

May 1996

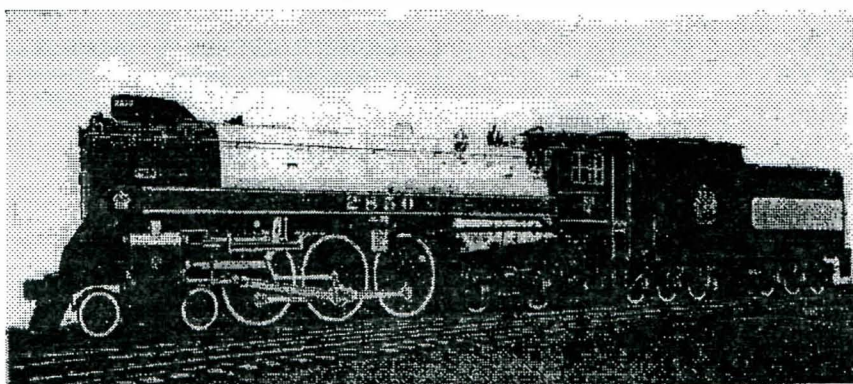
## The Canadian Royal Hudson

Story by Wayne Halling

If all goes well we will have another chance to welcome the "Royal Hudson" from Vancouver, B.C. during May.

Its history goes back to 1937 when Canadian Pacific decided to start replacing their older locomotives, most of which had been built from the 1910's through the '20's. All orders during the Depression were set aside due to lack of funds. The favorite model was the streamlined 4-6-4 Hudson built by the Montreal Locomotive Works. They were just the right size and weight to be used over the whole system, coast to coast. Though intended for passenger trains, they were used extensively during World War II for pulling high-priority freight trains as well. With 75-inch drivers they could easily travel at over 100 miles per hour. One hit an unofficial 112 mph on its wide open notch 8 throttle test.

In the spring of 1939 King George VI and Queen Elizabeth accepted the offer of an elaborate railway tour over both the Canadian Pacific and the Canadian National. A special Royal Train was made up, repainted in blue and silver. To head this showpiece H1d 4-6-4 #2850 was selected, repainted to match the train, and fitted with a stainless steel boiler jacket. Royal crests adorned the smokebox front and the sides of the



*Bowen class H1d 4-6-4 III No. 2850, shown at Angus Shops after having received its special blue-and-aluminum livery to haul the 1939 Royal Train of King George VI and Queen Elizabeth.*

*-Canadian Pacific photograph*

tender. Royal Crowns were placed on the running board sheathing above the cylinders.

A sister engine, #2851, pulled a similar train full of government officials, dignitaries and politicians. It was a precautionary measure in case of mechanical failure, which turned out to be unnecessary. Both engines remained at the head of their trains for the greater part of the 6,000 mile trip.

The 2850 was sent to the 1939 New York World's Fair and for several weeks appeared across the immense stage in the pageant, "Railroads on Parade." Both engines were repainted maroon and silver, like their sisters, but retained their crowns. Eventually Canadian Pacific

took advantage of all of the valuable publicity, and called all ten engines "Royal Hudson."

The engine from Vancouver will probably be #2860. It was sold in 1964 to the Vancouver Railway Museum and was later acquired by the government of British Columbia for its June through September tourist trains from N. Vancouver to the "Sunshine Coast."

*-Information from the chapter files, from the Bernard H. Seidel Collection, and from Canadian Pacific*

Western Pacific Second Subdivision, 2nd half of part 1, continues from the April issue 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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## **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/her discretion.*

# CHAPTER TIME TABLE No. 404

## REGULAR RUNS

**BOARD OF DIRECTORS MEETING** Thursday, May 9, 7:00 P.M., at Room 208, Union Station. Enter through the main entrance, turn right two times, past the magazine stand, first door on left at hallway to Wilfs.

**MONTHLY MEMBERSHIP MEETING** Friday, May 17, 7:30 P.M., at St. David's Episcopal Church, 2800 S.E. Harrison. The business meeting will start promptly at 7:30, with the newsreel and program following a short break. Refreshments will be available; please bring some money to feed the "kitty," so it can continue to feed us!

