



pacific northwest chapter

THE TRAINMASTER

PACIFIC NORTHWEST CHAPTER ROOM 1, UNION STATION PORTLAND, OREGON 97205

MARCH 1982

Chapter Phone No. 226-6747

Number 241

PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday Mar 19
7:30pm

Regular monthly meeting of the Pacific Northwest Chapter will be held at the Union Pacific Clubhouse which is located at the south end of Albina Yard. It is one block south of the intersection of North Interstate and Russell Streets. Take Tri-Met bus number 2 or 3.

The program will feature the full, uncut version of the Buster Keaton classic film "The General". This movie was filmed on the Oregon, Pacific and Eastern Railway out of Cottage Grove and features many excellent shots of vintage OP&E engines.

Prior to the movie a special historic preview of the movie detailing the background on the OP&E and the making of the movie will be presented by Duane Cramer.

Friday Apr 16
7:30pm

The Southern Pacific 16mm film "Snow on the Run" will be the featured program. Made in the early 1950s the movie shows the various types of snow fighting equipment used by the SP to keep their mountainous lines open. Several spectacular scenes using cab-forwards pushing steam powered rotary plows will certainly get the viewers interest.

Saturday
May 15

An all day excursion by Amtrak to Madras, Oregon. A flyer on the trip is enclosed in this issue of the Trainmaster.

Friday May 21

The regular monthly meeting of the Pacific Northwest Chapter.

May 28-31

Triangle trip from Portland to Spokane and return via Seattle. Details in next month's issue of the Trainmaster

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - February 19, 1982

The meeting was called to order by President Ben Fredericks at 7:40 PM in the Union Pacific Clubhouse.

SWAP MEET: Terry Parker reported that all the tables have been sold. Admission is \$1.25 for adults and 50¢ for children under 12. The public is invited. A video tape of locomotive 4449 will be shown as a feature of the meet. Richard Parks has a sign-up sheet and needs six more helpers for the meet.

RAIFANS GUIDE TO OREGON: Ed Immel reported that plans are for the guide to include maps and directions on how to reach the best photo locations. The guide will possibly go to the printer by the fall of 1982.

Ed Immel reported that the Chapter has received a fee of \$150 for use of the car Mt. Hood in the Willamette Savings commercial.

Car Mount Hood Heating System: Ed Immel reported that the proposed system will be self-contained and will be located in the present location of the water cooler. It will be propane fired with heating coils in the car's air ducts and will also provide hot tap water. The Chapter has received a bid of \$3634.50 for the complete heating system. Ed stated that having heat will make the car more marketable because it will be usable during the entire year. President Ben Fredericks advised that the Chapter board of directors has recommended approval of the heating system proposal. Moved by Terry Parker to approve the proposal to heat the car Mount Hood. The motion was seconded and passed.

Madras Excursion: Ben Fredericks reported that Amtrak has approved an excursion to Madras for Saturday, May 15, 1982. The price charged by Amtrak has gone up which will result in an adult ticket price of about \$59.00. There will be a slightly lower price for passengers boarding at The Dalles. A box lunch supper will be included in the ticket price. The excursion will leave at 7:30 AM, arrive at Madras 2 PM, leave Madras at 3 PM and arrive back in Portland at 9:30 PM. The consist will include 8 regular Amtrak Superliner coaches, 2 Superliner coach/snack bar cars and possibly a Superliner lounge car.

Locomotive 4449: President Ben Fredericks announced that work parties are being held to remove some of the locomotive's superheater units. Volunteers should report to the S.P. roundhouse at 9 AM Saturday mornings. Dyle McCormack is in charge of the work.

1982 NRHS National Convention: Al Zimmerman reported that he has talked with Kenton Forrest of the Intermountain Chapter which is sponsoring the convention. Three of the convention trips are likely to sell out early. They are 1) the U.P. steam special, 2) the Silverton trip and 3) the photographer's special (this is limited to 96). Order forms from the convention committee will be in the mail shortly.

Railfan Excursions: Ben Fredericks reported that there will be an excursion on the Nevada Northern, that the McCloud RR is reported to be planning trips during 1982 and that there is a possibility of an excursion on the OC&E this year.

The meeting was adjourned at 8:35 PM.

