



OFFICIAL NEWSLETTER OF THE ...

Pathetic Northwest Chapter, NRHS

THE TRAINMASHER



April 1979

Number 221½

PATHETIC NORTHWEST CHAPTER ABANDONMENT NOTICE

Friday
April ½
6:61 PM

BORED DIRECTORS MEETING

Chapter members are welcome to attend Bored meetings provided they don't snore after they fall asleep. This month's Bored meeting will be held at the same old place at the same old time.

Friday
April ½
7:83 PM

SAME OLD MONTHLY MEETING

This will be the 238th time the Pathetic NW Chapter has held a monthly meeting, and it will be held at the same old place, BN's Safety Assembly Room, located on the right hand side of what would be Northwest Eleventh Avenue extended (if you're going north; it would be the left hand side if you're going south), approximately 398.26 feet north of its intersection with Northwest Hoyt Street, and 105.63 feet south of the Northwest Lovejoy Street viaduct. Contact one of the Chapter officers or TRAINMASHER staff members if more detailed directions are required.

Refreshments between same old business session and monthly meeting—B. Y. O. (Bring your own!)

Program for this month's meeting will be "April Railroading Disaster" by Watt A. Phoner, featuring nothing but roster shots of new UP SD40-2's taken on overexposed Fujichrome.

Friday
May ½
7:83 PM

SAME OLD MONTHLY MEETING (AGAIN)

Program for next month's meeting will be films of the Shay log-pulling contest, to be held at Wichita, Kansas on April 13. Don't miss it!

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THE TRANSFER TABLE

For Sale: Autographed copies of How to Develop Your Brazilian Investments, \$9.95 ea. Also, there are still a few copies left of "Opening Swiss Bank Accounts" at \$3.95 ea. Contact Roger Sackett, Treas., General Delivery, Rio de Janeiro.

For Sale: Don't forget, John (I can get it for you wholesale) Holloway still has genuine SP&S Rwy. data processing equipment for sale. You must see this beautiful piece of machinery to fully appreciate it. Great for museum display, or filling holes in sanitary landfills. Don't miss this once in a lifetime chance!!

Wanted: Desperately needed!! Shay speed parts for log-pulling contest in Kansas. Willamette parts will do in a pinch, but would prefer Shay. Willing to trade Heisler hill-climbing pieces to get necessary items. Contact W. A. Phoner, c/o Shay Racing Team.

Wanted: 12"=1' version of F-M "Trainmaster" for TRAINMASTER editor. Will give '66 VW Beetle and RCA color TV as down payment. Also, would like to know what happened to 1946 Chevrolet fire truck formerly stationed at Wishram, Washington. Contact Bryan Leeder, c/o Port of Seneca, Ore.

PHOEBE SNOW FOUND!! (from the April issue of the News Extra)

No longer the slim princess of railroading advertising from the old days, Phoebe has been retired for many years now. After she disappeared during the filming of a special commercial at Hornell, New York she took a new name and worked for many years on the repair track of the D&RGW at Walsenburg, Colorado. When asked why she left the glamour and tinsel of Madison Avenue, Phoebe spit part of a cud into the fire and replied, "How the hell did that bunch of screwballs think a girl was gonna keep that damn gown clean with all that cinders and smoke? I'd have been up half the night doing laundry!" (Yeah, we know Hornell is on the old Erie, but Phoebe had been traded to them for an 0-6-0 needed at Cortland.)

RAILTOURS OF AMERICA NIXES EXCURSION PLAN (more from the April issue of the News Extra)

Despite assurances that all precautions would be taken, RTA officials declined to operate a special steam excursion with vintage cars. The RTA Board took exception to operating the engine which was fueled with naptha and plans for food service in an 1889 wooden baggage car using a charcoal barbeque were likewise turned down.

MORE QUOTATIONS (still more from the April issue of the News Extra)

You are not drunk if you can lie on the floor without hanging on.
A woman is only a woman, a cigar only a smoke—but a 4-6-0 is a Ten-Wheeler.

April 1979

Number 221 $\frac{1}{2}$ TEN LITTLE KNOWN RAILFAX

1. Tri-level auto rack TTX 502128 was once bumped at 93.46 mph. Its load of twelve new Ford Fairlanes was totally destroyed.
2. The Amtrak ticket agent at Hood River, Oregon did not sell one ticket in 1974.
3. If the Portland Terminal Railroad merged with the Peninsula Terminal Co. you would have the shortest end-to-end merger in Oregon.
4. The Mount Hood Railway Light and Power Company did not have one lost-time employee injury in 1978.
5. There are 22,178 rail joints in Clatsop County, Oregon.
6. Louis Menk is not president of the Columbus and Greenville.
7. Union Pacific locomotives are painted yellow so as not to confuse them with Conrail locomotives.
8. Conrail diesels are painted blue so as not to confuse them with Union Pacific diesels.
9. The Toledo & Pekin Union Railroad does not paint their locomotives, therefore they are confusing to everyone.
10. East Walpole is not a station on the Port of Tillamook Bay Railroad.

