THE TRAINMASTER

JUNE 1982 Chapter Phone (503) 226-6747 Number 244

PACIFIC NORTHWEST CHAPTER, NRHS
ROOM 1, UNION STATION
PORTLAND, OR 97209

CHAPTER TIMETABLE

Friday June 25th 5:00pm — The annual Chapter picnic at Washington Park. See expanded article elsewhere in this issue for more details

NOTE THAT THE CHAPTER DOES NOT MEET DURING JULY AND AUGUST

Saturday Sept 4 10:00am — Railroad Days in Prineville, Oregon will be held in the city park in downtown Prineville. Along with a barbeque there will be free train rides on the City of Prineville Railway. This is not an official Chapter function but is provided for information only.

Friday Sept 17 7:30pm — The regular monthly meeting of the Chapter will be held at the Union Pacific Clubhouse located the intersection of North Interstate and Russell Streets.

Sat Oct 2 — The excursion on the Oregon, California and Eastern Railway has been postponed to the Spring of 1983. More details in later issues of The Trainmaster.

Saturday and Sunday Oct 9 and 10 — Great Pacific Northwest Circle Rail Trip sponsored by the Chapter will feature an Amtrak special train from Portland to Spokane via the Union Pacific and return to Portland by way of Seattle. More details elsewhere in this issue.

Friday Oct 15 7:30pm — Regular monthly meeting of the Chapter.

Friday Nov 19 7:30pm — Regular monthly meeting of the Chapter and election of officers for 1983.

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - May 21, 1982

The meeting was called to order by Vice President Duane Cramer at 7:40 PM in the Union Pacific Clubhouse.

Madras excursion: Ed Immel reported that the May 15th excursion to Madras went well. The 667 paying passengers enjoyed the trip with clear skies all day. The Madras chamber of commerce provided a free treat of mint ice cream. Ed advised that the Chapter has applied to Amtrak for another Madras trip exactly one year away in May of 1983.

Ed Immel reported that the City of Prineville Ry. 4th of July celebration has been cancelled. Instead free trips will be offered on Sept. 4th.

OC&E Trip: Ed Immel announced that the Chapter and Great Western Tours will co-sponsor an excursion over the Oregon, California & Eastern on Sat., Oct. 2nd. More details will be published in the June issue of The Trainmaster.

VP Duane Cramer announced the resignation of Chapter National Director Bill Bain due to other commitments. President Ben Fredericks has appointed, with the approval of the Board, Roger Sackett to fill out the term.

June Picnic Meeting: Ed Immel announced that the Chapter will again have a picnic at Washington Park for its June meeting. The Zoo Railway's diesel train will be chartered this year. There will be a charge of $2.00 a person or $5.00 a family. The Chapter will furnish hot dogs. A sign-up sheet will be passed around tonight for pot-luck furnishing of salads and desserts. Those unable to furnish food may instead make a $3.00 contribution. This is a Chapter event for the entire family. The picnic will begin at 5 PM.

Circle Trip to Spokane & Seattle: Ed Immel announced that the Chapter is planning a public excursion on Oct. 9 & 10 with a chartered Amtrak train. The second day the excursion will travel the old GN main line to seattle and then return to Portland. The selling price will be $148.00 a person including meals and hotel rooms in Spokane.