**WEEKLY NO-HOST LUNCHEON** every Saturday, 12:00 Noon, at the Semaphore Restaurant at S.E. 17th & S.E. Holgate Blvd. Our group is in the back. Come on down!

**ROLLING STOCK WORK SESSIONS** are planned to prepare cars for leases. Contact Richard Gray (657-8250), or Peter Rodabaugh (771-8545) for an update.

**LIBRARY/ARCHIVES WORK SESSION:** Thursday, May 9, 1:00 P.M. to 4:00 P.M. at Room 1 & 1A, Union Station. Help is needed to get things organized and catalogued. Contact Bob Weaver (654-4274) for more information.

**CHAPTER LIBRARY OPEN HOURS** Every Saturday, 1:00 to 4:00 P.M. at Room 1, Union Station. Call Jim Loomis (253-3926) for appointments, if this is a difficult day and/or time for you.

## EXTRA BOARD

**PORTLAND UNION STATION'S 100th ANNIVERSARY:** May 10, 11 & 12, 1996. The chapter car *Mount Hood* will be on display. The *SP 4449* and the *Royal Hudson* will run trips to/from Vancouver, B.C. and Portland, OR. Details were in flyer in the April issue. Call Northwest Rail Museum at (503) 244-4449 or Fax to (503) 246-2552 with questions.

**PNWC-NRHS SPAGHETTI FEED:** The Spaghetti feed has been canceled. It is tentatively re-scheduled for September. Stay tuned for further updates!

**NRHS NATIONAL CONVENTION:** June 18-23, 1996, Charlotte, NC. Call (704) 647-0508 for details.

**PNWC-NRHS ANNUAL PICNIC:** Saturday, August 17, 1996 at Antique Powerland, Brooks, OR. Contact Darel Mack at (503) 654-5017 for more details.

**MOTIVE POWER FESTIVAL:** September 7 & 8, 1996, in Willits, CA. Call Jack Wade (707) 459-9036 or Bobbie Yokum (707) 459-2736 for sign-up or additional information

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## **MAY 17 MEETING PROGRAM**

*Program begins after business meeting*

# **40 Years of Railroading in Oregon**

To be presented by:

**John Bauer**

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## **JUNE 21 MEETING PROGRAM**

# **Portland Traction Under Wire**

To be presented by:

**Richard Parks**

**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 President.

# CHAPTER BUSINESS

## PNWC, NRHS BOARD MEETING SUMMARY of MINUTES 11 APRIL, 1996

**Call to Order:** Pres. Bob Terkelsen called the meeting to order at 7:07 PM. Attending: Terkelsen, Ackerman, Hickok, Rodabaugh, Larson, Ordway, Mack, Johnson, White, & Weiler.

**Reading of Minutes:** A minor correction was offered to the minutes of the 3/7/1996 board meeting and 3/15/1996 membership meeting. MSC Ackerman/Mack to approve the minutes as corrected.

**President's Report:** Pres. Terkelsen reported on a letter from Jim Loomis covering the status of the Library and Trainmaster. Most other matters will be covered elsewhere in the meeting.

**Treasurer's Report:** Maxine Rodabaugh reported the account balances.

**National Director's Report:** Bob Terkelsen reported for Gerald Schuler (who is out of town) on several items from the NRHS News.

### STANDING COMMITTEE REPORTS:

**Finance Committee:** Ed Ackerman reported that the committee met on 4/10/1996, and recommends approval of requests for materials for the booth and for a reference book for the Library. MSC Ackerman/Larson that the Board approve the Finance committee recommendation.

**Excursion:** Dick Ordway reported that the Excursion committee will be meeting on 4/17/1996 in Room 208 Union Station at 7:30 PM. A trip to Vancouver, BC in May of 1997 is being investigated. It appears the Astoria line has been acquired by the W & P. The committee has been asked to investigate the possibility of an excursion to Astoria in the fall of this year.

