The Frankfurt system consists of old cream and green cars that pull unpowered trailers and new light gray and orange cars that can also operate on high-level platforms.

The cars have a public address system that announces the stations. They use a cassette tape system on which the announcements have been recorded by a women with a very pleasing voice. In most other cities the announcements are made by the operator which results in one of the following:

- A. No announcement,
- B. You can't hear the announcement since his mouth is three feet from the microphone,
- C. It blasts in your ears, or
- D. You can't understand the operator since he is Itallian and doesn't know German.

On secondary lines the Germans have used battery-powered cars for years. They can operate about 400 kilometers (240 miles) on one charge and usually spend the evening plugged-in to take advantage of cheap power rates. These are large

"Whisperings from Wiesbaden", cont'd

cars of perhaps 80 feet in length and are quite a surprise to someone whose only experience with battery-powered locomotives is mining equipment which is usually small.

OTHER INTERESTING OPERATIONS

At Heidleberg there is a bergbahn (mountain railway) that has to be ridden by any railfan visiting Germany (it is a funicular counterbalance). The operation is split into two parts with the first part going just to the famous Heidleberg Castle. The equipment is very new with automatic doors, padded seats, and steel construction. The upper section is served by wooden cars that are over 65 years old and are in immaculate shape. The line has a maximum gradient of 42% and the whole trip takes about 45 minutes from bottom to top including changing of trains.

On the particular day that I rode the bergbahn it was raining at the bottom, but when I reached the top it was snowing quite heavily and the operator said that they would probably get a yard of snow during the winter. On the way down there was a group of middle-aged ladies that had been to a lunch at the mountaintop restaurant and evidently had had a few glasses of wine and started singing. The operator of the car got caught up in the spirit of the moment and he also started singing over the public address system. It was quite a sight - a 65 year old railway car plunging down 42% grades in a snowstorm with a group of singing passengers.

The town of Wiesbaden has what I have found to be a very rare funicular - it is water powered! The car going up is pulled by the car going down which is heavier since it is full of water. As soon as the full car gets to the bottom a trip lever dumps the water. As the empty car gets to the top it is plugged into a large water pipe which starts filling the tank under the car in preparation for pulling the bottom car up the 20% grade. Perhaps there are more of this type around, but it is the first one I have ridden.

This is but a short summary of several interesting railfan trips that I have made so far. In the future I plan to get to Switzerland and ride some of the mountain railways. I understand that there is a third-rail operation that runs high in the Pyrenees between France and Spain. Perhaps my 18 days of Christmas vacation will be spent in Spain and Switzerland.

Tune in later for further adventures of a railfan exiled in Germany.

MOUNT HOOD WINTERIZED

Mechanical Superintendent Jim Gilmore reports that ex-SP&S car number 600 has been readied for winter. This included draining of water tanks and pipes plus a general overall inspection.

NOVEMBER MEETING NOTICE

The next regular meeting of the Pacific Northwest Chapter, NRHS, will be held on Friday, 17 November 1972 commencing at 8 P M in the Burlington Northern Safety Room. This is located on the east side of the extension of N W 11th Avenue, north of Hoyt Street (almost to the Lovejoy ramp of the Broadway Bridge).

In addition to the routine business to be conducted, the annual election of Chapter Officers will be held (see nominating committee report for list of candidates submitted).

The business meeting will be followed by "The grandest of all auctions" according to Ken Dethman, program chairman. Members are asked to donate items of interest and value. Proceeds will go to the PNW Chapter treasury. Included in the auction will be items from the Sumpter Valley Railway Company, Washington Water Power Company, and the Mount Hood Railway Company.

Following the auction, Allan C Zimmerman (famous writer of "mystery articles") will present a slide show on "Railroading in Guatamala - 1972"

Refreshments following (arranged for by Cora Jackson, our Superintendent of Dining and Sleeping Car Services).

