



THE TRAINMASTER

PACIFIC NORTHWEST CHAPTER ROOM 1, UNION STATION PORTLAND, OREGON 97209

APRIL 1982

Chapter Phone No. 226-6747

Number 242

PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday April 16 Regular monthly meeting of the Pacific Northwest Chapter will be held at the Union Pacific Clubhouse which is located at south end of Albina Yard. It is one block south of the intersection of North Interstate and Russell Streets. Take Tri-Met bus number 2 or 3.
7:30pm

The Southern Pacific 16mm film "Snow on the Run" will be the featured program. Made in the early 1950s, the movie shows the various types of snow fighting equipment used to keep the SP's lines open. This is a historic film and is not available normally to the public. Several spectacular scenes showing cab-forwards pushing rotary snow plows should stir viewer interest.

The normal newsreel will be run. Please bring no more than 6 slides of recent railroading action.

Saturday
May 15 An all day excursion by Amtrak to Madras, Oregon. Adults \$59 Children 2-11 \$49. From The Dalles the fares are \$52 and \$42. Train leaves Portland 7:30am. Tickets available only from the Chapter at Room 1. Tickets will be available at the April meeting.

Friday May 21 Regular monthly meeting of the Pacific Northwest Chapter.
7:30pm

Memorial Day
Weekend Triangle trip with the private car Mt. Hood to Spokane and Seattle. See details elsewhere in this issue.

Friday June 18 Picnic and ride on the Portland Zoo Railway. This extremely popular family event will be repeated for the 5th year. See the May Trainmaster for details.
5:00pm

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - March 19, 1982

The meeting was called to order by Chapter President Ben Fredericks at 7:40 PM in the Union Pacific Clubhouse.

Swap Meet: Terry Parker reported that 758 people had attended the meet. The Chapter made \$160 at its table. A survey of the sellers drew mostly favorable comments about the operation of the meet.

Ed Immel reported that it will cost \$435 per person to operate the car Mount Hood to the NRHS national convention in Denver. The car would leave Thursday night, go to Denver by way of Sacramento, and return to Portland by Sunday evening. The price includes use of the car as a hotel while in Denver.

Madras excursion: Ed Immel reported that as of March 19th, 257 of the 650 tickets available for the excursion have been sold.

Railfan's Guide to Oregon: Jeff Asay reported that his committee is trying to have the Guide finished by the end of 1982. It will consist of 64 pages including railroad history, maps and descriptions of locations for good photos. Jeff said that he is hoping that the publisher will do a full color cover. All material to be included must be in hand by July. Black and white glossy photos of current views are especially needed.

President Ben Fredericks announced the following:

1. The membership should see the March issue of The Trainmaster for the Chapter library policy and a list of books.
2. New or old members should be sure to ask any questions they might have about Chapter policy.
3. Refreshment policy. Members and guests attending Chapter meeting should be sure to contribute to the refreshment kitty if they want this service to continue.
4. The Chapter has purchased a Model 4600 Kodak slide projector for use at meetings.
5. An ad will be placed in Pacific News to encourage sales of the booklet on the 4449, A Legend Returns.
6. Union Pacific steam locomotive #3985 will be operated to Pocatello, Idaho and Salt Lake City, Utah between June 16 and June 29 this year.

Program: Full length version of the 1926 Buster Keaton movie "The General".

The meeting was adjourned at 8:25 PM.

Respectfully submitted,
Chuck Storz, Secretary

MEMBERSHIP DEPARTMENT - 1982 DUES ARE DUE!!

Membership Chairmen John Holloway urges members who have not paid their 1982 dues to do so as soon as possible. The dues for this year are \$16.50. John reports that the cutoff date to be included in the Chapter's 1982 membership list is fast approaching. MEMBERSHIP CARDS: John also reports that the national organization has finally shipped a batch of 1982 cars which will be given out at the April meeting.

