JAN 70 [31]

YOU
ARE
ON
THE
RIGHT
TRACK
IF
YOU
READ

The Trainmaster

official publication

Pacific Northwest Chapter

National Railway
Historical Society

Room 1, Union Station
Portland, Oregon 97209

Rail News For:

NON — PROFIT
ORGANIZATION
US POSTAGE
PAID
PORTLAND OREG
PERMIT NO. 595

ADDRESS CORRECTION REQUESTED

PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

OFFICERS

president	PHILLIPS, Roger W	3733 N E 15th Ave Portland Oregon - - 97212	282-7691
vice-pres	HOLLOWAY, John D	3200-A Floss Milwaukie Oregon - - 97222	654-5807
secretary	GREENAWAY, John E	1825 N E Cleveland Gresham Oregon - - 97030	665-8356
treasurer	SACKETT, Roger W	11550 S W Cardinal Terr Beaverton Oregon - - 97005	644-3437
chapter director	STORZ, Charles W, jr	146 N E Bryant St Portland Oregon - - 97211	289-4529
director-at-large	MAGGS, Phillip A	2805 S E 23rd Ave Portland Oregon - - 97202	234-7764
director-at-large	WILLIAMS, Robert D	10400 N W Leahy Road Portland Oregon - - 97229	292-6210

CHAPTER NEWS LETTER
("THE TRAINMASTER")

editor	IMMEL, Edward E	1835 N E Schuyler St Portland Oregon - - 97212	282-2782
layout, et cetera	EWEN, Irving G	4128 N E 76th Ave Portland Oregon - - 97218	281-7098
circulation	STORZ, Charles W, jr	146 N E Bryant St Portland Oregon - - 97211	289-4529

Number 131 - January 1970

CALENDAR FOR JANUARY 1970

Friday
16 January
8:00 P M
Room 208
Union Station

REGULAR MONTHLY MEETING

The program feature several sound 16 mm movies; a promotional film from the Union Pacific, a film on the night mail run between London and Scotland, and a film on taking a ship to Alaska with a trip over the White Pass and Yukon Railroad.

Saturday
17 January
1:00 P M
Room 1
Union Station

WORK PARTY

The Chapter has acquired a new set of cupboards and Room 1 must be rearranged to make room for them. The cupboards were donated by the Fred N Bay News Company (for whom ye olde editor works) during a remodeling project. During the work party, an attempt will be made to sort the large collection of timetables. Anyone is invited to lend a hand!

Saturday
24 January
Denver
Colorado

STEAM TRAIN EXCURSION WITH U P LOCO #8444

This "steam in winter" excursion from Denver to Laramie is being sponsored by the Colorado Midland Chapter of NRHS. Adult fare, which includes three meals, is $27.50 (fare for children under 12 years of age is $17.50). Write to Colorado Midland Chapter of NRHS at 1323 Server Drive, Colorado Springs, Colorado - - 80910.

Sunday
25 January
7:00 A M
Union Station

BLUE MOUNTAIN SNOWFLAKE EXCURSION

This mid-winter one-day rail excursion from Portland to La Grande, Oregon and return is being sponsored by the Vernonia, South Park, and Sunset Steam Railroad, inc. Adult fare, which includes three meals in the buffet dining car, is $21.95 (fare for children under 12 is $15.50). For tickets, reservations, or more information write to VSP&SSRR at 8138 S E 13th Avenue, Portland, Oregon - - 97202.

Saturday
31 January
McCloud
California

PLOW TRAIN TO PONDOSA

Another "snow trip" on the McCloud River Railroad is being sponsored by the Pacific Locomotive Assn. For details see flyer included with the December issue of The Trainmaster.

ADVANCE CALENDAR FOR FEBRUARY 1970

Friday
20 February

REGULAR MONTHLY MEETING

Details to be announced. Reserve the date!

AULD LANG SYNE IN WISHRAM

A group of 24 party goers assembled at track five in Portland's Union Station on the evening of December 31, 1969 for a trip to Wishram, Washington to ring in the New Year at the Pastime in that fair city. The Mt St Helens was on the end of SP&S #4 (no pigs that night) and its lounge end was appropriately decorated with balloons, streamers, et cetera. The pantry was well stocked with food and refreshment (including the exclusive delicacy of the house - ham and bagel sandwiches). The train was met at Wishram by the SP&S's trainmaster who informed us where the car would be spotted on steam. (One comment from a member of the party who has only heard of the Chapter's publication, The Trainmaster, was "gee there really is such a thing! The trainmaster is probably still wondering about that comment.) The merrymakers then adjourned to the Pastime where the management supplied the necessary noise makers, hats, and streamers to welcome in the New Year. Ken Dethman wore his burnose; always a hit at the Pastime. After several hours of fun, the party re-embarked on the Mt St Helens for the on-time arrival back in Portland where many of the group adjourned to the Hoyt Hotel for an early breakfast. A good time was had by all except several probably remembered it more than others - - - pass the Bufferin!