THE WORLD'S TOUGHEST RAILROAD QUIZ

1. The three railroads that interchange with the Union Railroad of Oregon are:
A.
B.
C.
2. What is the license plate number of Conrail Hyrail truck #1492?
3. Technology Sharing Report TS-78-214 deals with what railroad subject?
4. What is the empty weight of UP car 98631?
5. Is the toilet water in Amfleet car 21609 blue or green?
6. What is the number of cubic centimeters of paint used in painting Southern Pacific's Bicentennial diesels?
7. What is the U. S. Department of Transportation crossing identification number for the Marquam Bridge where it crosses over SP's Jefferson St. Branch?

THE WORLD'S TOUGHEST RAILROAD QUIZ (continued)

8. Put in descending order, based on total track mileage divided by the number of locomotives owned times the number of left-handed employees, the railroads that serve Chicago. (pocket calculators may be used)
9. What was the total weight of ticket punches left on the floors of all SEPTA (Southeastern Pennsylvania Transportation Authority) vehicles on December 18, 1974?
10. Tokyo track 1 is located in what city on what railroad?

Send your answers on a postcard to TRAINSMASHER Quiz, c/o Jefferson Street Freight Station, Portland, Oregon. Winner will receive a penny smashed by the 4449 and a rotten Milwaukee Road crosstie. Winner will be announced in the next TRAINSMASHER.

BOOK REVIEW

Union Pacific System Timetable No. 2. Union Pacific Railroad, Omaha, Nebraska, 220 pages, paperbound, effective 12:01 am, December 10, 1978.

Union Pacific System Timetable No. 2 is the second issue of this big consolidated timetable published by this great railroad. True, it makes rather dry reading, but there are interesting little tidbits if one takes the trouble to look for them. After all, where else can one find names like Cabarton, Spadra, Vermo, Lynndyl, Quartzite, Hoxie, and even Tom Thumb? Where else can one find writing like, "Time in body of train orders must be stated in words and figures. In transmitting and repeating train orders, time must be spelled and then pronounced, example: 't-w-o t-e-n 2-1-oh PM'?" All of this is wrapped up in a nice cover with a brown-tinted photo of DDA40X 6911 on the front, although if UP wanted to give this thing real class it would have made it full-color. An absolute must for the Union Pacific trainman.—W. A. P.

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pacific northwest chapter

THE TRAINMASTER

April 1979

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

Number 221

CONTRIBUTIONS TO THE TRAINMASTER are welcomed. Please send them to: Room 1, Union Station; 800 NW 6th Ave.; Portland, Oregon 97209, or to the editor's home address, 3562 SE Harrison St., Apt. 15; Portland, Oregon 97214.

PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday
April 20
8 PM

REGULAR MONTHLY MEETING

The April meeting of PNW Chapter will be held at the BN Safety Assembly Room. Contact one of the Chapter officers or TRAINMASTER staff members if you don't know how to get there. Refreshments between business session and program--bring your quarters!

"Newsreel" before the program--bring your slides!

Program for this month's meeting will be a multiple-choice rail quiz slide show covering area railroads, presented by Gil Hulin. Come see how much you know ("Or think you know," says Gil.) about the railroads of the Pacific Northwest.

May 14-19

OREGON TRANSPORTATION WEEK

Locomotive 4449 and PNW Chapter dormitory-tool car 76 will be on display at Swan Island on Friday and Saturday, May 18 and 19. The Port of Portland's new drydock will be on display Saturday, May 19.

Aug. 29-Sept. 4 NRHS NATIONAL CONVENTION AT WASHINGTON, D. C.

"Capitol Limited 79," sponsored by the Washington D. C. and Potomac Chapters. The official convention brochure will be mailed to all NRHS members early this summer.

MYSTERY LOCOMOTIVE

Spotted at Vancouver, WA on April 7 was an obviously ex-SP Alco S-6, painted brown with gray underbody and trucks. The only lettering was on the cab, "CG 1235." Does anyone out there know anything about this locomotive?

