

May 71

THE TRAINMASTER

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PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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CHAPTER NEWS LETTER
("The Trainmaster")

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Articles which appear in "The Trainmaster" do not express the official National Railway Historical Society attitude on any subject unless specifically designated as such.

SCHEDULE OF EVENTS:

Friday 21, 1971

Regular May meeting of the Pacific Northwest Chapter, National Railway Historical Society. Meeting will be in the Safety Conference room of the Burlington Northern, 11th and NW Hoyt Streets, near the Lovejoy Ramp, at 8:00 pm. The program for the evening will be:

Sixteen millimeter movies of Long Bell Lumber Company Steam. A guest from Longview, Washington will provide a running commentary during the showing. Some surprises are in store for those who attend.

The Chapter's library will be open the night of the meeting at Room One Union Station at 7:00pm. Copies of duplicate issues of Trains will be on sale at the meeting and at the library.

Friday, Saturday
and Sunday June 18,
19, 20

June meeting of the Pacific Northwest Chapter will be held in Central Oregon. Activities will start on Friday night with a free trip on the City of Prineville Railway. Saturday's activities will include retracing the route of the abandoned portions of the Oregon Trunk Railway. Lunch on Saturday will be at the Shaniko Hotel, the former terminus of the Columbia Southern Railway. Saturday evening will feature movies and an outdoor barbeque at the Cove Park near Madras. On Sunday a return will be made to Portland via The Dalles where the route of the Great Southern will be followed. A mailing will be made to all Pacific Northwest Chapter members in the next couple of weeks with a detailed schedule and more information. Anyone interested in attending that is not a member please contact Ed Immel, 755 "A" street, Madras, Oregon 97741.

Each Saturday and
Sunday throughout
the summer

Steam on the Oregon, Pacific and Eastern Railway. Trains leave the Village Green Resort next to Interstate Five at 9:00am and 2:30pm. Train will travel through the scenic Bohemia Mining country to Culp Creek. Railroad is the site of the Buster Keaton movie classic "The General."

Friday 17, September
1971 Regular September meeting of the Pacific Northwest Chapter.THIS N' THAT

Jack Holst reports that "Peggy" passed her hydrostat test with flying colors. Not a leak in her which is remarkable since it hasn't seen steam for about twenty years. Restoration work is still continuing each Saturday at the Oaks Park around 1:00pm.....Amtrack is using the ex-SP&S F units as regular power of their trains between Portland and Seattle. Usual consist is two dome coaches and a "Traveler's Rest" car of the North Coast Limited.....Chapter car #598 is now getting a blue and silver paint cover to match the rest of equipment that will be used on the OP&E's steam trips this summer. Trip flyer features the #598 behind the locomotive. Car arrived in Cottage Grove May 10.....Japanese National Railway's reported that last year people lost 121,000 umbrellas on their railway and four pairs of false teeth.....

Ed's note: ever so often a piece of history comes along that really doesn't deal with railways but which I can't resist as a general transportation item. Such an article is the following reprinting from the Brill Magazine # 254, 1921 (no known month). I'm sure you will agree with me that the Brill "Rail-less" car is one that any railfan would enjoy driving if one now existed.

BRILL "RAIL-LESS" CAR

After a series of experiments this Brill type of electric "Rail-less" Car, including a novel Current Collector and other interesting features, was developed to permit electric railways to avail themselves of the economical advantages which this equipment offers in service under more or less special conditions. There has been considerable interest shown in rail-less transportation and this company has prepared itself to furnish equipment capable of meeting requirements of the electric railway industry for a vehicle of this type.

Due to its comparatively low operating cost, there seems to be a broad field for the "Rail-less" Car:

First, for use as feeders to existing electric lines, where available business is sufficient to warrant the necessary overhead installation and where indications point to further development which will eventually warrant the laying of rails and the installation of Safety Cars.

Second, to provide service in localities where the operating companies find it impossible to go to expense of retracking existing lines where rails have deteriorated to an unserviceable condition.