THIS N' THAT

Two of the new Union Pacific's U50C's were seen on a freight into Portland several weeks ago. The two engines, #'s 5000-5001 are reportedly the last locomotives delivered by General Electric before the plant was shut down by a strike which is still in progress..... some talk in the newspapers of the new Tri-Met bus system acquiring the abandoned right-of-way of the Portland Traction Company between Golf Junction and Oregon City which would be paved as a "bus-way"..... another Pacific Northwest Chapter member is biting the dust; John Holloway, our new vice-president, is engaged to be married to Miss Donna Doyan whose father is agent for the Southern Pacific at Reedsport, Oregon..... first visible change since Tri-Met took over the Rose City Transit Company is that the old silver and orange license plates are being replaced with the "publicly owned" tags which are for use on government vehicles..... SP is leasing several Union Pacific diesels; SP's lack of washing facilities really shows on the bright (once upon a time) yellow UP units..... Southern Pacific has placed an order with Gunderson Brothers for 1,600 box cars costing $16 million..... A model of the VSP&S #105, 2-6-2 is now available from Pacific Fast Mail in HO scale.....

..... Dues are now "past" due!

New design for front cover is by ye olde editor.....

TRAINS THAT ARE MAKING GOOD*

No. 18 - The Union Pacific Streamliners

In addition to crediting the publication from which this article has been taken, "The Trainmaster" staff also wishes to thank the Union Pacific Railroad for supplying the photographs used.

First of all, our apologies to the Chicago & North Western and the Southern Pacific for the title of this piece. Save for the "City of Salina", the streamliners are owned jointly by the Union Pacific and the roads on whose tracks they operate. Between Chicago and Omaha they are Chicago & North Western, and between Ogden and San Francisco, Southern Pacific. But if our title is technically inaccurate, it is actually quite just. Of all the railroads in the country, the Union Pacific seems to have gone in for the streamline idea first - as early as 1932, in those dark days when it looked as if there wouldn't be much of anything left for the railroads to haul if business kept on its downward course.

Especially perturbed by the trend of passenger revenues, the men who controlled the UP already had decided that the passenger problem had to be tackled from a new angle if it could be solved. In a public statement in May, 1933, W. A. Harriman, chairman of the UP board of directors and son of E. H. Harriman (who rebuilt the Union Pacific nearly forty years ago), said the directors of the line had decided it was necessary to develop " a radically different type of passenger equipment." What they had in mind, of course, was the light weight streamlined train; and shortly afterward an appropriation for $200,000 was made to construct a three-car unit which could be operated cheaply enough to supply safe, swift, comfortable transportation at a low price.

This train was the first real streamliner ever built. It is now called the "City of Salina", and makes a daily round trip between Kansas City and Salina, Kansas. Not a Diesel-electric, it is powered by a distillate internal combustion motor with electric drive; but otherwise, except for the fact it is smaller all around and considerably lighter per passenger than the later Diesel-electrics, it is their tru prototype.

No extraordinary memory is needed to recall the commotion it created when it finally rolled out of the Pullman shops early in February, 1934. Its sensational shape, its vivid yellow-and-brown color, and the ballyhoo about 120-miles-an-hour speed and light weight and low center of gravity and aluminum alloy and everything else that is now

* Reprinted from the March 1938 issue of Railroad Stories; Volume XXIII, Number 4, pages 25 through 34.

Trains That Are Making Good, cont'd.

so familiar, turned the attention of the nation toward it. If publicity can be reckoned in terms of so much money, the streamliner must have paid for itself in the day or two after it first stepped out.

