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THE TRAINMASTER

Room 1, Union Station
800 NW 6th Avenue
Portland, Oregon 97209

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PACIFIC NORTHWEST CHAPTER
 NATIONAL RAILWAY HISTORICAL SOCIETY
 (an Oregon Non-Profit Corporation)

1977 CHAPTER OFFICERS

| | | | |
|--|----------------|---|----------------|
| President WILLIAM D BAIN P O Box 10445 Eugene, OR 97401 | (503) 686-2518 | Director-at-Large CHARLES A LUND P O Box 452 Beaverton, OR 97005 | (503) 643-2012 |
| Vice-President Edward E Immel 3124 S E Taylor Street Portland, OR 97214 | 233-9706 | Director-at-Large Robert I Melbo 7675 S W Miner Way Portland, OR 97225 | 292-0821 |
| Secretary Charles W Storz, Jr 146 N E Bryant Street Portland, OR 97211 | 289-4529 | Director-at-Large Noel H Nelson 4691 S E Fieldcrest Drive Portland, OR 97206 | 659-1015 |
| Treasurer Roger W Sackett 11550 S W Cardinal Terrace Beaverton, OR 97005 | 644-3437 | Director-at-Large Gary S Oslund 9116 S E Clay Street Portland, OR 97216 | 252-1568 |
| Chapter National Director John D Holloway 2201 S W Palatine Street Portland, OR 97219 | 246-5752 | | |

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CHAPTER NEWS LETTER STAFF

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| Editor and Publisher Irving G Ewen 2628 S E Ash Street Portland, OR 97214 | (503) 232-2441 | "The Trainmaster" is the official publication of the Pacific Northwest Chapter NRHS. |
| Circulation Manager Charles W Storz, Jr 146 N E Bryant Street Portland, OR 97211 | 289-4529 | Articles which appear in "The Trainmaster" do not express the official National Railway Historical Society attitude on any subject unless specifically designated as such. |
| All exchange news letters should be sent to the Chapter's business address: Room 1, Union Station 800 N W 6th Avenue Portland, OR 97209 | | "The Trainmaster" is sent to all Chapters of the National Railway Historical Society. Copies are addressed to the Chapter Editor or Chapter National Director. Chapters wishing to have "The Trainmaster" sent to another officer are requested to notify "The Trainmaster" circulation manager. |



pacific northwest chapter

THE TRAINMASTER

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PNW CHAPTER TIMETABLE

Friday REGULAR MONTHLY MEETING (3rd Friday of each month)

21 January The first meeting of the new year for PNW Chapter will be held in Burlington Northern's Safety Assembly Room which is located about two city blocks north of the intersection of N W Hoyt Street with 11th Avenue.

8 PM

Program Chairman Ed Immel has arranged for the showing of a variety of 16mm movies. Two of the films are Buster Keaton crossing Canada on a rail motor car and a U S Dept of Transportation film of trucks crashing into concrete walls.

Friday REGULAR MONTHLY MEETING

18 February The February meeting will also be held in BN's Safety Assembly Room. Contact one of the Chapter Officers listed inside the front cover if more detailed directions are required.

8 PM

Ed Immel has scheduled an "Oldies Night" which will feature slides and movies that are at least ten years old. See Mexican steam, Portland streetcars, SP&S steam, CB&Q passenger trains in the Wind River Canyon, and much, much more. Members are invited to participate by bringing some of their own oldies. Please contact Chuck Storz to make sure that the correct type of projection equipment will be available.

An added attraction will be an auction of railroadians. Auctioneer John "I can get it for you wholesale" Holloway will conduct this spirited event. If you have something you wish auctioned off please contact John before the meeting so that it can be placed on the agenda.

NEWS FROM AMTRAK*

Amtrak's Board of Directors has approved spending \$26.9 million to buy 35 additional bi-level cars, including a new sightseer/lounge car with a window area two and one half times greater than its companion cars. The new cars will provide lounge service for a number of long-distance routes and increase Amtrak's total bi-level order to 284 cars.

The 25 sightseer/lounge cars share the same general configuration as the other bi-level cars. However, their body shells will be altered to provide 39 inch high windows of both the upper and lower levels, compared to the 24 inch high windows on standard bi-levels. In addition, the cars will feature 27 inch deep windows that curve into the roof line from the side wall.

The result will be a dome-like effect that provides outstanding visibility on the scenic western U S routes where the cars will operate. Plans call for 46 lounge seats on the upper level and 26 seats and a food service unit on the lower level. The food area will provide an alternative to the train's regular diner.

The new cars will have 106,218 square inches of window area, compared to 39,000 for a regular bi-level (almost three times as much).

The Board also approved funds for an additional four diners and six coach/baggage cars. The diners, combined with other equipment, will enable the operation of additional train sets over other routes during a substantial part of the year.

The combines are required to fulfill the current checked baggage requirement on the EMPIRE BUILDER, operating between Chicago and Seattle. These cars can later, if necessary, be converted to full coaches.

The first 235 bi-level cars were ordered in April of 1975, and are now under construction at Pullman Standard's Hammond, Indiana plant. Earlier this year the original order was restructured and an additional 14 cars ordered before the new 35 car add-on.

The cars will go into service in late 1977, and will eventually replace 428 older conventional cars on Chicago-Seattle, Chicago-San Francisco, Chicago-Los Angeles, New Orleans-Los Angeles, and Los Angeles-Seattle service.

Since fewer cars will be able to carry the same number of passengers, Amtrak expects to save over one million dollars per year in fuel costs.