Third, on highways or boulevards where the laying of rails is objectionable to the community.

In addition to its economical advantages the flexibility of the "Rail-less" Car recommends it as a vehicle capable of providing service which is attractive in many respects. Its ability to move off center permits loading passengers at the curb, avoiding dangers which exist in street loading and at the same time other vehicular traffic is not delayed. This flexibility also eliminates delays from stalled motor trucks and other vehicles, as the "Rail-less" Car moves around any obstruction which occurs in its path.

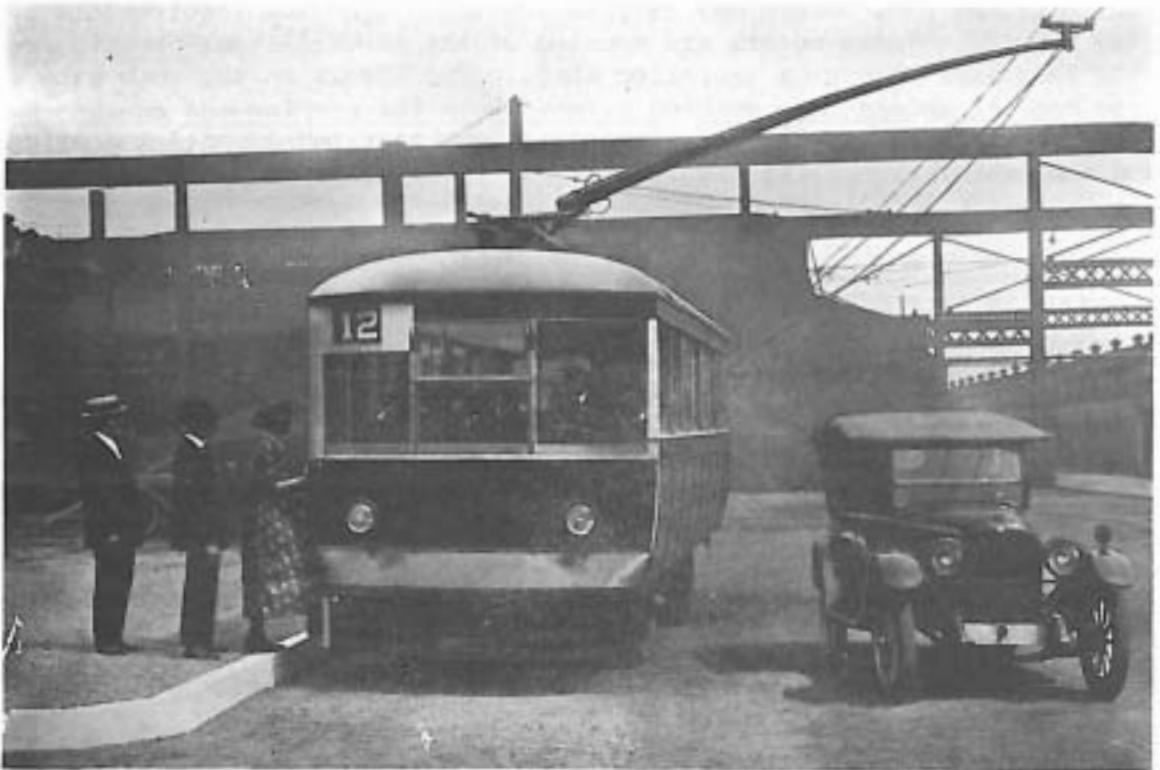
CURRENT COLLECTOR

An examination of the Current Collector shows two under-wire sliding shoes with grooves which engage the two overhead wires when directly over the center of the car. This device ingeniously includes a series of pivots which facilitate action in every direction, longitudinal, vertical and horizontal, essential to the flexibility of the "Rail-less" Car. It is equipped with a wooden trolley pole 19 feet long mounted on a standard trolley base arranged to exert a total spring pressure of from 30 to 35 pounds on the two overhead wires, sufficient to keep both shoes of the Collector in position as long as the car is not over 16 feet off center. With this new type of Current Collector and the arrangement of the chassis and steering apparatus it is possible to turn this car within a diameter of 40 feet without disengaging the wires.