**Rolling Stock:** Ed Ackerman reported on the status of a number of repair projects. The roof repair to the 76 appears to be holding. The museum committee is organizing an effort to clean up the interior of the car. The caboose has been proposed as an alternative. A group represented by John Perry has returned with a revised proposal for leasing several cars. The group is interested in several cars, including the *Mt. Hood*, 4461, and 6200. They are also interested in the *Twin Grove*, and may have corporate sponsorship for restoration of the

*Twin Grove* for the trip. They are interested in a reduced lease rate on the cars due to the short mileage for the actual use day trip. There was a good deal of discussion regarding how to respond to this proposal. MSC Ackerman/Mack that a letter be drafted by the secretary, proposing lease terms for the coaches and the *Mt. Hood*.

**Activities:** Darel Mack reported that the booth will be ready for Rail Fair in May, which is Friday, Saturday, and Sunday May 10-12. Equipment to be displayed will be moved in a single train on 5/9, and will be placed on Track 1 and Track 2. The organizers are requesting cars be setup for a 'walk-through' format. The regular board meeting is scheduled for the Thursday before (5/9), and hopefully we will be able to set up the booth that evening. The 76 has been requested as well as the *Mt. Hood*. There was some concern about staffing for the Spaghetti Feed, although it appears we have enough volunteers to cover this activity. Remember the Picnic at Brooks on 8/17/96.

**Museum:** The museum committee is organizing a cleanup of the 76, hoping to deal with the smell as well as the water damage now that the roof leak has been stopped. The caboose has been suggested as an alternative display space for Rail Fair. Several options for materials to display were also suggested. Bob Terkelsen reported that there have been a number of responses from the Chapter home page on the World Wide Web.

**Library:** Bob Terkelsen reported from a letter from Jim Loomis: The library committee will meet on Saturday, 4/20/1996 at Room 1, Union Station at 1:00 PM. Response to the staffing of the library every weekend has been better than expected. The committee will consider continuation of this program. Jim has put a lockbox in place to ease problems with Library staff having access to the cabinets in Room 1. This has reduced the need to have a large number of keys.

### AD HOC COMMITTEE REPORTS:

**Membership:** Ralph Johnson reported that the new member packet is moving along, and may be ready within the next two months. Maxine Rodabaugh reviewed the list of new members that have joined the Chapter since last October. There are currently 188 regular, 46 Family, and 3 Chap-

ter Only memberships that have renewed for 1996. An update to the roster has been proposed, since there are address changes as well as additional members.

**Concessions:** No report, other than Maxine Rodabaugh reported receipts from concession sales at the Swap Meet.

**Trainmaster:** Bob Terkelsen reported from a letter from Jim Loomis: The April issue is in the mail, and work on the next several issues (except for meeting minutes) is completed. This is in response to requests to get the mailing out earlier in the month if possible. Jim is also looking for additional material for *The Trainmaster*.

**Union Station Centennial/Rail Sensation:** Bob Terkelsen reported that there are still some problems with the plaque. The problem is being worked out. The plaque will be presented as part of the Rail Fair activity, but the plaque may not be in its final location at that time. Ralph Johnson reported that there are a lot of the cachet envelopes left to be sold before break even. There may be another special postmark done for Rail Fair as well.

**Programs:** Bob Terkelsen will be presenting "Windy City" in April. John Bauer will present in May, with Richard Parks in June, and Ed Ackerman in July. Additional programs are needed: Please contact Bob Terkelsen if interested.

**Old Business:** A question was asked regarding the car lease funds that are due the chapter and are still unpaid. Maxine Rodabaugh reported that the contract for the lease has at last been located, and that we can now pursue collection of the debt.

**New Business:** No new business was offered.

**Good Of The Order:** There was some discussion of the status of the branch line that runs to Battleground. The area that was washed out is being repaired. Barn space might be available at the end of the branch, but suggested costs were too high, and the location is reported to have very bad winters and vandalism problems. The Hillsboro paper reports that the POTB railway has resumed operations, although there is still stabilization work to be completed on the track.

**Meeting Adjourned at 9:09 PM.**

**Call Board:** Membership meeting 4/19, Board Meeting 5/9, Rail Fair 5/10-12.

*Respectfully submitted,*  
George Hickok, Secretary

# CHAPTER BUSINESS

## PNWC, NRHS MEMBERSHIP MEETING SUMMARY of MINUTES 19 APRIL, 1996

**Call to Order:** Pres. Bob Terkelsen called the meeting to order at 7:46 P.M. Members and guests were welcomed and reminded to sign in.