THE MOUNT HOOD AND THE ROYAL HUDSON

by Ed Immel

Once again the Pacific Northwest Chapter's car Mount Hood is travelling behind ex-CPR 4-6-4 2860. In 1977 the car went to Los Angeles and other West Coast cities behind the "Royal Hudson." In 1979 the Mt. Hood is on an almost two month-long trip around the provinces of British Columbia and Alberta. The "Good Times '79" promotion tour is encouraging Canadians to stay at home and see British Columbia. The heart of the train is five display cars showing the past and the present in B.C. The Discovery was the former office car on the American Freedom Train and is complete with fittings, fixtures, antiques, memorabilia, and decor of the late 1800's. The Skeena River, Nootka Sound, and the Kootenay River contain displays depicting the development of British Columbia through the age of sail and steam, focusing on industry, transportation, cities, and homes. The collection emphasises models, dioramas, early photographs, artifacts, and documents as it weaves the fabric of British Columbia's early days. The Cowichan River is the "Good Times '79" car and has been designed to emphasize the scope, attractions, sports, entertainment, and beauty of British Columbia's nine regions. The train will be pulled by 2860 on the mainland and by 2-6-2 1077 on Vancouver Island.

The story of the "Royal Hudson" has been told and retold many times, but little 1077 has always been in the background. The 1077 was built by the Montreal Locomotive Works in December 1923 (b/n 65337) for the Cathels & Sorenson Logging Company. The 44-inch drivered engine was their No. 1 and was operated on the west coast of Vancouver Island at Port Renfrew. At that time the 1-spot was a wood burner and fitted with a large cabbage stack to catch sparks.

After some time in service with Cathels & Sorenson, the engine was traded to the Victoria Lumber and Manufacturing Company at Chemamus where she was renumbered to 7. At this time she was also converted to an oil burner. When Victoria Lumber and Manufacturing became a MacMillan Bloedel operation, engine No. 7 was renumbered 1077 and moved to the company's Nanaimo Lakes logging railway where she worked until her retirement. Later, she went on standby status and last saw active duty in 1969 when the regular engine was in for overhaul. The logging railway was closed in December 1969. The Province of British Columbia obtained the engine in 1974 for use on the Provincial Museum Train on lighter trackage around the province.

CONSIST OF "GOOD TIMES '79 EXPRESS"

No./Name	Description	Notes
2860	Royal Hudson locomotive	
2860B	Auxiliary tender	16,000 gals. of water
CGTX 14087	Tank car	8,000 gals. of fuel oil
BCR 644	MLW M420 diesel	2,000-hp., built 1973
<u>Nanaimo River</u>	Boxcar	Supplies
<u>Prince George</u>	Power Car	Steam gen./power plant
<u>Discovery</u>	Lounge/Reception car	ex-AFT 204
<u>Nootka Sound</u>	Marine History Exhibit	ex-CN
<u>Skeena River</u>	Steam & Industry Exhibit	ex-CP
<u>Kootenay River</u>	" " " "	"
<u>Cowichan River</u>	"Good Times '79" Display	"
<u>Adventure</u>	Crew Sleeper	ex-SP 9111

CONSIST OF "GOOD TIMES '79" EXPRESS (continued)

No./Name	Description	Notes
<u>Mt. Hood</u>	Crew Sleeper	PNWC 600, ex-SP&S 600
<u>Endeavour</u>	Power and Cook Car	ex-AFT
<u>Britannia</u>	Crew dining and lounge car	"
<u>Peace River</u>	Business car	ex-PGE, ex-Norfolk Southern

ROYAL HUDSON "GOOD TIMES '79 EXPRESS" ITINERARY (Subject to change due to railroad scheduling)

Date	City	Date	City
April 14, 15	Kelowna (CP)	April 28	(Travel day-CN, BCR)
April 16	Vernon (CP)	April 29	Dawson Creek (BCR)
April 17	Salmon Arm (CP)	April 30	Fort St. John (BCR)
April 18, 19	Kamloops (CP-CN)	May 1	Chetwynd (BCR)
April 20	(Travel day-CN)	May 2	Mackenzie (BCR)
April 21, 22	Prince George (CN)	May 3	(Travel day-BCR)
April 23	Smithers (CN)	May 4	Quesnel (BCR)
April 24	Terrace (CN)	May 5	Williams Lake (BCR)
April 25	Prince Rupert (CN)	May 6	100 Mile House (Exeter, BCR)
April 26	(Travel day-CN)	May 7	Squamish (BCR)
April 27	Burns Lake (CN)	May 8,9	Burnaby (Royal Oak, BCR-CN-BCH)

BOOK REVIEWS--by Walt Grande

The Great Northern Railway, by Charles and Dorothy Wood. Published by Pacific Fast Mail, Edmonds, Washington, \$49.50.