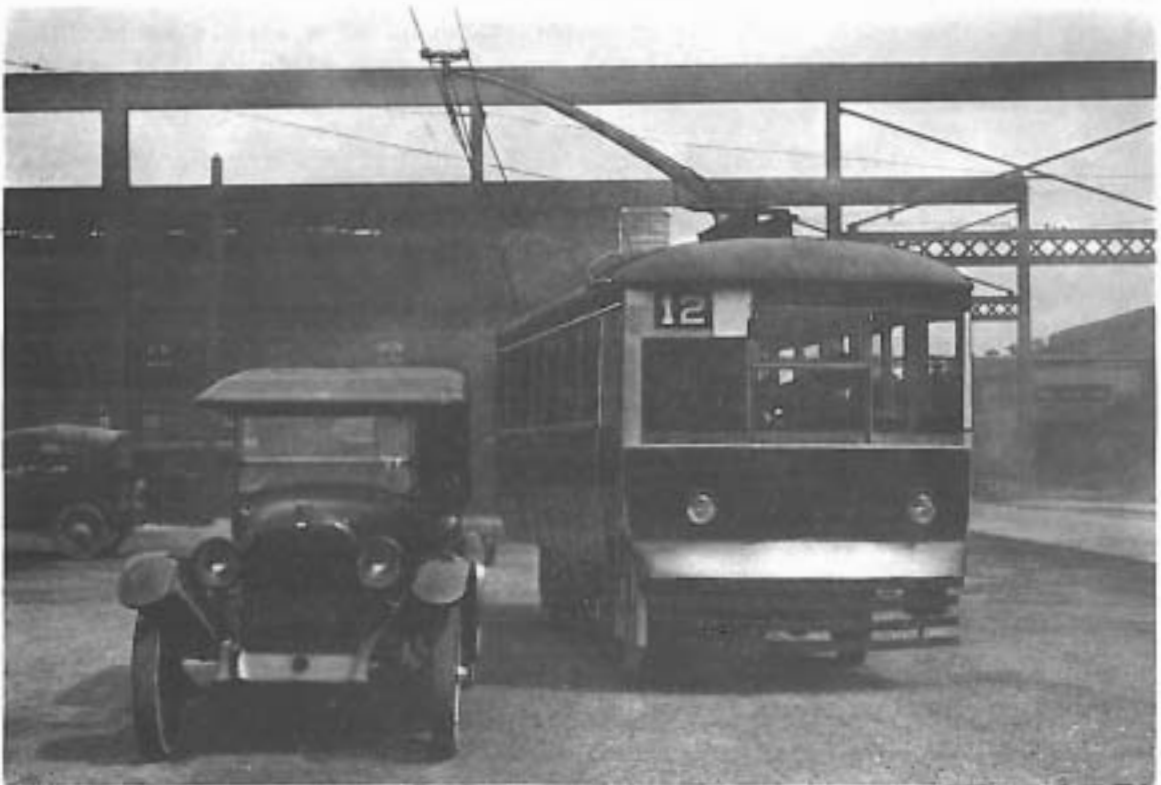
ELECTRIC EQUIPMENT

The operation of this car is controlled by a Current Relay Contactor System with a foot master controller, the latter being located on the car floor in front of the driver.

Photos are reprinted from Bulletin No. 254 of the J. G. Brill Co.



"Rail-less" Car can load passengers from curb and reduce liability of danger to public.



Flexibility of "Rail-less" Car eliminates delays by moving around other vehicular traffic.

All electrical equipment controlling the high voltage power current is located underneath the carbody in which location there is less danger to passengers in case of blow-out.

One or two 25 H.P. motors may be used depending upon the requirements of the contemplated service. These motors are mounted on the pressed-steel chassis frame and drive the rear axle through a propeller shaft. The wheels on the rear axle are of the dual type and all wheels have cushion tires. Both the service and emergency brakes are internal expanding, the former being operated by a foot pedal under the driver's right foot and the latter by a brake handle near his right hand.

