

The



TRAINMASTER

Official Publication of the Pacific Northwest Chapter, National Railway Historical Society.



APRIL 1993

RAIL DIESEL CARS (RDC)



A six car Cariboo Dayliner sits in Vancouver BC. BC Rail still uses RDC's for passenger service. This train consist of three RDC-1s and three RDC-3s. -Ray S. Hewitt

Rail Diesel Cars were an attempt at cost effective rail transportation in the waning years of passenger service. The New York Central bought the first RDC from the Budd Company in 1950; during the twelve years of RDC production, five different versions were manufactured, for a total of 398 cars on many US and foreign railroads.

The RDC-1, an 85 foot, 90 seat coach, was the most popular version. About 60% of all the RDC's ever built were RDC-1's. The RDC-2 was a 70 seat coach-baggage combination. The RDC-3 was a 48 seat coach-baggage-Railway Post Office combo. The RDC-4, shorter than the other versions at 73'-10", contained half and half baggage and RPO, but with no passenger accommodations. Only 14 RDC-4's were ever built. The fifth option, the RDC-9 was identical to the RDC-1, but had to be run with another unit because it had no motor controls. RDC-9's were originally sold only to the Boston & Maine, but other roads bought

them second hand over the years (the chapter's two RDC are both RDC-9's).

A distinctive feature of RDC's was the use of a power plant which was mounted totally under the floor, allowing maximum utilization of the car body for a payload. During the Second World War, General Motors had developed a 6-71 (6 cylinder of 71 cubic inches each) diesel engine for landing craft and 35 ton tanks. In 1948, GM used that basic design to develop its highly successful 6-110 (6 cylinders at 110 cubic inches/cylinder) engine, which was used in everything from marine use to heavy construction equipment. For Budd's RDC, GM linked two of these units together to form a relatively flat 20 degree V engine with 275 HP. The drive to the wheels was through an Allison torque converter which had also been used in WWII tanks of up to 700 HP. The power plants were installed beneath the RDC in such a way that

The TRAINMASTER

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society, published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official National Railway Historical Society position on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source. **Please address contributions, correspondence, and exchange copies of newsletters to:**

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MEMBERSHIP in the PNWC-NRHS is available as follows:

Regular...\$27/yr.
Joint...\$32/yr.

For more information contact the Membership Chairman, at the above address.

DEADLINES

The deadline for each issue of *The Trainmaster* is the 20th of the previous month. Submissions may be made on floppy disk, in Wordperfect, MS Word, or ASCII formats. *The editor reserves the right to edit or hold material at his discretion.*

—Kristopher

CHAPTER TIMETABLE NO. 367

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, April 8, 7:00pm, at room 208, Union Station. Down there where all the Amtrak trains come in. All Chapter members are welcome.

MONTHLY MEMBERSHIP MEETING Friday, April 16, 7:30pm, at Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. The business meeting will start promptly at 7:30, with the newsreel and program following after a short break. Refreshments will be available; please bring some money to feed the "kitty" so Kitty can continue to feed you. The program is listed below.

WEEKLY NO-HOST LUNCHEON every Saturday, 12:00 noon, at the Semaphore Restaurant at SE 17th Avenue and Holgate Blvd. Our group sits in the back. Come on down!

ROLLING STOCK WORK SESSIONS every Tuesday and Saturday, at the Chapter's tracks in Brooklyn Yards. Working hours are 9am to 3-4pm on Tuesday, 10am to late afternoon on Saturday. There's a lot of work of all kinds to be done. Contact Richard Gray (656-0260) or Bob Hoffman (236-7710) to see what you can do.

LIBRARY/ARCHIVES WORK SESSION Thursday, April 8, 1 to 4pm & Saturday, April 17, 9:30am to 12:00 noon at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact Jim Loomis at 253-3926 or Bob Weaver at 654-4274 for more information—or just show up! There's lots of work to do.

CHAPTER LIBRARY OPEN HOURS Saturday, April 17 & 24, 1:30 to 4pm at Room 1, Union Station.

EXTRA BOARD

Salem Swap Meet: Sponsored by The Willamette Valley Model RR Club, Saturday & Sunday October 2nd & 3rd at the Jackman-Long Building, Oregon State Fairgrounds 2330 17th Street NE, Salem, Oregon. Admission: \$2.00, Time: 10:00am to 4:00pm both days. Contact Bill Geisler, Chairman 2550 Wayside Terrace NE Salem, Oregon 97303 (503) 362-0582.

