



pacific northwest chapter

THE TRAINMASTER

September 1979

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

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PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday REGULAR MONTHLY MEETING

Sept. 21
8 PM

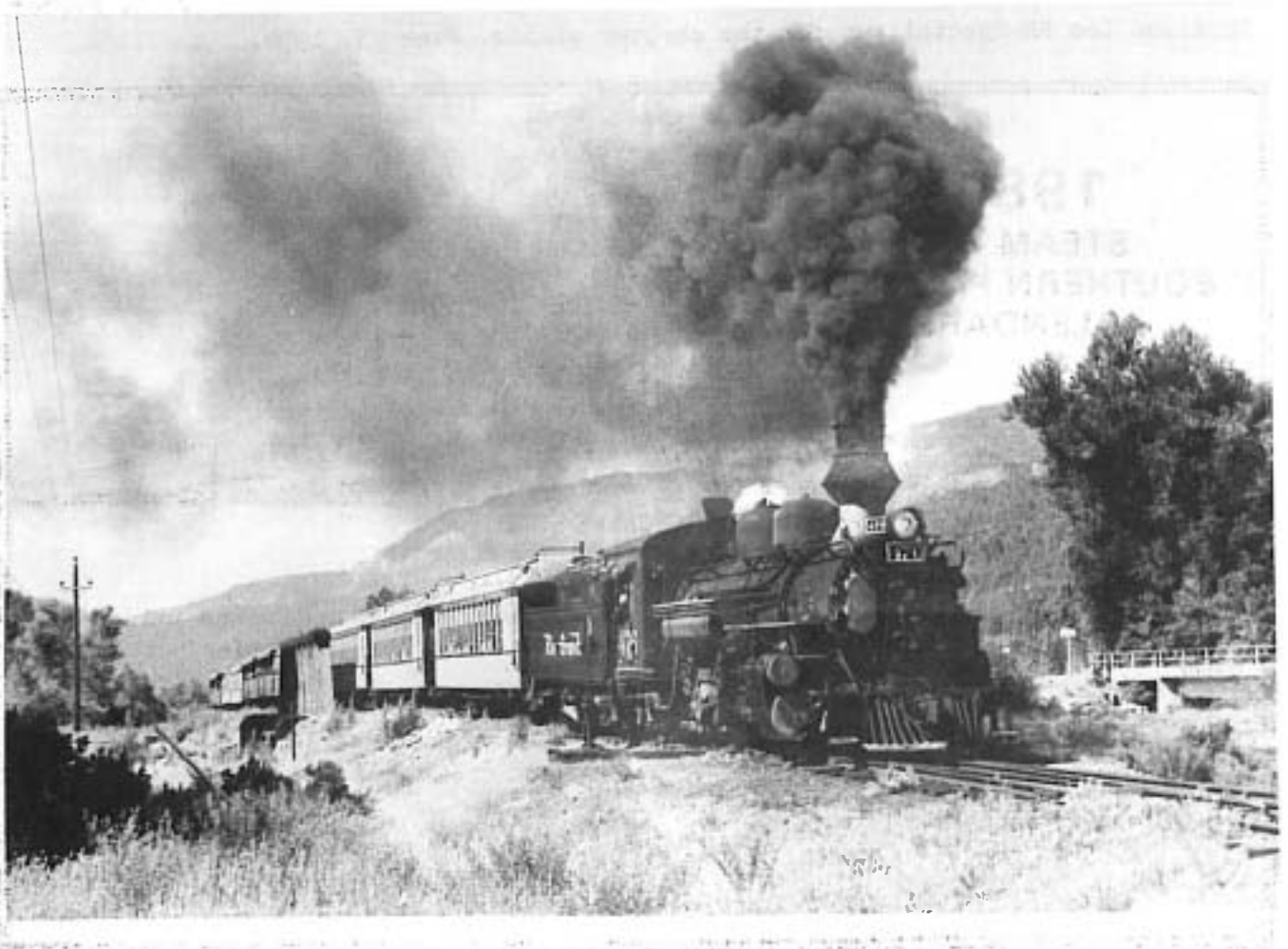
The September meeting of PNW Chapter will be held at the BN Safety Assembly Room, as usual. Fortunately, last month's fire in the Burlington Northern-owned warehouse at NW 11th & Hoyt did not harm our monthly meeting place, so we will be meeting at the usual place. Terry Parker, Al Zimmerman, and Ben Fredericks will present a program on present-day operations on the Cumbres & Toltec and D&RGW Durango-Silverton line, including the C&T's "Great Freight '79", operated this summer. (Newsreel before program.)