This is a massive book that is advertised as a "pictorial study." The Great Northern Railway contains 560 pages, over 600 photographs by many photographers, and weighs 4 3/4 lbs. The book is printed on slick coated paper, the binding is good, the typography is excellent, the reproduction of photographs ranges from good to excellent, and the layout of the book is better than many other railroad books.

Many railfans will be frightened off by the price of this book--a deluxe limited edition numbered and signed by the authors is available for \$125.00, and the regular price is \$49.50. Book publishing has been particularly hard hit by inflation and the price of The Great Northern Railway does not appear out of line with some comparable titles that have appeared recently.

This volume is basically an expansion of the authors' previous book on the Great Northern, Lines West. GN Railway covers the entire GN system, both from a geographical and a chronological standpoint. However, major emphasis is on the western end of the railroad and the period after World War II.

The book covers many aspects of the Great Northern Rwy.--passenger trains, stations, employees, advertising, and while there are photographs of motive power, there isn't the concentration found in some books. There is little or no information on financial or operating matters, but GN Railway wasn't intended to include those subjects. The book utilizes color to some extent, but most of the photos are black and white.

BOOK REVIEWS (continued)

Great Northern Railway is a book that you will pick up and browse through rather than use as a reference, but that is basically why most of us buy such a book. There is still plenty of room left for subsequent titles that concentrate on a particular segment or aspect of the Great Northern, and hopefully GN Railway will stimulate other authors to supplement this volume.

This book is a must for GN fans, some former Great Northern employees, and those interested in Pacific Northwest railroad history. Others will have to decide whether they will spend \$49.50 on any book.

America's Colorful Railroads by Don Ball, Jr. Published by Reed Books, Los Angeles, California, \$29.95.

This book marks a milestone in railroad books in that every photograph (281 in all) is in color. Some of the last days of steam, many early diesels, and a few electric locomotives appear here. The text is limited to a description of some of Don Ball's early railfan trips. The book itself is divided by sections of the country.

The book is excellent from a technical standpoint. The printing and binding are of excellent quality. The reproduction of the color photographs is remarkably good considering what early color photographers had to work with--i. e., ASA 10 Kodachrome. The selection of photographs is quite interesting--there are shots of many early streamliners and diesels that are as remarkable to younger railfans as the steam-powered trains are to older ones.

America's Colorful Railroads is an interesting scrapbook type of book recording many interesting scenes of American railroading during the transition period between steam and diesel. This volume is worth the price, but other books by Don Ball have been offered at a considerable discount after they had been out for some time.

THE TRANSFER TABLE

"The Transfer Table" is a regular feature of THE TRAINMASTER for those who want to swap, sell, or buy items of railroad interest. "Transfer Table" is a service of the Pacific Northwest Chapter, available to members only. The ad will be placed for one issue, and will be run free of charge.

When placing an ad in "The Transfer Table" send it soon enough to reach us by the first week of the month for it to be included in that month's issue of THE TRAINMASTER. If it does not make our deadline we will place your ad in the next issue. Send your ad to: Transfer Table-TRAINMASTER; Room 1, Union Station; 800 NW 6th Ave.; Portland, Oregon 97209. Be sure to include your name, address, and/or your phone number, and a brief description of the items that you want to swap, sell, or buy.

Wanted: Photos of SP 4449 when it was brought to Portland and placed on display in 1958. Will buy or swap for other photos. Contact Ken Johnsen; P.O. Box 161; Renton, Washington 98055.

Wanted: NRHS National Railway Bulletin Volume 41, No. 1, 1976. Contact "Dave" Davison, phone 635-7282.

THE TRANSFER TABLE (continued)

Wanted, Book: The Fairly Locomotive, published by David & Charles about 1962. Will pay top dollar. Contact Ed Immel, 233-9706 evenings.

Wanted: Information on Clackamas Southern Railway Company. Construction started in 1911, and it was projected to run through Oregon City, Maple Lane, Beaver Creek, Mulino, and Molalla Valley. Was it completed? Who was the subsequent owner? Does line exist today? Contact Roger Sackett; 11550 SW Cardinal Terr.; Beaverton, Oregon 97005, or phone 644-3437.