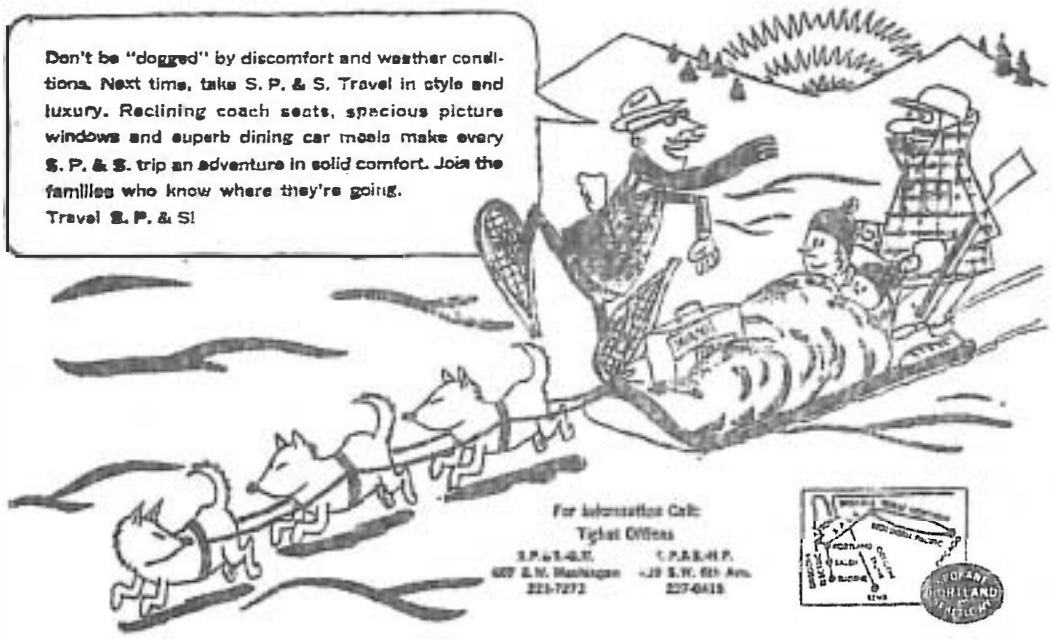
1983 Swap Meet: Terry Parker reported that the 1983 Swap Meet will be on Saturday, March 5 at the Red Lion hotel at the Lloyd Center. The meet will be held in a large exhibition type room. There will be more exhibit space than at the 1982 meet and plenty of parking space.

Treasurer Larry Miller reported that he has been investigating electric typewriters for Chapter use. The present typewriter is not satisfactory for most needs such as publication of The Trainmaster. There was considerable discussion from the floor about the merits of various makes of typewriters and the advisability of buying a typewriter. Roger Phillips moved, Gary Oslund seconded, that the Chapter buy a new electric typewriter. Terry Parker moved an amendment that the purchase be made only after approval by the Chapter Board. Seconded by Al Viewig and passed. Main motion was passed.

The meeting was adjourned at 8:35 PM.

Respectfully submitted,

Chuck Storz, Secretary



SP&S Ad from the Chapter's Collection

What, why, how—and by whom

What is, and where is, the new technology in rail/highway intermodal equipment?

● **Itel Corp.** It was little more than two months ago that FMC rolled out the first of two Itel Impack 10-unit intermodal cars for delivery to Burlington Northern for test and evaluation. Thus far, tests have gone well—as might have been expected, since the design for which Itel acquired the rights is the design known on Santa Fe as the Ten-Pack Fuel-Foiler, and Santa Fe's Ten-Pack fleet has already run up millions of miles in regular revenue service.

Unlike Santa Fe, which has stayed with 10-unit cars, Itel will market Impack in whatever configuration a buyer wants. And tare weights are impressive at whatever length. Per-platform averages, for example, will run from 24,000 pounds for a three-unit car to 22,000 pounds for a six-unit car down to 21,200 pounds for a 10-unit Impack.

BN has its two 10-unit cars on a six-month lease with option, but Itel does not plan to have additional cars built on less than a purchase order for a couple of reasons—one having to do with the corporation's financial problems and the other being that the design is in fact a proven one. The only difference between Impack and Ten-Pack (aside from the color scheme, Santa Fe white and Impack BN green) is that Ten-Packs are built at Santa Fe's Topeka Shops and Impacks are turned out by FMC at Portland—but FMC has produced enough freight cars of varying types over the years that there should be no question as to its ability to produce a quality intermodal car, too.

And, while Impack tests continue on BN, Itel is continuing work on a container version. It has not yet announced such a car as available, but most of the design and stress-analysis work has been completed (and in this version, Impack could differ somewhat from Ten-Pack, since the rights Itel acquired are for the trailer-carrying car).

● **Bi-Modal Corp.** RoadRailer, the dual-mode, rail/highway vehicle, had been performing admirably, through extensive testing and then in regular revenue service. But, as with almost any new technology, bugs were sure to develop, and they did. First, users found that unless a RoadRailer was loaded with some care—such as putting 70% of the weight of the load in the front half of the unit—axle loading could go too high when a RoadRailer was working in the highway mode. Next, in a 75-unit test on Burlington Northern, Chicago to Seattle and back, the train suffered a number of unexpected, undesirable and as-yet-unexplained brake applications.

