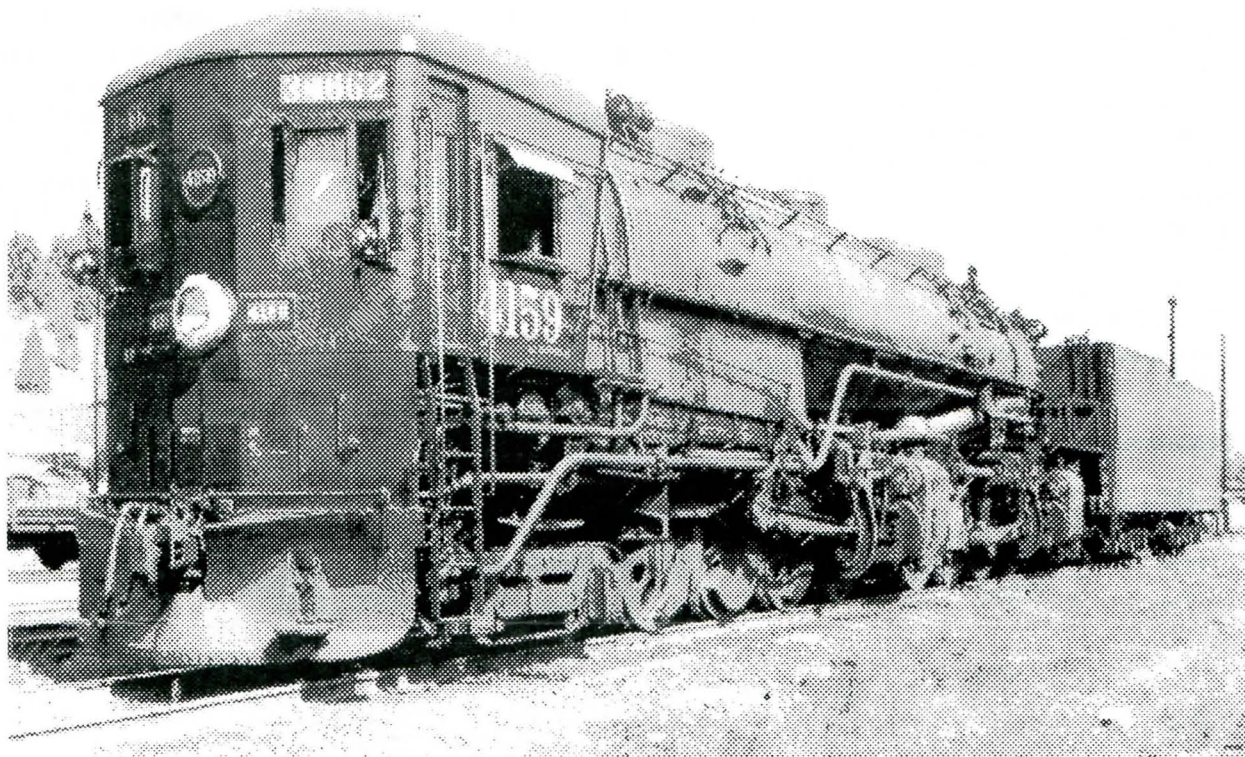




SEPTEMBER 1993



SP 4-8-2 Cab Forward sits at Oakridge, Oregon in 1943. The Cab Forward will be used later in the day to help a westbound up the Cascades. -E. Mass collection

STEAM HELPERS UP THE CASCADES, Part I

by Ray S. Hewitt

Extra 4201 West steamed along steadily on fast track through rich bottom land beside the Willamette River, well on its way to Oakridge, Oregon, where it would pause long enough to take on a couple of helpers. It was March 21, 1947, a time when Southern Pacific rails were crowded with post-war traffic. The train, made up of eighty cars, mostly lumber flats and boxcars, was headed by a 4200 series Articulated Consolidation steam locomotive (4-8-2 wheel arrangement).

Engineer Steve Woodson, scheduled to pilot the second helper, was deadheading from Eugene to Oakridge aboard a company vehicle. He would debark at the engine house, have his evening meal in the Depot Cafe, and be at work checking his helper engine before Extra 4201 West reached the east switch in the Oakridge yard.

The closer the train came to Oakridge the slower its pace would become, especially in the last four of the forty-three miles. Its slowing pace would be understandable: the engine would be like a distance runner who has reached the limit of his strength. What had started out as an easy, water-level route alongside the Willamette River, a mere 0.2% grade, would have stiffened as the Cascade Range closes in on the Willamette. The river turns swifter and rougher, the forest hills encroach as farms gave way to pasture, and clearings all but vanish.

continued on page 5

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 Chairperson 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, MSWord, or ASCII formats.