NOMINATING COMMITTEE REPORTS

The Nominating Committee appointed by Chapter President John Holloway at the October 15th meeting has submitted the following slate of officers for consideration by the membership:

- PRESIDENT JOHN D HOLLOWAY
- VICE PRESIDENT KENNETH V DETHMAN
- SECRETARY CHARLES W STORZ, JR
- TREASURER ROGER W SACKETT
- DIRECTOR-AT-LARGE CORA JACKSON
- DIRECTOR-AT-LARGE IRVING G EWEN
- NATIONAL DIRECTOR ROGER W PHILLIPS

All nominees have agreed to serve the Chapter for the position indicated if elected. Other nominations will be accepted from the floor. Elections will be held at the next regular meeting on 17 November 1972.

Roger Phillips - - - Leonard Woodford - - - Irv Ewen
(members of nominating committee)

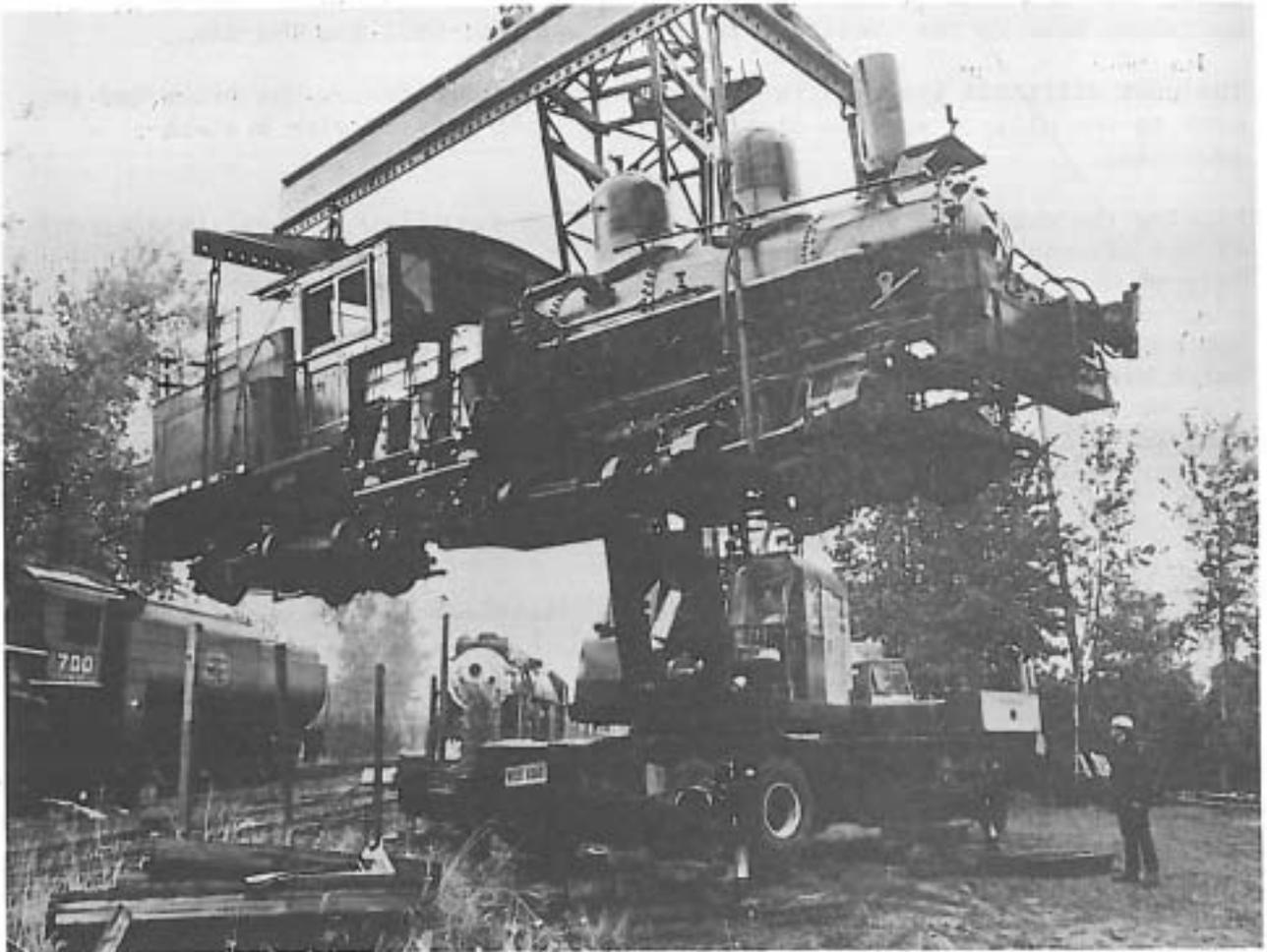
"PEGGY" MOVES AGAIN

by James J Gilmore*

Monday, October 9, 1972 marked a high point in the restoration project of the Stimson Lumber Company's locomotive number 1, "Peggy", a 42 ton Shay. This followed some frantic last-minute priming and painting on the weekend of the 7th and 8th of October. During the week preceding, a not-so-frantic, but nonetheless urgent, track-laying party had been held in the evening at the Western Forestry Center.

Monday's activities started off with the arrival at Oaks Park of a 115 ton crane donated by Grays Crane and Rigging Company. About 3 hours of prepa-

* Mechanical Superintendent, Pacific Northwest Chapter, N R H S



"Peggy" leaps tall fences in a single bound with the aid of equipment donated by Grays Crane and Rigging Company. (Photo by Wes Guderian of The Oregonian)

"Peggy" Moves Again, cont'd

ration were required to ready the crane and move it into position. Meanwhile, trucks, men, and other equipment donated by Wilhelm Trucking Company had arrived.

The next couple of hours were spent rigging the engine with slings under each truck and finding the balance point on the spreader bars. Lifting "Peggy" went smoothly in spite of a persistent tendency of the crane to tip to the left. The engine had to be lifted out of the display area that is surrounded by an 8 foot high fence. At 1:00 P M "Peggy" was on the truck and all that remained to be done was blocking and tying down before the trip.