AMTRAK TO RAISE FARES

April 25th will see a general 6% fare increase on Amtrak nationwide. Below are some sample fares from Portland:

Portland to:	One Way	Excursion	Bedroom	
			Single	Economy
Seattle	\$22.00	\$33.00	\$32.00	
Eugene	16.80	22.00	32.00	
Spokane	45.50	78.00	32.00	
San Francisco	84.00	135.00	32.00	
Chicago	209.00	293.00	80.00	
Salt Lake City	96.00	154.00	69.00	Roomette
Denver	150.00	210.00	-	(1)
Los Angeles	116.00	163.00	44.50	

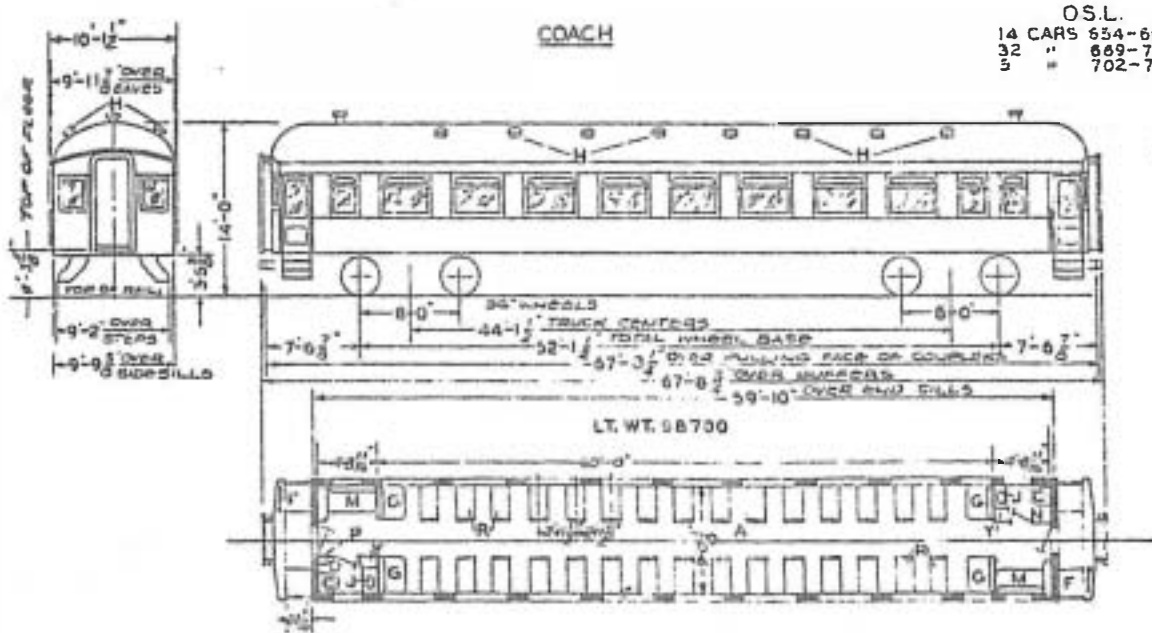
- (1) There is no economy sleeper on the Portland to Denver run. The fare would be combination of the roomette to Odgen and then an economy room th Denver.

Comment-----The Portland to Eugene is actually lower than the fare Amtrak charged about one year ago. The State of Oregon had been trying to get Amtrak to lower the fares in the Willamette Valley and this was finally done in October 1981 or two months before the trains quit running. Amtrak has now made a permanent lowering of fares but four months after the Willamette Valley Express quit running. Somehow it all does not really make a great deal of sense.

SHORT NOTES

The railway system in Mozambique is converting the four steam engines that run on the isolated 145km Quelimane-Mocuba line from wood burning to coal burning, because of shortage of firewood near the line. Occasionally trains have had to stop enroute while passengers foraged for firewood in nearby forests. (Railway Gazette International).....British Rail has spent nearly 15 years designing an Advance Passenger Train (APT) for high speed service between major cities in England and Scotland. The first regular service started on December 7, 1981 but was soon withdrawn. The train has a tilting mechanism which allows high speed operation on regular track. The tilting operation has not been functioning correctly and the cars remain upright thus throwing everyone and thing around the inside of the car. In addition, the tilting feature has been causing most of the passengers to get ill. Seems like British Rail has a problem or the English just have weak stomachs.....