The Editor reserves the right to edit or hold material at his discretion

-Kristopher

CHAPTER TIME TABLE No. 372

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, September 9, 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, September 17, 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 the 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 Yard. 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, September 9, 1:00pm to 4:00pm & Saturday, 18, 9:30am to 12:00 noon at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact James Loomis (253-3926) or Bob Weaver (654-4274) for more information—or just show up! There's lots of work to do.

CHAPTER LIBRARY OPEN HOURS Saturday, September 18 & 25, 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 Jackson-Long Building, Oregon State Fairgrounds 2330 17th St NE, Salem, OR. **Admission:** \$2.00, **Time:** 10:00am to 4:00pm both days. **Contact** Bill Geisler, Chairman 2550 Wayside Terrance NE Salem, OR 97303 (503) 362-0582.

1st Annual Chapter Slide Show—Held at November chapter regular meeting. Contact Rocky Regula (648-7904) if you have slides to auction off.

The 1993 Great Northwest Rail Adventure—October 16-17 from Portland to Spokane to Seattle to Portland round trip.

The 1993 Willamette Valley Rail Adventure—October 9 & 10 from Albany to Mill City, OR. and return same day. (Two 1-day trips)

SEPTEMBER MEETING PROGRAM

Program begins after business meeting

To Be Announced

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

A Weekend Get-away in Hood River

A most enjoyable getaway for the rail enthusiast has to be the overnight trip that Jim and Marilyn Edgar took for their 5th anniversary in May. We knew we wanted to stay at the refurbished Hood River Hotel which overlooks the Mt. Hood Railroad station along with the Columbia River and Washington mountains in the background.

We inquired and found the hotel offered a package that included a trip on the Mt Hood RR complete with picnic lunch in a wicker basket. You can choose a river view room if you wish and I understand a canopy bed resides in every room.

Union Pacific trains run under your window all night long if you book the Riverview Room. You may not get the extra freeway (I-84) excitement provided on our night, an 18 wheeler laid on its side.

Go and celebrate that special weekend with your significant other at the Hood River Hotel in Hood River Oregon. *-Marilyn Edgar*

A Big Thanks

In the last few issues of the Trainmaster, I have been putting in some railroad logos and other graphics. Bob Weaver has spent a lot of time going through timetables to find these logos. I would like to thank Bob for his efforts in finding these logos. If any members find a logo from a small or extinct railroad from the Pacific Northwest, send it to me.

-Kristopher



LIBRARY COMMITTEE REPORT

James Loomis, Chairperson

The suggestion of a Chapter activity photo album was discussed. The suggestion of the album was made at the July general meeting by Juanita Reghitto. The committee agreed we should have some photos in our collection of past activities. I was informed that there might be a contribution of albums for the photos. This would be greatly appreciated.

Bob Weaver presented his SP&S Research Library Listing for review. The listing is very well done, and is very informative. We are contemplating the inclusion of the brief description of the railroad officials, mainly related to their title/office, involved as to the source of the material in the listing. An explanation of the "chain of command" in the railroad offices would be helpful.

We are investigating the idea of a "brochure of services" of the library and historical foundation, so we can inform anyone with questions as to the research facilities our chapter offers.

The committee feels the matter of an auction of excess literature/books/tapes and/or archival material should be presented to the Board for their consideration. We have had conflicting results in the past when we try to sell extra books on our own. The idea of a catalog of items for sale was also mentioned.

-James Loomis

Nominating Committee

The President has formed a Nominating Committee to fill the position in this year's annual election of Officers. The Committee members are: Clytis Belloit, Rich Carlson, Kenn Lantz, Darel Mack, Chuck Storz and John Willworth.

If you would like to run for Chapter Officer please contact one of the Committee members.

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, duplicates, 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 the 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 a fast-talking Chapter member) auctioneer. Anyone interested in the job, please contact me. *-Rocky Regula, Activities Chairperson*

CONCESSION COMMITTEE REPORT,

Marilyn Edgar, Chairperson

Concessions displayed and sold items at both steam-up weekends at Antique Powerland in Brooks, Oregon. Very enjoyable exposure for the Chapter, we hope to expand to a museum display as part of future involvement. Was worth our showing up. *-Marilyn Edgar*

CHAPTER BUSINESS

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - AUGUST 12, 1993

The meeting was called to order by President Bob Hoffman at 7:07 PM. The board of directors passed the following motions at its August meeting:

1) Approved payment of about \$1900 in bills for materials used to prepare Chapter cars for the Montana lease.

2) Authorized the sale of Tony Reghitto's truck due to high insurance cost to the Chapter.

Chapter Insurance Coverage: Insurance Representative Tom Wilkens explained in detail the Chapter's total coverage. He advised that coverage from Connecticut General is less expensive than for the previous year. Rolling stock values need to be updated for change in coverage if needed. The value of personal property and historical material also needs to be kept current.

By Law Revision: Gerry Schuler reported that Gerry Webb has sent a summary of his research into motions declaring Chapter policy. Some items will be considered for the revision of the by laws.

