

# The Trainmaster

September,  
1997

The Official Publication of the  
Pacific Northwest Chapter,  
National Railway Historical Society  
Portland, Oregon

## Rolling Stock News:

Brent Larson has volunteered to coordinate work parties for the next few weeks on some of the Chapter's equipment. Please contact Brent at 253-7436 for more information.

## September Meetings:

Board Meeting:

September 11th, Room 208, Portland  
Union Station, 7:00 PM

Membership:

September 19th, St. David's Episcopal  
Church, 2800 S.E. Harrison, Portland, 7:30 PM

## Note Cards Available

The Pacific Northwest Chapter has some souvenir items from the April Board of Director's meeting for sale.

The 100th Anniversary Union Depot Note Cards that were given as Banquet favors are available by mail order. These depict a painting by J. Craig Thorpe showing the SP&S 700, Union Pacific train, Amtrak engine, and SP 4449 with the Union Depot in the background. A set of six cards with envelopes sells for \$7.50 plus \$1.00 postage.

We also have a limited quantity of the polo shirts with a pocket left. These are light gray color poly-cotton 50-50 blend in sizes M, L, & XL. On the right front they show our PNW Chapter logo of the Union Depot clock tower. The back side shows an original design with Portland's three steam locomotives (SP&S 700, SP 4449, and UP 3203) and the Union Depot in the background. These shirts are priced at \$25, plus \$3 shipping.

Orders may be sent to:  
Pacific Northwest Chapter, NRHS  
Room 1, Union Station  
800 N.W. 6th Avenue  
Portland, Oregon 97209-3715

Contributed by Gerald Schuler, National Director

## From The Wire

Union Pacific Railroad Among Top 100  
World Wide Web Sites

from an August 14, 1997 press release by the  
Union Pacific Railroad

Union Pacific Railroad is among the top 100 Internet World Wide Web sites, according to WebMaster magazine. Award-winning sites are featured in the magazine's special August edition, the WebMaster 50/50 issue.

The WebMaster 50/50 awards program recognizes innovative World Wide Web and internal corporate intranet development efforts. The award is given to 50 Internet and 50 intranet sites that use the Net to meet overall business objectives.

The Union Pacific Railroad site (www.uprr.com) came on-line on December 13, 1995. It contains more than 1,600 pages of material, including applications allowing customers to trace rail shipments, invoices and other business information. It averages more than 150,000 pages viewed per month.

A secured internal site for railroad employees also is under development. In addition to company news, it will let train crews know when their trains are due and when to report to work.

Nearly 900 WebMaster site visitors filled out an electronic ballot at the WebMaster site ([www.web-master.com](http://www.web-master.com)) to nominate a Web environment, a single site or a single application. WebMaster editors judged each nomination based on the following criteria: which organizations use the Web to open new markets, expand existing ones, manage information, and/or maintain cost-effective interactions.

WebMaster magazine is published by CIO Communications, Inc., a subsidiary of International Data Group (IDG).

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### **NS and UP Offer New Interline Intermodal Service**

from a July 14, 1997 press release by the  
**Union Pacific Railroad**

Norfolk Southern Railway Company and Union Pacific Railroad are offering fourth-morning interline intermodal service beginning today between Columbus, Ohio and Los Angeles, California to compete with current Chicago rail/truck competitive service.

The new interline service operates over NS between Columbus and Kansas City, Missouri and on UP between Kansas City and Los Angeles. This Monday through Saturday service reduces the current schedule by two days. Service improvement is made possible because trains will operate through Kansas City without being switched or held in either railroads terminal in the Kansas City area.

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### **"Officer on the Train" Works**

from an August 11, 1997 press release by the  
**Union Pacific Railroad**

Law enforcement officers from Union Pacific Railroad, Little Rock, Pulaski County, Stuttgart and Jonesboro last week rode in the cab of a locomotive as part of a program called "Officer on the Train" and issued 21 citations to motorists who violated highway-railroad grade crossing traffic laws.

