



THE TRAINMASTER

MARCH 1984

Number 259

ROOM 1, UNION STATION
Portland, OREGON 97209
(503) 226-6747

CHAPTER TIMETABLE OF EVENTS

- | | | | |
|---------|-----------|----------|--|
| 7:30 pm | FRIDAY | March 16 | Monthly Business Meeting. At the Union Pacific Clubhouse at intersection of N. Russell and N. Interstate in Portland.

Program involves slides from federal government on preservation of historic bridges.

NEWSREEL portion of evening invites each member to bring up to six recent slides for display. Be prepared to explain and check in with JIM HALEY when you arrive.

Possible PHOTO CONTEST for NEWSREEL. |
| 7:30 pm | FRIDAY | April 20 | Monthly Business Meeting at the Union Pacific Clubhouse. Program undecided. |
| NOON | SATURDAYS | | Meet at YAM'S in Hollywood area for no-host lunch. Order off menu. About 30 members show up for gossip. Reserved room. No program, just fellowship. |

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - FEBRUARY 17, 1984

The meeting was called to order by President Rich Carlson at 7:38 PM in the Union Pacific Clubhouse.

Membership Chairman John Holloway reported that the Chapter has 321 paid members for 1984 with 46 more not yet paid. The membership was 311 last year at this time. March 15th will be the cutoff date for the new Chapter roster.

President Rich Carlson reported: 1) The lease with the Portland Terminal RR Co. for the Room 1 annex has been signed, effective 3/1/84. The additional room will be used mostly for storage. 2) A press conference on January 23 at the Brooklyn roundhouse to announce the 4449's trip had good press and TV coverage. 3) the pictorial cancellation to be used on the New Orleans excursion won't be an on train RPO but must be applied in each city where the train stops.

Project '84: Mary Lou Weaver reported that Chapter members will be guaranteed tickets on the Chapter's segment of the trip until March 16. After that it will be first come first served. About 80 tickets have been sold for the Portland to Sacramento segment as of today. Rich Carlson reported that all the equipment for the train has been obtained. The consist will be coach baggage car #3300, the Mount Hood, 8 coaches and 2 lounge cars. Roger Phillips reported that car #3300 has been named the Miln D. Gillespie in honor of the late Chapter member.

Locomotive 4449: Doyle McCormack reported that the driver tires are due to arrive March 9th which may delay the scheduled March 15th steamup date. The jacket and lagging are being put on the locomotive now. The pony truck will be put back in place next week. The end of March is now the expected steamup time. Doyle said he needs welders to do both cutting and welding on the auxiliary tender.

Special Committees: President Rich Carlson reported that he has appointed a sendoff and a public relations committee to work on Project '84. Al and Connie McCready will chair the committees.

President Rich Carlson reported on actions from the last Chapter board meeting: -
1) Postcard photos for the New Orleans trip concession program have been selected.
2) The Chapter finance committee has reported to the board. 3) The Portland Terminal RR Co. is disposing of its Alco switchers and the Chapter is requesting the possible donation of one to its historical collection.

Annual Banquet: Jim Whaley reported that the final count for the banquet was 87. Both the food and the program were very good.

Election of Two Additional Directors-at-Large: President Rich Carlson read the list of Chapter members nominated for the two new director-at-large positions: Jim Gilmore, Dave Van Sickle, Vija Keeler, Bud Kirsch, George Lavacot, Terry Parker and Doyle McCormack. There were no additional nominations from the floor. Vote was by secret written ballot. Jim Gilmore and Doyle McCormack were elected.

Swap Meet: Terry Parker reported that 96 tables for the meet have been sold with only one left as of today. Terry read a list of personnel needed and asked that members who can help sign up tonight.

President Rich Carlson announced that the next board meeting will be on March 8.