The first problem, possible highway overloads, is a function of RoadRailer design, with a closely-spaced highway tandem and the rail wheels and axle between the tandem and the rear of the unit. Bi-Modal is trying to solve it with a redesign that provides for a spread tandem—with perhaps a spread of 110 inches—and the repositioning of the rail running gear between the highway wheels. This will take care of the over-the-road overload problem. The question is, will the relocation of the rail wheels affect riding characteristics in the rail mode, characteristics that every user thus far describes as excellent? Mathematical analysis, Bi-Modal says, indicates that solving one problem will not create another. But that kind of analysis

has to be backed up by real-world performance, which is why two redesigned RoadRailers have been put to the test in Memphis/Louisville RoadRailer operation on Illinois Central Gulf. Results look good, and Bi-Modal is beginning now to modify 40 of its 244 units, with decisions on additional units depending upon demand for the spread tandem configuration.

As for the second problem, the brake applications that should not have happended, Bi-Modal and its brake-system supplier have done exhaustive tests on the units that made the test run on BN, and they have found nothing amiss mechanically. At this point, Bi-Modal is looking forward to running another similar test, this time with onboard equipment that will enable observers to be absolutely certain of air-supply characteristics.

In the meantime, this subsidiary of North American Car is getting closer to beginning RoadRailer service between New York and Buffalo via Conrail, with the operation to be run through a Bi-Modal subsidiary, Road-Rail Transportation Co. In and out of New York, trains would use the former New York Central Highbridge terminal, and at some point after startup a third origin/destination point would be added, at Rochester. What's the commercial target? Traffic now moving all-highway through New York state. RRTC would begin with a three-year contract and an option to renew for three years—thus taking on both the opportunity and the risk—with the expectation that CR (or a successor) might take over if the operation proves successful.

● **Budd.** The Lo-Pac 2000, a well-type, articulated car with a wide range of trailer/container capabilities, was one of the early entries in the intermodal-car design "competition." It performed well in testing on several roads, and it has showed up well in aerodynamic analyses. Meanwhile, Budd has worked on a manufacturing agreement with Thrall Car and a marketing agreement with BRAE Corp.

But, with all of this, not a whole lot has been heard about the LP 2000 in recent months, and one reason may be that the car, in one engineer's words, "is ungodly heavy." In the six-unit prototype, engineers may have over-reinforced the car, adding weight-for-strength to insure that the LP 2000 would meet or surpass AAR test requirements but not cutting back on weight where it was not needed. The result was that the car weighed in at about 220,600 pounds. Design work now is being aimed at slicing away pounds, to get the Lo-Pac down to about 180,000 pounds for a production six-unit car or 120,000 pounds for a four-unit model. That would put the average per carrying-unit at about 30,000 pounds and make the car more competitive with other makers' prototypes from a weight standpoint. At the same time, with BRAE now in the picture, marketing strategy for the LP 2000 has been broadened somewhat, with a half-dozen prospects considered prime.

At the same time, too, designers are working on refinement of the car to provide for double-stacking of 45-foot containers while still retaining some trailer-handling capability. The current design, engineers note, would accept 100-ton trucks—and provision of double-stacking capability would significantly improve the weight ratios. This project still has a ways to go. But if all goes well, a double-stack prototype, possibly a five-unit car, could be built later this year.

● **Pullman Standard.** These have not been the best of times for PS, but there's an air of confidence in the shop when engineers and marketing people talk about the prototype that will be delivered to Trailer Train for testing late this month or early in May. The PS entry is a multi-unit skeleton car equipped with single-axle trucks, cushioned hitches, drawbars between units and standard couplers and draft gear at the ends of the car. The prototype, like the TT 4-Runner, is a four-unit car, but production models could start at two units and go on up, depending upon customer needs. Unlike the 4-Runner, the PS prototype comes in at under 30,000 pounds, with the end units weighing 28,900 pounds and the interior units hitting the scale at less than that, thanks to choices PS has made with respect to material thicknesses and to centersill design which allows use of slotted top and bottom cover plates.