6th Annual Great Falls Railroad Show-Sunday June 20, 1993 at the Grate Falls Civic Center Great Falls, Montana. Exhibitors \$17.50 per table. Admission: \$2.00, \$1.00 12 and under. For more information, contact Les Schmidt 211 S. Delaware Conrad, Montana 59425, (406) 278-7567.

APRIL MEETING PROGRAM

Program begins after business meeting

presented by **Bob Terkelsen**

slides of PCC of America Short Line Railroads

Notice: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a Chapter meeting, please contact the Meeting Program Coordinator.

CHAPTER BUSINESS

ANNUAL DINNER EXCURSION

DATE: FEBRUARY 27, 1993 -

The annual Chapter 89 (PNWC) dinner run was ready to roll upon the the Mallory Hotel special. Passengers were arriving (most of them on time) and while waiting at the station, had time to enjoy visiting and refreshments from the no-host bar car. Rich Carlson (our National Rep to NRHS) and the designated conductor) welcomed the members and guests, and announced the **ALL ABOARD**. We all seated ourselves as the diner attendants scurried between tables with coffee, green salads, and hot fresh buns. An thus we began our annual run.

After a smooth run through chicken and swiss steak, with baked potatoes, Rich started pulling the grade with acknowledgements of the past 1992 officers and introducing the newly elected officers that were present. He had a couple of mis-alignment of rails with comments like . . . "Did you hear about the new MONOPOLY game - that's where you buy all the railroads and go bankrupt". As the attendents served our dessert of banana nut cake, we crossed a couple of trestles of time, at the announcement of the National Organization's recognition of years of membership by individuals. **Peter Replinger** (from Shelton, Wash.) and **Richard Cornish** (from Monmoth, Or) were presented with their 25 year pins.

The summit was reached by the recognition of service with the **JACK HOLST AWARDS**. Jack as you may recall, was directly responsible for keeping 4449 in shape at the Oaks Park, by his monthly care and lubing of the bearings during the late 50's.

. . . . for 1991. . . . **ROGER WHITE** (our full steamed promoter and pusher of rolling stock and library preservation) reminded us of our committment and mission to preserving Oregons railway history.

. . . . for 1992. . . . **BOB WEAVER** (the behind-the-scenes computer whiz that programmed the library for documentations reading and video material) graciously accepted his award.

After a brief time of photo run-by's (unfortunatly we didn't have a camera to record the event) we began the long awaited down-grade run with AMTRAKS's Deputized Diplomat, the Daffy Dictionist, "Diesel Dan" Coons. It was a great slide presentation of traveling through the hills with such daughters of the rail like 3985 (4-6-6-4) - his favorite - which will incidentally be at the Rose Festival this year. On its trial run, after restoration in 1982, from Provo, Utah, it seems the coal fired locomotive started some 400 grass fires, one of which went for 100 acres. He feels that this incident promoted the conversion to diesel. His great photo-run-bys (or chases as the case may be) of our own 4449 from Kalamath Falls to the Sacramento Convention site (1992) and the 2472 (2-8-2) excursion train to Redding, Piqued our need to go railin'. He also showed us slides of the new X2000, high speed tilt train, that is running on the east coast from

Washington, D.C. Included, of course, was a shot of DD at the controls (hands in place, no where to go). It was interesting as he related that if the X2000 came to the Northwest, we could travel from Portland to Seattle in just 2 hours. What is more important, is the fact that the rail system would not have to be upgraded.

Diesel Dan concluded his presentation with a short-coupled version of AMTRAK's - TRAILS TO RAILS promotional slide program. Criss-crossing the Oregon Trail along with the Mormon and California trails, he showed how the trains often followed their worn tracks. With our dining journey at its end, having all switches, frog and crossings cleared, the conductor Rich Carlson pulled the diner in by bidding us all farewell until we board again the preservation train of Chapter 89.

assoc. editor - John Lukens

25 Years with the NRHS --At the March Meeting, National Director Al McCready presented Gordon Zimmerman and Irving Ewen with their 25 Year Pin.

Connie McCready joins Board-- At the March Meeting, the membership elected Connie to fill the open position on the Board of Directors. There was one vote for James J. Hill.

MEMBERSHIP REPORT

Tammy Auburg, Chairperson

NEW MEMBERS

Robert W. Stafford Jr.

PO Box 2463

Redmond, WA 98073-2464

Kenneth & Patricia Marshall

18510 SW Honeywood Dr.

Aloha, Or 97006

In late 1992, two members from our Chapter past away. Kristopher R. Mosely of Portland and Glenn Ratcliff of Bend. Our condolences to their families.