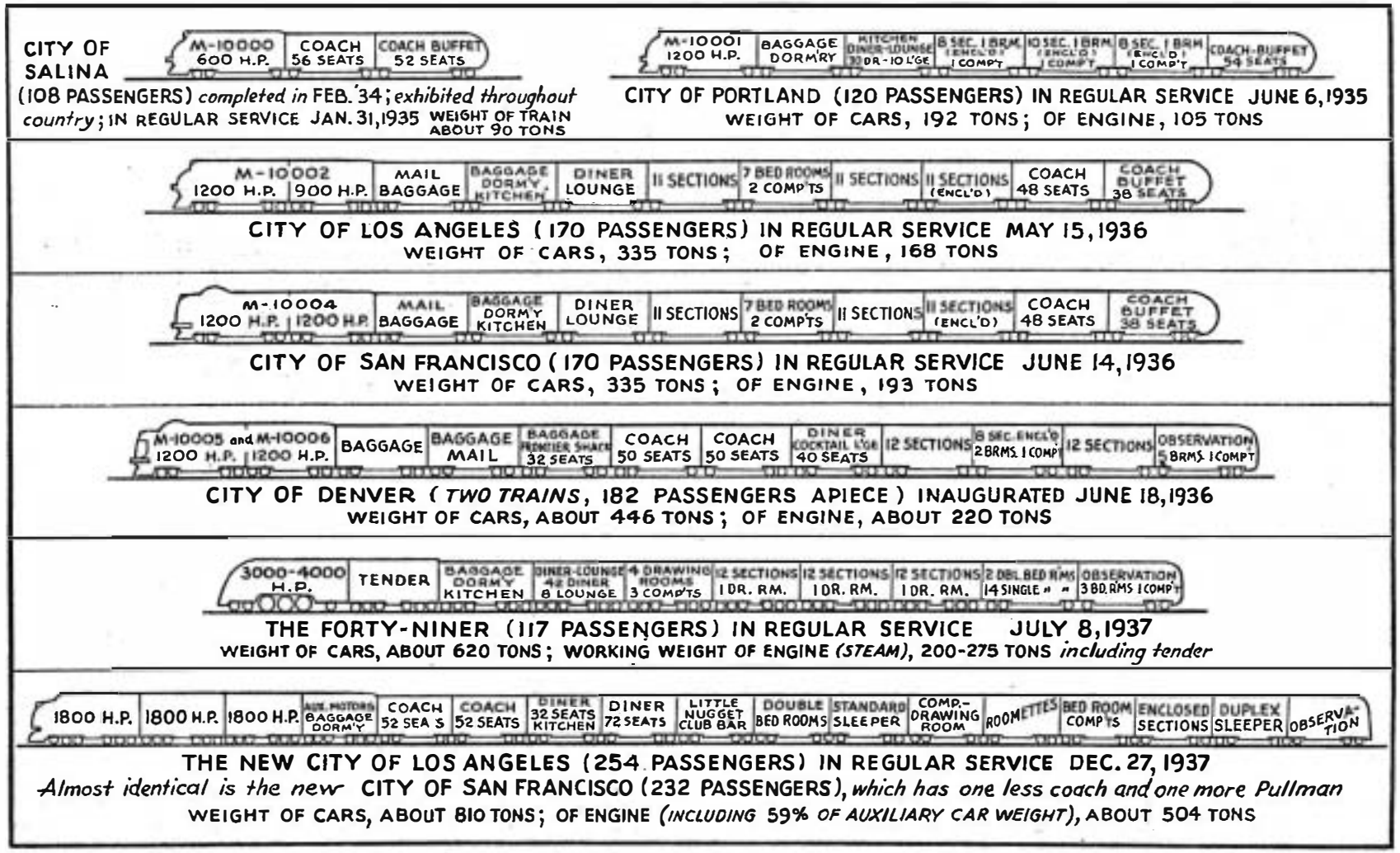
It lent itself admirably to that sort of thing. The fact that it weighed no more than a single Pullman car seemed to have paralyzed the skepticism of newspaper men, and the fact that it could make so and so many miles to the gallon caught the imagination of the average citizen, whose concern for the number of miles he could get out of a gallon was precisely what was responsible for this train in the first place. Newspapers were full of statistics, much of them misquoted and misinterpreted, but they made great news while it lasted.

In justice to the newspapers it is only fair to point out that the railroad itself handed out some rather unscientific data. For instance, it persisted in comparing the 85-ton, 600-horsepower, 116-passenger streamliner to a thousand-ton, ten car "steam train" as if they were of equal capacity.