Respectfully submitted, Chuck Storz, Secretary



pacific northwest chapter

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Poem of the Month submitted by Rich Carlson:

T H E E X P R E S S

After the first powerful, plain manifesto
 The black statement of pistons, without more fuss
 But gliding like a queen, she leaves the station.
 Without bowing and with restrained unconcern
 She passes the houses which humbly crowd outside,
 The gasworks, and at last the heavy page
 Of death, printed by gravestones in the cemetery.
 Beyond the town, there lies the open country
 Where, gathering speed, she acquires mystery,
 The luminous self-possession of ships on ocean.
 It is now she begins to sing - at first quite low
 Then loud, and at last with a jazzy madness -
 The song of her whistle screaming at curves,
 Of deafening tunnels, brakes, innumerable bolts.
 And always light, aerial, underneath,
 Retreats the elate metre of her wheels.
 Steaming through metal landscape on her lines
 She plunges new eras of white happiness
 Where speed throws up strange shapes, broad curves
 And parallels clean like trajectories from guns.
 At last, further than Edinburgh or Rome,
 Beyond the crest of the world, she reaches night
 Where only a low stream-line brightness
 Of phosphorus on the tossing hills is light.
 Ah, like a comet through flame, she moves entranced
 Wrapt in her music no bird song, no, nor bough
 Breaking with honey buds, shall ever equal.

STEPHEN SPENDER
 (English Poet, 1909-)

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POSSIBLE "POP-ON-TIRES" EVENT AT ROUNDHOUSE SATURDAY 17 MARCH

There will be an announcement at the March monthly meeting on March 16th to inform the general membership of the arrival of the steel tires for the 4449 and then of the possible staged event of showing the average guy on the street how to put on a tire. Too much remains unsettled so do not go to the Roundhouse until you hear at the meeting the definite invitation for the tire mounting event.

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4449 TICKETS FOR MEMBERS AVAILABLE UNTIL MARCH 16

The Chapter will give Chapter members priority in ordering tickets for the 4449 trip. You must PAY by 16 March 1984. After that date you get in line with the general public for space available. If you want to go either way, reserve NOW.

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CHAPTER NEWS RELEASE ISSUED 5 MARCH 1984

WORLD'S FAIR TRAIN A BIG TASK FOR PACIFIC NORTHWEST CHAPTER

The Pacific Northwest Chapter of the National Railway Historical Society has committed itself to pay nearly \$400,000 in operational costs for "the most beautiful train in the world" on its run in May and June from Portland to the Louisiana World's Fair in New Orleans and return, according to chapter president Richard A. Carlson.

The chapter expects most costs to be repaid from the sale of the 416 passenger seats on the 13-car World's Fair Daylight. The train will be piloted by the historic 4449 streamlined steam locomotive donated to the City of Portland after the Southern Pacific railroad retired it from service in the 1950s. Refurbished by the Pacific Northwest Chapter volunteers and painted red, white and blue, the 4449 took the American Freedom Train around the United States during the observance of the nation's bicentennial in 1975-76.

The 4449 and all its cars on the New Orleans excursion will wear the dramatic orange, deep red and black livery of the S.P.'s famed Coast Daylight trains which began operation between Los Angeles and San Francisco in 1937.

Carlson said one of the biggest expense items for the run is the \$88,500 needed to provide hotel rooms, per diem, and in some cases, wages for the 40 chapter members who have volunteered to work as engine crewmen, car hosts, lounge attendants and concessionaires during the seven-week trip. The train will stop at 17 cities along the route, either overnight or with up to three-day layovers at several to allow public viewing.

Although the 4449 actually will be operated during the entire trip by the chapter's own steam engineer, Doyle McCormack, and other chapter members in his crew, railroad safety regulations require the presence on board at all times of a full train crew familiar with the trackage being covered. Standby train crew costs are estimated at \$93,000, Carlson said.