Respectfully submitted,

Chuck Storz, Secretary

DUES ARE DUE, DUES ARE DUE, DUES ARE DUE ETC.

Membership chairman John Holloway wants to remind members that their 1982 dues are due (\$16.50). Membership cards will be sent out as soon as they are received from the national. Also, if you have not received a copy of The Bulletin within the last couple of weeks please let John know.

A QUIZ

A number of short line railroads operate in more than one state but not more than two. List the two states the railroads below operate in.

1. Walla Walla Valley _____
2. Atlanta & St. Andrews Bay _____
3. Bessemer & Lake Erie _____
4. Chattahoochee Valley Ry. _____
5. Corinth & Counce RR _____
6. DeQueen & Eastern Ry. _____
7. Hillsdale County Ry. _____
8. Manufactures Railway Co. _____
9. Meridan & Bigbee RR Co. _____
10. Toledo, Peoria & Western RR _____

LOCAL FIRM WINS CONTRACT

One of the first contracts for the Banfield Light Rail Project was awarded to a local Portland firm. McConick & Baxter Creosoting Co submitted the low bid of \$1.7 million to supply nearly 4 million board feet of timber ties for the Project. The company will supply 30,000 ties for the mainline, another 3,000 for the maintenance yard at Ruby Junction and 209,000 board feet of switch ties of varying length. Ground breaking ceremonies for the maintenance facility will be held March 26th.

WILLAMETTE SAVINGS COMMERCIALS

Willamette Savings and Loan has a number of large billboards around the local area that tout their "Money Express" and feature an unmistakable outline of engine #4449. It is difficult to watch television in an evening and not see their commercials that start with a shot of #4449 heading for Sacramento with Mt. Shasta in the background.

The commercials were a result of stock footage shot while the engine was on the excursion to California along with some closeup shots in the Brooklyn Roundhouse. The interior shots of the Mt. Hood were also done in the roundhouse. All this took place the first part of December and was the result of a lot of Hollywood "magic". The train crowds, smoke, steam and busy passenger cars were all staged between tracks one and two of the roundhouse. The Farnsworth radio in the lounge of the Mt. Hood was covered with a table cloth upon which a vase of flowers was placed. The couple carrying the baggage and giving the message about the banks Money Express appear to be ducking into a bedroom on a rail car but in reality they are stepping into the galley of the Mt. Hood. The steam from under the #4449 was created by a gaffer (prop man) hiding in the pit under the engine. The workbench that normally sits between the two tracks was covered with baggage to look like a pile of luggage. The supposed crowd scene was a result of five actors rushing back and forth behind the conductor delivering the ad pitch.

The ad campaign is expected to last several more weeks. Both the locomotive preservation fund and the chapter received money for the use of the equipment and time put into the shooting of the commercials.

The ads are from the Chapter's collection of SP&S material. They were run during 1956 along the route of the SP&S.

**Wise Vacationers
Choose the scenic
S. P. & S. Route**

For breath-taking scenery and complete relaxation, plan your vacation trip via the Spokane, Portland and Seattle Railway. The entire family will enjoy the luxurious accommodations of their modern streamlined trains. And the dining car meals are the finest served anywhere — yet priced so please any budget.

Call the S. P. & S. ticket office today and learn about their convenient schedules and family plan fares.

Phone Capitol 8-9111

Ticket Offices: Sixth and Washington
General Offices: American Bank Building, Portland, Oregon

**SPOKANE, PORTLAND and SEATTLE
RAILWAY SYSTEM**

Also and brand "The Northwest's Own Railway"

S. P. & S. RY. S. P. & S. RY. S. P. & S. RY. S. P. & S. RY. S. P. & S. RY.

Tusk, tusk, my good man! You may think you're sitting pretty, but if you really want elephantine comfort, pack your trunk and board S. P. & S. Enjoy reclining seats, fine food, and some of the most magnificent scenery in the world. Relax in the viewing dome car, or the spacious passenger lounge. You'll have a wonderful, restful trip... and you'll still be traveling for peanuts!