PULLMAN TO QUIT PRODUCING PASSENGER CARS (condensed from Associated Press story in Seattle Post-Intelligencer, March 22, 1979, supplied courtesy of Eric Fellows)

CHICAGO--Pullman, Inc., the nation's oldest manufacturer of railroad passenger cars, announced yesterday that it will discontinue production of such cars after completing existing contracts. John S. Burr, vice president and secretary of Pullman, said the company lost a total of \$23 million after taxes in the past four years because of poor contract conditions, sporadic purchasing in the industry, and foreign competitors that are under cutting American manufacturers.

"What we can't figure out is how these foreign companies can produce the cars, have them shipped here and pay duties on them and still have prices 25 to 30 percent lower than ours," Burr said. "In the past 25 years, there were only four years that the company made money," he added.

Burr said Pullman is the latest corporate casualty in the passenger car manufacturing business. Besides General Electric, Burr said the only other major manufacturer in the United States is Budd Corporation, which is owned by a German steel company.

Burr said Pullman will continue its profitable freight car manufacturing division. The company is the largest private manufacturer of railroad freight cars in the world. Pullman has twelve plants in the freight car and truck trailer manufacturing divisions.

The company plans to close the passenger division after completion of two major contracts--one for 60 cars for Boston commuter service and another for 284 cars for Amtrak, scheduled for 1979 and 1980, respectively. Closing of the Hammond, Indiana and Chicago plants will affect about 2,000 workers though layoffs are uncertain, Burr said.

WHITE SULPHUR SPRINGS & YELLOWSTONE PARK TO EXPAND

White Sulphur Springs & Yellowstone Park Railway has agreed in principal to purchase the Milwaukee Road branch from Dorsey to Ringling in Meagher Co., Montana. This would increase the length of the WSS&YP Railway from its present 23 miles to 26.3 miles. The railroad is famous since it was owned by John Ringling North of circus fame until recently. The railroad currently uses a leased Milwaukee Road diesel as motive power.

SUMMARY OF MINUTES OF REGULAR MEETING OF PNWC, MARCH 16, 1979

The meeting was called to order by President Ed Immel at 8:20 PM.

Bob Slover, Chapter mechanical supt., reported that the Chapter's car Mount Hood is now in British Columbia on lease to the Province. The Chapter has requested a quotation from the Vapor Co. for a 1-3/4 HP boiler to heat the car (it would be installed in the luggage space). Bob reported that a power converter (220 volts AC to 32 volts DC) would be installed temporarily in the car while it is in British Columbia and that the Chapter board has referred the possibility of buying an identical converter to the membership for consideration. The cost of the converter would be \$1260.00. It would greatly simplify the problem of charging the car's batteries and providing power to the car while in stations. The converter would be installed in a box mounted under the car. The cost will be more than covered by rental received for use of the car. Bill Bain moved that the Chapter purchase the power converter for the Mount Hood. The motion was seconded and passed. Bob Slover reported further that the car will be on lease an additional 40 days until about mid-August. Finally, 480 volt Amtrak wiring will be installed on the car also. Bob suggested that the Chapter may wish to buy the wiring at the end of the lease.

Rose Festival Trips: Ed Immel reported that the BN has unofficially turned down the Chapter's request to operate the trips over its rails. A request has now been submitted to operate the trips over the SP. Some mechanical work is being done on the 4449.

National Transportation Week: Ed Immel announced that locomotive 4449 and car 76 will be on display. Help will be needed on Sat. May 12 at 9 AM for a work party to clean the 4449 and the 76. On Fri., May 18 from 10 AM to 2 PM volunteers are needed as guides to take school children through the Transportation Week display. Entries are needed for the photo contest being held as part of Transportation Week. Photos, 8 x 10 in black and white or color, should be sent to Port of Portland Transportation Week Photo Contest, attention Chris Kammer. Also black and white photos of last years display are needed for publicity use. Ed reported that last year a coloring book had been published (60,000 copies) in connection with the display and suggested that the Chapter purchase a full page (\$150) or a half page (\$75). No action was taken on the coloring book idea.

Doug Auburg reported that 35 tables have been sold for the Swap Meet and that there is a waiting list for more tables. Doug said that he expects the Swap Meet to be well attended.

Jim Gilmore, Chapter Librarian, reported that he had sold \$100 worth of surplus magazines tonight and also had traded for some issues needed for the Chapter's collection.