Another major cost is \$73,000 for fuel oil to fire the 4449's big boiler. An ex-S.P. coach-baggage car has been purchased for \$7,500 to serve as a locomotive crew car on the run. It will be one of the two chapter-owned cars on the train. Another 10 cars have been leased for the trip at a cost of \$63,800. There also will be a privately-owned, round-end observation car at the end of the train.

Other costs the Pacific Northwest Chapter will bear include \$17,000 for car and locomotive painting; \$28,500 for insurance; \$15,000 for propane to provide car heating and air-conditioning; \$10,000 for marketing; and approximately \$4,500 for the use of helper locomotives needed on some of the steep mountain grades encountered along the 7,000 mile run.

"The World's Fair Daylight is by far the most ambitious project our chapter has attempted in its 30-year lifetime," Carlson said. "It may be the biggest train excursion ever operated by any railfan organization anywhere in the world.

"Certainly all the members of our chapter board are wearing white knuckles until we see the ticket sales money coming in to match what we are obligated to spend."

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Contact: Al McCready (503) 261-2415

CHAPTER NEWS RELEASE ISSUED 9 MARCH 1984

NATIONAL RAILWAY HISTORICAL SOCIETY FACT SHEET

The National Railway Historical Society was founded in 1935 to promote a greater public understanding of the vital role played by railroads in the remarkably swift growth of the United States of America from a struggling young nation in the early 1800s to a world power less than a century later.

The NRHS now has about 100 chapters with more than 10,000 members in most major U.S. cities. It holds annual conventions hosted by individual chapters, and publishes the quarterly NRHS Bulletin sent free to members and containing news of chapter activities, book reviews and articles about railroading around the world.

NRHS members come from all walks of life. Some are active or retired railroad employees, but many more simply are people who have succumbed to the highly infectious Romance of the Rails, whether they be photographers, history buffs, live steam or miniature railroad modelers, or just people who enjoy riding on trains.

The Pacific Northwest Chapter of the NRHS was organized in 1955 by the late C. F. "Jeff" Keenan, who served in his youth as a fireman and engineer on steam locomotives, and in retirement became a nationally-recognized rail historian and author. The Chapter has grown to a membership of 350 and is headquartered in Room 1 of Portland's historic Union Station. All persons over the age of 16 are eligible to join PNWC/NRHS. Dues are \$16.50 per year. The chapter meets on the third Friday of the month except in July, August and December, usually at the Union Pacific clubhouse at the intersection of North Interstate Avenue and Russell Street in Portland. Meeting locations and times are given in the monthly issue of The Trainmaster, published by the chapter for its members.

The Pacific Northwest Chapter is an Oregon non-profit corporation, and acts as custodian of the famed Southern Pacific Daylight steam passenger locomotive 4449, owned by the City of Portland. Over the years it has acquired several pieces of rolling stock which are used on the chapter's frequent rail excursions. A favorite is the Mt. Hood, an 80-foot sleeper-lounge car formerly operated by the Spokane, Portland and Seattle railway. A recent acquisition is an ex-S.P. coach-baggage car that will go along as a crew car on the "Louisiana World's Fair Daylight" excursion to New Orleans.

Among other rail excursions sponsored by the chapter in recent years were the Scandia Limiteds, taking passengers to the annual Scandia festivals in Junction City; the Deschutes River Canyon tours to Madras; a California State Railroad Museum tour to Sacramento (with the 4449 heading the train); the circle tour from Portland to Pasco to Spokane to Seattle and back to Portland; and last winter's Snowfall Special to Chemult.

At chapter headquarters is an extensive research library of books, photos, maps and other items of railroadiana. The chapter has hosted two national NRHS conventions in 1965 and 1978.

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Contact: Al McCready - (503) 281-2415

"THE LOUISIANA WORLD'S FAIR DAYLIGHT" (May 5 - June 24, 1984)

The formal announcement to the public of the running of "The Louisiana World's Fair Daylight" to be pulled by steam locomotive ex-SP 4449, was made at the Brooklyn yard roundhouse on Monday, January 23, 1984 at 10:30am.