CONSTRUCTION

A composite type of body construction is used, the underframe consisting of yellow pine and oak end sills with crossings of suitable steel channels securely tied together with steel angle brackets and firmly attached to the chassis frame. All corner and side posts are of ash and the letter panels are of poplar, all sheathed on the outside with No. 18 sheet steel.

The two leaf folding service door, 29 inches wide opening, on the right hand forward side is manually operated by a suitable handle near the driver's left hand. The stationary double steps are set within the lines of the carbody. An emergency door, 22 inches wide, is provided in the center of the rear body end, with a hinged step which drops into position when this door is opened. All window sash are of the single type and drop into wall pockets. This reduces the weight of the car at the roof and lowers the center of gravity.

ADJUSTABLE DRIVER'S SEAT

Another innovation included in this "Rail-less" Car is the driver's seat, the back of which may be adjusted to suit the operator by means of a simple mechanism. It may be set back approximately 3 in. if additional room is required for a tall man if that is sufficient.

All seats are stationary and upholstered in imitation leather. The total seating capacity is 28, with space for 22 additional standing passengers. There is a transverse seat extending across the rear end with a single movable section which folds up against the emergency door, a longitudinal seat two windows long on each side of the aisle, four cross seats with 32 inch cushions and a longitudinal seat on the right hand side next the door opening and one behind the driver's seat on the left. The aisle between the cross seats is 17 inches wide. Three pipe stanchions are provided between the longitudinal seats at the rear for the use of standing passengers.

Spring roller curtains are provided at side windows, and there is a suitable curtain behind the driver's seat to eliminate front window reflections.

The interior finish is of natural ash with roof carlines showing. The sides below the windows are of agasote. The regular trolley furnishes current for electric lighting but in addition a suitable storage battery is installed on the floor by the driver's seat for use in emergency.

Additional information on this Brill "Rail-less" car will be furnished upon application to our Special Work Department.

PRINCIPAL DETAILS

Length overall.....22 ft. 0 in.
 Outside width of body.....7 ft. 6 in.
 Outside width of chassis.....34 in.
 Overall height (over trolley board).....10 ft. 2 in.
 Height of bus floor from ground.....33 and 3/4 in.
 Tread of front wheels.....60 in.
 Tread of rear wheels.....68 in.
 Wheelbase of chassis.....10 ft.
 Cross seat centers.....2 ft. 5 in.
 Seating capacity.....28

LAST MONTH'S MEETING:

Minutes of the meeting on April 16, 1971, PNW-NRHS.

The meeting was called to order at 8:15pm by President Roger Phillips in the Burlington Northern Safety Examination Room

Minutes of the March meeting were read and approved. Roger Sackett gave the treasurers report.

Ed Immel reported that the City of Prineville would charter their train for a excursion on June 19, 1971. Crew and fuel costs would have to be paid.

Jack Holst reported that work on the Shay is progressing. The crew is trying to be ready for the hydrostat test in May (eds note- accomplished with excellent results)

Ed Berntsen reported that two wheel sets have been put on Car No. 598 and the bearings have been packed. The car will go to Cottage Grove after the April 25th Deschutes River Excursion.

Jack Holst reported on a trip to Baker in which he and Ed Berntsen attended a meeting of the Sumpter Valley Railroad Restoration Group.

Ed Berntsen reported that the Oregon, Pacific and Eastern at Cottage Grove will run their gas rail car any Saturday afternoon for a group of members. April 17, at 1:00pm was the first date scheduled. Other dates will be May 8 and 15.

All Zimmerman stated that he will bring the chapter collection of duplicate copies of TRAINS magazine to the next meeting for sale to those who can not make it to Room 1.

Roger Phillips appointed Walt Grande and Charles Messecar to the library committee and requested that the committee submit a budget at the next meeting. He also request budgets from the Trainmaster and Mechanical Committee.