....The Royal Hudson will be making a special run from North Vancouver to White Rock, B.C. on Saturday April 17th. The fare for the all day excursion is \$20. Reservations and tickets are available only from the City of White Rock at (604) 531-9111.....The Orange Empire Railway Museum at Perris, CA has acquired the Oregon Short Line coach #692. This is a "Harriman" type car built in 1911 and was one of series built by Pullman for the OSL and the Oregon-Washington Railroad and Navigation Company. OSL #692 was sold to 20th Century Fox Corporation along with a sister coach in the mid-forties. The cars were used for railroad scenes in the studio's motion pictures. The car shows signs of having been lettered for the New York, New Haven and Hartford along with a European railroad. Originally the car was located at the studio's backlot in West Los Angeles. (Orange Empire Gazette).....



- A - MAIN COMPT. SEAT CAP. 68
- B - HOPPER - DRY
- C - HANDBRAKE
- D - STATIONARY SEATS
- E - VENTS
- F - WASHSTAND
- G - SOFAS SEAT CAP. 4
- H - WOMENS TOILET
- I - MENS TOILET
- J - WRECKING TOOLS
- K - SEATS
- L - WATER COOLER-ICE

CARS EQUIPPED WITH AXLE GEN.
No 5 654, 686, 687, 688, 692,
693 & 702

AXLES - 5' X 9"
WATER SYSTEM-GRAVITY
STEAM HEAT-VAPOR CO-

BUILT -1910-1911
CAR 655 VACATED

Union Pacific Railroad drew this follo book diagram in 1941 to illustrate the 1910-1911 built coaches owned by the Oregon Short Line. The 692 no longer has the axle generator.

courtesy Union Pacific Railroad

UNION PACIFIC RAILROAD CO
RESEARCH AND
MECHANICAL STANDARDS

U.P. SPEC. 217

				DATE	DIAGRAM
				10-27-41	P-3-22
					DRAWN
					10-27-41

Steam railroading returns to Alaska and Yukon

By Steven Hites

WHITEHORSE, Yukon — The wail of a steam whistle hasn't been heard along the White Pass & Yukon Route narrow gauge railroad since June of 1964, when the last steam locomotive was retired from active service. But that silence is about to be broken.

After a year of labor, the White Pass & Yukon Corp. has restored old engine No. 73 to operating condition, and with justifiable pride announces that she will make her inaugural run from Whitehorse to Carcross, Yukon Territory on May 29 for representatives of the press and the tourism industry and the remaining old time Yukoners who pioneered the country.

A repeat of the inaugural festivities is planned on the Alaska side of the railroad, with a train from Skagway to Lake Bennett, B. C., and return on June 12.

A total of eight special through excursion trains have been scheduled for the 1982 season, with the steam engine pulling a train of open platform "parlor cars" dating to the turn of the century. As on all White Pass through trains, a complimentary lunch stop is provided at Lake Bennett, B. C.

Excursions for the summer from Whitehorse to Skagway will operate June 7, July 5, Aug. 1 and Aug. 30.

Trains northbound from Skagway to Whitehorse will run on June 20, July 19, Aug. 16 and Sept. 22. Seating capacity is

limited to 80 passengers on each trip and reservations are required.

One way fare is set at \$120.

Between excursions, the locomotive will be used for two weeks at a time in her lay over terminal for Charter service and local operation.

To insure a high degree of visibility, the No. 73 will handle the morning chore of pulling the scheduled passenger trains out of the depot to the edge of town where regular diesel will take over. The steamer will also meet the afternoon inbound train at that same point, and with suitable smoke and whistle fanfare bring the arriving train into the depot. Passengers on the WP & YR trains should be able to see old No. 73 at one end of the line or the other throughout the summer, and have several miles of steam powered train travel on their railroad journey.

The opportunity to experience a pioneer transportation reborn is an exclusive of a northern tour over the WP & YR narrow gauge. With the return of No. 73 to service, the railroad can lay claim to having the northern most operating steam locomotive on the continent, and to turning back the clock to the glory days when steel and steam opened Alaska and the Yukon to the outside world.

For reservations and information contact: White Pass & Yukon Corp. Ltd., P. O. Box 2147, Seattle, Washington 98111, 623-2510.

The '70-Class' has a tender spot

WHITEHORSE, Yukon — The White Pass & Yukon railroad company in 1938 could breathe a rather cautious sigh of relief. The economic depression which had struck the world was largely over, and there had never been breadlines in Skagway, Alaska.

Tonnage on the railroad was modest, and certainly nothing like the halcyon days of its birth at the height of the Klondike gold rush in 1898. But the old White Pass Baldwins were worn out, and the company needed more power. It was under these conditions that the WP & YR drew up specifications for what would become the famous "70-Class."