Hosted by Southern Pacific Transportation Company, and arranged by George Kraus (SP Public Relations Manager, H.M.), who also emceed the affair, the event included an audience of about 50 persons, including television, radio and print media coverage, short speeches by government officials, corporate sponsors and responses by Chapter President Rich Carlson and Engineer Doyle McCormack. Members of the Chapter were present as well as most of the crew of 4449, all of whom were introduced by Coyle to the press.

The press covered presentations of mock oversized checks to Rich while he and the presenters stood near the front of the locomotive, on which hung a sign listing the names of the participating agencies and sponsors. One check for \$250,000 was handed him by Roger Peck, president of Cascade Trailways, Tacoma. The other for \$22,000, given by Mayor Frank Ivancie of Portland, represented the approximate sum in the city's locomotive trust fund.

A special walnut plaque, which carries metal bas-relief emblems of the 1984 Louisiana World Exposition and the Seal of the State of Louisiana, plus a custom-engraved metal inscription plate thanking the Chapter for its efforts to help promote the fair, was also presented to Rich by Paul W. Creighton, Vice President of Operations of the fair. He announced that June 2 has been designated "City of Portland, Oregon, Day" at the fair, on which date the train will arrive in New Orleans.

Media coverage was extensive, with Channel 6 (CBS-affiliate), Channel 3 (NBC) and Channel 12 (KPTV), plus radio newsmen and newspaper reporters working the story, which was aired and printed that day. The Oregonian had carried a front-page story in Monday's morning editions, and a slightly revised version appeared in the 1-star Tuesday edition, including a front-page picture of Engineer McCormack polishing the lens of one of 4449's dual headlights.

That same evening, Rich, Ed Immel, Special Projects Director, and Doyle, were interviewed at Rogers Cablesystems studios on N. E. Sandy for a segment on "Portland Tonight," which aired at 10 p.m. that day.

In other developments, Ed has reported completion of arrangements for obtaining all the equipment for the 13 car consist. It will include 4449 with tender, an auxiliary (for water) ex-SP tender, a new crew car (ex-SP Daylight 3300), sleeper-lounge (The Mt. Hood), eight coaches, two lounge cars and a rounded-end observation car (ex-GN "Appekunny Mountain). Work has begun at FMC Corporation, Marine and Rail Division, in the painting of the train in the deep red/orange/black color scheme, using DuPont-donated "Imron" polyurethane enamel.

The first ad advertising the world's fair "Daylight" appears on page 3 of the February 1984 TRAINS magazine, which was delivered to Room 1 around January 26. Phone and mail inquires are coming in steadily.

HISTORY OF UNION STATION BUILDING

(This is a report that was in the file without any credit line or date. This will supplement the story of Union Station at Portland that ran in the February 11, by Karl Klooster which had originally appeared on 2 November 1983 in THIS WEEK.)

The site the Union Station is built on is what was known as Couch Lake. The lake was filled in and Station foundation built in 1890 on piling. Station was built, complete with tower, and opened for traffic February 14, 1896.

The clock in the tower is a Seth Thomas, hand wound, weight actuated pendulum clock. It has four faces each with a diameter of 12 feet 2 inches. The minute hands are 6 feet long, the hour hands are 5 feet long. The clock was installed in 1898.

The main waiting room of the Station was remodeled during the period 1929-1932. The walls and floor of the station waiting room are finished in Travertine and Lynelle Marble imported from Italy.

The Union Station is a city within itself. It has a Restaurant, Cocktail Lounge, Police Station, Barber Shop, Shoe Shine Stand, News Stand, Ticket Office and Reservation Bureau, U.S. Post Office Annex, Telegraph Office, Steam Generating Plant, the only electric Interlocking Plant on Portland's West side, and in addition, many railroad offices for various departments on the second and third floors of the Station.