-Tammy Auburg

LIBRARY COMMITTEE REPORT

James Loomis, Chairperson

The next meeting of the Library Committee will be on Saturday, April 17, 1993 at 1:00pm in Room 208, Union Station.

The Library hours will be 1:00pm to 4:00pm on April 17th and 24th. Bob Weaver will be on duty.

The May & June schedules are as follows:

May 22nd & 29th--Jerry Webb on duty.

June 19th & 26th--Chuck Storz on duty.

-James Loomis

CHAPTER BUSINESS

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - MARCH 11, 1993

The meeting was called to order by Vice President Gerry Schuler at 7:09 PM.

Treasurer Al Viewig passed out copies of the Chapter's current bank statements to the board. Al said that he is handicapped by the slow transfer of records from outgoing treasurer Maxine Rodabaugh.

The Chapter board passed the following motions at the March meeting: 1) Cancelled the Spokane circle trip due to lack of approval from the B.N. 2) Recommended to the membership that the donation of two Portland Terminal Co. Alco switchers be accepted provided that there is no cost to the Chapter.

Rolling Stock: Ed Ackerman reported that the rolling stock committee is working on prioritizing the work needed on the Chapter's cars.

Excursions: Dick Ordway reported that brochures are ready to mail for the Spokane trip as soon as BN's approval is received. All other arrangements for the trip are complete. A Seattle steamboat/dinner train trip is being arranged for July. The board discussed at length whether or not to cancel the Spokane trip due to lack of BN's approval and too little time to sell the trip. A motion was made to cancel the trip (see above).

Car Rental Rates: Al Viewig asked who sets Chapter car rental rates and in what amount. Richard Gray advised that the amount of rental is negotiated for each lease with no fixed rates being used currently.

Car Host Policy: Dale Miller passed out copies of the car host policy with proposed revisions noted. Several further changes were suggested by the board. A further revision will be submitted to the board next month.

Locomotive Donation: Dave Stimac reported to the board that the only cost to the Chapter in accepting the donation of two Portland Terminal Co. diesel switchers will be insurance for the movement. Members of the rolling stock committee have will make donations to cover the cost.

By Laws Committee: Gerry Schuler reported that Janet Larson has agreed to chair the by laws committee. In addition to changes suggested in the futures committee report the committee will suggest further changes after a review of the by laws.

Rail Sensation: Gerry Schuler reported that the 1993 Rail Sensation rail fair has been approved as an official event by the Rose Festival Association.

Meeting Room: Al Viewig suggested reserving the PGE auditorium in advance for the rest of 1993. The board approved the suggestion informally (no motion).

The meeting was adjourned at 10:06 PM.

Respectfully submitted, Chuck Storz, Secretary

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - MARCH 19, 1993

The meeting was called to order by President Bob Hoffman at 7:45 PM.

The membership passed the following motion at the March meeting: To accept the donation by the Relco Co. of two Portland Terminal Co. Alco diesel switchers.

Treasurer Al Viewig reported that several Chapter members who work on the vintage trolley are contributing their pay to the Chapter. The PGE auditorium costs the Chapter \$75 for each meeting. Al said that the Chapter's cash is very low and that he urgently needs guidance from the finance committee.

25 Year Pins: National Director Al McCready presented NRHS 25 year pins to Irv Ewen and Gordon Zimmerman.

Finance Committee: Bob Hoffman reported that the following members have agreed to serve on the finance committee: Maxine Rodabaugh - Excursion, Jim Loomis - Library, Jim Edgar - Concessions.

Rolling Stock: Richard Gray reported that work parties are continuing on Tuesdays and Saturdays. The school excursion in Montana is now definite. Payment in advance is expected in order to pay for needed repairs on the cars.

Excursions: Irv Ewen reported that the Spokane trip has been cancelled due to lack of approval by the B.N. Only the cost of the brochures, prepared with the expectation of approval of the trip, will be lost. A Seattle steamboat/dinner train trip is being planned for July.

Activities: Rocky Regula asked the membership to look through their slide collections for slides not wanted to be used in a slide auction to be held at the regular meeting next November. Proceeds will go to the slide owners or may be donated to the Chapter. Bob Hoffman asked members to bring slides to the April meeting to again begin the newsreel.