**Reading of Minutes:** Corrected minutes from the 3/7/96 board and 3/15/96 membership meetings were posted at the back of the room. Please contact the secretary if you have any additions or corrections to the minutes.

**President's Report:** Pres. Terkelsen reported he has received a letter from an attorney representing the owner of the land at the Glenwood Trolley Park site. The letter concerns the chapter property (narrow gauge equipment) at the Trolley Park.

**Treasurer's Report:** Maxine Rodabaugh reported the account balances.

**National Director's Report:** Rich Carlson reported for Gerald Schuler. National is expected to submit for approval at the Fall meeting a proposal to increase dues for the first time in 5 years, most likely from \$14.00 to \$17.00 per year. Roanoke, VA has been chosen as the site for the 1998 spring board meeting, with Central New York as the site for the 1998 convention. Rich stated that the meeting was quite good overall with a number of interesting activities.

### STANDING COMMITTEE REPORTS:

**Excursion:** Irv Ewen reported that the committee met, but since a quorum was not present, the meeting consisted of a discussion of possible trips. Irv did report that the trip to Vancouver, BC, which had been planned for this spring, was canceled due to lack of response from Amtrak on a commitment to supply equipment. The committee is looking at a May '97 date as a possibility. Another member special on the W&P/P&W is also being investigated. There is also a possibility of a trip to Astoria now that the Astoria line has been acquired by the W&P/P&W. Bob Terkelsen reported that the Pacific Limited group is running an excursion from Sacramento to Dunsmuir in mid-June.

**Rolling Stock:** Richard Parks reported that the brakes on the caboose are back together, and the car is ready for air test. The *Mt. Hood* needs to get ready to go to Rail Fair. Marilyn Edgar reported briefly on the re-

quest from John Perry to use the chapter cars in August. This would involve 16 days of operation on the Blue Mountain Railway in Washington State, using the 700 for power. The secretary is working on a letter from the board detailing a proposal that will be the basis for further negotiations.

**Activities:** Darel Mack reported that the booth will be ready for Rail Fair. Setup will be on Friday morning. It is not clear exactly where our space will be. **A motion was offered from the floor to postpone the Spaghetti Feed-MS.C. Members are asked to tell anyone who might have been planning to come that the event has been postponed.** Mark your calendars for the Picnic at Brooks on 8/17/96.

**Museum:** Glenn Laubaugh reported that although the roof leak has been stopped, the water damage to the interior of the 76 is too extensive to be cleaned up in time for Rail Fair. The committee is looking for help to set up displays in the lounge end of the *Mt. Hood*, or perhaps in the caboose. Interested persons should contact Glenn. The organizers of Rail Fair have asked for the *Mt. Hood*, and would like the 76 also. The chapter home page on the World Wide Web has also generated a number of calls. Glenn presented a viewing of the chapter home page, via his computer, during the break.

**Public Relations:** Rich Carlson reported that the minor problems with the wording for the plaque have been resolved. The plaque will be dedicated at Noon on Friday at the opening of Rail Fair.

### AD HOC COMMITTEE REPORTS:

**Library:** Jim Loomis reported that the repairs to the air conditioner have been completed.

**Membership:** Ralph Johnson reported that 36 members and 2 guests (John Bauer and Jim Kerns) have signed in.

**Concessions:** Marilyn Edgar reported that concessions intends to operate during Rail Fair, and that volunteers are needed for all three days. Contact Marilyn if interested.

**Union Station Centennial/Rail Sensation:** Rich Carlson reported that Rail Fair will be held on Friday, Saturday, and Sunday, May 10-12 at Union Station. A large stock of the cachet envelopes with the February 14 postmark will be available. The post office is also considering a commemorative postmark for the Friday and Saturday dates.

**Programs:** Bob Terkelsen "*Windy City*" tonight; John Bauer "*40 years of RR in Oregon*" in May; Richard Parks "*Portland Traction Under Wire*" in June; Ed Ackerman "*Westside Lumber Company*" in July. Future programs are still needed; contact Bob Terkelsen if interested.