Convention Memories-Ex. Canadian Pacific 3716 at Pemperton, BC, Canada, September 4, 1978
Photo by; John F. Humiston, Olympia Fields, Illinois

Cover: Cumbres & Toltec at Kresco Tank, July 7, 1979. Opposite: Top- Double Heading to
Cumbres Pass on the C&T, July, 7 1979, Bottom-Second train on the D&RGW just out of
Silverton, July 8, 1979. Three photos; T. R. Parker

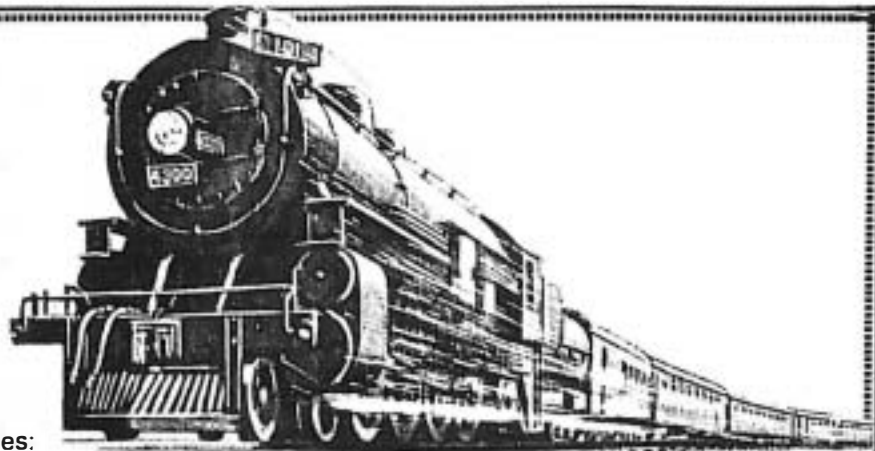




T. R. Parker

Portland Zoo RR-Special run for the chapter picnic, June 15, 1979.

1980 STEAM ON SOUTHERN PACIFIC CALENDARS



This coming year's calendar includes:

#1085 Switcher lettered "SPRECKLES SUGAR CO"

#4270 Cab-Forward with the Overland Limited

#5011 SP with a freight near Marne, California

PLUS 9 other quality black & white photos of SP steam locomotives in Oregon & California, and an action photo of #2339 Ten Wheel crossing NWP's Greenwood Trestle on the cover, all printed on 9½x12 coated paper.

Supplies Limited - Order Your Calendar Now!

Calendars will be for sale to chapter members at meetings later this fall.

\$5.00 each Postpaid



Pacific NW Chapter NRHS
Union Station, Room 1
Portland, Oregon 97209

A DAY TO REMEMBER

by Terry Parker

The time was about 5:30 pm when the blast of the whistle announced the arrival of engine #1, now a 20-year veteran of the rails. She huffed and puffed into the station in the grandest of style. The boiler sparkled and glistened, even in the somewhat subdued sunlight. By six o'clock, the waiting crowd was aboard, filling three of the four open coaches. In the cab was the engineer, somewhat new to the line, a manager of the railroad, and the fireman, also an engineer, but of the diesel generation. Two blasts of the whistle, and the throttle was cracked open to travel on rails which a diesel had been running over most of the day. The wheels of the coaches squealed on the curvature of the track as the locomotive picked up speed.

A minute or so later down the track, we started up a grade. The engine was slowing down and believe it or not the drivers were slipping a bit. However, with oil from the diesel still on the track, it was not uncommon.