It's all over the dam now, but obviously if a 70-ton coach seats 75 or 80 people, ten of them can take care of 750 or 800 people, with if anything more space for each one than in the streamliner. This does not give the streamliner the tremendous edge which is seemed to have. It would be just as fair, indeed, to use a steam-powered, 620-ton, 600-passenger commuting train to discredit the Union Pacific's latest streamliner, which weighs 1315 tons and has room for only 254 paying passengers.

This is merely by way of getting the record straight. Nobody acquainted with the railroad business can refuse to admit this train was one of the biggest advances in the history of railroading. Not from a publicity standpoint alone, either. It reversed a century's trend in equipment construction, provoked steam engine manufacturers into turning out better machines than they've ever made before, and actually did prove to be a financial success when it was installed in regular service. Incidentally, that did not happen until nearly a year after it was completed. It spent the intervening time making exhibition runs and standing on display in cities throughout the country and at the World's Fair.

Before the "City of Salina" was assigned to a regular run, the second streamliner was on the rails. This was the train now known as the "City of Portland", which makes five trips a month each way between Portland, Ore., and Chicago, completing the 2272-mile run in 39 & 3/4 hours. When it came out of the Pullman shops in October, 1934, it was a 900-horsepower, six-car train; and as such it did some fancy running during the course of a several-month trial and exhibition period. Leaving Los Angeles at 10 p.m. on October 22, 1934, it rolled straight through to New York City by 9:55 a.m. on October 25, pacing off the 3258 miles in 56 hours and 55 minutes, or at an average of 57.2 miles an hour. Between Los Angeles and Chicago it averaged 59.2



Comparative Diagrams of the Nine Union Pacific Streamliners. The Relatively Small Capacity of the "Forty-Niner" Is Due to Its Lack of Day Coaches; with Two Added, Its Capacity Would be Doubled. Note the Increasing Weight of the Diesel-Electrics. The "City of Salina" Averages 30 Tons per Car Including Engine, While the New "City of Los Angeles" Averages More Than 77, Including Engine

Trains That Are Making Good, cont'd.

miles an hour, covering the 2298 miles in 38 hours and 47 minutes. The 508 miles between Cheyenne and Omaha were done in six hours flat, or at an average of 84 miles an hour. All this was a record - both for transcontinental rail travel and for start-to-stop averages, and was widely publicized. Practically every newspaper carried reports on the progress of the train as it raced eastward.

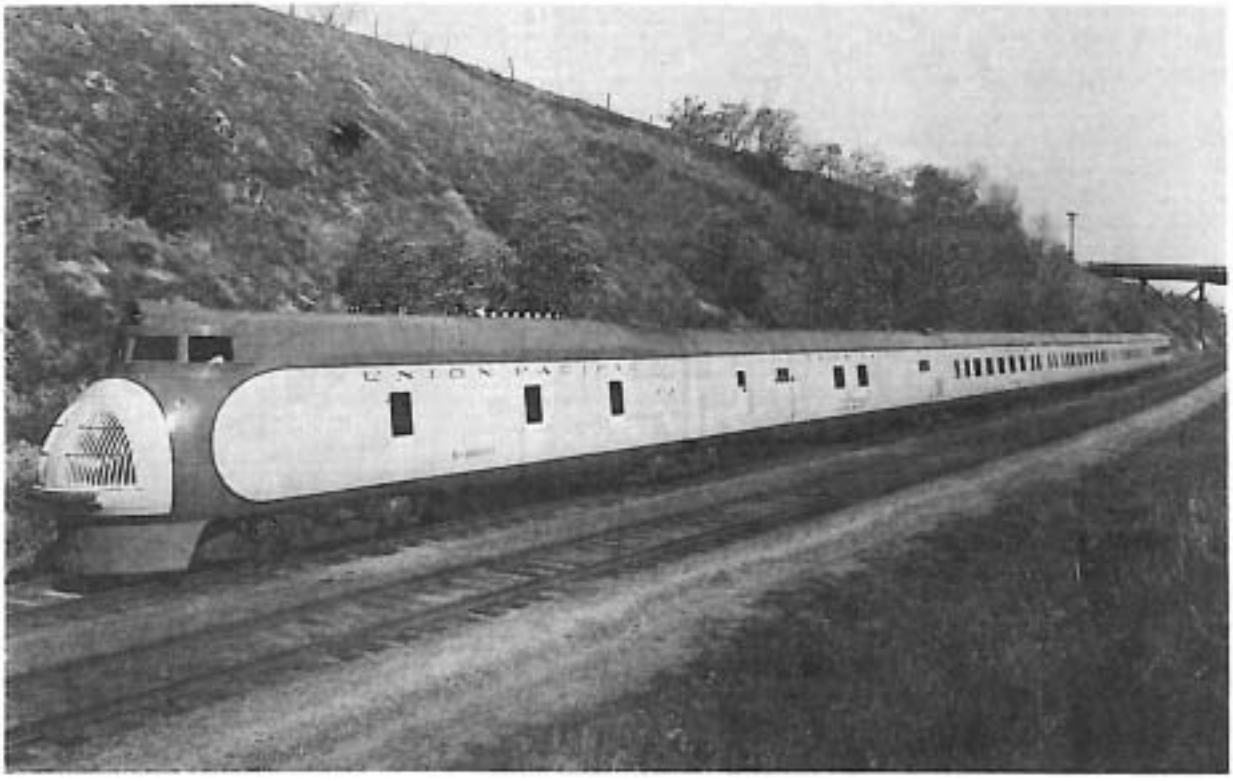
Before it was installed in regular service in June, 1935, however, it was revamped. A diner-lounge was added, new trucks were installed, and the 900-horsepower motor was replaced by a 1200-horsepower unit. To accommodate it, the power car was enlarged.