As it stands, this is a trailer-only car, capable of handling units of up to 45 feet in length, with or without nose-mounted reefers and with kingpin spacings of 36 or 42 inches; it will also accept containers of up to 45 feet, on chassis.

PS has been putting the car through all the tests required for full AAR interchange certification, including impact, squeeze and wheel-lift testing. And even as those tests were being completed, PS designers were working on a second-generation car. Among the things they will be looking at: Design refinements which will reduce weight while still satisfying L/V ratio requirements; capability for handling containers without chassis; and the possibility that future intermodal equipment may be called upon to handle trailers and/or containers longer than 45 feet.

● **Thrall Car/Whitehead & Kales.** Designed and built by W&K (whose railcar-related product lines have been acquired by Thrall), the Arc-3 is a three-unit, articulated skeleton car capable of carrying three 45-foot trailers with nose-mounts. A long time passed between design and construction, but Arc-3 now exists, it has recently been undergoing lab testing and it will soon undergo road testing as one of the prototypes Trailer Train has contracted to acquire.

● **Youngstown Steel Door.** Backpacker is an articulated, well-type car, now built as a three-unit prototype—and YSD is emphasizing the versatility of the design, a design that will allow loading of a 20-foot container, a 40-foot container (with or without chassis), 40- and 45-foot trailers with or without nose-mount refrigeration units, and drop-frame trailers with a drop of up to 15 inches. On the drawing board is a modification which would also provide for handling of two 20-foot containers.

Weight is one problem YSD has run into. By virtue of their basic design, well cars are heavy, with the three-unit prototype weighing in at 107,400 pounds. But, while YSD engineers question whether lightweight should be the primary concern of buyers, they're also pointing out that weights would go down if the car were to be built for containers or trailers but not for both; the estimated weight of a trailer-only, three-unit car, for example, would be 91,000 pounds—heavier than some but lighter than other trailer-only cars in service or under test.

At this point, static testing has been completed, and YSD says the car performed well. Road testing has been limited to several hundred miles of operation with the original two-unit prototype, but YSD was hopeful of having an agreement with a railroad for more extensive testing of the three-unit Backpacker by around the end of April. At one point, Trailer Train had indicated an interest in testing the car—and, while that interest seems to have waned, YSD people note that their marketing plan has included not just TT but individual railroads as well.

● **Berwick Forge & Fabricating.** Assuming that lab and field testing goes well, Berwick's lightweight, articulated container-only prototype car is scheduled to be in revenue-service testing on Burlington Northern by mid-summer.

The prototype will be a four-platform skeleton car, with each unit capable of handling a 40-foot container; with the addition of mid-unit support pedestals, the car could be adapted to handle 20-foot containers as well, and the basic design could be stretched to accept a 45-foot box.

Engineers at Berwick, a division of Whittaker Corp., designed the car for use of 15-inch end-of-car cushioning and conventional 70-ton trucks with articulation connections. Each unit is a box-section center sill with container-pedestal side arms—no flooring, no side sills.

Weights will be low, and they will go lower as the number of intermediate units is added, since the end units weigh about 10,000 pounds more than the intermediate platforms. The four-unit prototype, for example, will come in at about 88,000 pounds, or 22,000 pounds per platform, but addition of a fifth unit would cut the average weight to 21,000 pounds.

Final plans for the car were drawn, Berwick says, after consultation and review with both BN and a major container shipping line. And, even as this prototype was being built, Berwick engineers were continuing to look at possibilities for yet another design which would allow for double-stacking of containers.

● **Intermodal Concepts, Inc.** Just about everyone has a name for a new intermodal car design, and in ICI's case it's FLIP, for Flexible Length Intermodal Platform. This is an unconventional car. Actually, it's a series of unconnected cars, in which each unit supports the rear end of the leading trailer and the front end of the following trailer. The trailer being transported serves as the unifying structure between platforms and thus transmits longitudinal train forces; the air-brake system utilizes retractable air hoses which extend from the ends of the platforms and connect beneath the trailers.