Locomotive No. 70 was built for the railroad by Baldwin Locomotive Works in 1928 and was the first new piece of motive power purchased by the WP & YR since 1908. She was specifically designed for the steep grades and sharp curves on the White Pass and Yukon Route. A Mikado type 2-8-2 by wheel arrangement, the engine had a two wheeled pony truck, four sets of driving wheels, and a two wheeled trailing truck under her boiler and firebox.

Unlike the narrow gauge outside frame mikes of the Denver & Rio Grande Western, the 70 had an inside frame, and was also "superheated" (the steam was run through her pipes twice to dry and "superheat" it before it went into the piston cylinder).

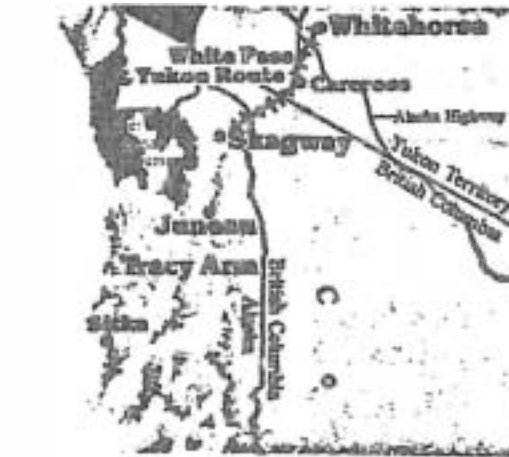
The 70 was so successful that a second engine, the 71, was ordered the next year. Both, though built by Baldwin, were shipped piecemeal to Skagway and assembled there in the White Pass Shops.

Two Alcos Found

In 1940, White Pass found two second hand 2-8-2 Alcos for sale from the Sumpter Valley Railroad, a logging road out of Baker, Ore. The S. V. R. R. had been abandoned, and White Pass purchased their No. 19 and 20, renumbering them 81 and 80.

The four engines were the backbone of the White Pass power right up to the war years. During this period the 70 and 71 proved their superior design. Modern in every respect, front end throttles, brick arches, lubricators, power reverse, etc., they could buck snow drifts all day with the rotary fleet and still roll along at 50 miles per hour on straight tangents between Carcross and Whitehorse.

Free steamers, they rode smooth at any speed, and were handsome in appearance. Engine crews were greatly impressed with the 70 class, and spoke highly of their characteristics. Over the years the 70's would earn a special place in the legend and



lore of the railroad and in the hearts of their engineers and firemen.

With the outbreak of World War II and the Army's decision to build the Alcan (Alaska) Highway, an avalanche of wartime freight hit the Skagway docks. The railroad was crucial to construction in the Interior.

When White Pass proved unable to handle the heavy traffic demands, the Army's Northwest Service Command took over the road. Using troops of the 770th Railway Operating Battalion and some 26 narrow gauge steam engines requisitioned from all over the U. S. and Canada, the combined civilian and military expertise moved mountains of material. The record was an astounding 34 trains in one day, run over the White Pass's single track main line.

At the end of the war, most of the Army engines departed for the scrap yards in Seattle. Heavy tonnage and merciless wear had taken their toll, and the railroad was in dire need of new motive power to carry developing ore traffic. The sturdy 70 class design was the obvious choice and White Pass turned to Baldwin for the order which would complete the steam roster.

Two new arrivals

No. 72 and 73 arrived in 1947 without tenders; these were taken from several of the Army 190 class engines in the scrap line, as they had greater capacity. The railroad also began to convert the steamers from coal to oil, commencing in 1948.

The railroad returned to Baldwin in 1953 to request six more 70 class engines but were stopped cold; Baldwin required a minimum order of 10 engines for them to build. Content with steam, White Pass planned to use

them indefinitely. But the sudden loss of their manufacturer, and the inability to find another for such a small order forced the railroad to make an expensive unwanted, and inevitable, motive power change. The first diesels, No. 90 and 91, arrived from G. E. in 1954.

The steamers were phased out of service slowly, being assigned to yard switching, work trains, and the winter "Rotary Fleet." The 72 played a heroic role in the snow blockade in 1963 when a storm shut down the line for seven days. Sixty men battled the drifts, and the diesels, still too new for snowfighting, broke down one by one until the only locomotive operating on the hill was the 72. (The other steamers were all in the shops under annual repair and unable to join the fight.)