On up the grade the train was still slowing down. The locomotive's drivers were now beginning to slip more often than not. Then, with the drivers still turning, the train stopped. The crew in the cab looked frustrated. Then a blast of steam as the cylinder cocks were opened, a short wait to build up steam, and it seemed we were ready to go. Again the drivers moved, but the train did not.

A decision was made to back part way down the hill and take another run at it. After leaving a trail of sand on the rails, the throttle was again cracked open, the drivers kicked over, and we were again moving in the right direction. We continued up the hill with the drivers kicking over here and there, but no real problems.

At the station at the other end of the line, I learned that there had never been so much trouble getting up the hill, and it was no show, it was all for real, just a combination of several factors, including adjustments that had just been made to the pony truck of the locomotive.

Two trips later, after a couple of photo stops, and several hot dogs and other goodies, the evening was over. The place: Washington Park. The line: Portland Zoo Railway. The day: June 15, 1979, the Pacific Northwest Chapter picnic.

THE EXTRA BOARD--by Ed Immel and Bryan Leeder

The Portland Terminal Railroad will be repainting all of its locomotives into a new color scheme--light blue, with top trucks, and lettering painted black as before. Alco S-2 36 was the first unit to receive the new color in mid-August.

Apparently, the Chapter's sleeper-lounge Mount Hood will have a part in a movie with B.C.-owned 2-8-0 3716. We have been informed that the filming will be or has been done at Smith, Alberta (approx. 130 miles north of Edmonton), on the Northern Alberta Railway. We also understand that the movie is a biography, with the Canadian Film Board as a possible producer. More details on this as they become available.

Southern Pacific diesels have been running on the point of Amtrak's Coast Starlight between Portland and Oakland for the past couple of months to try to keep the Starlight on time on the SP. Normally, a single SP locomotive (more often than not, and SD45T-2) leads the two Amtrak SDP40F's.

The Heart of Dixie Railroad Club will sponsor a steam excursion from Birmingham to Selma, Alabama and return on Saturday, November 3rd, powered by 4-6-4 2839 or 2-10-4 610. For more information, write to: Steam Excursion, P.O. Box 3694, Birmingham, Alabama 35211.

In 1928, the old Pacific Coast League Hollywood Stars became the first known baseball team to travel by air, flying between Seattle and Portland after they had finished a doubleheader at Seattle. The reason for the trip was to enable the Stars to catch the SP's Cascade for Los Angeles, where they were to play a game there.-- Heard on KYXI radio during a Portland Beavers baseball game.

RINGLING BROTHERS AND BARNUM AND BAILEY CIRCUS TO VISIT PORTLAND

The Ringling Brothers and Barnum and Bailey Combined Shows "Red Unit" circus train, with 39 cars, will arrive at Portland on Tuesday, September 11, in the late afternoon. The train will be arriving on the Southern Pacific, coming from the circus' Fresno, Calif. display, and will park in Burlington Northern's Hoyt Street Yard during the shows to be given September 13-16 at Portland's Memorial Coliseum. The Ringling Brothers train will reload after the 6 pm show Sunday, September 16, and depart on BN, with Burlington Northern locomotives and caboose, about 2 am Monday, September 17 for movement through to Seattle. The circus will arrive at BN's Interbay yard about 8 am September 17 and park for occupancy during the display September 18-23 at the Seattle Center Coliseum.

The circus train will again reload after the 6 pm show September 23, and depart Seattle (Interbay) about 3 am Monday, September 24, again with BN power and caboose, running via the former Northern Pacific Stampede Pass line through Yakima, to Kennewick, Wash., where the train will be delivered to waiting Union Pacific power and caboose which will take the train via UP to its next display in Salt Lake City.

The Ringling Brothers and Barnum and Bailey "Red Unit" train consists of five converted baggage cars carrying the animals, 23 sleepers and coaches which include the self-contained power cars for lighting and heating, and 10 piggyback flats carrying the wagons and other vehicles. Each year Ringling Brothers alternates the Red and Blue units between two circuitous routes around the United States, and we now understand that they have added a third circus train to their fleet, known as the "Gold Unit".