**Old Business:** There was no old business.

**New Business:** Marilyn Edgar reported that she has been contacted by a representative of the Pacific Railway and Navigation group (this is the group that is working on the locomotive at Garibaldi). The POTB Railway does not intend to operate the *Oregon Coast Explorer* this summer. The PR&N is proposing a joint operation with the chapter as an alternative. The PR&N group has been asked to detail the proposal in a letter to the board for consideration.

**Good Of The Order:** The portion of the Lewis and Clark Railway (former BN) damaged by flooding has been turned over to Clark County, and is under repair. Passenger service this summer is uncertain. Although work is underway to re-open Stampede Pass, there are a number of interesting problems with the right-of-way east of the mountains, as it was turned into a trail, and a great deal of expense and effort will be needed to get track back on the grade and in operation. The City of Portland Broadway car # 4012 at Glenwood is now at the Tri-Met West Side shop at Elmonica for restoration. This is a restricted area; contact Greg Bonn of the OERHS if you would like to help. The phone number for the May Northwest Rail Museum trips with the 4449/*Royal Hudson* is incorrect in some publications. There have been a number of rumors regarding the disposition of the BC Electric Railway car #1304 that was at the Trolley Park. *Note: The secretary has confirmed that title for this car is held by the Seashore Electric Railway Museum, and that a new agreement has been negotiated between the OERHS and Seashore. The car has been removed from the Glenwood site, and as of 4/22/96, is at the new OERHS site at Antique Powerland in Brooks where it is expected to remain.*

**Meeting Adjourned at 8:45 P.M.**

Bob Terkelsen called the board into a brief executive session after the regular meeting. Matters discussed will be presented to the membership at a later date.

**Call Board:** Board meeting 5/9, Rail Fair 5/10-12, membership meeting 5/17.

*Respectfully submitted,*  
George Hickok, Secretary

# Western Pacific First Subdivision

(Second part of Part 1)

(continued from the April issue)  
Reprinted from the February 1996  
issue of *The Ferroequinologist*

## The Diesel Era

The diesel era began on the WP in October 1939 with Electro-Motive Corporation demonstrator SW-1 No. 906 (this was its construction number). The demonstrator proved very successful and was purchased and an order was placed for two additional diesel switchers. No. 906 was renumbered WP 501 with units 502 and 503 arriving in January 1940. All three units were assigned to the First Subdivision working the industrial trackage in San Francisco and in the Oakland yard.

Prior to the arrival of the first diesels the railroad was handling its passenger trains with 4-6-0s and ten 4-8-2s purchased from the Florida East Coast Railway in 1936. Yard switching duties were being handled by a small fleet of 0-6-0 switchers with 2-8-0s filling in. Freight service between Oroville and Portola was handled by ten 2-6-6-2s Nos. 201-210 built in 1917 and 1924 and ten 2-8-8-2s Nos. 251-260 built in 1931 and 1938. With the arrival of the 2-8-8-2s many of the "Baby Mallet" 2-6-6-2s were assigned to service on the Inside Gateway line between Keddie and the Great Northern connection at Bieber.

A fleet of 2-8-2s numbered 301-336, built between 1918 and 1929 handled heavy freight traffic between Oakland and Oroville and from Portola to Salt Lake City. In 1938 the railroad received seven coal-burning 4-6-6-4s Nos. 401-407 for service between Elko, Nevada and Salt Lake City. With the arrival of these Challengers, several 2-8-2s were released from service on the Eastern Division and were converted to oil burners and re-assigned to the Western Division operating between Oakland and Oroville. World War II brought heavy traffic demands to the railroad and it acquired its last steam locomotives, six 4-8-4s built by Lima in 1943 as an add-on order to SP 4460-4469. These 4-8-4s were assigned to freight and passenger service. During the war years they pulled many troop trains in addition to handling freight traffic between Oakland and Oroville on the First and Sec-

ond subdivisions.