The Union Station is operated by the Portland Terminal Railroad Company (formerly the Northern Pacific Terminal Company) a company which was incorporated August 22, 1882, under the laws of the State of Oregon. In addition to operating the Union Station, the Company maintains the Station Building, receives all passenger trains that operate into Portland, transferring baggage and mail to trains for movement beyond Portland, unloads and delivers baggage to passengers terminating at Portland. Unloads and delivers mail to the United States Post Office Department, mail terminating at Portland for Post Office distribution to Portland and vicinity. Also, the same handling is applied to shipments by REA Express Agency.

The Terminal Company also cleans, services, inspects and makes necessary repairs to all but two of the passenger trains that operate in and out of Portland.

Baggage handled in one year amounts to approximately 700,000 pieces. U.S. Mail handled in one year amounts to approximately 6,000,000 pieces.

The Terminal Company also handled over 720,000 freight cars per year that terminate in Portland, originate in Portland, and for all points in all of continental U.S., Canada and Mexico. It has an average payroll of 850 employees who receive an annual gross payroll of about \$5.5 million, the bulk of which is spent in Portland and the immediate vicinity.

Material and supplies required by this Company amount to over \$600,000 per year and 80% of which is purchased on the local markets.

Taxes in support of your schools, law enforcement agencies, fire departments, and all other tax supported groups amount to over \$190,000 per year.

The architects of Union Station were Van Brunt and Howe of Kansas City & Boston.

Help support the railroads; the railroads help support you.

SHORT HISTORY OF ROOM ONE UNION STATION

by Roger Phillips

As the Chapter has grown it has required an address keeping up with the Chapter's status. First we made due by receiving the Chapter's mail at the homes of the Secretary/Treasurer, National Director, or Regional Vice President.

By 1965 the Chapter had been convinced to host the first west coast convention of the NRHS and it acquired a post office box (and whose number had some great significance that completely escapes me at the moment). After the convention the Chapter decided to keep the P.O. Box regardless of how it would stretch the financial resources of the Chapter. The Chapter deserved a permanent address after the big convention since besides being the largest and only chapter west of the Rockies, it had run a convention that all later conventions would have to be judged against.

Regardless of how much of an improvement it was just to have a P.O. Box, the Chapter needed a real office with a pushy address. If the Southern Pacific could have ONE MARKET PLAZA, the PNWC could have ROOM ONE, UNION STATION. Besides providing a new and more appropriate address, it also was to provide needed space to start a small library and acquire several collections then becoming available.

A room was needed to go with the address. To find a room to attach the address to, the Chapter contacted Jack Jones at the Terminal Company. Sadly the subject of rent came up and the Chapter had to agree to pay \$11 each month. The room was next to the restaurant on the ground floor and it was about 6 by 11 feet with a 15 foot high ceiling. Chuck Storz continued to pay the rent for the P.O. Box so it would remain available if the Chapter could not remain in the palatial surrounds.

Portland's Union Station is a great institution that not only survives into the 9th decade of the 20th Century, but it was able to survive without the burden of too many numbers to identify it. Until the Chapter decided to rent a room, the station had found no need to number offices on the first floor. People were expected to know where they were going. Because the Chapter was going to use the room as a mailing address, it needed a new and more precise identification because the postman did not always know where he was going. Since this was the first numbered office on the ground floor, the Terminal agreed that it would make sense to then start with the number ONE. Later tenants preferred to be in the 100 range.

After a couple of years it became apparent that the Chapter needed more space even with the shelves extended all the way up to the ceiling. About the time that the first ROOM ONE was bulging at the seams, a new restaurant and lounge replaced the old coffee shop with its huge horseshoe counter, and the new one needed our old space and offered us financial assistance if we would move out. We needed ground floor space but the Station itself had none to rent, so we moved out to the Annex. The Annex location was between the old station jail and the boiler room. Now the rent jumped to \$45 per month and we still had to worry about how to pay it.