President's Report: Bob Hoffman reported: 1) No official word has been received yet from the S.P. about vacating the leased tracks at Brooklyn yard. 2) Also no reply yet from the S.P. about overpayment of rent on the leased tracks. 3) The BN has paid the \$1500 owed the Chapter for a 1992 car lease. 4) The Adair Village tracks, a possible new rolling stock site, have been inspected by the rolling stock committee. 5) The Daylight tender has been offered to the City of Portland for \$10,000. The money is available from the City locomotive preservation fund.

Excursions: Bob Hoffman relayed a report from Irv Ewen that the brochures for the Spokane trip were mailed today. Bob reported that the Chapter

should be able to run trips on the Willamette and Pacific in 1994. A trip from Albany to Mill City is being organized for Oct. 9 and 10 with a probable selling price of \$64 a person. Details are still be worked out.

Concessions: Bob Hoffman reported that Concessions has turned in a total of \$800 from sales at Brooks and Rail Sensation.

Bob Terkelsen proposed an "adopt a bill" program to help the Chapter pay some of its bills. No action by the board.

Respectfully submitted, Chuck Storz, Secretary

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - AUGUST 20, 1992

The meeting was called to order by President Bob Hoffman at 7:38 PM. The membership passed the following motions at the August meeting:

1) Approved the budget for the Oct. 9 & 10 trips from Albany to Mill City.

2) Approved changes to the Chapter's car host rules.

By Laws: Gerry Schuler reported that the by-laws revision committee will be meeting next Wednesday. Input from the membership is needed.

President's Report: Bob Hoffman reported: 1) The BN has paid the Chapter the \$1500 owed for use of Chapter cars for a 1992 lease. 2) No notice has been received in writing from the S.P. about ending the Chapter's lease of tracks in the Brooklyn yard. 3) The possible site for rolling stock at Adair Village has been inspected by the rolling stock committee. Drawbacks are no security and a location 80 miles from Portland. Expansion of the W & P in Washington County may open up other sites including one in Hillsboro. 4) Results of the 1993 Rail Sensation are being analyzed for possible date and other

changes for next year. 5) Sale of the Daylight tender is proceeding with acceptance by the City of Portland of the \$10,000 sale price. 6) \$760 has been received from concessions sales. 7) About \$1900 was spent for materials and parts to prepare the Chapter cars for the Montana lease.

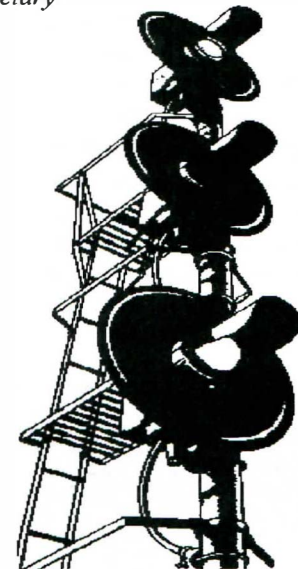
Excursions: Irv Ewen reported that the brochures for the fall Spokane trip have been mailed. Amtrak has turned down a request for a Seattle trip next May. Dave Duncan has offered the Chapter the opportunity to sell trips next Oct. 9 & 10 from Lebanon to Mill City. The excursion committee has set a price for this trip of \$64 for adults and \$50 for children under 12.

Museum: Bob Hoffman reported that Dave Van Sickle, Chuck Bukowsky and Alan Viewig are working on a set of by laws for the proposed Oregon Railroad Museum.

Activities: Rocky Regula announced that the Chapter picnic will be on Saturday, August 28 at Shady Dell. Food will be potluck.

Nominating Committee: President Bob Hoffman appointed the following members to be the committee to nominate officers and directors for 1994: Chuck Storz, Darel Mack, Ken Lantz, John Willworth, Rich Carlson and Clytis Belloit.

Respectfully submitted, Chuck Storz, Secretary



COAL FIGURES FOR 1992

During the last 20 years coal production has gone from 600,000 to 1 billion tons in the US. In 1992, the production of coal reached 1.008 billion tons. In 1993 the figure will be around 1.08 billion tons produced.

During the last 4 years, over 100 million tons per year were exported—108 million tons in 1990, 109 million tons in 1991, and 103 million tons in 1992. Electric utilities consumed about 785 million tons in 1992, a record for a single year!

In 1992, 611 million tons of coal originated on Class I railroads. Average tons-per-car was 99.8 in 1992, 98.1 in 1991 and 98.2 in 1990.

CSX Transportation originated 170 million tons in 1992. BN originated 144.5 million tons, Norfolk Southern originated 115.8 tons, C&NW originated 59 million tons and Conrail had 31 million tons in 1992.

Wyoming originated the most coal in 1992 at 171.1 million tons, West Virginia originated just over 100 million tons, Kentucky had 92.6 million tons.

Where did all this coal go? Virginia received the most, 40.4 million tons, Texas with 39.9 million tons, Illinois received 34.8 million tons, Ohio with 34.5 million tons.