Along in April of 1936 the two eleven-unit streamliners, the first "City of Los Angeles" and "City of San Francisco", were finished, and after a couple of months of exhibitions and tests, were installed on a 39 & 3/4-hour, five-times-a-month schedule between Chicago and the cities for which they were named. Both trains are identical save for the locomotive unit, which is bigger and longer by eleven feet on the "City of San Francisco", since it houses a more powerful motor (see diagram on page 26. Editor's note: Instead please see diagram reproduced on page 5, the preceding page, of this issue of "The Trainmaster"). This was probably necessitated by the fact that the "City of San Francisco" was designed to negotiate steeper grades (in California's Sierras) than the other one. Even so, it is not enough; on its eastbound trip, we are told, Southern Pacific steam engines help the streamliner over the mountains.

After them came the two "City of Denver" trains, operating daily between Chicago and Denver on the world's swiftest overall schedule for so long a distance. Eastbound they do the 1048 miles between the cities in fifteen hours and thirty-eight minutes, or at a better than 67-mile average, with at least one spurt of more than a hundred miles an hour and start-to-stop averages of about seventy-five miles an hour.

One of the most significant things about the trains is something which is seldom mentioned: the return to larger, roomier cars, and the consequent heavier weight. Average weight per trailing car amounts to nearly forty-five tons, and that of the engine equals if not surpasses the average working weight of a medium-sized steam passenger locomotive. A low center of gravity, one of the features of the first streamliners, was not an objective, and the cars were built higher off the rails. Tnis was not done out of whim, but simply because railroad men of today (as they did a half century ago) found out that a low center of gravity isn't what it was cracked up to be. A high car rides easier and is easier on the rails, and with a few changes can be operated around the curves as swiftly as an engine can haul it.

The seventh streamliner, though, is not a Diesel-electric. It is composed mostly of rebuilt heavy "standard" equipment and old-fashioned steam engines. It is the "Forty-Niner", a name of double-barreled import, referring both to the time consumed on the eastbound run


UNION PACIFIC

Trains That Are Making Good, cont'd.

between San Francisco and Chicago, and to the most famous year in California's history. Like the Diesel-electrics, it makes five trips each way a month; but it does so on a schedule about ten hours slower. It is hauled by a miscellaneous array of motive power: between Chicago and Omaha by the Chicago & North Wester's steam types; between Omaha and Cheyenne by a shrouded, revamped Pacific type of rather ancient vintage; from Cheyenne to Ogden (over the mountains) by one of the UP's standard 4-8-2's (also with a streamlined shroud); and west of Ogden by standard Southern Pacific power.

The last two cars (see diagram) are the Pullman "Advance-Progress" experimental unit of a couple years back, but all the rest are heavy, roomy cars; and considering the fact that the total saleable capacity of the train is 117, there must be plenty of room for everybody. With the possible exception of the "Super Chief", this train probably boasts more cubic feet of space to each passenger than any other on rails.