In the spring of 1940 Electro-Motive Corporation's four-unit FT diesel-road freight locomotive arrived on the WP for testing. On the afternoon of May 8, 1940, GM-103 departed Stockton on train No. 61 with 55 cars, 2758 tons in tow. The train maintained a speed on Altamont's 1 percent grade of 24 miles per hour and arrived Oakland yard at 7:20 p.m. The same set of demonstrators departed Oakland on May 9th with train No. 62. Departing Niles Junction the train had 93 cars and 3252 tons. The demonstrators made additional test runs between Oroville and Salt Lake City and between Oroville and Bieber on the Inside Gateway line. They proved their efficiency and costs over steam power. On June 5, 1941 WP placed an order for three 5400 h.p. FT sets to be numbered 901-903. No. 901 was delivered on December 29, 1941 with 902 and 903 delivered in January 1942.

The small fleet of FT units did not see much service on WP's First Subdivision during World War II as they spent most of their time operating east out of Oroville. Additional diesel switchers arrived in 1942 with eight Alco S-1 units, followed in 1943 with eight Alco S-2 units. Most of these new switchers were assigned to the Western Division, working in San Francisco, Oakland and Stockton.

By the end of World War II traffic levels were returning to normal as more diesel units arrived on the property. During the late 1940s more and more two-unit FT A-B sets were showing up at Oakland Yard. In 1947 three A-B-A sets of F-3 units numbered 801-803 arrived for passenger service. They were assigned to the *Exposition Flyer* between Oakland and Salt Lake City until March 20, 1949 when the new *California Zephyr* was inaugurated replacing the *Exposition Flyer*.

In 1950 and 1951 EMD F-7 A-B-B-A sets of road freight units numbers 913-924 arrived on the property and the end of steam operation was at hand. The Eastern Division was dieselized first and by 1951 all operations east of Oroville were

being handled by the diesels. The First Subdivision was still seeing limited steam usage with 2-8-2s and 2-8-0s handling occasional extra trains. The July 21, 1952 Tehachapi earthquake shut down the joint SP-Santa Fe line and resulted in a rush of traffic for WP. The railroad pulled several steamers out of storage, including 2-6-6-2s Nos. 203 and 208 which were used between Oakland and Stockton. In June 1953, 2-8-2 No. 329 was the last steam engine to operate in regular service when it pulled a freight train from Oroville to Stockton.

Passenger service on the First Subdivision was usually limited to two trains in each direction. The *Exposition Flyer*, Nos. 39-40 was placed in service on June 11, 1939 replacing *Scenic Limited* Nos. 1-2. The last run was on March 19, 1949. This train carried through Pullman cars between Oakland and Chicago routed WP-Denver & Rio Grande Western-Chicago, Burlington & Quincy. This train also made connections at Denver with the Missouri Pacific which provided through service to St. Louis.

The *Feather River Express* train Nos. 3-4 operated from June 11, 1939, the same day the *Exposition Flyer* was inaugurated. This train operated between Oakland and Portola carrying coaches and tourist sleepers. The train remained in service as Numbers 3-4 until June 16, 1940. On June 17, 1940 it was renumbered to 11-12. On June 2, 1946 it was again renumbered to 1-2. The tourist sleeper was removed and the train was made up of a baggage car, one or more coaches and lounge car. The lounge car was removed on June 7, 1947. This train was scheduled out of Oakland in the late afternoon or early evening and provided an early morning arrival in Portola. It provided a convenient means of transportation between the Bay Area and vacation homes in the Feather River Canyon. For several years the train rated two or more coaches from Oakland on Friday nights, but most of the time it was a little three-car train,

-continued on page 6

## WESTERN PACIFIC

(continued from page 5)

catering to local traffic between the Bay Area, Stockton, Sacramento, Marysville and Oroville.

The last run of the *Feather River Express* was on May 29, 1948 and its numbers 1-2 were assigned to the newly established *Royal Gorge*, which was inaugurated May 30, 1948 operating between Oakland and Salt Lake City. This train carried chair cars, Vista Dome coach eastbound, diner, tourist and standard sleepers and observation lounge. Motive power was usually one of the ten 171-180 4-8-2s. This train made its final run (temporarily) on October 9, 1948. The railroad, however, was to give a full secondary train one more try. The *Royal Gorge*, again as Numbers 1-2, was re-established on March 20, 1949, along with the inauguration of the *California Zephyr*. The *Royal Gorge* deteriorated to a lone coach and baggage car pulled by one of the F-3A units with an auxiliary tender from a scrapped 171 class steam engine. The train handled few revenue passengers but it did provide a means to deliver company mail and supplies to outlying points between Oakland and Salt Lake City.