For Information Call:
Ticket Offices

S. P. & S. O.N.	S. P. & S. N.P.
607 S.W. Washington	439 S.W. 6th Ave.
223-7273	227-0415

**SPOKANE, PORTLAND and
SEATTLE RAILWAY SYSTEM**

General Offices: American Bank Building, Portland, Oregon

S. P. & S. RY. S. P. & S. RY. S. P. & S. RY. S. P. & S. RY. S. P. & S. RY.

DENVER CONVENTION

Those interested in attending the 1982 Convention in Denver are asked to be at the March meeting so the various different events of the convention can be explained. There are many different ways to get to the convention and take in the activities. Some advance indication is needed to plan the movement of the Mt. Hood so that it can fit into convention goers plans. If you are interested in going to the convention on the Mt. Hood but are unable to make the March meeting please drop a letter to Room 1 stating your wishes.

CHAPTER LIBRARY NEWS

The Chapter library will be open for Chapter members use from 5pm until meeting time on meeting nights, beginning with the March meeting. Also the room is generally open every Saturday from approximately 2pm to 4pm. The library is located in Room 1 in the Union Station annex and is accessible through the parking lot at the corner of NW 5th and Irving Streets.

The library has a fairly extensive collection of periodicals: TRAINS, RAILROAD, RAILFAN/RAILROAD, RAILWAY AGE and MODEL RAILROADER to name a few. The Chapter also subscribes to TRAINS and RAILFAN/RAILROAD so we will always have a current issue of these on hand. We also have some railroad company publications such as UP's INFO and the SOUTHERN PACIFIC BULLETIN.

Our book collection is growing rapidly and we now have established a checkout procedure for them. It is as follows:

1. Books may be borrowed for a period of two weeks.
2. To check out a book-
 - a. A card is located on the inside front cover of the book.
 - b. Fill out the card - PLEASE PRINT
 - c. Place the card in the yellow tub located by the books.
 - d. If the book does not have a card in it, it may not be checked out.

3. Books may be kept longer than the two weeks by checking the waiting list to see if that particular volume has been reserved by someone else. The extension will be for an additional two weeks and be secured by phone or by coming to the room.

For the mechanically minded the library has maintenance and parts manuals for most types of diesels (even Krauss Maffei), a lot of blue prints of steam engines (enough to built a SP&S 900 series engine) and many right-of-way maps.

This is not all that we have in the library, just some highlights. Come down and see what your Chapter library has to offer. Special open hours can generally be arranged.

Jim Gilmore
Librarian

MADRAS TRIP TICKETS

Tickets for the May 15th excursion to Madras will be available for sale at the March meeting.

An Enduring Link to America's Traditions

An aide to U.S. Senator James Exon recently commented to me about a railroad matter that took a moment to assimilate. "Amtrak beat Social Security," said Richard Fitzsimmons.

We were discussing the merits of grassroots support for legislative issues. Fitzsimmons had just told me that during the heated debates of last spring and summer the fate of America's passenger trains drew more constituent mail—"hard written individual efforts, not post card mailings"—than Social Security.

After the ballot the most potent tool voters have to influence the course of events is probably a letter to their congressman. The impact of sacks brimming with thoughtful, well reasoned mail from the folks back home overwhelms even the crisp wrinkle of cash donations.

For some reason Amtrak remains a magnet. As the past year again demonstrated, it invariably attracts heavy grassroots interest whenever an administration decides to take a whack at passenger trains. Over the years political mail favoring Amtrak has drawn a line of sorts, putting bureaucrats, politicians and freight railroads on notice that fiddling around with passenger trains is tolerable only to a point.

Fitzsimmons' observation suggests a new chapter in the Amtrak saga. Consider the significance of this development. In at least one U.S. senator's office, Amtrak, a mere trace element in the pending half trillion dollar federal budget, had elicited more anguish than one of the safety net programs President Reagan invoked to assure a waiting nation that its traditions and institutions were secure in the future he envisioned. And Nebraska only has one daily Amtrak train, the San Francisco Zephyr!

Could this be an isolated case? A call to Amtrak uncovered the fact that the average monthly count of newspaper editorials about the company last summer soared to about 1,000 from 350. Not all of them were favorable but few called for an end to the service.

A check with several congressional offices in the forefront of the Amtrak wars turned up a couple of surprising patterns: all said their Amtrak mail in 1981 was abnormally high.