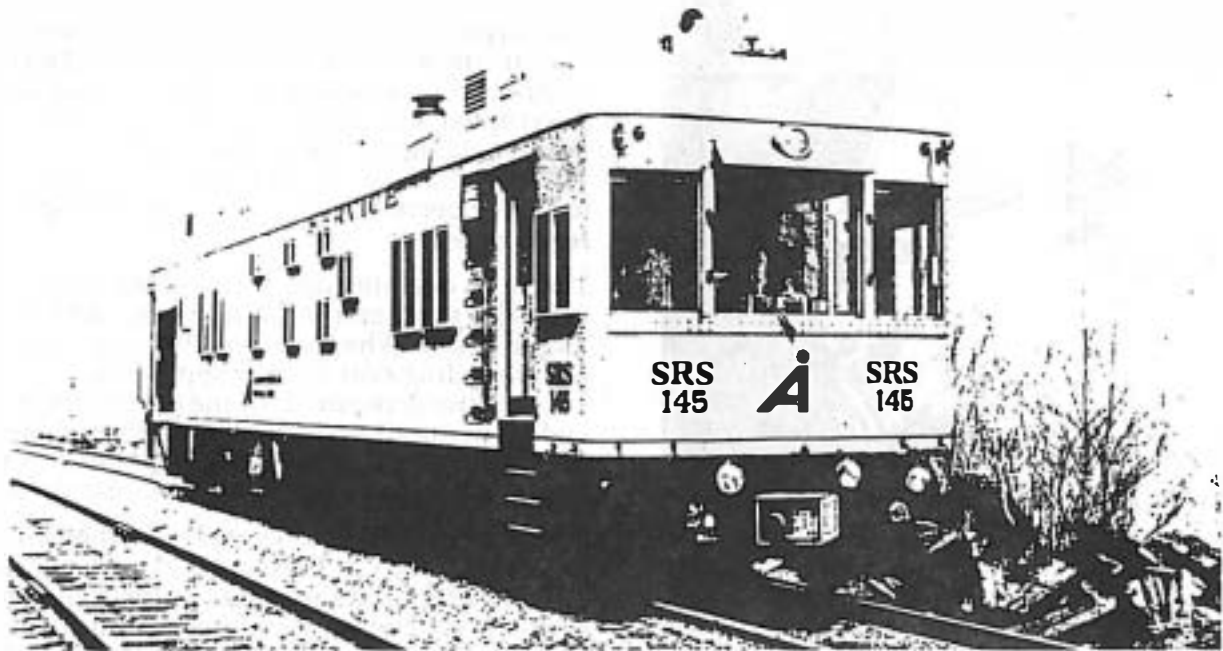
The April program will be a railroad quiz using slides to be presented by Gil Hulin.

Respectfully submitted, Chuck Storz, Secretary.

NEW MEMBERS

The Pacific Northwest Chapter welcomes the following new members, all from Portland: George Lee Jeys, Bernard J. Tracy and Patrick J. Tracy.

A DAY ON A SPERRY CAR



SRS 145 waits in the clear at Fraser, Pa. for Conrail freight BJ-4.

Normal "call time" is 7:00 a.m. and in order to be ready to go to work when railroad officials arrive, the Sperry crew must be up early. The two engines on the car must be warmed up and all testing equipment must be checked out, lubricated and calibrated every working day. These things, and breakfast, must be over with before the normal testing day begins.

Although the Sperry car is self-propelled and is operated by a Sperry crew member, it moves under "orders" much as a train does. Employees of the customer railroad must be aboard to coordinate car movement with the railroad's dispatcher.

When the size of the crew permits, there are normally two qualified rail test operators in the recording room at the rear of the car, where the testing operation is conducted. Another crew member "drives" the car from his position in the front end. When a fourth crew member is available, he normally splits his time learning to drive and to test, depending on instructions of the chief operator.

The car proceeds to the point where testing is to begin. Upon arriving at that point, the crew makes last minute adjustments to the testing equipment. The testing procedure then commences.

The driver receives all move signals from the recording operator who is seated at the recording table at the rear of the car. These signals are made by means of an electric buzzer system. Usually a railroad employee rides in the front to watch railroad signals and to see that railroad rules pertaining to train movement are adhered to.

In the rear of the car, the recording operator sits at the recording table. The table is positioned so that the operator can observe the indications on the tape and also watch the rail as it appears from under the car. Since joints and other normal rail structures or surface conditions also indicate on the tape, this permits him to match the tape indications with actual rail structure or surface conditions, thereby separating normal conditions from possible defects. He also makes notations on the tape showing milepost locations. The driver activates a landmark pen as he passes each milepost and the tape operator notes the milepost number and stamps his name near it on the tape.