The final day for No. 2 from Oakland was September 14, 1950 and for No. 1 from Salt Lake City, September 16, 1950, ending the use of heavy weight, non-streamlined passenger equipment in revenue service on the Western Pacific. The next day the *Zephyrettes* took over.

In 1949 the Budd Corporation was offering a Rail Diesel Car (RDC) and found an interested potential customer in the WP, which borrowed an RDC-1 in December 1949 to test. This was followed by an order for two RDC 's, built in May and July 1950. Numbered 375 and 376, they were placed in service on September 15, 1950 to replace the *Royal Gorge*. Called the *Zephyrette*, the cars provided tri-weekly service until October 1, 1960 when they made their last run.

The pride of the WP, the streamlined, Vista Dome *California Zephyr* train Nos. 17-18 was placed in service March 20, 1949 operating over WP from Oakland to Salt Lake City, Denver & Rio Grande Western Salt Lake City to Denver and Chicago, Burlington & Quincy from Denver to Chicago. It soon earned the name "The Most Talked About Train In the County." The schedule called for the train

to pass through the most scenic sections of the route during daylight. This included Niles Canyon, Altamont Pass, Feather River Canyon and the Colorado Rockies. The high cost of operating the train caused its last run on March 22, 1970 and Western Pacific was totally out of the passenger business. No longer would passengers be able to travel through scenic Niles Canyon or over Altamont Pass except on occasional business specials or excursion trains.

### References:

*The Feather River Route San Francisco to Keddie* by Ken Rattenne, published by Trans-Anglo Books, Glendale, Calif. 1989.

*D-Day on the Western Pacific* by Virgil Staff, published by Interurban Press, Glendale, Calif., 1982.

*Western Pacific Steam Locomotives, Passenger Trains and Cars* by Guy L. Dunscomb and Fred A. Stindt, privately published by Guy Dunscomb at Modesto, Calif. 1980.

*Western Pacific Diesel Years* by Joseph A. Strapac, published by Overland Models, Inc. Muncie, Indiana, 1980.

*Locomotives of the Western Pacific, A Photo Story of Steam* by Fred A. Stindt and Guy L. Dunscomb, privately published by the authors, 1954.

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## Excursion Committee Report

Irv Ewen, chair

The excursion committee met on Wednesday, April 17, to bring up to date the prospects for excursions this year. The results were less than encouraging. The planned Vancouver, B.C. trip, originally proposed for May, was canceled due to a lack of response from Amtrak regarding equipment availability. The trip was then planned for mid-September, but the hotels in Vancouver are booked solid at that time. The plan now is to present a proposal for the same trip for May, 1997.

Other possible trips are being discussed. These would include a coast trip, not yet assured, so details can not be presented at this time. It is possible we will suggest another Bend Circle

trip sometime in the next year, as well. The Spokane trip is another potential possibility.

The NRHS Membership Special repeat is still being pursued, and when details are ready, information will be provided.

The next excursion committee meeting will be Wednesday, May 8, at 7:30 P.M., in Room 208.

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## Library Committee Report

James Loomis, chair

The library committee met on Saturday, April 20. Members were brought up to date on suggestions and recommendations made at the January meeting.

A new book, *Encyclopedia of Western Railroad History*, suggested by Walt Grande, chapter historian, was approved by the finance committee and the board, and will be available in the library soon. Since it is a reference source, it will not be available for checkout, but a research tool for anyone using the library and archives.

The library will be noted on our Internet web page soon, thanks to Glen Laubaugh, museum chair, and EasyStreet On-Line Services. (See article in the June issue-editor)

The schedule currently in effect, every Saturday from 1:00 P.M. to 4:00 P.M., will continue until the end of July, with the exception of the 4th of July weekend, July 6. A sign has been prepared for the door posting these hours. Thanks are extended to Bob Weaver, archivist, for his efforts on this project.