HOW TO CONSOLIDATE TRAINS--AMTRAK STYLE

by Ed Immel

Amtrak's Board of Directors instructed the scheduling department to consolidate trains in order to save cars and locomotives. As part of this program, Amtrak decided to consolidate the Mount Rainier and Pacific International trains, announcing through a press release that this would provide direct connections to and from Vancouver, B.C. At this point the plans are becoming very fuzzy.

The Vancouver, B.C.-Seattle Pacific International--one set of equipment and one locomotive--would be combined with the Portland-Seattle Mount Rainier--one set of equipment and one locomotive. The Mt. Rainier would leave Portland at its regular 8:30 am departure and arrive in Seattle at 12:20 pm. It would then lay over until 7:30 pm and depart as the Pacific International arriving in Vancouver at 11:59 pm. The equipment would then lay over at Vancouver until 11:30 the next morning, when it would depart as the Pacific International arriving in Seattle about 4:30 pm. A 15-minute stop would be made here and it would depart as the Mount Rainier. The only problem is that the locomotives would probably run out of fuel south of Tacoma and the toilets would be overflowing by Centralia. There would be no food in the snack car since there is not time to do all of these things in Seattle during a fifteen-minute stop. As a secondary benefit of this consolidating of trains, all Coast Starlight passengers would leave Vancouver by bus since the connections would be broken by a later departure of the Pacific International from Vancouver.

Thus, the Mount Rainier with its set of equipment and locomotive would be consolidated with the Pacific International and its set of equipment and locomotive into a combined train consisting of two locomotives and two sets of equipment. With just a little bit of effort it might even be possible to combine the two sets of equipment into three sets of equipment!

SILVERTON LINE TO ACQUIRE NEW OWNER (from the August issue of the NRHS News Extra)

The historic Durango-Silverton narrow gauge railroad will be sold by the Denver and Rio Grande Western Railroad to Charles E. Bradshaw, Jr. of Orlando, Florida, under a contract agreement signed during the first week of July in the Denver headquarters of the D&RGW.

Unprecedented development of the line has been promised by the buyer. Bradshaw, one of the nation's leading citrus growers, has succeeded over more than a dozen others who in the last 25 years have sought to acquire the mountain railroad, now a world tourist attraction.

A new corporation, the Durango-Silverton Narrow Gauge Railroad Company, of which Bradshaw is president and chief executive officer, has been formed to own and operate the line.

D&RGW announcement of the contract said it provides for the change of ownership following authorization by appropriate regulatory agencies but will not occur until the D&RGW has closed its 1979 excursion operations this fall.

G. B. Aydelott, Board Chairman of the Rio Grande, said Bradshaw had met all the criteria the railroad had demanded of whomever would buy the century-old line. The buyer had to prove financial ability to operate, maintain, and improve the line. Also, he must assure that future performance would meet public expectations, especially in Durango and Silverton, as well as official approval.

Bradshaw's plans include restoring to service three of the larger engines in storage at Alamosa and tow likewise in Durango (K-36 and K-37 models). Additional equipment, including open observation cars, will be provided. Bridges and trestles will be strengthened and curves modified to handle the K-36 and K-37 engines which have never been used on the line. Consideration is being given to a Silverton-based train, winter and night runs, all dependent upon acceptance and revenue potential. Adhering to early-day design, a complete car shop will be constructed, along with expansion of the existing roundhouse.

THE SMOKING SECTION--by Clyde Parent (from the September 1979 issue of the Yardbull, Inland Empire Chapter)

Fifty or sixty years ago, railroad cars and trains were equipped with an area known as the "Smoker" or "Smoking Car." In this section, where smoking was allowed, were not only tobacco burners, but the roughly dressed men, the "bindle stiffs" when they had money, and single men, travelling without female companionship. Women were never seen in these places.