A discussion was held concerning updating and re-issuing the Railfan's Guide to Oregon.

The meeting was adjourned at 9:00 pm and was followed by a program of slides by Walt Grande on the Oregon, Washington Railway and Navigation Company and old Union Pacific photos.

Robert D. Williams
Secretary.

RIO GRANDE WON'T JOIN

In an eleventh-hour decision, the National Railroad Passenger Corp, rerouted its Denver-San Francisco route originally for the Denver and Rio Grande Railroad to the Union Pacific. The route, after reaching Denver on the Burlington Northern tracks, now goes north to Cheyenne and west to Ogden. Since D&RGW had been designated as an Amtrack route, but had failed to agree to the terms of the contract, it will be forced to continue operating the Rio Grande Zephyr between Denver and Salt Lake City, at least until July 1, 1973, if it later joins Amtrack; or until July 1, 1975, if it never joins AMtrack. But the train does not now, and is unlikely in the future, to make connections with Amtrack trains.

Gus B. Aydelott, president of the Rio Grande said, "We have proposed a new contract with Amtrak that would meet the published schedule and service in every respect. Rio Grande is also willing to make the \$1.6 million contribution to Amtrak for becoming part of the program. We have resisted, however, certain provisions of their blanket contract because they restrict the performance ability and earning power of the Rio Grande.

Aydelott went on to say that he won't approve portions of the Amtrak proposal which could lead to additional passenger service at the expense of freight train priority. This was taken by observers to mean that Rio Grande does want the present tri-weekly service expanded to daily service at a future date, and it wants the freedom to be able to put the passenger train in the hole at will for meets with freight trains.

Midland RailsSENATOR HATFIELD CLASHES WITH SP CHIEF

The president of the Southern Pacific Railroad picked up the Washington Evening Star one day last week and noted a story in which Senator Mark Hatfield of Oregon had called his company "arrogant." Benjamin F. Biaggini decided that the "friendly SP" must have a communications problem with Oregon's senior senator, so he telephoned for an appointment to see it it couldn't be cleared up.

Hatfield, having critized SP during a Senate hearing on the future of rail passenger service in United States, was glad for the opportunity to tell Biaggini in person what he thought of the only railroad serving much of western Oregon. The thrust of Hatfield's remarks to the head of the company for whom the senator's father worked as a blacksmith for 40 years was, by his own account, anything but reassuring.

His thesis was that SP thinks only of maximum profits, not of rendering service to Oregon citizens, charitable institutions or colleges. Hatfield had quickly gathered some rough facts from Gerry Frank, his part-time assistant who spends much time as a philanthropist and fund raiser for various causes in Oregon. These figures showed that SP turns down requests for contributions from causes to which other railroads, trucking lines and the airlines contribute generously.

Biaggini countered by saying SP had given \$44,000 to various colleges during the past 10 years. Hatfield said he'd be glad to give SP credit for that but he hadn't known about it. Biaggini said that it is company policy not to allow publicity photos of a company executive giving a check to a college. Hatfield suggested such publicity might improve the railroad's public image. SP deliberately avoid such publicity, the senator was told, because it leads to other organizations putting pressure on the company for gifts, and on the other hand, complaints from stockholders who object to giving away profits instead of raising dividends. Hatfield's figures showed that SP has in recent

years declined requests to contribute to the Boy Scouts, the YWCA, the Oregon Symphony, Zoomsi, and the Portland Rose Festival Association. The senator pointed out by comparison the Great Northern Railroad in 1967 had given \$10,000 to the Portland Art Museum and the Union Pacific had given \$15,000 to the Oregon College Foundation.

"You forget what we've done for Oregon" Biaggini reportedly retorted. "We've carried Oregon lumber to market." You don't claim to be an eleemosynary (charitable or non-profit) institution do you?" replied the senator. "No, but Oregon couldn't function without us".