Original plans called for the move to take place on Monday. However, this was postponed until Tuesday since conditions of the move permit required completion of the trek by 3:00 P M to avoid interfering with rush-hour traffic.

On Tuesday the 10th "Peggy" was finally on the move. The route selected was along the east side of the Willamette, west through downtown Portland, then up Canyon Road to the Western Forestry Center near OMSI and the Zoo.

The most difficult part was in the final few hundred feet. The truck had to back up the hill to the new display site. Another truck with a winch assisted.

Placing the engine on the temporary track went smoothly. The only excitement of the afternoon was provided by a television cameraman and this writer who tripped over each other and went rolling down the hill with cameras flying.

The next few weekends were spent laying the 90 feet of permanent display track which had to be delayed until retaining walls were built along the uphill side. Ties were donated by the Western Forestry Center. Union Pacific Railroad donated rails, spikes, tie plates, et cetera. "Peggy" will soon be moved into her permanent display position.

MECHANICAL COMMITTEE REPORT

On Saturday, the 4th of November several members of the PNW Chapter made a trip to the Oregon Pacific and Eastern Railroad yards at Cottage Grove, Oregon. Purpose of the trip was to complete work started on the 10th of October to "winterize" the Chapter's cars.

The Mount Hood (ex SP&S 600) is winterized except for the batteries which need to be repaired and charged to keep them from freezing. As a result of a general inspection the generator and the Waukesha air conditioner have been placed on the Bad Order List. There will be more trips in the near future to correct these problems.

The baggage dorm car 76 is fully winterized also, except for the batteries.