Swap Meet: Doug Auburg reported about 800 people paid admission to the swap meet with total attendance of over 1000 including sellers. Maxine Rodabaugh reported that the Chapter cleared over \$600 in kitchen sales.

By Laws/Futures Report: Gerry Schuler advised that the Chapter futures report will be mailed to local members for comments and suggestions for by law changes.

Respectfully submitted, Chuck Storz, Secretary



-FROM PAGE 1 an engine replacement required only 1-1/2 hours. Each RDC had two engines.

The first design phase of RDC's was from 1950 to 1956, and the second phase was from 1956 to 1962. The major difference in Phase II cars were a flared headlight housing, smaller end windows, 300 HP for an optional higher top speed than 83 MPH, a cast truck instead of welded truck design, and other minor changes.

There weren't a lot of variations of RDC's over the years for different railroads, although there were a few. There were also some experiments by at least one road in using the popular and reliable Cummins diesel. But the most intriguing experiment was New York Central's mounting of two GE J47 jet engines on the roof in a B-47 looking pod. With a customized shovel nose, this misguided missile on wheels reach speeds of 185 MPH! A number of amusing images come to mind, including late passengers being blown off the station platform by the departing cyclone.

The RDC was a last ditch effort by railroads to accommodate passenger service, but it was too little too late. The last 12 RDC's were delivered to the Reading in 1962, and they can now be seen on the British Columbia Railway.

-Toy Train Operating Society

1st ANNUAL CHAPTER SLIDE SHOW

Have you ever wondered what to do with those extra train slides or duplicates lying around the house? At November's meeting you'll have an opportunity to auction off those slides for a profit, or donate the money to the Chapter.

Start looking now for those slides. Look over old, duplicate, wrong angle, or anything of interest to auction away and have fun in the process.

Your slides can be given at any time from now until November meeting to Rocky Regula (503) 648-7904.

Interest in the auction can be heightened if we can solicit the help of an experienced (or at least fast talking Chapter member) auctioneer. Anyone interested in the job, please contact me. *-Rocky Regula, Activities Chairperson*

WHERE THE HECK IS ROY ?

Are you looking for a dinner with lots of spirit? Well, February 14th (Valentines Day and Oregon's Birthday), saw the first BRUNCH RUN by the *SPIRIT OF OREGON*. This initiation trip was 4 1/2 hours long and ran from Roy, just outside Banks, Oregon, up to the coast summit at Cochran. This new dinner excursion train will all begin on March 6th and feature a 5 course gourmet meal. There will also be the continuation of Brunch Runs.

It all begins in ROY, Oregon, a small (I mean SMALL) farming community, just off the Sunset highway (26) between the Banks-Forest Grove road (47). It's pretty easy to find.

At the present, there are two Green and Yellow restored cabooses, that form the office and waiting lounge, with a future building renovation to become its depot. The *SPIRIT OF OREGON* DINNER TRAIN will consist of four rail cars - two diners, a lounge car and a kitchen car - complete with mahogany paneling, carpeted floors and French antique lamps. The *SPIRIT OF OREGON* BRUNCH RUN consists of two converted double-decker postal cars that has kitchens down below and the Buffet upstairs. That's two complete trains for our enjoyment. And speaking of enjoyment, they are planning Dinner-type Murder Mysteries every 3rd Wednesday of the month.

Until May, or the start of tourist season, they are running the Dinner Train on Saturday, and the Brunch Run on Sunday. Then the Dinner Train will be on Friday and Saturday.

FOR MORE INFORMATION CALL 342-1919.

As an added note, with SP agreeing to free up the west side short lines, Bob and Vickie Steele (the owners) are looking forward to possibly extending the accommodations on into Hillsboro.

Give'm a call, they're just waitin' to get you goin'.

- John Lukens



On February 14, the Spirit of Oregon Brunch Train made its first run. The train was sold out weeks before the trip. The train is shown here traveling west, up a 1.2% climb at Timber (MP 793.1), on the Port of Tillamook Bay RR. The power for the train is a pair of ex-Weyerhaeuser (Longview, Wa mill) Alco C415s, now owned by Bob Steele. *-Kristopher Lundt*



BC RAIL SPRING TOUR MAY 29 TO JUNE 6 BC RAIL AUTUMN "SYSTEM" TOUR SEPTEMBER 12 TO SEPTEMBER 20

A nine day tour of the entire BC Rail System in our own chartered train. Daylight running, best available hotels every night, sumptuous meals, stops for photography and sightseeing of spectacular scenery. Visit the Cariboo; Fort Nelson (last town before the Yukon); Historic Fort St. James; Fort St. John and Dawson Creek in the Peace River District; Bustling Prince George; and the Tumbler Ridge Line. You will cross the Coast Range, and the Rockies, as well as push into the far North. Entertainment by local groups, VIP welcomes, and great fun for all.