-from Progressive Railroading

Gunderson Builds More Doublestacks

Gunderson Inc., located here in Portland across the street from Portland Terminal's Lake Yard and BN's Intermodal Ramp, has received orders for new cars.

Two orders call for 625 boxcars, 100 Maxi-Stack III, and 600 All-Purpose Husky-Stack cars. The price tag for these cars is around \$75 million, and production should last until early 1994. The box car order will be 400 50-ft., 100 ton cars and 225 60-ft., 100 ton cars. The cars will be used to ship paper.

Gunderson's has also received an order for 25 Husky-Stack for Arizona & California Railroad (ARZC). The ARZC has an intermodal facility at Blythe, California and will begin shipping compressed Sudan grass (high-protein hay) to Japan for cattle feed. Approximately 50 containers per week will be shipped to Los Angeles.

Another order will comprise of 300 platforms of Maxi-Stack III cars for TTX Co. The cost for these cars will be around \$12 million. Gunderson will have built 1,750 Maxi-Stack III cars for TTX this year. Gunderson predicts its 1993 car production will match last year's production of more than 4,400 new cars.

-Progressive Railroading

1993 WILLAMETTE VALLEY RAIL ADVENTURE

On Saturday and Sunday October 9 & 10, the Chapter will conduct two 1-day excursions from Albany to Mill City over the Willamette & Pacific Railroad. The train will depart Albany at 9:00 AM and head for Mill City. There will be a picnic lunch at the nearby campground. The train will head back to Albany in the afternoon. These one-day trips are for Chapter members, their friends and families. Limited advertising will be done, so if you don't receive a brochure in the mail soon, contact the Excursion Committee.

-from page 1

Thirty-eight miles from Eugene yard a short stretch of 0.07% rise would provide a harbinger of the heavier grades ahead. At this point the Willamette is confined to a narrow canyon, with little more bottom land than can accommodate the railroad and Oregon Highway 58. The rails diverge from the main stem of the river, pass through Westfir and Tunnel 22 on an 0.08% grade, and ascend the last of the two miles to the Oakridge yard on a grade of 1.0%. It would be a slow drag into the Oakridge yard and up to a stop at the water column.

Sometimes the train was too heavy for its engine to go the whole distance into Oakridge. In such a case, the train was divided and "doubled" up the grade and into the yard, which itself was laid out on a 1.0% grade.

After finishing his evening meal, the last he would have until Extra 4201 West reached Cascade Summit, Steve walked the short distance to the SP yard, into the "shanty", a small building used by the engine crews, and then into the Register Room in the engine house.

He pulled from his pocket a booklet, folded like a timetable, labeled "Portland-Shasta Division Special Instructions", and he walked over to the bulletin board, looking for notices that may have superseded any of the special instructions in his booklet. Most of the information on the board was already familiar, but he needed to keep alert for any change that may have been posted since his last trip. For example, there might be an order to watch out for slow orders between MP 690 and MP 692, a new order.

On a counter in the Register Room, unattended by anyone, reposed a plain but very official book, a thin, bound volume of ruled-off sheets. Lying open, the book displayed pages in matched pairs: the left-hand page was headed "Engineer's Register of Arrival"; the right-hand page, "Engineer's Register of Departure." Horizontal lines kept the entries in alignment, and vertical lines divided the page into columns.

The "Departure" page had columns for: train, direction bound, units, engines, fireman. The rest had: time ordered to report for duty, time ordered to leave terminal, an unheaded blank column, and finally one broad column for watch comparison-engineer (subdivided into 4 columns—one for time compared, one for seconds—further subdivided into fast and slow, and

continued on page 6

I for "if 'set' so state").

The "Arrival" page was similar to the "Departure page except that the last half of the page called for the mileage to date, time of arrival, time relieved at terminal, time off duty previous to last trip, time on duty last trip, total aggregate time on duty since last fully rested, and rest required before calling.

Time indeed! Now was the time for him to make the necessary entries on the Register and sign his name. This was an official act. On the basis of the information entered, he would fill out a time slip after he had returned to the Register Room, to supply the data which would determine how much he would be paid for the trip he had just completed.

Typical power for the SP through freights in this immediate post-war period was three giant steam locomotives which would team up for the longest continuous mountain grade on the Southern Pacific system. Although SP enginemen called them Mallets, they were simple-expansion engines, rather than compounds like classic Mallets. They were likely to be in the 4126-4274 series, otherwise designated as Articulated Consolidations, AC 8-10-11, which operated on 250 pounds of boiler pressure, to supply cylinders of 24-inch bore and 30-inch stroke. On the run between Oakridge and Cascade Summit they were rated for 4100 M's (an M is 1000 pounds back of the tender).