The library sold some surplus magazines at the March Swap Meet, and the proceeds will be used to purchase materials to fill gaps in our collection. It has been researched, and confirmed, that sales of surplus items must be "open to the public," or we jeopardize our tax-exempt status. Sales can not be preferential or exclusive to members, as many materials in the library and archives were donated, directly or in funds, to provide a charitable deduction to the donors.

The next library committee meeting will be on Saturday, July 20, at 1:00 P.M., in Room 1.

## Editor is Award Recipient

This is a little late, but the news, if you haven't heard by now, is that your editor is the recipient of the 1995 Jack Holst Award.

The award was presented at the March 2 Annual Banquet at the Mallory Hotel in downtown Portland. The banquet had been postponed from January and February, due to "wild winter" conditions at the time. Irv Ewen presented the award, describing the efforts on behalf of *The TRAINMASTER* and the excursion committee by the recipient.

The editor wishes to express his heartfelt thanks to all members for their vote for the award.

## Railroad Research Library Periodical Needs List

Here is the next set of periodical gaps in the chapter archives. Again, the library committee appreciates your assistance.

### **Bulletin / Railway and Locomotive Historical Society**

1921-1926: No. 1-11  
1926-1931: No. 13-25  
1932: No. 28, 29  
1933-1934: No. 32-34  
1935: No. 36, 38  
1937: No. 40, 43-45  
1940: No. 51-52  
1941: No. 54, 55  
1942: No. 57  
1946: No. 69  
1948: No. 75  
1955: No. 93  
Any after 1970

### **Burlington Northern News**

Any before Sept. 1974  
Any after Mar. 1976

### **The Coupler / Pacific Great Eastern Railway**

Any before 1962  
1962: Jan., Apr., Dec.  
1965: July  
1966: Oct., Nov.  
1969: Jan.-Apr.  
1971: July, Aug., Dec.



This computer graphic depicts two of Amtrak's new high-speed trainsets at the Ivy City maintenance facility at the turn of the century  
—courtesy of Amtrak

## **AMTRAK ORDERS HIGH-SPEED TRAINSETS**

At a press conference held at Union Station a few hours before the March membership meeting, Vice President Al Gore announced that the Amtrak Board of Directors had selected the consortium of Bombardier/GEC Alstom to build a fleet of 18 *American Flyer* high-speed trainsets. The trains will be capable of traveling at speeds up to 150 mph. They will employ advanced "tilt" technology that allows the cars to lean

through curves, enhancing performance at high speeds and improving ride comfort.

The *American Flyer* will offer on-board amenities that are dramatically upgraded from what is now available aboard trains or planes. All 345 seats aboard the six-car trains will be equipped with 120-volt outlets for laptop computers and audio entertainment with provisions for video entertainment. Business travelers will have access to phones, fax machines and conference tables. A bistro car will feature upscale menu selections.

The *American Flyer* will set new worldwide standards for passenger rail safety, incorporating onboard diagnostic systems to monitor the operation of the train's various mechanical and electrical systems and alert the engineer to failures or automatically trigger safety responses.

The trains are scheduled to enter revenue service in the fall of 1999 between Boston, New York and Washington, D.C.

The total value of the contract awarded to Bombardier/GEC was \$754 million. In addition to the 18 high-speed trainsets, three maintenance facilities for the trainsets will be constructed in Boston, New York and Washington, D.C. The contract also includes 15 new high-horsepower, 125mph electric locomotives to replace Amtrak's fleet of 20-year old E60 electric locomotives.

David C. Warner

Information from *The Timetable*, Washington, D.C. Chapter, NRHS

## **REMINDER:**

The chapter Spaghetti Feed scheduled for May 17 has been cancelled. It is tentatively re-scheduled for September 20.

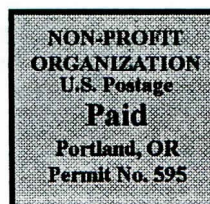
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**Publications:** *Vacant*  
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**FORWARDING AND RETURN POSTAGE  
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NOTE: The Northwest Rail Museum has announced that the Royal Hudson excursion has been canceled. The 4449 will run the two trips, north to Vancouver, B.C., and south to Portland, but the return trip to Vancouver will not take place. Contact the NRM at (503) 244-4449 for more information. PNWC-NRHS has no affiliation with these excursions.