The Spring Tour is rich with wildlife sightings and has much longer hours of daylight. The Fall Tour shows off the magnificent fall colours. The WCRA is the original organizer of this tour and there have been imitators with shortened, less complete versions.

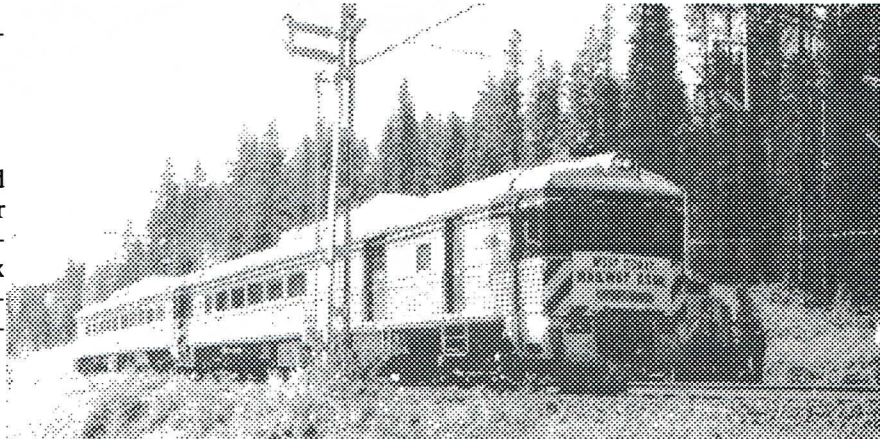
A fly one-way option is available as is a bus side-trip to the Peace River Hydro Complex at Hudson's Hope. These trips sell out every year. Ask for a brochure for more details.

Price: \$1899C ddl occupancy, with single supplement of \$300C including GST. A deposit of \$200C holds your place.

The West Coast Railway Association

PO Box 2790
Vancouver, BC
V6B 3X2, Canada

Booking Information: Visa and Mastercard are welcome. For quicker service: phone (604) 524-1011, and leave a message or fax (604) 522-1293; or contact your local travel agent. *We are a Registered BC Travel Agent, #1866-4.*



Clockwise from top: The crew of the BC Rail excursion poses in front of the train. The crew also took photos of the passengers, using the passengers camera's. The two car train stops a Tumbler Ridge. At Tumbler Ridge, the train sits next to a BC Rail GF6C and a CN SD locomotive. Tumbler Ridge is where the line to the coal fields start. The excursion train will spend 4 hours here, due to a was-out down the line. -Dick Ordway



GREAT AMERICAN MODEL RAILROAD SHOW

April 30 and May 1, & 2

AT

SETTLEMIER HOUSE, WOODBURN

Layouts, Sales, Swaps, Refreshments

PHONE 981-5522

Professional Exhibits - Amateur Exhibits

Large Exhibits

Small Exhibits

Tiny Exhibits

If you have a train and want help setting it up,

call 981-5522

If your engine won't run, or your power supply doesn't work,

call 981-5522

If you want to put your railroad in the show,

call 981-5522

If you want to see different model trains,

call 981-5522

If you want to see the Great American Model Railroad Show,

call 981-5522

If you want to join a model train club,

call 981-5522

If you want to help with the Settlemier Model Railroad,

call 981-5522

If you are not interested in trains,

DON'T call 981-5522

COMMITTEE CHAIRS

Activities: Rocky Regula, 648-7904
Meeting Program Coordinator: Vacant
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Concessions: Marilyn Edgar, 236-7271
Excursions: Irv Ewen, 232-2441
Finance: Vacant
Library & Historical Foundation: James Loomis
253-3926
Membership: Tammy Auburg, (206) 694-7769
Museum: Dave Stimac, 656-9392
Public Relations: Vacant
Publications: Vacant
Rolling Stock: Richard Gray, 656-0260
Chief Mech. Off.: Peter Rodabaugh, 771-8545
Car Rental Agent: Peter Rodabaugh, 771-8545
Ad Hoc Property Development: Al McCready,
281-2415
Ad Hoc "Union Station": Terry Parker, 284-8742
Chapter representative, Portland Rail Equipment
Advisory Group: Bob Hoffman, 236-7710

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