If the two "City of Denver" trains involved a break away from the idea of a small, light, flexible unit, the new "City of Los Angeles" and "City of San Francisco" are its direct antithesis. The thirteen passenger cars average sixty tons apiece (an old-fashioned Pullman weighs about eighty-five tons), and more than a million pounds of motive power (including auxiliary motors for lighting, etc.) are required to haul them. The three locomotive cars, which top the scales at 439 tons, and are more than 200 feet long, are useless for this train unless attached to the auxiliary car, of whose weight experts assign fifty-nine per cent to the locomotive. Save for the biggest articulated freight locomotives, taken with their tenders full, no heavier engine rolls on rails.

Alongside this enormous power plant, the old iron horse begins to look like something. A particularly interesting comparison is afforded by the latest 4-6-4 type high speed passenger locomotives of the Chicago & North Western, which develop between 4500 and 5000 horsepower. With a 5400-horsepower rating, the giant Diesel-electric has quite a bit more starting power, but at sixty and ninety miles an hour falls considerably short of exerting the tractive force of the 4-6-4 steam type. This means that the Diesal can accelerate faster in the low speed ranges, but not so fast above forty or fifty.

With tender about two-thirds full (a generous average), the steamer weighs about 350 tons, against the Diesel's 508. If anything, the steam engine is capable of higher speeds than the Diesel. The Diesel is more than twice as long as the 4-6-4. And what is very important, the steamer can be bought for no more than $150,000, whereas the Diesel came to $625,000. At ten per cent a year for fixed charges and taxes, it costs the Union Pacific about $135 a day more to own the Diesel than it does for the North Western to own the steam engine. How much more, or less, it costs to operate the Diesel is not generally known; but since the steamer doesn't average more than $135 worth

Trains That Are Making Good, cont'd.

of fuel oil a day, the Diesel can't rely upon fuel savings to cut that $135 margin; and even if it ran on hot air it would still be in a tight competitive spot.

To those who feel that the steam engine has not been getting a square deal these figures should be comforting; the fact remains that the Union Pacific, who knows what it is doing, has powered the train with a Diesel-electric motor. Official statements have mentioned acceleration, but the ability of a properly-designed steam locomotive to accelerate at higher speeds cancels out this advantage. At the time the Union Pacific ordered these trains, the problem of operating stops for steamers was still not altogether solved, and that probably was the biggest single factor. Moreover, steamers, because of their back-and-forth motion, pounded the rails more at high speed, and hence could not be allowed to run as swiftly as the Diesel. Latest steam engines have got around these difficulties, and are able to compete with the Diesels on an even basis. But they can't get around bad water, which no doubt is a big factor in the Union Pacific's willingness to experiment, or the vigorous sales tactics of General Motors, whoare pouring a lot of money into the Diesel locomotive industry.

As we've said several times before (now that the technical matters are off our chest), type of motive power isn't the important thing, so long as it can do the job on schedule. What really counts is the kind of merchandise the railroad has to offer. In the case of these trains, it is the best to be found, and it is being sold at reasonable prices. Each of these trains except the "Forty-Niner" has coach accommodations, for two-cent-a-mile folk, of a sort which might be described as luxurious if it weren't so practical and in such good taste. All the streamliners make commendable use of the effective simplicity of the modern style, but no doubt to impress the passengers, the first-class quarters are just a trifle overdone compared to the coaches, which had less talent lavished on them.