Over the line

Second? Or even first. Does it really matter? The implications of what occurred go beyond the conventional interpretation that administration tacticians misjudged the depth of public sentiment. OMB Director David Stockman wasn't seeking merely to weed out inefficiency and waste in Amtrak, he wanted to reduce it to a commuter type corridor operation. When he chose that option he

stepped over the invisible line.

He may still be there! According to the *Washington Post*, when asked during recent testimony before the House Budget Committee about the possibility of further cuts, Stockman replied, "You can shut down Amtrak except in the northeast part of the country without any great loss. *We're going to have to do it in a year or two anyway* [italics added]."

It's difficult to fathom the reasons passenger trains in North America have such enduring appeal. The rationale is diffuse and amorphous, bound with yearnings for an era that is gone. An insight into this phenomenon however was offered recently in the Canadian magazine, *Maclean's*.

Commenting on the firestorm of protest that greeted the Trudeau government's one-fifth service reduction of VIA Rail, the magazine's editor Peter C. Newman recalled the "curious mystique" that surrounds train travel in his country. Canada's current political leaders are out of touch, he said. "They have not just tampered with an essential myth but have severed their fragile link with real people." Apparently Canadians have drawn an invisible line too.

Don't tread on me

When concern over the prospective demise of Amtrak exceeded concern about Social Security, at least as measured by the barometer of political mail, was the Reagan administration put on notice that it was tampering with an essential American myth?

The attachment to passenger trains is more than just nostalgia, observed one Washington-based railroad lobbyist. "I don't use Newman's notion of an essential myth as a pejorative term either because nostalgia takes other trivial forms. Myths are important. And railroads are embedded in the cultural psyche of the country."

It's easy to dismiss the expressions of public support for Amtrak as simply a manifestation of special interest politics; all the elements of parochial politics are present.

Clearly a compelling need exists to curtail spiraling government costs. But the alliance of interests that turned the tide against Stockman's plans for passenger trains wasn't merely another episode in American politics. To cast it as such fails to grasp the fundamental meaning of greater activism on behalf of passenger trains than on behalf of retirement. Perhaps it's time for Washington politicians to acknowledge that Amtrak serves more than transportation needs: it is a link to America's heritage!

Make room over there, apple pie and motherhood,

— Bill Paul

BOOK REVIEW

Short line fans will not want to miss William S. Young's latest book, Short Line Odyssey: Small Railroads in the Northeast from the '40's to the '70's. The best part is the photography, with numerous scenes of short line railroading in the Northeast, all of them taken by the author and almost all of them long gone. There are 67 different lines covered, from the Arcade and Attica to the Winfield Railroad. Captions are brief but informative. The photo content is about evenly divided between steam, diesel and rolling stock, shown in both roster and action shots. We are also treated with photographs of several oddities, such as the Lake Champlain and Moriah's ore car-turned-caboose. (My favorite parts of the book are the three photos of the Northampton and Bath's massive Westinghouse diesel no. 1601.)

There are only two things I criticize. One is that a few of the subjects are either not well-lit or are under-exposed. The other being that although there is an index of photos listed by railroad, few of the pages are numbered. However, the good printing job combined with the many attractive illustrations more than make up for these shortcomings. This 8 1/2 x 10 7/8, 60-page soft bound book is available from William S. Young, PO Box 538, Aiken, South Carolina 29801 for \$8 post paid.

Bryan Leeder

RAFFLE REVIEW

The raffle that is held during each regular monthly meeting has turned out to be quite a success for the Chapter. We began the raffle as an experiment at the January 1981 meeting as a means to raise additional funds for Room 1, particularly the library. As you well know, railroad books in most cases are on the expensive side and not all people are able to afford all of the new; or old for that matter, books as they come out. The same is true for the Chapter's library. It was thought that the raffle would be a good source of income and due to the excellent participation we now have a good start on completing the library. On behalf of the Officers and Board of Directors I would like to thank you for your participation in the monthly raffle and we hope to have your continued support. Remember, even if you do not win one of the raffle prizes, your money goes into the books that all members of the Chapter are able to check out. Please refer to the article in this issue by the Chapter's Librarian, Jim Gilmore, for the check out procedure.

A couple of the items that will be in the March meeting raffle include several copies of Amtrak's 1982 wall calendar and a large 1/25 scale plastic model kit of the 4-4-0 locomotive "The General" (valued at \$25). Anyone having difficulty assembling the kit may contact member Al Haij for help since he won one of these kits several months ago.