In February of 1984 the Chapter rented additional space in the Annex to make ROOM ONE more usable. The new area will be for dead storage and it will provide better access to the library.

Regardless of the Chapter's location in the terminal, the ADDRESS remained ROOM ONE, UNION STATION. Even after the Chapter moved to another part of the complex, the Chapter was able to move the room designation.

So there they are, now a long way from a P.O. Box.

NATIONAL RAILWAY



HISTORICAL SOCIETY

February 24, 1984

INCORPORATED 1937

P. O. Box 4
Tacoma, Wash. 98401
(206) 383-2277

Mr. Al Viewig, Editor
The Trainmaster
Pacific Northwest Chapter, NRHS
Room 1, Union Station
Portland, Oregon 97209

Dear Al:

After reading the February issue of The Trainmaster, I'd like to offer the following comments and suggestions:

1. As a railroad employee and manager for 25 years, it concerns me deeply to see the [redacted] article appear about his unauthorized cab ride to Eugene. We all know that these events sometimes occur, but it has long been the policy of NRHS nationally, and the Pacific Northwest Chapter locally, to carefully avoid any actions or published material which could embarrass the railroad companies (including Amtrak) or railroad employees upon whom the success of our many Chapter endeavors so heavily depends. The very existence of the Project 84 trip to New Orleans is testimony to the responsible management and organizational credibility that Pacific Northwest Chapter NRHS has demonstrated, especially with railroad companies such as Southern Pacific. This credibility has been carefully nurtured over the 28 years the Chapter has been operating, and is a priceless asset that many similar organizations in the Northwest have not achieved. I hope that engineer [redacted] has retired since that 1972 trip, or at least that the author or editors secured his permission for the article to appear. Southern Pacific is a company not likely to take reprisals, but SP and all other railroads take safety and operating rule observance very seriously, and it is simply not good practice to print material such as this that may lead the uninitiated to think of "putting one over" on SP management.

2. I would suggest that when reprinting material from other publications, even a simple phone call would ordinarily obtain permission to reprint, and avoid the need for an unnecessary comment about reproduction "without permission". Use of such a comment would seem to be not responsible journalism, and could wave a "red flag" if the originating publication were inclined to press the matter, especially if copyrighted. In the event permission cannot be easily obtained, a simple credit line indicating "reprinted from . . ." should be sufficient, if reprinting is so vital, and if the material is not copyrighted. Non-profit publications are not, to my knowledge, exempt from prosecution for copyright law violations.

3. Your efforts toward diversity of material are laudable. I do hope, however, that you take a page from Graham Claytor's book at Amtrak, and work first at improving the basic system before expanding

Mr. Al Viewig, Editor
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too greatly.

4. Please keep in mind that it is the mission of NRHS to record railroad history, not to make it. There is no crusading investigative reporting mission of The Trainsheet of which I am aware, that would necessitate reporting derailments, rules violations, unauthorized access to railroad property or equipment, personnel problems, or other material potentially embarrassing to railroad companies or employees. There are reams of previously unpublished material in the Chapter library about SP&S and other railroads that could fill many issues properly researched and written. Accordingly, the editorial request for "gossip" about members troubles me, since by definition, gossip implies reporting unsubstantiated, unverified, or embarrassing material, perhaps about PNWC members, railroads or railroad employees. Such unethical reporting could be very damaging to the Chapter's reputation, especially among the many railroad officers, corporate executives, and rail employees we have been so fortunate to obtain as members. If your intent is to report individual member activities, honors, and achievements (and this doesn't preclude humor), then such material has a welcome and legitimate place in the official Chapter publication. Remember that with Project 84 and continuing national interest in 4449, PNWC's newsletter is widely read and reprinted by the several hundred exchange publication recipients, and is the only vehicle by which thousands of people judge the Chapter and its officers and members. We don't need a Portland version of the National Enquirer, and I trust that was not your intent in requesting more "gossip."