"Officer on the Train" is part of the Operation Lifesaver program where police officers ride on trains to observe motorist behavior at highway-railroad grade crossings.

If a motorist violates the grade crossing traffic laws, the police officer on the train radios to an officer near the crossing who can issue the motorist a citation.

"Operation Lifesaver" is a national safety program supported by state and federal agencies, railroads and rail labor intended to remind the public about the dangers at highway-railroad grade crossings.

The Little Rock, Stuttgart and Jonesboro areas were chosen by Union Pacific's Crossing Accident Reduction Enforcement (CARE) task force for this enforcement run. The twelve-member task force is made up of UP special agents who work with city, county and state police officers to enforce highway-railroad grade crossing laws.

In 1996, there were 139 highway-railroad grade crossing collisions in Arkansas resulting in 39 injuries and 20 fatalities, compared to 161 collisions resulting in 73 injuries and 22 deaths in 1995.

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### **W&P / P&W Items**

from an August 14, 1997 letter provided by  
Bob Melbo of the **W&P/P&W railroads**

For the first 20 days of operating the Astoria District (July 12-31), carloadings were 200 per cent above expectation, due mainly to a heavy volume of wood chips moving to Boise Cascade at St. Helens. Preliminary totals for July show W&P handling 3,294 cars, and P&W handling 1,508 cars (a new record), 409 of which were accountable to the Astoria line.

An 18 year old Corvallis woman has pleaded guilty to criminal mischief in the first degree in connection with a derailment June 23. The woman released the brakes on three of four cars awaiting pickup on a siding, resulting in one end of one car leaving the track at the derail that protects the main line. If the woman complies with provisions of a "diversion" program, the charges will be dismissed.

On July 26th, Polk County sheriff's deputies arrested four young men, two over and two under age 18, in the process of painting graffiti on a box car at Gerlinger. The



adults were cited into court and the juveniles were released to the custody of their parents.

The third and final ribbon rail train from Kansas was received on August 11. Unloading the five miles worth of rail was scheduled to begin August 18 west of Amity.

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### **ICC Documents sent to Denver**

from the August, 1997 *Keystone*, newsletter of the **Pittsburgh Chapter, NRHS**

Recently, the ICC handed over its important documents, some 60,000, to the University of Denver's Intermodal Transportation Institute. The historic collection, gathered throughout the Commission's 100 year history, includes accident reports dating back to the 1830's (even before the ICC's existence), 3,500 volumes of state transportation commission reports, 48,000 books, and 8,500 volumes of collected materials.

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### **Steam Continues to Live**

from the August, 1997 *The Green Block*, the newsletter of the **Central New York Chapter, NRHS**, (originally from the 470 railroad club):

With little crude oil reserves of its own, and a permanent electricity shortage, the former Soviet Republic of Ukraine is reverting to steam power to keep its railways running. Steam engines that have been retired for 40 years are being used to haul freight in several regions of the country. The Hungarian-made engines are not being used for passengers because they lack modern safety features. These locos were stored for decades in working order due to the Kremlin's obsession with nuclear attack. It was thought that, with power stations and refineries knocked out by American missiles, the top brass would still be able to move around behind steam power, fueled by massive stockpiles of coal.

[ *With the closing of steam locomotive shops across mainland China, some have questioned if regular use of steam locomotives on any national railway network would not see the 21st century. However, with the internal problems that plague the various republics created during the breakup of the USSR, it appears that we may get more steam*

*than some had thought. However, with few domestic oil refineries, telephone services, electrical generating facilities, and other services and resources that used to have their origins inside what is now the Russian Republic, railfan tourists hoping to see steam in these newly-formed republics should carefully consider the difficulties they are in for before visiting those areas of the world. - Associate Editor ]*

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### **Runaway UP Train in Nebraska**

from the March, 1997 *RPO*, the newsletter of the **Old Smoky Chapter, NRHS**:

A runaway train without lights, whistle or an engineer barreled across about 50 miles of western Nebraska one moonless night. Operated only by a remote controlled locomotive, the 55 car train went through dozens of crossings, three railroad stop signals and passed several other trains before a train engineer stopped it.