The following is a list of the books acquired for the library since the raffle began:

Car Builders Cyclopedia 1940	The 4300 4-8-2's
SP Bay Area Steam	Western Pacific's Diesel Years
WP Steam Locomotives, Passenger Cars and Trains	Rails, Sagebrush and Pine
Utah Railway	Steam and Thunder in the Timber
Milwaukee Rails	Pine Across the Mountain
Illustrated Treasury of the American Locomotive Company	Pacific Coast Shay
	Western Steam Spectacular

1977-80 Burlington Northern Annual
 Southern Pacific Review 1980
 Diesel Locomotive Rosters
 Timetable Treasury
 Passenger Train Consists of the 1970's
 Handy Railroad Atlas of the U.S.
 Northern Pacific "A" Class 4-8-4
 Amtrak at Milepost 10
 Amtrak Car and Locomotive Spotter
 Diesel Spotter's Guide Update
 Steam's Finest Hour
 The Union Pacific Streamliners
 Sierra Railway
 Diesels of the Espee: Vol I Alco PAs

Virginia & Truckee Locomotives
 Spokane, Portland and Seattle Ry.
 Southern Pacific Motive Power Annual
 1977-80
 All-time Index 2nd Edition
 Car Names, Numbers and Consists
 Pullman Company List of Cars for 1950
 Overland Route: Union Pacific
 Amtrak Car Diagrams
 Railway Passenger Car Annual, Vol 5
 The Second Diesel Spotter's Guide
 Burlington Northern Passenger Cars
 The Kettle Valley and Its Railways
 Washington Steam Locomotives.

Also recently donated to the library by D.L. "Dave" Davison is a custom hardbound book "Lines of the Pacific Electric".

Jim Schmidt

SOUTHERN PACIFIC MOVES TRANSFORMER

The Southern Pacific moved a 225,000lb transformer from Portland to Toledo the week of March 2nd. The transformer was unloaded onto Wilhelm Trucking Company's large carrier "Enormous" for movement from Terminal 1 to the 9th Street Team Tracks. There the transformer was loaded aboard L&N #24993 depressed center flat.

Southern Pacific moved the load on its mainline to the Albany Yard where it was switched to the Toledo Hauler to Toledo. It was positioned on the Georgia-Pacific's ballast track where Wilhelm Trucking once again moved the transformer to their transporter where it was hauled to the Bonneville Power Administration's substation.

Another transformer will be taken over the SP's Coos Bay Branch to Coos Bay where it will be off loaded onto Wilhelm's transporter. The transporter will then be placed aboard a barge for a trip down the coast to Gold Beach and then off-loaded from the barge to another BPA substation.

CAR BARN BECOMES OFFICE BUILDING

The old Ankeny Street car barn has been renovated into an office building and renamed the Burnside Trolley Building. The building is one of three at the intersection of East Burnside and 28th Streets in Portland that was used by the Portland Traction Co. and its predecessors.

The block-long brick building was constructed in 1901 and was used to store and repair trolley cars. Five sets of tracks turned from Couch Street into the barn. In 1950 the barn was closed and remained idle until 1954 when it was purchased to be used as a warehouse. In 1979 it was acquired by the Burnside Trolley Building Company and was renovated into office space. The building was also listed in the National Register of Historic Places.

On March 1st U.S. Bank opened a branch office in the building. ^{!!} Presiding over the opening ceremonies was 98-year old Carl Munthe, the oldest living charter member of the Amalgamated Transit Employees Union Local 757.

PACIFIC NORTHWEST CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

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PACIFIC NORTHWEST CHAPTER MEMBERSHIP

Membership in the National Railway Historical Society and the Pacific Northwest Chapter is open to all persons 16 years of age and over who are interested in railroads and railroad history. Dues for the Pacific Northwest Chapter are \$16.50 a year. Membership includes six issues of the NRHS Bulletin (national publication) and nine issues of the Pacific Northwest Chapter's publication The Trainmaster. The Pacific Northwest Chapter meets on the third Friday of the month except during July, August and December. Meeting location and time are given in the monthly issues of The Trainmaster. Write to the Pacific Northwest Chapter at the address given on this page for an application or for more detailed information.

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