Berwick Forge & Fabricating has an agreement with ICI for manufacturing and marketing of the system. And, while the concept is not regarded as all that applicable to longhaul traffic, it is seen as being perhaps the most cost-effective system for handling piggyback traffic, in any length trailer, for feeder or relatively short-haul operations.

Thus far, Berwick has built two 21-foot, four-inch prototypes, which have been successfully tested with both flatbed and high-center-of-gravity trailer-loads. Three more units will be built, for a five-unit revenue-service test scheduled for later this year.

The ICI concept would appear to have a couple of things going for it. For one, it will handle any length trailer, provided that the trailer is built sufficiently strong to serve as the link between platforms. For another, it requires a minimum investment in terminal facilities and motive power. And on that point, the "prime mover" is as unusual as the car: Loading, unloading and over-the-railroad operation would be handled by a single unit, a highway tractor equipped with hi-rail wheels. The platforms weigh 18,900 pounds, and Berwick/ICI numbers indicate that the motive power would get about 60 miles-per-gallon-per-trailer. And, while the initial revenue-service testing will be with a five-unit consist, it's anticipated that a standard application of the concept would use a 280-hp tractor and up to 15 cars.

Units could be modified to handle containers of any length. And as for empty moves, that's no problem either: if there is an imbalance in traffic, platforms can simply be coupled, coupled to the prime mover and moved.

FLIP has been demonstrated to representatives of FRA's safety office and approvals for revenue-service testing have been sought.

● **Rail or Trail.** This product of Rail or Trail Corp., with a single prototype unit existing, is not easy to describe. It has highway wheels, 16 of them. It has railroad wheels, eight of them. The prototype, said to be designed for operation in Canada, is 45 feet in length and has a payload capacity of 75,000 pounds. The rear rail wheels stay in place when the vehicle is in the highway mode, but are elevated 3¾ inches above the highway surface by a hydraulic mechanism. The front rail bogie, meanwhile, is rolled out during the rail/highway transfer process, again through use of a hydraulic mechanism. When the vehicle is transferred from highway mode back to rail, the processes are reversed. Changeover from one mode to another, Rail or Trail says can be made in about five minutes. And, while a flatbed is the prototype, the manufacturer indicates that a van will come next, a van capable of handling a payload of about 48,000 pounds. The rear bogie is locked in position, straight-ahead, while the forward rail bogie pivots, allowing the unit to maneuver around rail curves.

● **Portec.** If there is a true latecomer to the intermodal-equipment sweepstakes, it's Portec, which currently has drawings but no hardware. In a way, this lateness was by design: Portec wanted to sound out the market as to the equipment capabilities that would really be in demand—and at the same time, it saw no particular point in rushing in with a car that might not differ all that much from already-existing prototypes.

One accidental result of this was that Portec representatives were not able to make a full presentation of their concept to Trailer Train until several days after TT's directors had authorized acquisition of four new prototypes. Trailer Train didn't immediately say who will build these new cars, but regardless of how that decision comes out, Portec plans to turn its concept into a car.

What kind of car? A lightweight, skeleton-type car with drawbar couplings between units and with single-axle trucks fitted with 33-inch wheels. With full equipment, the car will handle virtually any trailer or container; with full equipment, tare weight will be about 27,500 pounds per carrying-unit, though both weight and car cost could be reduced if a buyer wants a car for trailers only or containers only. Present plans call for the car to be equipped with end-of-car cushioning; it could be equipped with fixed or collapsible hitches and container pedestals, and it would have the ability to handle trailers with either 36- or 42-inch kingpin settings. Overall length of an individual unit would be about 47 feet, and the number of units making up a car would depend upon customer specification.

● **Trailer Train.** TT has 100 four-unit 4-Runner cars on assignment to Union Pacific. It has two two-unit prototypes (predecessors of the 4-Runner) as well as the 101st 4-Runner. It is acquiring, for test, a three-unit articulated car built by Whitehead & Kales and a four-unit drawbar-coupled car from Pullman Standard.

But that's not going to be the limit of the TT test program, because late last month Trailer Train directors approved acquisition of four more prototypes.

