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THE TRAINMASTER

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PACIFIC NORTHWEST CHAPTER
 NATIONAL RAILWAY HISTORICAL SOCIETY
 (An Oregon Non-Profit Corporation)

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pacific northwest chapter

THE TRAINMASTER

January 1978

Number 209

PNW CHAPTER TIMETABLE

Friday REGULAR MONTHLY MEETING

January 20

8 PM

The first regular meeting of 1978 for PNW Chapter will be held in the Burlington Northern Safety Assembly Room. This is located on the right hand side of what would be N W 11th Avenue extended, about two city blocks north of its intersection with N W Hoyt Street. Contact one of the Chapter officers listed inside the front cover of this issue if more detailed directions are required.

The January program will be a group of 16 mm movies including some old films and, if it arrives in time, the publicity film for the American Freedom Train.

Refreshments, arranged for by Cora Jackson, will be served between the business session and the program. A "kitty" will be present to receive donations to help offset the costs of the refreshments.

Friday

February 17

Regular monthly meeting for February. The program theme for February will be street cars and interurbans. Plan to attend.

PROGRAMS FOR 1978: This year there will be "theme" programs with materials presented that support the particular area being highlighted. The following is a list of the subjects scheduled for meetings through May:

- January - Early Trains
- February - Street Cars and Interurbans
- March - Steam Railroading in South America
- April - Railroading in the Mid-West
- May - Enter, The Diesel Age

PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

SUMMARY OF MINUTES OF THE REGULAR BUSINESS MEETING, NOVEMBER 18, 1977

The meeting was called to order by President Bill Bain at 8:07 PM

The minutes of the October meeting were approved as read.

Bill Bain reported on action taken at the November Board of Directors meeting:

1) Bids for the repair of the Chapter's car Mount Hood have not been received but are due shortly, 2) The Chapter will buy the remaining inventory from the 4449 sales program. The bulk of the profits from the program will be turned over to the City of Portland at a press conference on Dec. 12th, 3) The Chapter will open bank card accounts for Visa and Mastercharge in order to encourage early registration for the 1978 national convention, 4) Bob Slover has been appointed Chapter Mechanical Officer, 5) Only members' material will be accepted for sale at Chapter auctions. Fifteen percent (15%) of the full auction price will be charged as a sales commission to members who submit items to be sold for their personal profit, 6) John Holloway will write the 1977 Chapter activities report for the NRHS national bulletin, 7) The NRHS Bulletin needs more black and white photos for use as covers, 8) The Board asked Treasurer Roger Sackett to investigate the price of one share each of the common stock of the four major railroads serving Portland.

Moved by Bill Gano, seconded by Roger Phillips, that the Chapter purchase one share each of common stock of the Burlington Northern, Southern Pacific, Union Pacific and Milwaukee railroads. Motion passed on a voice vote.

Ed Immel reported on the 1978 national convention. NRHS President Vaughn has advised that the annual meeting will be held on a Seattle-Bremerton ferry during the convention if arrangements can be made. Ed stated that a cost breakdown for the convention and a sign-up sheet for volunteers would be ready in January.

Excursion Director Roger Phillips reported that the New Years Eve trip to Vancouver, B.C. is still on if the car Mount Hood is operational.

Election of 1978 Chapter officers: Nominating committee chairman Walt Grande presented the slate picked by the committee: President, Bill Bain; Vice President, Ed Immel; Secretary, Chuck Storz; Treasurer, Roger Sackett; National Director, John Holloway. Seven candidates were nominated for the four director-at-large positions, with those receiving the four highest vote totals to be elected: Duane Cramer, Bryan Leeder, Larry Miller, Gary Oslund, Merritt Parks, Jim Schmidt, and Bob Slover. There were no nominations from the floor. The officers, who ran unopposed, were re-elected by unanimous vote. Directors elected were Duane Cramer, Larry Miller, Gary Oslund and Bob Slover.