The Union Pacific Railroad train apparently had been sabotaged - the runaway cars in the rear had been uncoupled from the train's front section, possibly by a motorist upset because the train had blocked traffic, said railroad spokesman John Bromley.

When locomotives at each end of the train began moving, the engineer in front rolled on ahead through more than 50 crossings without realizing the back section of the train was trailing behind by as much as 12 miles. Another train's engineer spotted the problem and notified a dispatcher, who told the engineer aboard the front section of the runaway train. Since the front and rear locomotives had been programmed to work in tandem, both sections came to a halt when he made an emergency stop.

The FBI and the railroad are investigating the decoupling, which is a federal offense.

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"From the Wire" contains bits and pieces from various news sources. Contributions are welcome, but sources close to the point of origin are preferred to insure reliability and accuracy. Please address correspondence given for the Trainmaster editor on page 7.

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## Mailbag

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### Request for Info on Technical Publications

My friend has been volunteering every week, working on restoring steam locomotives at the Illinois Railway museum. He is looking for technical materials that give more information about the workings of this type of equipment and less about the history. Can you point me in the right direction?

Catrina Lee  
tina.lee@usa.net  
10 Sterling Circle #202  
Wheaton, IL 60187

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### Railroads Helping to Spread the Message

Greetings,

I am currently researching my doctoral thesis on the rise of Pentecostalism in the Pacific West. My research has led me to consider the ways in which the railroads were a vital part in the propagation of the Pentecostal message. As such, I am searching for any records the railroads might have kept on ministers applying for special discounts. Any information or suggestions you might have, would be greatly appreciated.

Thank you.

Vivian Deno  
History Dept.  
UC, Irvine  
Irvine, CA 92697

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Mailbag contains a few of the interesting letters that we have received. Although some of these individuals may have already been given assistance, had questions answered, or otherwise been contacted by other chapter members, the nature of some of these requests begs for general assistance from any chapter member who may be able to assist them. Contact addresses or phone numbers are not printed unless specific permission from the letter author is given. Correspondence to the *Trainmaster* should be addressed as given on the inside rear cover of this issue (page 7).

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## The Flexliner Visit

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The following material was contributed by chapter members with regard to the May, 1997 demonstration run of the IC3 Flexliner in various areas of the Willamette Valley.

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### A very Unique Train Ride

by Marilyn Edgar

From what I've heard, quite a few chapter members took advantage of the opportunity to ride one of the test runs of the Danish "flexliner" train, during its May 10-18 trips. This train is made up of 3 coaches, one being a slight bit plushier for first class, and the other 2 are quite comfortable coaches with a small snack sales are at one of the vestibule ends. The ease of passing from one car to the other, with the wave of your hand, certainly reminds one of the starship episodes. The bathroom doors operate by a button, that is red of the room is occupied. The operation of the train can be done from either end of the car set, and it can very quickly be coupled to another train set. The engineer enjoyed letting the youngsters come right in by his elbow to watch the road. The diesel engine is also a new design that has very low emissions without smoke or smell of fuel, while decreasing fuel consumption. I hope you enjoyed your ride as much as I did, and if you didn't get a chance this time perhaps it will return like the Talgo.

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### From ADtranz Flexliner Pamphlet:

The Flexliner was designed for passenger comfort. It features luxurious coach and first class seating for approximately 140 passengers, with ...entertainment and refreshment amenities for both business and leisure travelers. Power outlets for laptops, fax machines and telephones allow the business traveler to work in comfort. When two trainsets are coupled, the doors of both...fold back to form a passageway between the cars. The unique rubber nose allows separate trainsets to be converted into one continuous unit with a weatherproof passageway in only minutes - even while the units are moving.