The local electric lines in and around Spokane had the usual approach to this situation. The two man "Traction Company" city cars had a large open platform at the rear of the car that had a railing with a stall for the conductor to stand in, and a sheet metal fence that enclosed the entire spacious platform, except for the boarding and leaving steps that ran about eight feet along the right side. It was on this breezy open air platform that smoking was permitted. As a small boy I enjoyed standing here (there were no seats) with the men, but unless my father was with me, the conductor always chased me into the main part of the car, where I had to sit with the ladies! I still remember the odor of disinfectant mingling with the smell of ozone from the traction motors, and the placard that was posted on the bulkhead that proclaimed in big bold letters: "NO SMOKING! IT IS ABSOLUTELY FORBIDDEN TO EXPECTORATE!"

These red signs were also posted in the main sections of the interurban trains; however, in the forward part of the combination cars, smoking was allowed. In this compartment the seats were rattan, while the rest of the "Inland" trains had seats upholstered with red or green mohair. The Washington Water Power trains had the same arrangement for smoking, but had no luxury-type seats, with all seats covered with rattan, as were all the seats in the city cars.

(continued on next page)

THE SMOKING SECTION (continued)

When the city cars were converted to one man operation, the rear part of each car was divided from the main part by a partition and sliding door. On most cars this included the back platform, now enclosed, and two windows of the body. The cars converted by the "Traction Company" had longer rear platforms, so this was deemed enough for the smokers, and did not include any part of the main body.

There was plenty of ventilation in these compartments, and as very few heaters lurked under the seats it was little warmer than the outside during cold weather. In the extreme rear was a controller and brake valve without handles which the motorman used for wying the car, bringing the handles back from the front when necessary. There was an emergency exit door that, when open, rang an eight-inch gong in the motorman's compartment. Very few kids monkeyed with this door, although a young extra motorman whose name was Green told me about an incident one afternoon. He had stopped his car inbound at Gonzaga University to pick up a crowd of students bound for town. The big car had already 60 to 70 passengers aboard, and as motorman Green, who was an enormous, powerful, farm-bred country boy, was loading his car and collecting fares, the emergency gong began clanging, and he noted some passengers were sneaking into the smoking section free.

Immediately Green grabbed his main controller handle, elbowed his way back through the crowd, made everybody in the smoker go out the emergency door, shut and secured it, went back to the front, and collected fares from the smoker group all over again! The company wasn't too happy about this, but Green never had any more trouble with the gang from Gonzaga after that.

One rainy afternoon while I was working as inspector at Post and Main for the Spokane United Railways, a motorman mishandled his controller in spotting the car for a turnout, causing a flashover in and around the controller, and it blew up with a tremendous thunderclap and blinding flash, as the voltage and amperage near the Post Street substation was usually above normal. This not only scared the switch rod out of the motorman's grasp, but stunned the passengers bug-eyed.

I heard the commotion from across the street, went over, and soon found that two "fingers" that made contact with came inside the controller had melted completely off and had run down onto other "fingers" and cams. Result: no power. So, I told the motorman to flag from his post in front, and took the controller and brake handles and went toward the rear of the car to operate same from the controls there.

As soon as the denizens of the smoker found out what I intended to do, they all tried to get out of there at the same time and almost broke down the compartment door, then watched me from the front of the car, certain I was looney.

However, I had no trouble whatsoever getting us started, and was able to get the car onto Trent Avenue, off the main line, and get the passengers transferred to other cars.

FIFTH ANNUAL SLIDE-A-THON AT SALEM OCTOBER 20

The fifth annual A&L Rail Slide-A-Thon will be held at Four Corners School in Salem on October 20th, featuring a show of original R. H. Kindig slides, narrated by Jack Pfeifer. Clinics, picture shows, photo contests, and a flea market will also take place, lasting from 9:30-?. The registration fee will be \$5.00 per person through October 15th, and \$7.50 after. For more information, write to A&L Rail; 587 22nd St., N.E.; Salem, Oregon 97301, or call 370-9828 or 399-0239 in Salem.

OCTOBER MEETING PROGRAM: "UP 8444" DON'T MISS IT!

PACIFIC NORTHWEST CHAPTER
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