Two of these will be five-to-seven-unit lightweight articulated cars, cars based upon existing design concepts but differing in that they will be able to handle longer and wider trailers.

The other two prototypes will be single-unit cars riding on single-axle trucks, cars which could be drawbar-coupled to create multi-unit cars. One of these cars will be capable of carrying a 48-foot trailer with nose-mounted reefer unit, the other will be able to handle a 50-foot trailer with nose-mount.

As for weights, TT is shooting for an average weight per unit of 24,000 to 25,000 pounds for the articulated cars. The single-unit prototypes are expected to weigh about 27,000 pounds, but in multi-unit configuration the average could come down to 24,000 to 25,000 pounds too.

And as car-testing continues at TT, so will truck-testing. Single-axle trucks under the ACF-built 4-Runners were based upon the Portager design and were built by two U.S. manufacturers. But TT has UIC single-axle trucks under one of its original prototypes now, and it plans tests of single-axle units of the type in use on British Rail. ■

JUNE PICNIC MEETING AT WASHINGTON PARK

The Pacific Northwest Chapter does not hold its regular meeting in June but instead holds a picnic at Washington Park in Portland. The picnic will begin at 5:00pm and includes rides on the Zoo Railway. The big "A" frame building at the Washington Park Station is the picnic site.

JUE 13 JUE 13 JUE 13 JUE 13

What: June Picnic
Where: Washington Park in Portland
When: Anytime after 5:00 until dark
Cost: $2 individual or $5 for the immediate family plus a food dish worth at least $3.00.

Persons that signed up for the food items at the May meeting should call the chapter's office (226-6747) and indicate their name and how many will be in their party. If you did not sign up at the May meeting please call Cora Jackson (774-3802) and state what you are planning on bringing. Hot dogs and soft drinks will be furnish by the Chapter. This is a family event so bring the entire family for an enjoyable evening. Due to reconstruction, the steam engine will not be running this year but instead we will be using diesel power on the train. Unlimited rides on the Zoo Railway after 5:00pm are included in the picnic price.

SPOKANE CIRCLE TRIP EXCURSION

The Chapter will be sponsoring an Amtrak special train from Portland to Spokane and return via Seattle the weekend of October 9 and 10th. The Superliner train will depart Portland's Union Station on Saturday and travel by way of the Union Pacific all the way to Spokane. The Union Pacific route between Hinkle and Spokane has never seen an Amtrak passenger train and few other people rode the line in recent years during daylight hours due to the schedule of the pre-Amtrak train. Excursion passengers will stay overnight in Spokane at the Ridpath Hotel and then depart by way of the ex-Great Northern line to Seattle before heading south to Portland. A lunch stop will be made at Levenworth, Washington. Ticket price will be $148.00 (double occupancy) or $155.00 (single occupancy). Ticket price includes almost 1,000 miles of rail travel, four meals, connections between the station and hotel in Spokane and hotel space in Spokane. Passengers from points north of Portland can travel south on Friday night by way of Amtrak's train #797. This leg of the trip is included in the above ticket prices but not hotel accommodations Friday night. Free connecting buses will be available Friday night and Saturday morning to major hotels/motels in Portland. Tickets will be available about the middle of July. Space is limited and all passengers will be accommodated on a first come basis. If you received this issue of the TM by mail you will also be mailed a borchure and ticket order form towards the end of June or the first part of July.

THIS N' THAT

The Chapter's private car Mt. Hood traveled to Spokane on Memorial Day behind Amtrak's Empire Builder. The car operated in regular service between the two cities for all of its life until being donated to the Chapter by the Burlington Northern. This was its first trip over the former SP&S Line since donation. Return on Sunday was delayed due to a freight train derailment in Montana and passengers were treated to a rare daylight trip over the ex-GN line into Seattle.....On the weekend of June 4 and 5 the car was chartered to Western Railriders for a Portland-LaGrande round trip.....The Walla Walla Valley Railroad is no more. Merged into the Burlington Northern on March 1st, the WWV is operated as part of the larger system. The line started out as an electrified interurban line between Walla Walla and the cities of Milton and Freewater in Oregon. The road continues to do a good business