Beyond Oakridge, the grade would stiffen mile by mile as the track turned up Salt Creek. At Pryor siding, five miles upstream, the grade would be 1.5%, and before the passage of another six miles, at McCredie Springs, the grade would attain a maximum of 1.8%. All the rest of the next 33 miles of climb to Cascade Summit, a total of 44 miles from Oakridge to the summit, would be in the range of 1.6% to 1.8%, during the course of which there would be a gain of 3679 feet in elevation.

Obviously, a single, unaided cab-forward engine, 4100 or even series 4200, no matter how valiant, was not equal to the task of lifting an 80 car train over the Cascade Mountains.

Engineer Steve Woodson was to be at the throttle of the second helper locomotive. Why the second helper? He had early learned that engineer assignments (he called them "jobs") were subject to "bumping". For a man with low seniority, the best security against being bumped was in Eugene on the extra board, for it had 28 men on it, and he had more seniority than most of them.

Since the Eugene extra board covered

layoff vacancies at Oakridge, Roseburg, Ashland, Medford, Grants Pass, and Coos Bay, as well as at Eugene, he might not know from one week to the next exactly what slot he would be filling, but at least he was not likely to be idle for long. He was called today for the second helper at Oakridge, because he was second up on the call rotation. Someone else was first up. The next time he might be first up and then he would be on the first helper. The desirability of the first helper over the second will become evident before this tale is over.

Well before Extra 4201 West reached the outskirts of Oakridge, Steve began preparations for his night's trip.

His engine was waiting in the "garden",



an open-air parking area for locomotives beside the engine house. He observed that his fireman had preceded him and was already at work, checking to make sure the tender was full of water, and checking the oil, checking the sanders to be sure they were full of sand, checking the firebox to be sure there were no loosened brick or loosened flues, checking the burner, checking the temperature of the oil in the tank, checking the water pump to be sure it was working. "He has all these things he has to do more or less unconsciously—he just does it." Woodson knew the routine from his own experience as a fireman.

"While the fireman is doing all these things," added Steve, "you come out as engineer, throw your grip into the cab, climb up. The first thing I check is the water glass, to see if there is water in the engine. I blow it out and when I check the blowoff cocks to see that they are correct, because if both valves on the water glass aren't correctly open, the water (level showing) could be incorrect. The (steam) pressure changes could give a false reading if both cocks are not open equally.

"The next thing I look at is the water. Then I look at the air gauges to see if the air on the gauges is all up to what they should be. The air gauge for the engine brake carries 40 pounds; the train-brake gauge is 90; the equalizing pressure is 90. I make sure everything is up where it belongs.

"Then I turn the sanders on; I get down on the ground and walk around and check my engine. I check the brakes (the brake itself—the brake shoe) and I check the piston travel. Lots of times you will find a unit cut out some places. If they (the roundhouse) have 'em out to put in new shoes, they don't always cut 'em back. I've had a lot of 'em cut out.

"After you've had a bad experience, you check 'em all. I don't care what anybody says, you just don't go! Check for flat spots on the drivewheel tires. Check all your brakes; make sure they're all working, and as you walk around, you check to make sure the sanders are all working—on both sides. You go back up in the cab and kick the sanders off. You check the lubricators on the outside: you check the oil in the reservoirs as you walk by. They have a glass on them—check the glass as you walk by, to see how much oil is in 'em...You just do it automatically."

"Can you see whether the lubricators have enough oil?", I asked.

"Yes, you can tell," Steve replied. "It (the level) might be down to the bottom. You couldn't make a trip before they would start squeaking, burning stuff up. They oil your air pump. (The side rods were all greased with heavy graphite grease.) All the lubricators served were the air pump and water pumps—take light lubrication. You've got to check that, and the fireman should check it too, because if we don't have oil in that sucker, the water pump would quit. The water pump has to have oil—lubrication—so I always check the reservoir to make sure it is full. In fact, there is a little handle on it—you turn it and give it a little extra shot of lube.

"As a fire man I used to crack 'em open (the water



pump controls) and walk back there to be sure it is working and to see how the rods look—whether they have been burned off or not. With the piston going back and forth, you can see the rods, and if they are blue, the lubricator has had trouble. I want to be sure it is going to work.”

He laughed about long-spouted oil cans and the popular concept that engineers are always carrying them and squirting oil as they poke about the machinery whenever the train is at a station. They were not used during Woodson’s era. Modern engines had built-in lubricators.

But mechanical devices need service. “Some guys don’t pay any attention,” he commented, “and consequently when they get out of town, ‘Why isn’t that working?’ If you check ‘em at the roundhouse, you can have somebody come and fix it. If I call ‘em as an engineer, they are supposed to come out and fix it...I don’t move until they fix it. You don’t fix things in the train. You fix them at the roundhouse.”

All this checking was a habitual routine, one that took no more than 10 or 15 minutes in spite of all the details that were included.