## Flexliner Demonstration Train Information

### ENVIRONMENT

Fuel consumption <2.5 mi/gal.  
 Closed toilet system Vacuum

### Noise Levels

Passenger compartment (100 mph) 68 dB(A)  
 External (0 mph) 77 dB(A)  
 External (100 mph) 85 dB(A)  
 Driver's cab (100 mph) 70 dB(A)  
 Vestibule (100 mph) 77 dB(A)

### PASSENGERS

Entrance doors, per car side 2  
 Entrance door width 4.4'  
 Internal automatic doors, type 1 2.8'  
 Internal automatic doors, type 2 2.3'  
 Gangway coach to coach 3.0'  
 Gangway train to train 4.3'

### Disabled Passengers

Wide entrance doors 1  
 Wheelchair location 1

**Air Conditioning** 6 systems

**Lavatory** 2 (One accommodates disabled passengers)

**Information system** Dot displays  
 Entrance displays 4  
 Passenger area displays 8  
 Route map 2  
 Visual information Dot displays/  
 Pictogram

**Reading Light** 1 per seat

### Entertainment

Audio channels 5 channels  
 (3 CD, 2 Radio)

### Communication

Pay Phone 2  
 110 V AC outlets 50 Hz 1 per 4 seats  
 Loudspeaker systems 2

### TRAIN OPERATION

Automatic train stop 1  
 Driver's radio 2  
 Event recorder 1

### Automatic Coupling of Trainsets

Number of trainsets Up to 5  
 Coupling with other  
 Flexliner trainsets yes'

### Redundancy

Traction 4 engines  
 EP brake control 2 computers  
 Control 2 systems  
 Electric Supply 3 generators  
 Compressed air 2 systems

### Seats

1st Class seats 32  
 Coach seats 109  
 Seat distance 3.4'

### Performance

Acceleration 1.8 mph/sec.  
 Braking (service) 2.2 mph/sec.  
 Braking (emergency) 2.8 mph/sec.  
 Speed (max) 112 mph

### Capacity

Fuel 2 x 300 gal  
 Water 88 gal

### SERVICE/MAINTENANCE

Service intervals 30,000 miles  
 Overhaul Intervals 750,000 miles  
 Service/repair Module exchange  
 On-board fault logging 2  
 On-board diagnostic system 2

### External connection

AC power supply 1 x 3 480 V AC,  
 60 Hz  
 Compressed air 4  
 Water 4  
 Waste dump 4  
 Fuel 4

### TECHNICAL

#### Trainset Data

Motor coach 2  
 Middle coach 1  
 Length 193'  
 Coach, width 10.2'  
 Coach, height 12.6'  
 Weight (tare) 224,000 lbs  
 Pay load 40,000 lbs  
 Body shell Extruded aluminum

#### Traction

4 axles  
 Engines 4 x 400 HP air cooled  
 Tractive start effort 33,000 lbs.  
 Transmission Diesel mechanical

#### Electric Supply

Generators 3x 380 V AC 50 Hz 150 kW  
 Battery 24 V DC 300 Ah

#### Brakes

Brake Control 2 computers  
 EP Brake Electric-pneumatic  
 IP Brake Standard air brake  
 Rail Track brakes 2 at front trucks  
 Parking brake on gradient 2.6%  
 Distance (100 mph) 3280'  
 Emergency (100 mph) 2950'  
 Slip/Slide protection yes

#### Trucks

Front trucks 2  
 Articulated trucks 2  
 Wheel diameter, new wheels 33.5"  
 Wheel diameter, worn wheels 32"

" DMU & EMU units can be coupled and mixed

Flexliner technical data reprinted from the  
 May, 1997 *Great Plains Dispatcher*, the  
 newsletter of the **Wichita Chapter, NRHS**

Following Page:  
 Timetable provided by **Amtrak** during the  
 demonstration run of the flexliner

(From Flexliner Pamphlet) For information on arranging a Flexliner demonstration, contact:

Mr. Ron Hartman  
 Vice President, Planning and Development  
 Amtrak  
 60 Massachusetts Avenue, N.E.  
 Washington DC 2002  
 TEL: (202) 906-2642, FAX: (202) 906-2887



