



THE TRAINMASTER

DECEMBER - JANUARY 1969

Number 121

Pacific Northwest Chapter, National Railway Historical Society, Room 1, Union Station, Portland, Oregon 97209.

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JANUARY MEETING

The January meeting of the Pacific Northwest Chapter, NRHS, will be held on Friday, January 17, 1969 at 8:00 p.m. in Room 208, Union Station, Portland.

The program will consist of color slides taken by Chuck Storz on a trip through Northern California and the San Francisco Bay area.

[Editor's Note: Due to the recent illnesses of several of those involved in the production of THE TRAINMASTER, we have decided to combine the December and January issues into one large edition.]

PRESIDENT'S MESSAGE

Best wishes for the New Year to all members and friends of the Chapter. 1969 promises to be a year of unusual interest. In addition to the Chapter's regular activities, we can look forward to the Golden Spike Centennial celebration, RAILCON '69 and the NRHS national convention in Denver.

Chapter officers for 1969 were elected at the November meeting. They are as follows:

Chuck Storz	President
Roger Phillips	Vice-President
John Greenaway	Secretary
Roger Sackett	Treasurer
Jack Holst	National Director
Ken Dethman	Chapter Director
Al Haij	Chapter Director

It's dues time again. Please send your 1969 dues as soon as possible to Treasurer Roger Sackett.

CHUCK STORZ
President

CHAPTER CALENDAR

January 17, 1969	Regular Monthly Meeting, Room 208, Union Station 8:00 p.m.
February 21, 1969	Regular Monthly Meeting, Room 208, Union Station 8:00 p.m.
March 21, 1969	Regular Monthly Meeting, Room 208, Union Station 8:00 p.m.
June 21 and 22, 1969	RAILCON '69, Portland, Oregon

LOCAL NEWS

SP&S Latest Order

1st delivered units of SP&S latest order to Alco - 2 Century 636 - #340 (6010-01) and #341 (6010-02) C.N. Both dated 11/68 yet to be delivered. Two additional 636's and two 415 units (100 and 101).

Comox ?????

Seen passing through Wishram Washington area on SP&S, Alco 415 lettered "Crown Zellerbach" to Comox Logging and Railway.

LOCAL NEWS (continued)

Great Southern Railroad Company

For the cover of their current directory the North State Telephone Company of Dufur, Oregon chose a photograph depicting a train, the depot, warehouse and loading dock of the Great Southern Railroad at Dufur. The train consists of a 4-4-0, one cattle car and two passenger coaches. The photo is not dated, but the activity indicated by the blur of moving buggies and wagons would mark the picture as being "early" and prior to the general use of gasoline powered vehicles.

The Great Southern operated between The Dalles, Dufur, and Friend, Oregon from the year 1905 to the depression when it was lost to creditors and then abandoned.

Remnants of this line remain intact . . . the depot in The Dalles, numerous warehouses, bridge piers, and much of the right of way.

KEN DETHMAN

Prineville Railway

Oregon and Northwest (Hines to Seneca, Oregon) Alco 660 #102 originally Brooks-Scanlon Inc. reported sold to city of Prineville Railway. C.N. 79774-5-52.

NATIONAL NEWS

We understand via reliable sources, both the CNR and CPR are experiencing electrical problems with the SD-40's they now have, and at least one of these companies considers the problem quite serious, to the point of top management involvement. The CPR has since November 8th been conducting tests between their SD-40's and the Alco-line C-630 (also 3000 H.P.) with a view towards replacement of their SD-40's to a drier climate, their electrical ailments chiefly being that the pressurization system in the hood, intended to keep out moisture, is not doing so. The CPR tests are being made Calgary to Coquitlam.

BRITISH COLUMBIA CHAPTER, NRHS
Vancouver, British Columbia
PIAH-CHIKCHIK No. 12

NATIONAL NEWS

Southern Firm Buys Old Train

With the merest flick of a wrist, a New York attorney, acting for a South Carolina firm, paid \$75,000 Thursday for a three-car, 1890's style train, complete with a player piano, Tiffany lamps and marble-topped tables.