You have my support for a responsible, ethical, journal of railroad history and news of the Northwest. You are to be commended for undertaking the largely thankless and very time-consuming duties as Trainmaster Editor, and I wish you well in your assignment.

Please feel free to call me if I can be of assistance or counsel at any time.

Sincerely,



Edward M. Berntsen, Vice President
Northwest Region, NRHS

cc: Mr. Rich Carlson, President PNWC
Mr. John Holloway, National Director PNWC

EMB:trs

1898 COMMENT ON THE THEN PROPOSED GRAND CANYON RAIL LINE BY JOHN L. STODDARD

One glorious September morning, leaving our train at Flagstaff, we started in stage-coaches for a drive of sixty-five miles to the Grand Canyon. I had looked forward to this drive with some misgiving, dreading the heat of the sun, and the dust and sand which I had supposed we should encounter; but to my astonishment and delight it was a thoroughly enjoyable experience. It was only eleven hours in duration, and not only was most of the route level, but two-thirds of it lay through a section of beautifully rolling land, diversified with open glades and thousands upon thousands of tall pines and cedars entirely free from undergrowth. It is no exaggeration to say that we drove that day for miles at a time over a road carpeted with pine needles. The truth is, Arizona, though usually considered a treeless and rainless country, possesses some remarkable exceptions; and the region near Flagstaff not only abounds in stately pines, but is at certain seasons visited by rainstorms which keep it fresh and beautiful. During our stay at the Grand Canyon we had a shower every night; the atmosphere was marvelously pure, and aromatic with the odors of a million pines; and so exhilarating was exercise in the open air, that however arduous it might be, we never felt inconvenienced by fatigue, and mere existence gave us joy. Decidedly, then, it will not do to condemn the whole of Arizona because of the heat of its arid, southern plains; for the northern portion of the state is a plateau, with an elevation from 5,000 to 7,000 feet. Hence, as it is not latitude, so much as altitude, that gives us healthful, pleasing temperature, in parts of Arizona the climate is delightful during the entire year.

A portion of this stage-coach journey led us over the flank of the great San Francisco Mountain. The isolated position, striking similarity, and almost uniform altitude of its four peaks, rising nearly 13,000 feet above the sea, have long made them famous. Moreover, they are memorable for having cast a lurid light upon the development of this portion of our planet. Cold, calm, and harmless though they now appear, the time has been when they contained a molten mass which needed but a throb of Earth's uneasy heart to light the heavens with an angry glare, and cover the adjoining plains with floods of fire. Lava has often poured from their destructive cones, and can be traced thence over a distance of thirty miles; proving that they once served as vents for the volcanic force which the thin crust of earth was vainly striving to confine. But their activity is apparently ended. The voices with which they formerly shouted to one another in the joy of devastation have been silenced. Conquered at last, their fires smolder now beneath a barrier too firm to yield, and their huge forms appear like funeral monuments reared to the memory of the power buried at their base. Another fascinating sight upon this drive was that of the Painted Desert whose variously colored streaks of sand, succeeding one another to the rim of the horizon, made the vast area seem paved with bands of onyx, agate, and carnelian.

About the hour of noon we reached a lunch-station at which the stages, going to and from the Canyon, meet and pass. The structure itself is rather primitive; but a good meal is served to tourists at this wayside halting-place, and since our appetites had been sharpened by the long ride and tonic-giving air, it seemed to us the most delicious of repasts. The principal object of one of the members of our party, in making the journey described in these pages, was to determine the advisability of building a railroad from Flagstaff to the Canyon. Whether this will be done eventually is not, however, a matter of vital interest to travelers, since the country traversed can easily be made an almost ideal coaching-route; and with good stages, frequent relays of horses, and a well-appointed lunch station, a journey thus accomplished would be preferable to a trip by rail.