A helper trip in 1947, such as was about to begin, was typically uneventful. Why? In view of all that can go wrong with mechanical contrivances like freight cars and locomotives, to say nothing of rails, joints, switches, bridges, and drainage ditches, why should a typical trip be uneventful?

The answer can be summed up in two words: experience and preparations. Preparations was the proverbial ounce of prevention that is worth a pound of cure, found in the care with which the crew checked and rechecked their equipment before departure. When Woodson was ready for the signal to depart, his fireman and he had completed a time-tested routine to assure them that no nasty surprises would be forthcoming—at least none that could be attributed to lack of foresight.

Experience enabled the crew to envision what was happening at all times on the cars and on the other engines and to understand what adjustments they must make and when they must make them. The only means of communication were the pressure gauges on the air line and the whistle.

This night’s run would be typical of

helper-assisted freight trains during the early post-World War II years. Traffic was heavy. Motive power was all steam. Train orders governed the flow of trains over a single track and 8 sidings, 4 to 6 miles apart, in order going upgrade from Oakridge: Pryor, McCredie Springs, Heather, Wicopee, Fields, Frazier, Cruzatte, and Abernethy. All the trains made their runs without the benefits of radios, diesel power, or Centralized Traffic Control (CTC) to open and close the switches. Written train orders governed the flow of all traffic.

At Cascade Summit, 44 miles west of Oakridge (by timetable direction), the helpers would uncouple. The road locomotive would continue with the entire train to Crescent Lake, or perhaps to Klamath Falls, before a crew change would take place. In the meantime, helper crews, having refreshed themselves at the tiny trackside beanery, would have positioned themselves to begin the descent, light, back to Oakridge.

Extra 4201 West labored into Oakridge, struggling against the yard’s 1% grade, switched into a sidetrack parallel to the main line, and came to a halt 60 cars past the crossover switch. A brakeman uncoupled at that point, and while the main train moved ahead to the water column, the first helper locomotive crossed into the sidetrack and coupled up at the head of the twenty cars left behind. A brakeman uncoupled at midpoint in his 20 car string, and the locomotive pulled ahead with its string of ten cars to join the main train. The second helper entered at the crossover, coupled to the ahead to coupled to the tail car of the first helper’s string.

Steve outlined the final step: “When we are all coupled together, we make a ‘yard running test’. They (the brakeman) give the ‘setup sign’, the head end sets up the train (makes a service reduction of the automatic brake), and gives ‘em a kick-off, to make sure the caboosie kicks off. Also it tells if everybody in the helpers has cut their brake valves out. If he makes a setup on the head end (road locomotive) and the helpers are still cut in, they will pump ‘em off before they (the brakes) can set up...So he (the head engineer) just ‘dumps it’ (makes an emergency application) to let them (the helper engineers)

know they are not cut out yet.”

THE START

The next step depends upon prior understanding of all the engines: dropping the slack upon the rear of the train will be the signal to release brakes and open throttles.

Every engine is poised and ready. All engines have their independent brakes set, to hold the train in place. The lead engineer releases his independent brake carefully, not using his reverse lever and not using any power, lest the jar should start the whole train downhill backwards, for all that keeps the train from running away on the 1% grade is the engine brakes. When the first helper engineer feels the slack action, he opens his throttles. The second helper feels the slack too, he releases his engine brake and opens his throttle.

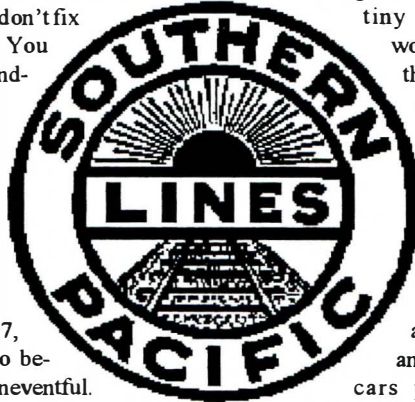
There is no attempt by the helper engineers to open the throttle with finesse. The throttle gets pulled wide open in one swift motion and it is left in that position until the time comes to stop. In contrast, the lead engineer opens his throttle, notch by notch, in steady progression.

If the slack hits the first helper so gently that he has reason to suspect the motion will not be felt by the second helper, he may whistle as a signal to the second helper that his throttle is open and that the second helper should open his throttle too.

Slipping of drivewheels at the start was not uncommon, and it did not necessarily reflect unfavorable upon the engineer’s skill in train handling. Even after the train was well started and moving at cruising speed, the drivers might slip and oblige the engineer to temporarily slack off the power. To minimize slippage, the sanders of each engine were kept running all the time the train was in motion, until it came to a dead stop.

Asked if the cylinder cocks were opened as the train started, Steve said, “No”. There was simply no need for opening the cocks under the circumstances. If the engines had been descending for miles, there would have been occasion to open the cocks to get rid of condensed steam, but not at this point.