Norman Wynroth made only one bid on the train, which was one of more than 50 items - including 24 antique cars - auctioned at PB 84, a division of Parke-Bernet Galleries.

The train was sold by the Permacel Division of Johnson & Johnson which had used the three cars for promotional purposes. Originally built in the 1930's, the cars were refurbished at an estimated cost of \$300,000 to make them look like trains in use in the 1890's.

THE OREGONIAN
November 23, 1968

Golden Spike Centennial

A medallion, commemorating completion of the first trans-continental railroad at Promontory, Utah, May 10, 1869 available. Medallions were struck by the U.S. Mint, and can be ordered from the Golden Spike Centennial Commission, Room 2419, Federal Building, Ogden, Utah 84401. They come in two sizes, 1-5/16 and 2-1/2 inch diameters. Bronze medals sell at \$2.50 and \$7.50 each; a silver alloy version of the larger size sells for \$25.

SHORT LINES
Colorado Midland Chapter, NRHS
Colorado Springs, Colorado

Postwar Passenger Cars Go East

Recent curtailments of passengertrain service by western railroads has created a surplus of modern passenger equipment which has become a windfall for eastern commuter carriers hard pressed to find the funds necessary to replace their rolling museum pieces with new equipment.

The Long Island Railroad recently purchased just 15 three to six year old 60-seat coaches from the Kansas City Southern for a total purchase price of \$210,000, equal to the cost of just one new coach. The cars were pressed into service still sporting KCS' black, red and yellow color scheme. The road is searching the country for more second hand cars and has inquired of 43 railroads for surplus coaches.

The state of New Jersey has purchased a number of Rock Island stainless steel coaches for use on Jersey Central suburban trains. The cars, ranging in age from the prewar named coaches of the Rocket trains to the modern de luxe coaches of the recently discontinued "Golden State," are being refurbished for short haul trade by the Reading Company at the Reading, Pa. shops.

The New Haven, which still has a number of Railway post office cards in service, has purchased several stainless steel R. P. O. cars from the Santa Fe to supplant its aging fleet of heavyweight RPO cars. The road is rumored to be buying excess Santa Fe coaches as well.

THE OFFICIAL GUIDE
Wilmington Chapter, NRHS (Delaware)

NATIONAL NEWS (continued)

Wellsville Addison & Galetton New Owners

In Pennsylvania, the Wellsville Addison & Galetton appears to be the new owner of ex-Southern Pacific F-7 freight units, #6378 and #6380. Both, when seen for the first time, still had their snow pilots and were stencilled "ROSEVILLE" which is the big SP yard east of Sacramento. They are expected to be used in freight service over Cutler Summit, between Galetton and Wellsville. Having worked over the high sierras, this hill should pose little problem.

AIR PUMP

Buffalo, Chapter, NRHS

Passenger Cars For Sale

Santa Fe and Union Pacific currently have large numbers of passenger cars of all types for sale (or other disposition if no buyers can be found).

Santa Fe has a total of at least 450 cars available, divided among the following types: Full RPO's (lightweight and heavyweight); Coaches and Chair Cars (lightweight and heavyweight); lightweight Diners, Lunchcounter Diners, Lounges, Diner-Lounges and Dorm-Lounges; heavyweight Dorm-Lounges and Baggage-Club Cars; Combines of all sorts, both lightweight and heavyweight; lightweight Dorm cars and Baggage-Dorms; a single lightweight Chair-Obs.; hundreds of both lightweight and heavyweight Baggage Cars; many lightweight Pullman sleepers; and all of the 400-series short superintendent's Business Cars.

UP is offering 75 cars; 19 lightweight Baggage Cars, 3 heavyweight RPO's, 5 heavyweight Dorm-Lounges, 4 lightweight full Lounge Cars, 5 heavyweight Harriman Diners and 39 Chair Cars (29 heavyweight and 10 lightweight).