The examining operator is also on hand in the recording room to assist. He maintains the Car Movement Report. This report records the time, mileage and track numbers for all car movement and shows the amount of time and miles tested and the amount of time and miles run light, time of delay etc., for billing purposes. In most cases a railroad official from the Engineering or Maintenance of Way departments is also on hand in the recording room to observe the test on behalf of the railroad.

If an indication is received which is suspected to be a defect, the recording operator makes a pencil mark next to the indication on the tape and immediately gives a stop signal. As the car speed slows, he activates two switches which raise the test carriages off the rail, thus interrupting the test procedure and eliminating possible damage to the equipment during the reverse move. When the car has stopped, he gives a signal to back up and watching the tape and the rail, stops the car again close to the rail suspected to contain the



Recording Table

defect. The examining operator, having noted the side of track and the relative position of the defect in the rail, gets off the car on the right side and, using hand signals, directs the driver to "spot" the car for hand testing. The location on the rail is also identified by a yellow paint mark made simultaneously with the tape indication. He then uses a hand held search unit and a Reflectoscope to verify whether or not a defect does exist. Visual inspection of the rail is also made in some cases for particular types of defects. The type of hand search unit used depends on the type and location of the suspected defect.

If a defect is found, the type, size and serial number are marked in crayon on the inside web and base surface of the rail containing the defect. In some cases the railroad official also uses aerosol paint or other methods to more permanently mark the rail so that it can easily be found by the railroad rail changing gang.

Back on the car, the defect type, size and serial number as well as the rail weight, side of track and track number are recorded on the Defective Rail Report, a copy of which is given to the railroad official at the end of the day. The serial number is also marked on the main tape near the indication along with a rubber stamp showing the examining operator's name. If no defect is found, the defect is marked as a "negative" and the name of the examining operator is stamped beside it.

When all defect information has been recorded, the recording operator gives the "go ahead" signal, and the car moves forward. The recording operator lowers the test carriages as the car moves forward and makes his "tie-ins;" these assure an overlap in testing so that no rail is missed. The driver brings the car up to testing speed and maintains it until the next stop signal is received. This procedure is repeated for each defect throughout the day.

During the course of the day, and depending on the size of the Sperry crew, the driver is relieved every two hours. The recording operator is relieved every hour. Lunches are eaten in shifts.

Throughout the day, the railroad personnel on the car are in contact with the railroad's traffic control. At times it is required that the testing be interrupted and that the car run light to the nearest siding to "go in the clear" for a train. When permission is obtained from traffic control, the Sperry car returns to the same spot and resumes testing.

The chief operator and the railroad official will mutually agree on the quitting time and the "tie-up" location. Whenever possible, the car is tied up on a siding near a water supply and close to a town. Water is required for the testing operations and for domestic use and is normally replenished on a daily basis. Fuel is also delivered to the car by tank truck, usually in the evening after tie-up.

After tie-up, the chief operator types the Defective Rail Report and Car Movement Report, which are signed by him and the railroad official. A copy of each is given to the official for the railroad's use. The chief operator also types an Operation Conditions Report which is for the use of Sperry only and which is similar to a ship's log. Copies of all reports are mailed weekly to Sperry's offices.

While the reports are being typed, the rest of the crew performs needed work including taking fuel, water, doing routine maintenance and cleaning. When this work is complete, the crew members are off duty. The evening meal is prepared by the crew, or a steward if one is assigned to the car. Or the crew may choose to eat off the car.

Throughout the day, teamwork and time tested procedures are responsible for a smooth uninterrupted operation. Detector car crews find rail testing challenging and rewarding experience. On a Sperry car, one can travel throughout the United States and Canada, seeing the country while performing a very necessary service for the safety and well being of the railroad industry and traveling public.