hauling produce from the packing plants in the area.....Southern Pacific operated the Road Railer train from Portland south on Saturday June 5th. The train carried rolls of paper from Crown Zellerbach plants in the area to California. Southern Pacific business cars and staff sleeper accompanied the train to California..... Interested in the Great Northern? Send a self addressed stamped envelope to the Faternal Order of Empire Builders c/o Martin Evoy, 6161 Willow Lake Drive, Hudson, Ohio 44236 for information on their society. The Chapter has copies of their information sheets and find them of the highest quality.....Beware of the new books being published on the Pullman-Standard Company (2 volumes) and the Budd Company. At almost $25 they are overprice for the quality. The books consist of mainly builders photos arranged in no particular order minus any meaningful captions as to subject or why they are included in the book. Examine one at your local hobby shop before deciding to purchase any of the [illegible]. It might be in order for your hobby shop to send a note to the publisher complaining about the quality.....

SEATTLE WATERFRONT TROLLEY OPERATIONS BEGIN

The new Seattle trolley line which runs along its waterfront and Alaskan Way went into regular operation the weekend of June 5th. The lines carries the number 99 and is operated as part of the local bus system. The line is 1.6 miles long and runs from the northern waterfront area at Broad Street (near Pier 70) to a southern terminus at South Main Street near King Street Station and the Kingdome. The cars come from Australia and were purchased for $28,000 a piece. Each of the three cars seats 52 seated passengers with an additional 40 being accommodated as standees. The erection of overhead wire, construction of stations and a car shops cost approximately $3.2 million. The line operates over a largely unused spur track that paralles a BN industrial switching line in the area. Tourist attractions line the waterfront area and the trolleys should find a steady supply of customers from shoppers that tire of the long walk back to their starting point and the shortage of convenient parking spaces. (Editor's comment: The concept of the trolleys is excellent but the cars suffer from a severe case of the uglies. Having seen the cars in regular service in Melbourne even being in the natural setting does not help. The cars from Oporto in Portugal that have been brought to this country for such operations have much better lines).

RUNNING ON THE UNION PACIFIC

Ed note: The May issue of Desert Rails, publication of the Arizona Chapter, had an article written by member Dick Morse about his experiences while working for the Union Pacific in Oregon.

Back in the so-called "good old days" when I worked on those beautiful steam locomotives, we had one trip that was NOT so beautiful! Here is what happened-

I was called to fire an 800 class 4-8-4 on a freight drag from The Dalles to Reith, Oregon. This run took us up the ruling grade past Ordnance, Oregon. I don't remember the grade, but it was steep enough to call for the Johnson Bar down in the "company notch', and the throttle hanging back over the tender. We were making about 25MPH up the hill.

It was a typical Eastern Oregon day, bright, clear and dry. To begin with, the engine was not steaming too well, and I had to fight for steam. Next, the water pump on the fireman's side could not hold the water level in the glass and I had to call for the engineer's injector. Well, we called that injector "the Niagara" because it bailed water into that boiler like Niagara Falls, and knocked the steam back about as fast. And then it happened!

The engineer let out an explosion that sounded like a "pop valve" letting loose, and suddenly slammed the throttle shut and hit the air brakes! If any experienced engineman reads this, he will know what happened next.

Remember that the 300 was running at absolutely full throttle and I was firing as hard as I could. Pressure was 300 psi. Suddenly, shut-off! I had to knock the fire back to idle and this meant a sudden cooling of that huge boiler and it could not take it. We pulled seven flues!

If any of the uninitiated read this, that meant that seven of those tubes that run through the boiler were suddenly blowing steam and water into the huge firebox, and man, that just ain't good.

Oh, you want to know why the engineer shut off so suddenly? Okay, For some reason that we never discovered, the semaphore went red right in front of us. According to the Book of Rules, it isn't nice to pass a "red block", so that caused the sudden shut-off and resultant fun. Oh yes, we used all oil burning locomotives out West. Before the 300 class or Challenger class cam West they were converted from coal to oil. Our only coal was horrible!

The rest of that trip was anything but fun. The highest we could get the pressure was about 195psi against the 300 psi we should have had. It was all the engineer could do to get that drag started up the hill again. We limped along about six or seven MPH and up to about fifteen after we topped the hill. Remember, also, that this was before the days of radio, so we must have really upset the dispatcher's carefully laid plans.