When the roadmaster called the superintendent and reported the situation, he was said to reply "Well, as long as you've got a steam engine up there, we'll get the road open."

The 72 rescued the stranded diesels, bucked the rotary out of a derailment and ran for water through the drifts. She paused periodically in the Boundary Shed at White Pass to be picked clear of ice. Larry Sullivan, a fireman at the time, tells of how one cylinder was leaking steam so badly from damage caused by ice that her crew feared she would become immobilized on one side. Thinking fast, they dumped heavy weight oil into the cylinder, soaking into the packing, and stopped the leak enough for the engine to keep up the fight.

The road opened after a solid week of round the clock battle.

Final steam trip

The final steam operation occurred in June of 1964 with the 73

doing the honors on the tourist excursion train. After that, the steamers went on "inactive" status, stored outside on the rip-raps at the shops where they fell into disrepair.

The 72 was given a rebirth of sorts, being converted to a stationary steam boiler to heat the roundhouse. She was not stationary all the time, however, as once a month she was taken out of the roundhouse and fired up to blow out her cylinder cocks.

No. 73 was taken north to Bennett, B. C. and placed on display with rotary plow No. 1 and a wooden caboose. The museum style arrangement was for lunch-time train passengers to view, and a descriptive sign called the consist the "White Pass Snow Fleet." It was an instant hit with tourists, and tens of thousands of photographs were shot of the exhibit.

The Bennett display saved No. 73 from the fate of her sister. On the morning of Oct. 19, 1969, a fire broke out in the roundhouse and the 72 was engulfed in flames. Also lost were two brand new 101 class Alco diesel locomotives, a parlor car, and all of the WP & YR shop machinery.

The scorched shell of the 72 remained at the shops until 1974 when a partial scrapping job was begun. The last of her was cut up in 1977.

Sold to Georgia

As for the other steamers (70, 71, 80, 81), the two 70's were sold with rotary plow No. 2 as a bonus to one of the inquirers who "wrote once a year with a serious offer." The buyer was Robert Johnson of Whistles in the Woods Restoration Company in Georgia, who plans to rebuild them for tourist railroad operation.

The 80 and 81 were donated to the Sumpter Valley Railroad Restoration in Baker, Ore. This non profit organization has relaid about 2 1/2 miles of track on the old S. V. R. R. right of way, and were overjoyed to get their engines back home.

The White Pass gesture of good will was catching; Johnson donated the rotary to the SV Group instead of incurring freight costs on it to Georgia.

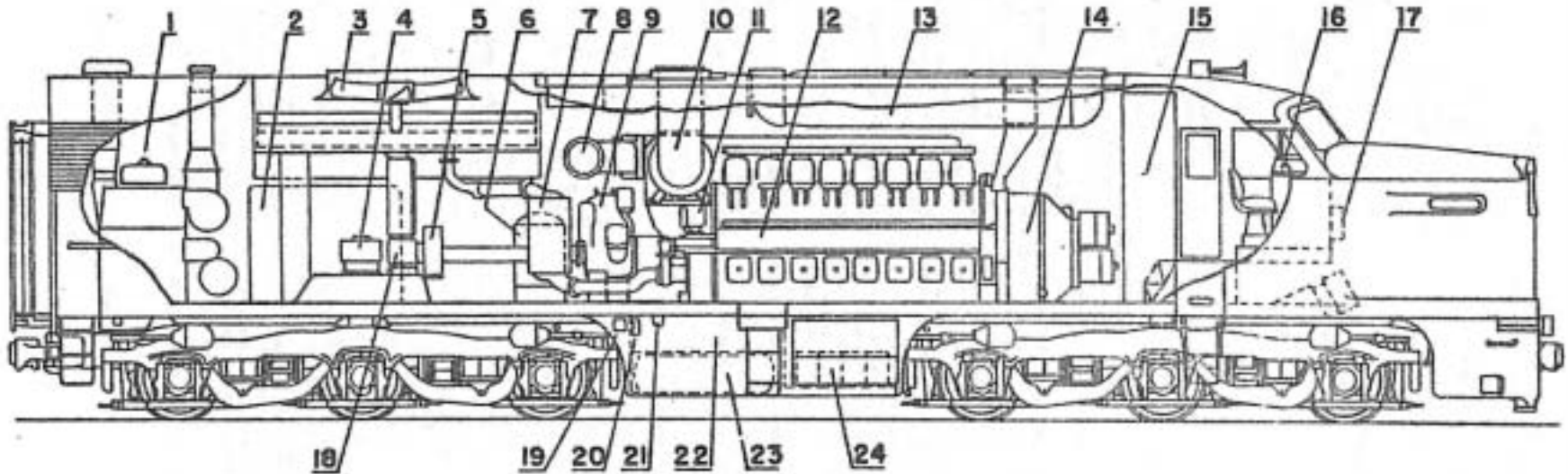
The barge of steam equipment sailed for Seattle in June, 1977, and with it seemed to sail any hope of steam operations or restoration.