Next month we’ll take you on a cruise to Cascade Summit

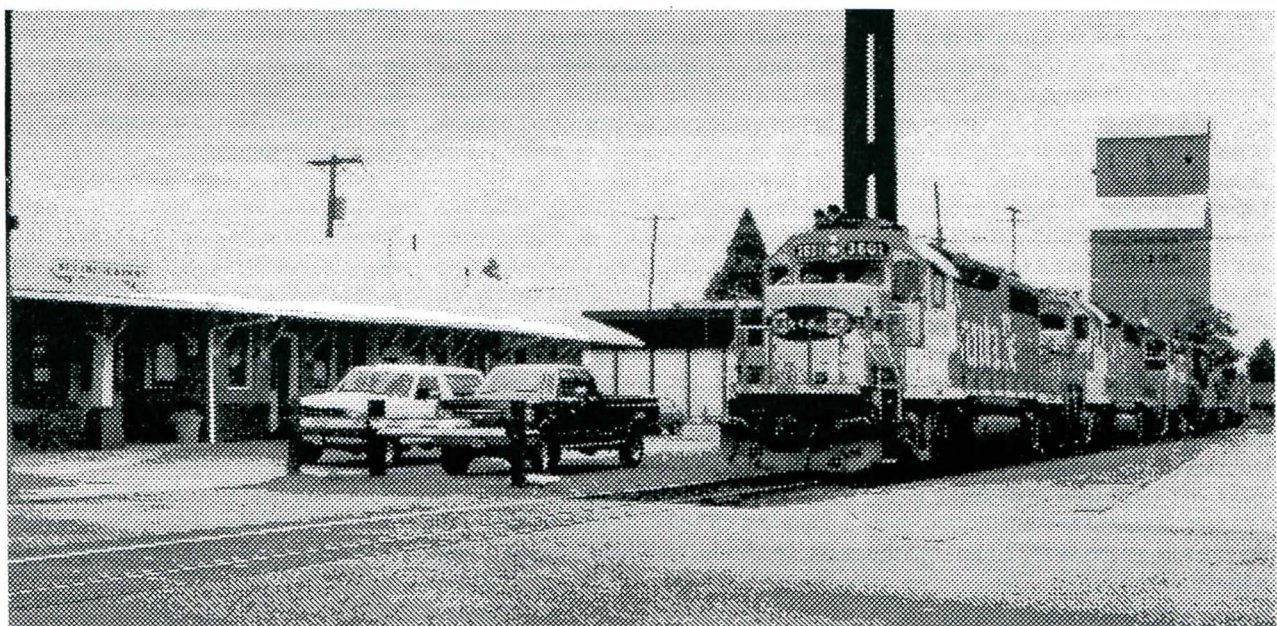




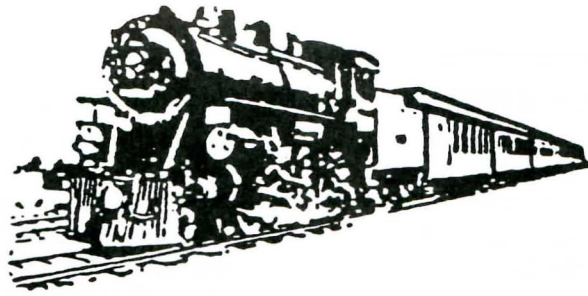
Locomotive Roster
As of 7/14/93

Road No.	Type	Former No.	Original No.	Order No.	Serial No.	Built	Renum.	In Srvc	Comments
1801	GP9	SP 3855	SP 5830	5595-31	25130	Apr-59			B/O Main Gen.
1802	GP9	LDRR 1751	SP 5669	5436-44	21362	Apr-56			From L&D
1803	GP9	LDRR 1752	SP 5738	5516-9	22920	Jan-57			From L&D
SP 4338	SD9		SP 5398	5365-12	19939	Feb-55			Leased From SP
SP 4344	SD9		SP 5414		19955	Mar-55			Leased From SP
SP 4346	SD9		SP 5411		19952	Mar-55			Leased From SP
SP 4408	SD9		SP 5374	5381-3	20225	Jan-55			Leased From SP
2301	GP39-2		ATSF 3600	74602 - 1	74602 - 1	Oct-74		8-Jun-93	"Albany"
2302	GP39-2		ATSF 3601	74602 - 2	74602 - 2	Oct-74		5-Jun-93	"Adair Village"
2303	GP39-2		ATSF 3602	74602 - 3	74602 - 3	Oct-74	24-Jun-93	25-Jun-93	"Amity"
2304	GP39-2		ATSF 3603	74602 - 4	74602 - 4	Oct-74			"Corvallis"
2305	GP39-2		ATSF 3604	74602 - 5	74602 - 5	Oct-74	10-Jul-93		"Dallas"
2306	GP39-2		ATSF 3605	74602 - 6	74602 - 6	Oct-74		5-Jun-93	"Dundee"
2307	GP39-2		ATSF 3606	74602 - 7	74602 - 7	Oct-74	8-Jul-93	8-Jun-93	"Independence"
2308	GP39-2		ATSF 3607	74602 - 8	74602 - 8	Oct-74		5-Jun-93	"Layfayette"
2309	GP39-2		ATSF 3608	74602 - 9	74602 - 9	Oct-74	1-Jul-93	2-Jul-93	"Philomath"
2310	GP39-2		ATSF 3609	74602 - 10	74602 - 10	Oct-74	11-Jun-93	12-Jun-93	"Monroe"
2311	GP39-2		ATSF 3610	74602 - 11	74602 - 11	Oct-74	8-Jun-93	9-Jun-93	"Newberg"
2312	GP39-2		ATSF 3611	74602 - 12	74602 - 12	Oct-74	15-Jun-93	17-Jun-93	"Sheridan"
2313	GP39-2		ATSF 3612	74602 - 13	74602 - 13	Oct-74	8-Jul-93	8-Jun-93	"Toledo"
2314	GP39-2		ATSF 3613	74602 - 14	74602 - 14	Oct-74	26-Jun-93	8-Jul-93	"McMinnville"
2315	GP39-2		ATSF 3614	74602 - 15	74602 - 15	Oct-74	25-Jun-93	28-Jun-93	"Willamina"
2316	GP39-2		ATSF 3615	74602 - 16	74602 - 16	Oct-74	18-Jun-93	19-Jun-93	"Oregon State Univ."
2317	GP39-2		ATSF 3616	74602 - 17	74602 - 17	Oct-74		8-Jun-93	"Bank of Blue Island"