## IC3 Flexliner Train Demonstration Special Schedule

*Replaces published Amtrak Schedule for the Willamette Valley during this period.  
Operates Daily starting May 10, through May 18, 1997*

### SOUTHBOUND

Name	Thruway Bus	IC3 Flexliner	Coast Starlight	Thruway Bus	Thruway Bus	IC3 Flexliner
Train/ Bus Number	8727	1753	11	8753	8855	751
Frequency	from Train #27	connects from Mt. Adams	Daily	Extra May 11 thru 18	Daily	connects from the Cascadia
Station	Daily					
Portland, OR	10:15 AM	12:15 PM	2:30 PM	Schedule	5:30 PM	9:10 PM
Salem, OR	11:15 AM	1:26 PM	3:45 PM	to	6:30 PM	10:21 PM
Albany, OR	11:50 AM	1:58 PM	4:17 PM	back up	7:05 PM	10:53 PM
Eugene, OR	12:40 PM	2:50 PM	5:05 PM	corridor	7:55 PM	11:45 PM
	First Run May 11, '97					First Run May 9, '97

*This Schedule is Subject to Change without Notice.*

### NORTHBOUND

Name	IC3 Flexliner	Thruway Bus	Thruway Bus	Coast Starlight	Thruway Bus	IC3 Flexliner
Train/Bus Number	750	8848	8850	14	8752	Train 1756
Frequency	connects to the Cascadia	Daily	Daily	Daily	connects to Mount Adams	
Station		(Starts May 11, 1997)				
Eugene, OR	6:10 AM	7:20 AM	9:20 AM	12:00 N	2:30 PM	5:00 PM
Albany, OR	6:55 AM	8:10 AM	10:10 AM	12:45 PM	3:20 PM	5:50 PM
Salem, OR	7:27 AM	8:45 AM	10:45 AM	1:20 PM	3:55 PM	6:22 PM
Portland, OR	8:45 AM	9:45 AM	11:45 AM	3:20 PM	5:00 PM	7:40 PM

**NOTE:** During this demonstration program the *Cascadia* trains #750 and #751 will not operate south of Portland. Passengers traveling between Oregon and Washington stations will change trains at Portland. This demonstration project concludes with the 7:40 PM arrival of the *IC3 Flexliner* train in Portland on Sunday, May 18.

On Sunday, May 18, the *Cascadia* train #751 will run through from Seattle to Eugene and resume Amtrak's regular published schedule for the Willamette Valley.

The *Coast Starlight* Train and *Thruway Buses* schedules operate daily and are not changed by this demonstration project. The only exception will be the replacement of *Thruway Bus* #8753 by the *IC3 Flexliner* Train. No other Amtrak train schedules are changed by this demonstration project.

*This special schedule is published for public information only and is  
Subject to Change without Notice.*



### The Trainmaster

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in the *Trainmaster* do not express the official position of the organization 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.

The NRHS was formed in 1935 to preserve historical material and information pertaining to railroad transportation. The Pacific Northwest Chapter, one of more than 170 affiliates, was formed in 1955 as a non-profit Oregon corporation. Any person age 16 or older with an interest in railroad history and transportation is eligible for membership.

Please address contributions, correspondence, and exchange copies of newsletters to:

**Attn. TM Editor**

**PNWC-NRHS**

**Room 1, Union Station**

**Portland, OR 97209-3715**

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**Fax: (503) 230-0572**

**E-Mail: pnwc@easystreet.com**

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**Associate Editor: Glenn Laubaugh**

#### **Circulation:**

Chuck Storz, (503) 289-4529

Please be sure to inform the membership chair at Membership Services, PNWC-NRHS, P.O. Box 2384, Portland, OR 97208-2384 of any changes in the status of your address.

#### **Membership**

in the Pacific Northwest Chapter, National Railway Historical Society is available as follows:

**Regular: \$32 / year**

**Joint: \$40 / year**

Membership prices include National Membership as well as membership in the local chapter. For more information, please contact the membership chair at the above address or phone number.