But the impossible has happened.

When all seemed lost the railroad embarked on a steam restoration project using the very last of the 70 class Baldwins. From her humble display at Bennett, old No. 73 will live to shine the rails of the White Pass & Yukon route again.

from Seattle Daily Journal
of Commerce

Just match up the correct part with the number on this ALCO PA locomotive.



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

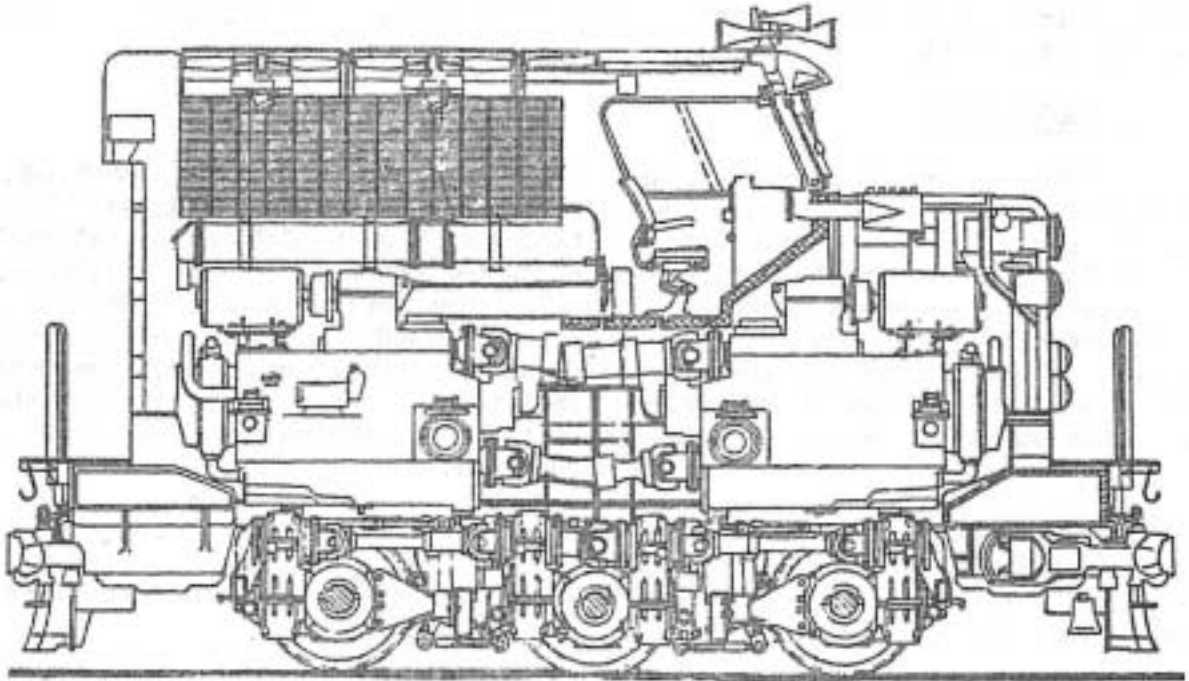
WHY STEAM LOCOMOTIVES ARE CALLED "SHES"

They wear a jack, with yokes, pines, hangers, straps, shields and stays. They also have an apron and a lap. They now only have shoes but pumps too. They are behind most of the time, as they have a hose and drag train behind them. They attract men with puffs and mufflers, and when the draft is too strong, the petticoat goes up. Sometimes they foam and refuse to work. They need guiding, and are steadies when coupled together, in addition to being a terrible expense.