The meeting was adjourned at 8:45 PM.

Respectfully submitted,

Chuck Storz, Secretary

January 1978

Number 209

LOCOMOTIVE #4449 PRESERVATION FUND GIVEN \$9000

On December 12 Bill Bain, President of the Pacific Northwest Chapter, National Railway Historical Society, presented a check for \$9,000 to Portland city commissioner Francis Ivancie. The money came from the proceeds of selling memorabilia on the return steam trip of locomotive #4449 and the total amount will go into the locomotive preservation fund. The fund now approaches the \$20,000 mark and will be used exclusively to maintain the engine in top condition. The on-train sales effort was followed by a brisk mail-order business. Some of the items sold were 4449 records, T-shirts, belt buckles, Freedom Train books, pictures and slide sets. Mail orders came in from around the country, some being the result of throwing out flyers to groups of people standing next to the tracks along the engine's route from Birmingham to Portland.

Commissioner Ivancie said that he hopes \$50,000 to \$100,000 can be raised to build an enclosed, permanent home where the locomotive can be on permanent display in Portland. "This engine will be around for a long time and we don't want it neglected the way it was", said Ivancie. Plans for a site are underway and an announcement may be made later during 1978. Any plans for display will insure that the locomotive can be removed from the site if excursion operations become possible.

Chapter President Bill Bain reiterated that the locomotive is in locked storage and is not available for public viewing. The Union Pacific has kindly helped out the city in obtaining storage but the constant harassment of railfans bothering the company to see the engine may cause the railroad to ask the city to find another place to keep the engine. Patience is asked until the public display location is secured so everyone can see the locomotive.

The sales program has been terminated but may be renewed when display plans are finalized. Those wishing to donate money to the preservation fund can still do so by making a check out to "Locomotive #4449 Trust Fund-City of Portland" and mailing it to either Commissioner Francis Ivancie or Mayor Neil Goldschmidt, City Hall, Portland, Oregon 97204. All donations to the fund are tax deductible, and all funds in the trust account can be used only for the preservation of the locomotive.

PNWC NEWS RELEASE

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1978 AMTRAK CALENDAR

Amtrak will again issue a dramatic and colorful calendar for 1978, and will make it available to rail buffs, friends of travel, and the general public. The 1978 calendar measures 24 x 33, is in vertical format and has the entire year on display. It will be similar in design to last year's "model".

The top half of the new calendar features a full-color painting of a Superliner train, the upcoming bi-level long distance cars--rolling through the mountains of the West. The original water color was painted by noted rail artist Gil Reid, assistant art director, Kalmbach Publishing Company, who has done the Amtrak calendar for the past four years.

The 1978 calendar is printed on heavy paper and the picture can be cut off and framed when the year is over.. Cost of the calendar, tax and postage included, is \$3.75, and it can be ordered from Western Folder--850 West Fullerton Avenue--Addison, ILL 60101. Make orders and checks payable to AMTRAK CALENDAR.

NRHS NEWS EXTRA

THE EXTRA BOARD

OC&E's newly acquired power in the form of four ex-SCL BLW RS-12's, nos. 207, 209, 210 and 211 arrived in Klamath Falls during November. However, by mid-December only the 207 had seen service.

Four US Navy EMD MRS-1's departed Portland on the BN headed for Seattle and then to the Alaska Railroad. USN nos. 65-00571, 65-00572, 65-00573 and 1818 were built by EMD in April and May, 1952 with builder's nos. 15880, 15881, 15882 and 15883 respectively. The units are former USA 1815, 1816, 1817 and 1818. Only 13 EMD MRS-1's were ever built for the USA. However 83 of the Alco MRS-1's were purchased by the USA in 1953. The Alcos were 1000 HP while the EMD's are rated at 1600 HP. USN 65-00570, ex-USA 1814, also passed through Portland during July headed for the Alaska Railroad. All five units came from the Navy installation at Hawthorne, Nevada.