#### **Trainmaster Contributions:**

Contributions for the *Trainmaster* are most welcome. Deadline for each issue is the 20th of the previous month. Last minute additions may be made after that time, but publication can not be guaranteed. Contributions should be sent to the address, e-mail address, or fax at the top of this column, or be left in the mailbox in the door of Room 1, Union Station. Typed or word-processed material is preferred for legibility.

### Chapter Timetable #420 - September 1997

#### **Regular Board of Directors Meetings:**

Thursday, September 11, 7:00pm; Thursday, October 9, 7:00pm. Room 208, Union Station. These meetings are scheduled on the Thursday evening of the week prior to the monthly membership meeting.

#### **Monthly Membership Meetings:**

Friday, September 19, 7:30 PM; Friday, October 17, 7:30 PM. St. David's Episcopal Church, 2800 S.E. Harrison. These meetings are conducted on the third Friday evening of every month. Most of the time, the programs follow the general business meeting.

#### **Library/Archives Work Session:**

Contact **Bob Weaver (654-4274)** for more information.

#### **Chapter Library Open Hours:**

The Chapter's Railroad Research Library, located in Room 1 of Union Station, is staffed between 1:00 and 4:00 PM on usually two Saturdays a month. Library is scheduled to be open Saturday, September 20, and Saturday, September 27. Call Jim Loomis (253-3926) for appointments, if this is a difficult day and/or time for you.

#### **Upcoming Programs:**

September: Gerald Schuler, Railways in Scandinavia

October: To Be Announced

November: To Be Announced

If you have any programs that you feel would be of interest to the Chapter, Please contact Bob Terkelsen at (503) 399-1882.

### Committee Chairs

**Activities:** Darel Mack, (503) 654-5017  
**Meeting Program Coordinator:** Bob Terkelsen,  
(503) 399-1882  
**Bylaws:** Janet Larson, (503) 253-7436  
**Concessions:** Marilyn Edgar, (503) 236-7271  
**Excursions:** Irv Ewen (503) 232-2441  
**Finance:** Bob Terkelsen, (503) 399-1882  
**Library & Historical Foundation:** Jim Loomis,  
(503) 253-3926  
**Membership:** Ralph Johnson, (503) 654-1930  
**Museum:** Glenn Laubaugh, (503) 655-5466  
**Public Relations:** Gerald Schuler,  
(503) 285-7941  
**Publications:** *Vacant*  
**Rolling Stock:** Richard Grey, (503) 657-8250  
**Chief Mechanical Officer:**  
Peter Rodabaugh, (503) 771-8545  
**Car Rental Agent:**  
Bob Jackson, (503) 231-4808  
**Ad Hoc Property Development:** *Vacant*  
**Ad Hoc "Union Station":** Terry Parker (503) 284-8742  
**Chapter Representative, Portland Rail  
Equipment Advisory Group:**  
Frank Weiler, (503) 774-3319

### Chapter Officers

**President ('97):** George Hickok, (503) 649-5762  
**Vice-President ('97):** Bob Terkelsen, (503) 399-1882  
**Secretary ('97):** Doug Auburg (360) 694-7769  
**Treasurer ('97):** Janet Larson (503) 253-7436  
**National Director ('94, '95, '96, '97):**  
Gerald Schuler (503) 285-7941

### *Directors-at-Large:*

**Brent Larson ('94, '95, '96, '97):** (503) 253-7436  
**Ralph Johnson ('96, '97, '98):** (503) 654-1930  
**Bob Jackson ('97, '98, '99):** (503) 244-4440  
**Dick Ordway ('92 thru '97):** (360) 834-2073  
**John Willworth ('97, '98, '99):** (503) 284-8628  
**Frank Weiler ('96, '97, '98):** (503) 774-3319

The *TRAINMASTER*  
Pacific Northwest Chapter  
National Railway Historical Society  
Room 1, Union Station  
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