In June of this year the W & P received new power in the form of ex-Santa Fe GP39-2s. The new units have been relettered and one unit, the 2314, has been painted in W & P's new paint scheme. On July 11, the W & P 3601 (soon to be #2302) sits in front of the McMinnville depot with three other units and the W & P caboose #1. Bob Melbo will engineer the cab-hop back to Albany. (Note: GP stands for "General Purpose" and are four axle units. SD means "Special Duty" and are six axle units. I would like to thank Richard Gray for providing the W & P roster.) -photo by Kristopher Lundt



Saturday & Sunday
October 2nd & 3rd
1993



Saturday & Sunday
October 2nd & 3rd
1993



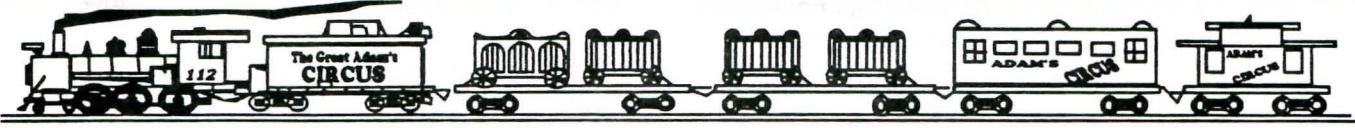
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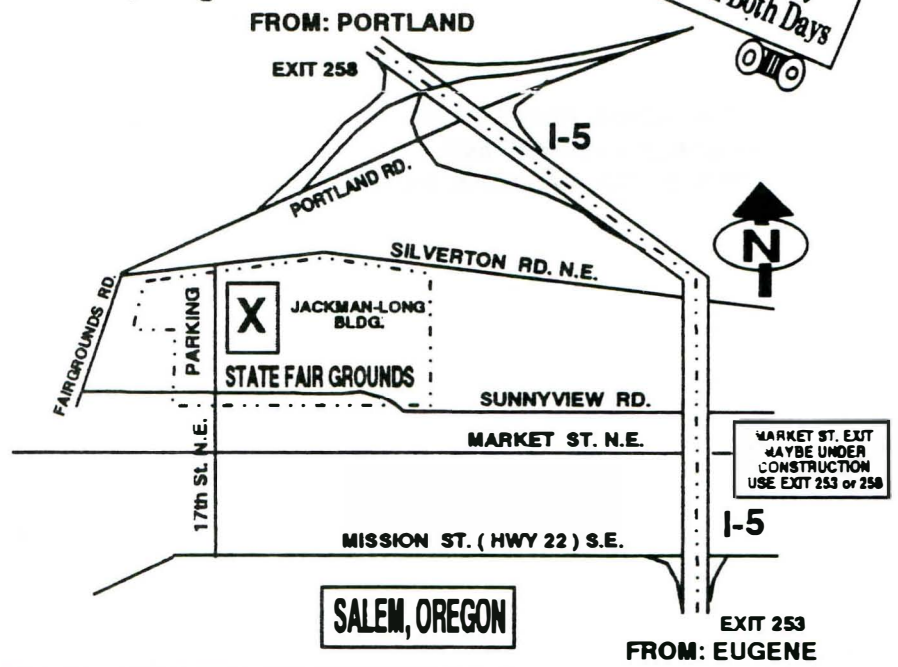
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