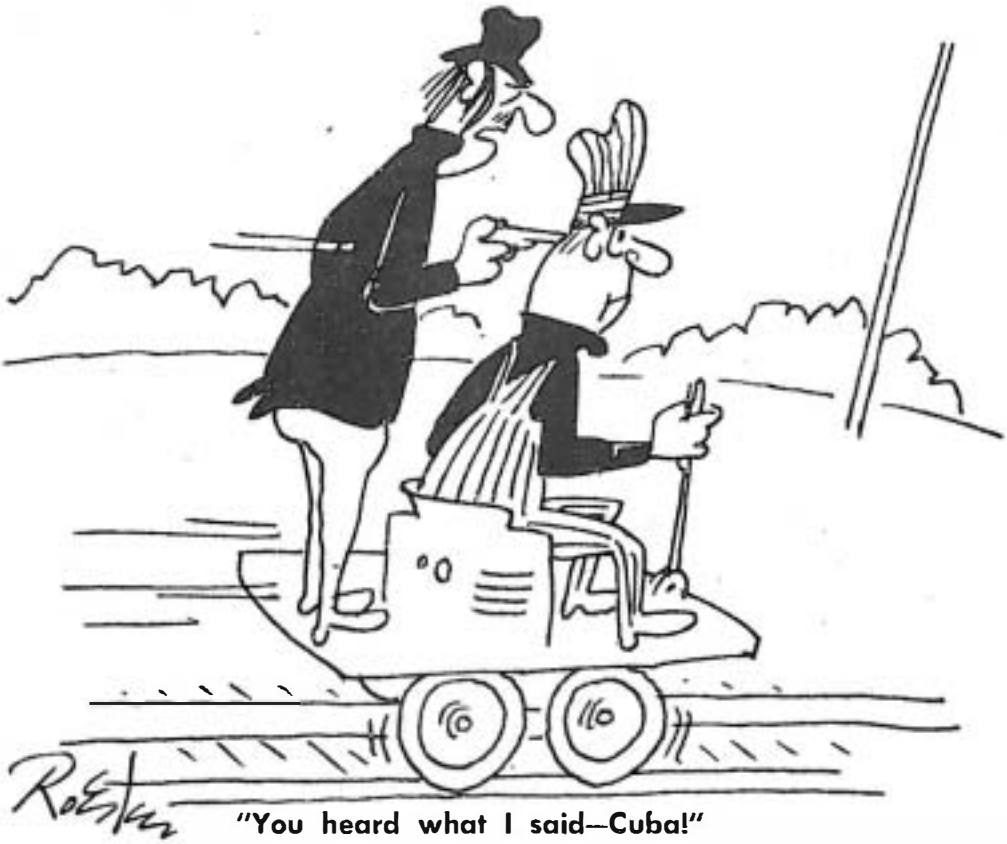
The new "City" trains, especially the "City of Los Angeles", embody a lot of interesting features. One is the 72-passenger dining car (taking up all the floor space in the car) articulated with the kitchen and smaller dining car ahead. Another is the longest (84½ feet) observation-lounge car ever built. Most interesting is the "Little Nugget" car, done up to look like "a prosperous hostelry of America's bonanza days" (see photo - Editor's note: photo not reproduced), with hand-embroidered lace curtains, pink upholstery, rose drapes, papered walls hung with old photos and chromos; waiters in green jackets and white trousers; and even a yellow canary in a gilded cage.

When the new "City of Los Angeles" went into service the old one was temporarily pulled off for reconditioning, but is scheduled to go back in again about February 20th. This makes two UP streamliners between Chicago and Los Angeles, or ten trips a month each way. The old "City of San Francisco" was also taken out of service when the

Trains That Are Making Good, cont'd.

new train went its first regular trip early in January, and probably will be restored to the San Francisco run or added to the Portland run. If either occurs, there will be streamlined service over the Union Pacific between Chicago and the Pacific coast thirty times a month in both directions.

And they're making good. From the time they were inaugurated through November 30, 1937, the seven trains carried a total of 447,000 people, practically all of whom were through passengers. Of this total, the two "City of Denver" trains accounted for 174,600. This breaks down to an average of 330 a day, or 165 each way. For a train that has only 182 saleable accommodations, it is a remarkable record.



"You heard what I said—Cuba!"

Cartoon reproduced above is from October 1969 Penn Central Post.

550 miles for $10.50 !!

The Pacific Northwest Chapter invites all its friends and members to spend an enjoyable day on the train February 21, 1970.

As was mentioned in the November issue of the Trainmaster, the Portland Rose was put on a new schedule in Oregon which will enable passengers to partake of a daylight ride along the Columbia River. Our train will leave Portland's Union Station at 7:00am and return at 10:00pm. A layover will be taken at LaGrande, Oregon where passengers can see the sights of this railroad town deep in the scenic Blue Mountains of eastern Oregon.

Our train will be equipped with a lounge-diner which will serve all meals and provide refreshment throughout the day. The fare of $10.50 will enable the excursionists to ride over 550 miles of some of the most scenic countryside in the United States.

The Pacific Northwest Chapter is operating this outing at rail fare price only. We just want to have our members together for funfilled train trip. If you are interested fill out the coupon below and join us on Saturday, February 21 for a trip to LaGrande.

- -

Name _____

Address _____

City _____ State _____ Zip _____

Gentlemen: Enclosed is $ _____ for _____ Tickets for the rail trip to LaGrande on February 21, 1970.

Mail this coupon to:

LaGrande Trip
PNW-NRHS
Room 1, Union Station
Portland, Oregon 97209

Please enclose a self-addressed Stamped envelope for your return tickets which will be mailed out February 13, 1970.