The following units are stored unserviceable on the BN: RS-11 #4196 with electrical fire damage and C-636 #4365 with engine fire damage. Both have been stored at Hillyard (Spokane), WA.

At Vancouver, WA RS-11 #4189 has been stored since 7-20-77. RS-3 #4082 has been stored with a bad order main generator since 11-6-77 and RS-3 #4085 has been stored since 12-9-77 and is minus its former N.P. steam bell.

F-7A #730, GP-9 #1630, GP-35 #2510 and WP GP-35 #3007 are all stored at Auburn, WA with major wreck damage which occurred in a head-on at South Seattle in Oct. 1977. WP U-30B's #3060 and #3062, also involved in that wreck, continue to run on the BN. At least the #3062 still has a bent frame.

SP has been testing an SCL road slug set. The set consists of two U-36B's, numbers 1851 and 1855, with slug #3215 in the middle. After testing in Texas and California the set was seen leaving Lake Yard on 12-11-77.

Portland Terminal RR S-4 #45 developed a cracked engine block in Oct. 1977 and had been stripped of parts by December. The #45 is now stored outside the Guilds Lake roundhouse minus its handrails and steps with S-2 No. 37's trucks under it. S-2 No. 37 which had been stored since Nov. 1974 entered the shops in October to receive the #45's trucks and after shopping should return to service in Jan. 1978. The unit was running by Christmas but still doesn't load up.

BN train No. 139 from Interbay (Seattle) on 11-20-77 had BN F-9A #830 leading three former SP&S RS-3's #4054, 4078 and 4058 enroute to Portland. With only six former SP&S RS-3's still in service this was a rare sight. Since merger the RS-3's have run mainly on the former SP&S lines. If they do get to Seattle it's usually one at a time. The set left Portland the day before on train No. 146. This was perhaps the last glory for the RS-3's.

PAUL GUERNSEY

MINI-QUIZ

Union Pacific dispatchers and train crews in the Portland area occasionally refer to locations called "the vinegar works" and "Collins". Can you identify the locations? The names identify locations which do exist by references to industries which no longer are there. Answers in the February Trainmaster.

NORTHWEST RAILROADS SUFFER CLOSURES FROM FLOODS AND SLIDES

Heavy driving rain, wind, high tides, streams swollen with melting snow, mud slides and flooding combined to cause considerable disruption to Northwest rail traffic during late November and early December. The Burlington Northern, Union Pacific and Milwaukee Road were all hit by the heavy weather.

The BN's lines over the Cascades suffered major damage. For three hours and 15 minutes on Dec. 2, both the Cascade Mountain main lines as well as the coast line between Seattle and Portland were out of service.

On the old GN line east of Everett a washout occurred between Lowell and Snohomish at 10 am on Dec. 3. By working around the clock for six days, BN forces, aided by private contractors, placed 25,000 cubic yards of fill to restore the grade. The line was reopened at 1 am on Dec. 8.

On the Stampede Pass line six miles east of Lester a four foot square box culvert became blocked and a washout 400 feet long and 90 feet deep took the line out of service indefinitely. The BN management is studying whether or not to make repairs which are estimated at almost \$1 million. In view of the fact that the last industry on this line is at Lester it is possible that a decision may be made to abandon the portion of the line between Lester and Easton, where a detour connection with the Milwaukee is made. (See the NRHS Bulletin No. 4 for 1977 for some interesting references to this line in the days of steam). At this writing Amtrak trains are using Milwaukee tracks through Renton to the connection at Easton.

Other track damage and closures included a slide near Prindle and a weakened bridge at Skamania on the old SP&S (now BN) line east of Vancouver, WA, slides between Troutdale and Bonneville on the Union Pacific line east of Portland. While details are not available the Milwaukee evidently suffered a closure since at least one train was detoured south to Portland over the BN and then east over the UP. High water in the Cowlitz River north of Kelso, WA caused problems but no major closure to the BN Portland-Seattle main line. A major slide covered Interstate 5 and briefly blocked the BN mainline between Woodland and Kalama, WA.