(from Amtrak NEWS, 1 DEC 76)

* Reprinted from NRHS "News Extra", Vol 6, No. 2, December 1976

THE RAILROAD RULE BOOK

By Chuck Lund*

A book of rules and regulations guides railroaders in the performance of their jobs and duties. Several railroads may all use the same book, referred to as a consolidated rule book, while another railroad may have its own. The rule book may be augmented by special instructions that modify or further specify statements in the rule book.

Whether operating equipment such as PNWC 600, the Mount Hood, or just observing railroad operations, a knowledge of some of these rules and regulations will make for a SAFER and more enjoyable time for Chapter members.

Beginning with this installment, some of the contents of most interest in the rules will be presented. The exact wording will not necessarily be the same in every rule book. However, the meaning will be similar in most cases. The following definitions will aid in understanding the rules:

Absolute-Permissive Block (A-PB) . . . A designated section of track or tracks within which the movement of trains is directed by block signals manually or automatically controlled and without requiring train-order authority and without regard to the superiority of trains.

Absolute Signal A home signal, the indications of which authorize and govern the movement of trains and engines and supersede the superiority of trains.

Automatic Block Signal System (ABS) A series of consecutive blocks governed by block signals actuated by a train, or by certain conditions affecting the use of a block.

Block A length of track between consecutive home signals governing in one direction; or from a home signal to sign reading "Block System Limit"; the use of which track by trains is governed by block signal.

Block System A series of consecutive blocks within A-PB, ABS, CTC, and Interlocking.

Centralized Traffic Control (CTC) . A method of operation by means of which the movement of trains over routes and through blocks on a designated section of track or tracks is directed by signals controlled from a designated point without requirement of train order authority and without regard to superiority of trains.

*Mechanical Superintendent, Pacific Northwest Chapter, NRHS

"RR Rule Book", cont'd

Controlled Siding A siding within CTC or interlocking limits, the authorization for use of which to enter and leave is governed by signal indication.

Current of Traffic Movement of trains on a main track, in one direction, specified by the rules.

Distant Signal A fixed signal used in connection with a home signal to govern the approach thereto.

Double Track (DT) Two main tracks, on one of which the current of traffic is in a specified direction, and on the other in the opposite direction.

Dual Control Switch A power-operated switch, also equipped for hand-throw operation.

Extra Train A train not authorized by a timetable schedule.

Fixed Signal A signal of fixed location indicating a condition affecting the movement of a train.

Examples - Train-order, interlocking, absolute or automatic block signal; switch, stop sign, yard limit board, speed sign, detector, letter-type indicator, flashing white light, and other light devices.

Grade Signal An automatic home signal with disk on mast bearing letter "G".

Home Signal A fixed signal at the entrance of a route or block to govern trains entering and using that route or block.

Interlocking An arrangement of signal appliances so interconnected that their movements must succeed each other in a predetermined order. It may be operated manually or automatically, and location will be designated in timetable.

Main Track A track extending through yards and between stations, upon which trains are operated by timetable or train order, or both, or the use of which is governed by signal indication.

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"RR Rule Book", cont'd

- Marker A red light or other prescribed signal affixed to rear end of equipment being operated as a train.
- Multiple Main Tracts Two or main tracks designated by direction or number in timetable.
- Overlap Post A post marking the limit of control of a block signal.
- Pilot An employee assigned to a train when the engineer or conductor is not acquainted with the rules or portion of railroad over which the train is to be moved.
- Regular Train A train authorized by a timetable schedule.
- Siding A track auxiliary to the main track for meeting or passing trains.
- Signal Aspect Appearance of a fixed signal conveying an indication as viewed from the direction of an approaching train.
- Single Track A main track on which trains are operated in both directions.

Speeds

- Medium Speed - - A speed not exceeding forty miles per hour.
- Restricted Speed- Proceed at a speed not exceeding twenty miles per hour, prepared to stop short of a train, engine, car, stop signal, derail or switch not properly lined, looking out for broken rail.
- With Caution - - Proceed at reduced speed, according to conditions, prepared to stop short of a train, engine, car, stop signal, derail or switch not properly lined, or other obstruction. Where circumstances require, train must be preceded by a flagman.

- Spring Switch A switch equipped with a spring mechanism to restore the switch points to original position after having been trailed through.

"RR Rule Book", cont'd

Train of Superior Class A train given precedence by timetable.

Train of Superior Direction A regular train given precedence in the direction specified by timetable as between opposing trains of same class.

Train of Superior Right A train given precedence by train order.

Train Register A book or form used at designated stations for registering signals displayed, time of arrival and departure of trains and such other information as may be prescribed.

Variable Switch A switch which, when trailed through, moves switch points to the position to which forced by the trailing movement.

Yard Limits The territory between yard limit boards placed adjacent to main tracks to designate the points between which engines may operate on main track without train-order or timetable authority, and within which engines and certain trains are restricted in their movement on all tracks.

Next installment will include railroad rules.

ON VANDALISM*

From the Midwest Railway Historical Society newsletter comes the following article on the senseless act of vandalism at their display grounds:

"Vandalism at our headquarters in Riverside (Illinois) continues to plague us. Latest event was someone coming over the fence (not an easy feat) to climb the flagpole in an attempt to burn the flag. Presumably the wind blew the flame out after it took a corner off the flag. To offset his frustration, satisfaction was apparently achieved by bending completely out of shape the necks of the two flood lights.

We have for the perpetrator of this foul deed fond wishes similar to those expressed in this ad which once appeared in a Seattle paper: 'My boat and motor have disappeared from Martha Lake, Alderwood Manor, since June 10. I send my wishes that the boat breaks in half in mid-lake and that your mother is unsuccessful in attracting help as she runs barking along the shore.'"

* From NRHS News Extra, Vol 6, Number 3, January 1977