"EXTRA BOARD"

The Burlington Northern has announced plans to build a new 126 mile line through the Powder River basin of eastern Wyoming at a cost of \$32.5 million. The line would extend southward from a point near Gillette, Wyoming to Douglas, which is about 53 miles east of Casper. It would link BN's two east-west main lines through Wyoming and connect with a 19 mile branch line serving the new Amax Coal Company mine south of Gillette. The application to the Interstate Commerce Commission calls for grading of the line to begin in 1973 and track work to be completed by 1975.

Amtrak's "Coast Starlight" (trains 11 & 14) between Seattle, Washington and San Diego, California is scheduled to operate on a daily basis from 14 December through 22 January of 1973 in order to handle the expected heavy holiday season traffic.

PNW Chapter member Alfred Haij has misplaced some of his 8mm Pacific Electric movies taken in the '40's and '50's. If anyone in the Chapter knows of their whereabouts he would like to get them back.

Burlington Northern has donated their depot building at North Plains, Oregon to the Oregon Museum of Science and Industry for their annual fund-raising auction ("ZOOMSI" ?). Conditions of the donation are that the structure must be moved from the railroad right-of-way by the successful bidder.

Information and photos on the Great Southern Railroad, which operated from The Dalles to Friend, Oregon, are wanted by Walt Grande. A feature article on this line is being prepared by Walt for the December or January issue of The Trainmaster.

Another feature article in the planning stages is on the Southern Pacific Red Electrics. Photos of this line are needed too. Contact Walt Grande if you have some to loan.

The Hoyt Hotel near the Portland Union Station is closed. Contents will be auctioned off between November 16th and 19th. Included in the items is the full-sized replica of the steam locomotive that was built in 1949 for the movie "Ticket to Tomahawk". This wooden replica actually became more famous in the TV series of "Petticoat Junction" where it was used in studio scenes for the Sierra Railway's Number 3. The locomotive has been on display for many months on the Broadway side of the Hoyt Hotel parking garage at N W Hoyt Street.

PNW Chapter Member E D "Ed" Culp of Salem, Oregon is author of a new book "Stations West - The Story of Oregon Railroads" scheduled to be released about the 1st of December. Publisher is Caxton Press of Caldwell, Idaho.

NEW YEARS EVE TRIP

The New Years Eve trip this year is tentatively scheduled as a trip to the San Francisco area using the Chapter's sleeper lounge car Mt. Hood. This will be the car's first private trip since the arrival of AMTRAK on the scene.

Departure will be Friday, December 29, 1972 at 4:05 PM from Portland Union Station on AMTRAK's Coast Starlight. We will board the Mt. Hood at Eugene. Arrival in the San Francisco area will be Saturday, December 30, 1972 at 8:15 AM at the Oakland Station. The Mt. Hood will be stored on steam in the station for those who wish to use it during our stay.

Departure from Oakland Station will be Sunday, December 31, 1972 at 8:50 PM, arriving in Portland Union Station 1:05 pm, Monday, January 1, 1973. We will leave the Mt. Hood at Eugene and travel AMTRAK the rest of the way to Portland.

During our layover at Oakland everyone can chase cable cars or trolleys or whatever they want.

Prices will be approximately as follows:

Dormette (1/2 bedroom)	\$150
Bedroom for 2	\$300
Roomette for 1	\$175
Roomette for 2	\$200
Parlor (guaranteed seat in the lounge)	\$100

Continental breakfasts and light snack foods as per previous excursions will be available on the car.

PEGGY MOVES ON HER OWN WHEELS !

On November 11, 1972 "Peggy" moved on her own wheels for a total distance of one rail length. This was all that the strong arms and backs of the mechanical committee could manage on one Saturday afternoon. Alternate means of moving the locomotive are being sought before next Saturday, that is, something a little stronger than two bodies and a one ton chain hoist. Track laying at the Western Forestry Center is virtually complete and most of it is ballasted so that everything is ready to move "Peggy" to her final display position.

J J G