I tried overfiring with plenty of black smoke. No good! I tried too much injector and then too little. Nothing worked. The engineer put me on the trottle and tried his hand at it - and lost ten pounds! The water was just winking at us at the bottom of the water glass!

Well, we got in and the last I saw of that engine was as it limped over the turntable and into the roundhouse.

And while we are at it, there was another incident at Keith (Pendleton) that did involve a Challenger. I had been called for a 2-10-2 on another drag freight and we were just waiting for the passenger train, the Portland Rose, to get past so that we could go. Well, he didn't get past.

An 0-6-0 discovered that it did not pay to argue with a Challenger! It seems that this switcher simply backed out in front of the passenger and was hit hard. I never did hear what happened to the 0-6-0 but the smoke-box on the Challenger was badly damaged.

We were the only locomotive available with steam up and ready to go. The engineer and I were happily growling at passenger crews that couldn't stay on schedule when the Assistant Superintendent came running across the yard yelling something at us. What he wanted was for us to take the Portland Rose to The Dalles

There were 13 heavyweight cars on that train and that engine hardly felt it. In fact, I had a little trouble firing because there was not too much draft as the engine was not working hard. We couldn't quite make the scheduled speed, so the train was later into The Dalles then it would have been by quite a bit. I will bet that this was the fastest trip ever made by a 2-10-2 over that subdivision. I know that the cab was dancing a jig and so were we. Have you ever tried to drink a cup of water in the cab of a steam engine? This was when it was almost impossible! Well, at least we earned passenger pay.

PACIFIC NORTHWEST CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

(An Oregon Non-Profit Corporation)

Room 1, Union Station, 800 NW 6th Ave.
Portland, OR 97209 (503) 226-6747

1982 CHAPTER OFFICERS

President
BEN FREDERICKS (503) 233-9706
16531 N E Hoyt Street
Portland, OR 97230

Vice President
DUANE CRAMER (206) 573-0672
2618 N W 113th Street
Vancouver, WA 98665

Secretary
CHARLES W STORZ JR (503) 289-4529
146 N E Bryant Street
Portland, OR 97211

Treasurer
LAWRENCE J MILLER 640-4810
3629 S E Paula-Jean Court
Hillsboro, OR 97123

Chapter National Director
ROGER W SACKETT 244-4619
3639 S W Cullen Boulevard
Portland, OR 97221

Director-at-Large
KEN A ARMSTRONG (503) 654-1723
2847 S E Malcolm Street
Milwaukie, OR 97222

Director-at-Large
RANDLE ("PETE") DORLAND 659-1274
14884 S E.River Road
Milwaukie, OR 97222

Director-at-Large
IRVING G EWEN 232-2441
2215 S E 37th Avenue
Portland, OR 97214

Director-at-Large
JAMES W SCHMIDT 253-4196
13525 S E Mill Street
Portland, OR 97233

Chief Mechanical Officer - Gary S. Oslund 287-4869

Director of Special Projects - Edward E. Immel 233-9706

Historian - Walter R. Grande 246-3254

Membership Chairman - John D. Holloway 246-5752

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.

THE TRAINMASTER STAFF

EDITOR
Edward E Immel (503) 233-9706
715 S E Lexington Street
Portland, OR 97202

CIRCULATION MANAGER
Charles W Storz Jr 289-4529
146 N E Bryant Street
Portland, OR 97211

All exchange news letters should be sent to the Chapter's business address:
Room 1, Union Station
Portland, OR 97209

ISSN 0041-0926

The Trainmaster is the official publication of the Pacific Northwest Chapter.

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

Material from The Trainmaster may be used by other publications provided that credit is given to the source.

Exchange copies of The Trainmaster 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 circulation manager.

T H E T R A I N M A S T E R
Pacific Northwest Chapter NRHS
Room 1, Union Station
800 N. W. 6th Ave.
Portland, OR 97209

NON-PROFIT
ORGANIZATION
U.S. Postage
PAID
Portland, Ore.
Permit No. 595

ADDRESS CORRECTION REQUESTED