For the benefit of railroad radio fans the following BN trains were heard detouring through Vancouver, WA on the BN's Columbia River line during the time the Cascade lines were closed: #82, #83, #74, #75 and #175.

BN Sea-Port News and direct reports to the TM

BN AND FRISCO AGREE TO MERGE

BN and Frisco directors on Dec. 5 approved a definitive agreement for merging the two companies. Subsequent stockholder approval will be sought no later than the Frisco and BN annual meetings scheduled for May 8 and May 11, respectively. The merger is subject to approval by the Interstate Commerce Commission and an application is expected to be filed with the ICC during Dec. 1977. Financial terms are the same as those announced Sept. 23 following preliminary agreement by both boards: Each share of Frisco common stock would be exchanged for .95 of a share of BN common and \$12.50 of a newly-created 8½ percent BN No Par Value Preferred.

BN Westviews

BN ELIMINATES 14 CROSSINGS AT HILLSBORO

Removal of a 60-year-old railroad overpass at East Main Street in Hillsboro, Ore. and the elimination of 14 mid-town grade crossings started officially Dec. 9, 1977 with pulling of the first spikes from the bridge.

Elimination of these traffic safety problems is the result of several years of planning and cooperation by two railroads and various state and local agencies. Under a joint trackage agreement, Burlington Northern trains are using 9 miles of the existing Southern Pacific Tillamook branch between Hillsboro and Banks, allowing removal of about a mile of BN (OE) tracks in the middle of Hillsboro's S. W. Washington Street.

Removal of the first spikes in the overpass followed an inspection trip in four cabooses over the new joint line for local and state officials, news media and officers of the two railroads.

Gov. Robert Straub announced general agreement between the two railroads and the Oregon Public Utilities Commissioner for a joint line operation at Hillsboro on Oct. 19, 1976. Formal agreements were worked out during the past year and the rail connections completed Dec. 1, 1977.

The overpass was completed by the Oregon Electric Railway, one of BN's pioneer forebears, in 1917. With community growth, increasing motor vehicle traffic, larger and faster cars and trucks, the underpass became an increasingly hazardous structure. During the past dozen years three persons died and others were injured in accidents there. Trucks continued to misjudge the posted 10-foot, 6-inch clearance and regularly vehicles ran into the concrete supports.

The City of Hillsboro committed nearly \$200,000 for purchase of land and a grain elevator at the Washington and Adams intersection granting BN a right of way for construction of connecting tracks to the SP. The Oregon Public Utilities Commissioner's office contributed about \$150,000. BN built the connections to the SP line and will continue to pay for use of the trackage.

BN Sea-Port News

EXCURSION - SHASTA DAYLIGHT TO BE REVIVED FOR ONE TRIP

The Pacific Railroad Society and the Bay Area Electric Railroad Association are reviving the *Shasta Daylight* for one round trip over Washington's Birthday weekend, February 18-19, 1978. A special Amtrak train will make a daytime trip in both directions on the Shasta Route over the most scenic portion, the 588 miles between Oakland and Eugene. Accommodations for the overnight stay in Eugene will be at the Valley River Inn. The train will feature reserved reclining seat coaches and a buffet-lounge car serving lunch and dinner both ways.

The round trip fare from Bay Area points is: Single: \$210; Double or Twin \$198. The fare includes reserved seat on the special train between Oakland and Eugene and return, deluxe motel Saturday night, transfers between train and motel in Eugene, four meals (lunch and dinner Saturday and Sunday); and all applicable taxes.

For information and reservations contact: Bay Area Electric RR Assn, P. O. Box 3694, San Francisco, CA 94119. Phone (415) 673-6547.