INTERMOUNTAIN NEWS

Intermountain Chapter, NRHS

Denver, Colorado

Union Pacific

SD40m 3100, converted from SD24 423, is on the road. It employs a 16-cylinder 645 engine rated at 3,500hp (as opposed to 3,000hp for a stock SD40), dynamic braking from a retired turbine and numerous other unique features. For example, the engine runs at a constant speed, whether the locomotive is idling or pulling a train, and the electrical current to the motors is varied. Also, to determine horsepower output of the unit it is not necessary to connect the unit to a fixed test stand, but simply to "plug it in" to its own dynamic braking system to test it. In addition, the present EMD 5-step transition has been replaced with a 2-step system. UP is trying to force EMD into adopting these features by installing them themselves, proving their reliability and then threatening to, in effect, build their own units if EMD won't undertake the improvements. This theory has worked before for UP: In 1959 they forced EMD to bring out the SD24 and GP20 by supercharging their own GP9's.

INTERMOUNTAIN NEWS

Intermountain Chapter, NRHS

Denver, Colorado

LETTER FROM ED

Vietnamese National Railways to Reopen Line

Sometime next spring the Vietnamese National Railways will reopen their mainline between Saigon and Dong Ha. Crews are now at work placing the final miles of ballast on the 455 mile section between Saigon and Phu Cat on the central coast. Once the track is rehabilitated over the Pass of the Clouds between Da Nang and Hue, passengers may again be able to make the 27 hour strip in air-conditioned sleeping and dining cars for about \$9. (US).

The mainline between Saigon and Dong Ha, near the Demilitarized Zone, is 690 miles long and enroute a passenger will cross 433 bridges and move through 27 tunnels as the train winds along the coastal route. That the line is to be operational again after the effects of three wars is a tribute to hard work and cooperation between the Vietnamese government and the United States.

Reconstruction is under a \$25 million loan from the United States. Project civilian adviser is Lee Marsden, a former Southern Pacific construction engineer. Many of the railroad's steam engines have been the victims of time and the war which made it necessary to purchase new locomotives to power trains on the rehabilitated line. Sixteen diesel-electric locomotives were purchased from General Electric in 1967 and are now used on the southern portion between Saigon and the huge US Army depot at Long Binh. But the northern sections still rely on steam locomotives of various origins to move freight and passenger trains. Old freight cars have been replaced with modern roller bearing cars, and the old wooden passenger cars are giving way to smooth sided steel cars. Modern tank cars have been purchased to move petroleum products between Saigon docks and the depot at Long Binh. In the past several years the line has been operating in sections around the major cities of Saigon, Nha Tsang and Da Nang. Several weeks ago the track between Phu Bai and the old imperial city of Hue was reopened having been closed in 1965 when Viet Cong demolition teams knocked out bridges and several sections of track. The return of rail service has had a great physiological impact on the people since it means that things are returning to normal.

Plans for the future include more cars, locomotives and upgrading of additional miles of the meter gauge track. Also included will be containerization and the possible resumption of local commuter trains out of Saigon. Some of the local service is now operated with gas cars of uncertain origin but will be replaced by regular trains if traffic warrants.

The Vietnamese railway system was started in 1902 with its headquarters in Hanoi. Trackage was eventually opened between Saigon, Hanoi and the Chinese border, a run of 1,180 miles. Before World War II thousands of Vietnamese would board special trains on Friday night and spend the weekend at the beach resort of Nha Trang - 260 miles away. On Sunday night the migration would return to Saigon. During World War II the system received a heavy pounding from bombers of both the Allies and Japan. The Indochina War of 1946-54 claimed hundreds of French lives who were trying to defend the system against the Viet Minh.

Of the railroad's 3,500 employees, 67 have been killed and 1,158 wounded by Viet Cong guerrillas while trying to keep the tracks open. By 1960, incidents of sabotage against the railroad had reached 100 a month. The death blow was nearly dealt to the southern section by the terrible floods of 1964.