Turntable Times, Roanoke Chapter

PORT OF KALAMA TO ORDER NEW ENGINES

The Port of Kalama, Washington has ordered four specially constructed engines for use in their new coal terminal to be built on the Columbia River. The engines are to be built by the Kraus-Maeiffi Company in Munich, Germany and



are based upon a design for road engines that were constructed for the Southern Pacific. The rotary coal dumpers will be on a $1\frac{1}{8}$ grade thus requiring that all the weight be on the drivers. The three axle engines are powered by a 1,000 hp Maybach diesel working through cardan shafts and torque converters to turn the wheels. The high-mounted cab provides excellent visibility for the engineer so he can see the correct placement for the dumper. The engines cost \$450,000 a piece and are expected to arrive in Kalama by the first part of 1983. The engines can run in multiple and will usually be operated two together. Port railroad director K.C. Kenworth stated that they chose the design based on the superior tractive effort available supplied by the diesel-hydraulic engine.

German Railway Review, March 1982

WE GOOFED

According to Dave Ingles of Trains magazine, the Toledo, Peoria and Western Railroad operates in three states and not two as was mentioned in the quiz in last month's issue of the TM. The TP&W also operates in Iowa since 1976 when they purchased a branch line from Penn Central. At least the editor now knows that someone reads The Trainmaster.

MOUNT HOOD TRIPS

The February issue of The Trainmaster mentioned a number of proposed trips with the Chapter's car Mount Hood. It is now put up time.

MEMORIAL DAY CIRCLE TRIP

Depart Portland Friday evening, May 28th at 4:15pm for Spokane on Amtrak's Empire Builder. The car will be placed on services until it departs early Sunday morning for Seattle. The car can be used as a hotel in Seattle until departure time on Sunday morning's Coast Starlight for Portland. Cost is \$175 single, \$250 for two sharing a roomette.

DENVER CONVENTION

The car will depart on Amtrak's Coast Starlight train Wednesday evening, July 7 (This is a change from February due to a revised convention schedule). The car will be routed via Sacramento with a full day to see the California Railroad Museum before leaving on the California Zephyr for Denver. The car will remain on services in Denver until Saturday, July 17th with arrival back in Portland late afternoon on Sunday, July 18th. The car can be used for hotel space while in Denver. Costs include all transportation and food while underway. Convention events are not included in the price. This trip is a real bargain since the air fare this summer to Denver will be almost the price of the Mt. Hood trip. Price is \$435 single, \$595 for two sharing a roomette.

A DEPOSIT OF \$50 WILL BE REQUIRED BY MAY 1st TO RESERVE SPACE ON THE ABOVE TRIPS. Space is being held for those who have already indicated that they want to go on these trips but it will be released if the required deposit is not received by the cut-off date.

NEW PUBLICATION: DIESEL LOCOMOTIVE ROSTERS: UNITED STATES, CANADA, MEXICO

This soft cover 8¼" x 5½" book (\$6.50) contains rosters for 91 North American railroads, terminal companies and commuter authorities. The book provides information on more than 28,000 diesel locomotives and its 124 pages include almost 100 photographs. Kalmbach Books is the publisher.

Railroads are listed alphabetically and descriptive information for each group of locomotives includes road number, quantity, model designation, rated horsepower, wheel arrangement, builder, and date built or rebuilt. Author Charles W. McDonald compiled the rosters from official railroad sources, notes from motive power enthusiasts, and his own personal observation.

PACIFIC NORTHWEST CHAPTER

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(An Oregon Non-Profit Corporation)

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PACIFIC NORTHWEST CHAPTER MEMBERSHIP

Membership in the National Railway Historical Society and the Pacific Northwest Chapter is open to all persons 16 years of age and over who are interested in railroads and railroad history. Dues for the Pacific Northwest Chapter are \$16.50 a year. Membership includes six issues of the NRHS Bulletin (national publication) and nine issues of the Pacific Northwest Chapter's publication The Trainmaster. The Pacific Northwest Chapter meets on the third Friday of the month except during July, August and December. Meeting location and time are given in the monthly issues of The Trainmaster. Write to the Pacific Northwest Chapter at the address given on this page for an application or for more detailed information.

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