Biaggini defended SP without giving any quarter. He said his company has been studied by many others who envy its profit record, that he doesn't expect the railroad to be loved. Hatfield said it was worse than no love, that by any measure of public opinion the SP would be listed at the bottom, whether it was measured in newspaper editorials or a poll of local chambers of commerce. "I'll bet you would be shocked at the SP's poor image", he said.

Biaggini defended another point of criticism - that SP had refused to paint or repair the Salem depot when requested by city leaders - by talking about the sluggish economy. Hatfield said the trouble is that SP had "a public be damned attitude".

After an hour's exchange, the railroad executive departed - but the senator said he doubted that Biaggini realized that SP had a problem because "its mentality is geared to 1890".

THE OREGONIAN, May 6, 1971

Ed's note: No comment

LETTERS FROM MEMBERS:

Amtrak's "new" Empire Builder was greeted by moderate-size crowds at most Central Washington stations. From observations based upon the first three trains eastbound, the "new" Empire Builder will consist primarily of ex-GN cars and ex-NP motive power. Four ex-NP F-units have been assigned to each of the initial three trains, while the nine or ten passenger cars have been entirely ex-GN except for the ex-NP Slumbercoach. Each train has carried two-dome coaches and the second and third have included full-length dome lounges. The first Empire Builder east substituted observation-lounge Cathedral Mountain for the dome lounge, but neither train since has sported the round-end observation car - Gil Hulin, Ellensburg-.....Loved your April Fool edition of the Trainsmasher, gets better each year - a faithful reader from Central Oregon-... ..On May 4th most of the SP&S passenger cars that were stored at Hoyt Street yards were made into one train for movement to the Puget Sound area. Only about four baggage cars at left in the yard. The tracks west of the post office are full of UP equipment. The last spare SP equipment was gone a few days before Amtrak began. Late in April the Union Pacific fired up the 8444 and operated it on some of the last passenger trains from Cheyenne to Laramie and return- Chuck Storz-....Ed Berntsen reports from the last westbound "City of Portland" that the City of Everything had to make a special stop on its last run at Omaha to replace its silver service in the dining car since it had all be stolen between Chicago and Omaha.....Probably the train that had the least amount of passengers taking a last ride was the Oregon Trunk Mixed. Your editor, John Holloway and Irv Ewen made the last northbound trip on the train where at Wishram assistance was rendered to the crew in removing the junk that had been placed in the combine over the years and had to be transferred to a caboose. A fitting climax to the trip was when a stop was made deep in the canyon at Dike for some switching. A family of deer came up from the Deschutes River, bounded up the hill and gave one look back at the combine....

NATIONAL RAILWAY HISTORICAL SOCIETY

LIBRARY COMMITTEE

Those of you who have a collection of TRAINS magazine, and are missing back numbers in your set, make sure you attend the May meeting this coming Friday. Numerous duplicates from our collection will go up for sale starting at 7:00 P.M. at Room 1, Union Station, or, just before the regular meeting. Come early for best choice!

The following issues will be available:

1956 - July, Oct.

58 - Mar., June, July, Aug.

1960 - Jan., Apr., May, Aug., Nov., Dec.

61 - Feb.-July, Sept.

62 - Oct., Nov., Dec.

63 - Jan., May, June, July, Oct., Dec.

64 - Full yr. except Jan. and Sept

65 - Full yr. except May and Oct.

66 - Full yr. except Apr.

67 - Full yr. except Sept.

68 - Jan.-May, July

Issues prior to 1961 will be \$.60 each. All others will be \$.50.
Members only will receive a 10% discount on total purchases over \$5.00

HELP IS NEEDED- We need back issues of TRAINS, RAILROAD, MODEL RAILROADER, ETC. to help complete our collection of these magazines. Any duplicates received will be resold. All proceeds from sales will go into the chapter treasury or library fund. Contact:

Al Zimmerman
2129 S.E. 72nd
Portland, Oregon
Ph. 774-0377

if you can help. Many thanks go to Edward Immel and Jack Norton for previous contributions.

THE LIBRARY COMMITTEE