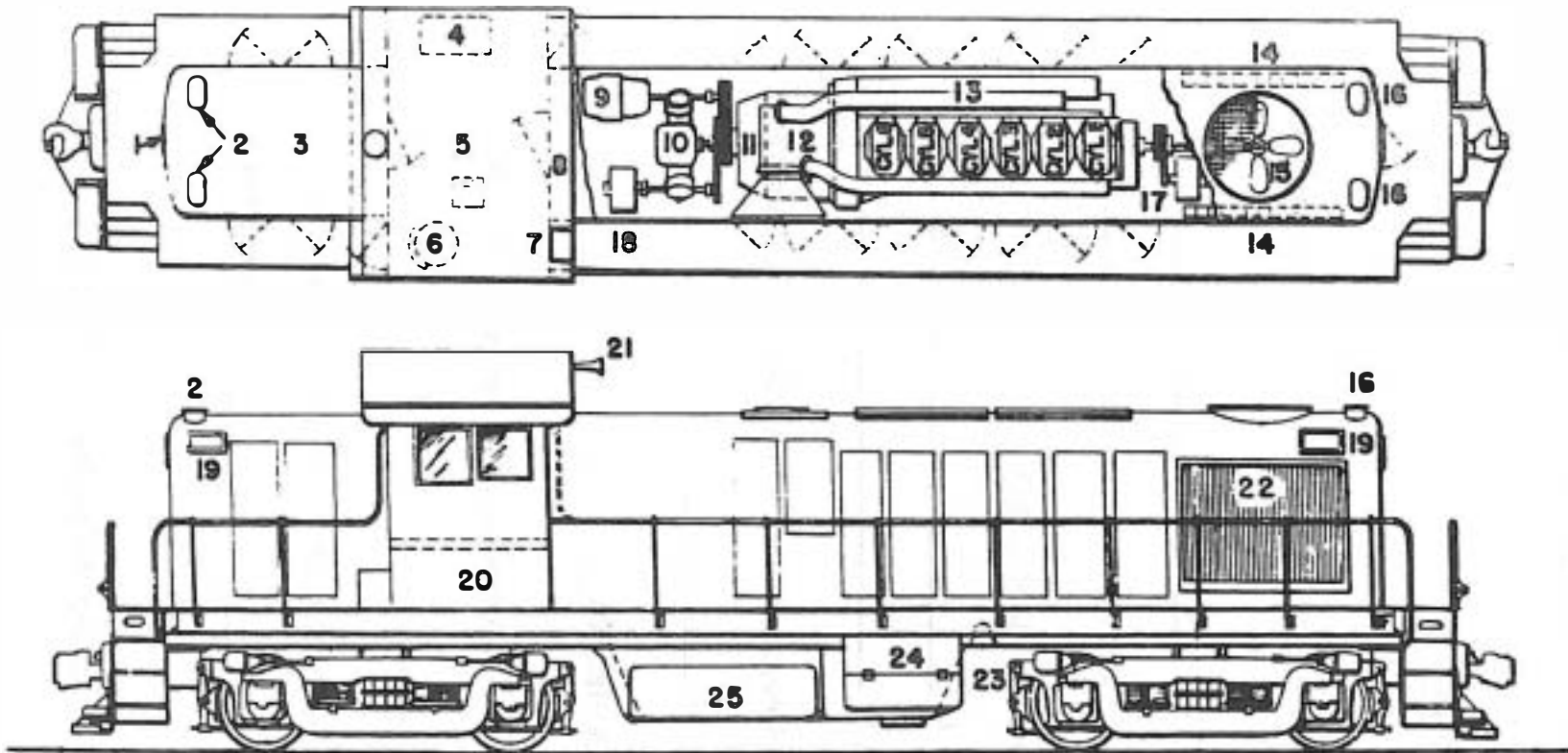
*Electric Flash Butt Weld Transverse Defect
From Iron Oxide Inclusion*

ALCO-GE DIESEL-ELECTRIC LOCOMOTIVE SCHOOL

STUDY GUIDE

GENERAL

1. Give four (4) advantages the Diesel-electric locomotive has over the steam locomotive.
 - a. _____
 - b. _____
 - c. _____
 - d. _____
2. Name four (4) general types of Diesel-electric locomotives.
 - a. _____
 - b. _____
 - c. _____
 - d. _____
3. Give the model numbers of Diesel engines used in ALCO-GE locomotives.
 - a. _____
 - b. _____
4. The switcher locomotive has all weight on _____
5. The construction of a road switcher locomotive provides space for a _____
6. The "chain of power" in a Diesel-electric locomotive consists of a _____ turning a _____ that supplies electricity to the _____
7. In all modern Diesel-electric locomotives the engine is started by means of a _____



1000 H. P. ALCO-GE ROAD SWITCHER LOCOMOTIVE

Identify the component parts of the road switcher locomotive
by writing below the names that correspond to the numbers above.

- | | | | |
|-----------|-----------|-----------|-----------|
| 1. _____ | 7. _____ | 13. _____ | 19. _____ |
| 2. _____ | 8. _____ | 14. _____ | 20. _____ |
| 3. _____ | 9. _____ | 15. _____ | 21. _____ |
| 4. _____ | 10. _____ | 16. _____ | 22. _____ |
| 5. _____ | 11. _____ | 17. _____ | 23. _____ |
| 6. _____ | 12. _____ | 18. _____ | 24. _____ |
| 25. _____ | | | |

PACIFIC NORTHWEST CHAPTER
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