LETTER FROM ED (continued)

Officials are stating that hazards will be minimal when the freight and passenger trains once again resume service but they are taking no chances. Each train will operate with three sand bag-laden flat cars ahead of the locomotive to protect against mines and an armored box car of South Vietnamese soldiers will be used to provide defense against attack. Perhaps the future will see the resumption of safe travel through the thick jungles of the coastal area and up over the rain cloud-enveloped mountains to the northern sections of the Republic of Vietnam.

ED IMMEL
 HQ MACV J3-02
 APO San Francisco 96222

LOCO CLASS

A Quiz - By Jack Holst!

(answers)

1. Southern Pacific AC-8
2. Southern Ps-4
3. Norfolk & Western Y 6b
4. Spokane, Portland & Seattle El
5. Northern Pacific S-4
6. Pennsylvania M-1
7. Great Northern 0-8
8. Canadian Pacific G-5
9. Chesapeake & Ohio K-4
10. Western Pacific MK-60

answers on page 9*

PUBLICATIONS AVAILABLETrain Watcher's Guide To Chicago

The TRAIN WATCHER'S GUIDE TO CHICAGO. 190 plus pages of data covering: All of Chicago's class one railroads, its switching roads and its short lines; Details on more than 40 of Chicago's most interesting, unique, and busiest crossings, junctions and stations, including all the major downtown stations, what to expect, the best times, and how to get to each; A comprehensive listing of all passenger train arrivals and departures; Plus a list of where to see steam in Chicago and nearby. Illustrated with 146 photos which cover all major railroads, all spots described, and existing steam locomotives. Included are 42 maps, one for each spot. The TRAIN WATCHER'S GUIDE TO CHICAGO covers the entire Chicago Switching District, which includes not only Chicago, but also its suburban areas.

Price per copy: \$3.00

Send check to: John Szwajkart
 3334 Elm Avenue
 Brookfield, Illinois 60513

WHERE HAVE I HEARD THAT BEFORE... ?

5 years or 50,000 miles !

Krauss Maffei Salesman to the Southern Pacific Company!

Willamette Valley Southern Railway
Oregon City, Oregon

It is reported that this company will construct an extension to Silverton this fall.

Silverton, Oregon

It is reported that the Silver Falls Timber Company will electrify its railroad from Silverton to its logging camps.

ELECTRIC RAILWAY JOURNAL
July 15, 1916

Portland, Oregon

Plans are being considered for the construction of an electric railway to extend from Berkely Station, through Sunnyside Easterly, at the head of Pleasant Valley, to tap a timbered area in Clackamas County. J.D. Lee, L. H. Chambers and F. Viereck, land owners on the Southern slope of Mount Scott, are interested.

ELECTRIC RAILWAY JOURNAL
May 13, 1916

Baker, Oregon

It is reported that capitalists of Spokane, Washington and Lewiston, Idaho contemplate the construction of an electric railway between Baker and Pine, 45 miles, and Baker and Eagle Valley, 75 miles. The initial construction proposed will be from Baker to Sparta, 40 miles. Alexander Allerdyce is interested.

ELECTRIC RAILWAY JOURNAL
April 22, 1916

Southern Pacific Company, San Francisco, California

It is reported that this company is contemplating the construction of a new office building to be erected on the southern side of Market Street between Stevart and Spear Streets. The structure will probably be nine or ten stories high. The design, construction and type of materials have not been considered. The company's lease on the James Flood Building expires in October, 1917.

ELECTRIC RAILWAY JOURNAL
March 11, 1916

*Answers To LOCO CLASS Quiz

1. 4-8-8-2
2. 4-6-2
3. 2-8-8-2
4. 4-8-4
5. 4-6-0

6. 4-8-2
7. 2-8-2
8. 4-6-2
9. 2-8-4
10. 2-8-2