(reprinted from John L. Stoddard's LECTURES, published 1906, copyright 1898)

CURRENT GRAND CANYON RAILROAD COMMENTS

From INTERCHANGE NEWS

GRAND CANYON RAILROAD - Del E. Webb Recreational Properties, Inc. has agreed to develop and manage a proposed resort and scenic railroad project to the Grand Canyon. Recreational Properties, a wholly owned subsidiary of Del E. Webb Corp., will develop a master plan for the project planned by Railroad Resources, Inc., and will manage it.

Railroad Resources, Inc. exercised an option in October (1983) to acquire 63 miles of unused Santa Fe track from Williams, Ariz, to the Grand Canyon. The transaction is to be completed in March. The company has a permit from the National Park Service to study the proposed operation from the southern boundary of Grand Canyon National Park to the depot near El Tovar Lodge.

Railroad Resources president Charles Newman estimated the cost of the project at more than \$20 million. (taken from ROCKY MOUNTAIN NEWS of 11/6/83)

From GOLD COAST RAILROADING (November 1983)

ATSF GRAND CANYON LINE ACQUIRED BY DEVELOPER: RAILROAD RESOURCES, INC., an equipment and materials remarketing company in Phoenix, Arizona, has exercised an option to purchase SANTA FE's branch line to the Grand Canyon by March 1984. The company intends to develop resort facilities and a steam railroad at a cost of \$20 million. (taken from WHEEL CLICKS)

From IRON HORSE NEWS (September 1983)

LAST MINUTE GRAND CANYON REPRIEVE On Aug. 12, one day before dismantling was to commence, Railroad Resources, Inc. of Phoenix exercised their option to buy the Santa Fe's Grand Canyon line. The price is rumored about \$3 million.

The line has not been used since 1968 and various groups have tried to take it over, generally planning steam operations. Finally the AT&SF had contracted with National Railroad Constructors, Inc., to tear it up, commencing Aug. 13.

Railroad Resources say they intend to use steam on trains and expect to develop a resort in connection, a feature to be rebuilding track on a long vanished logging railroad.

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PROJECT '84 MAILING OF BROCHURE OUT DUE TO SPECIAL FRIENDS

The Chapter needs to thank Ed Berntsen, Steve Holloway, and Marcie Holloway for the valuable assistance in mailing out those thousands of Project '84 brochures. What a colorful collector item. Hopefully all subscribers got one.

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EXPO 86 IN CANADA SETS STEAM WEEKS FOR 23 MAY to 6 JUNE in 1986

Save your pennies and mark your calendar for the special period honoring past and present railroading up at EXPO 86. Are we going to miss this?

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CHAPTER SPECIAL ELECTION FILLS VACANT BOARD SPOTS

At the February monthly meeting the general membership was permitted to vote for candidates running to fill the two recently created and still vacant seats on the Board of Directors. There were 89 ballots cast. Welcome:

JIM GILMORE and DOYLE McCORMACK

Currently all Board positions and Officer positions will expire in December. Then from here on out we shall follow the By-Laws and elect the Board of Directors to serve staggered terms. Some will be elected for one year, and some two, and some for three years. Details will be out way before the election to avoid unnecessary confusion.

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INTERESTED IN SWAPPING PHOTOS OF ELECTRIC LINES?

Hugh White of Route 7, Box 147, Palestine TX 75801 (214-876-2127) writes to let us know that he has photos and or negatives to swap on some electric lines throughout the country. Since he reports to be on Social Security, swapping is better for him. Drop him a note and see what sort of a deal you can make.

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REPORT ON THIRD ANNUAL BANQUET

Host JIM WHALEY was able to keep a good thing going by getting close to 100 people to sign up for the dinner at the Imperial Hotel. Bad weather kept a few at home but the room appeared full. Emcee was past President BEN FREDERICKS who tried to pronounce "juxtaposition". The Jack Holst Award this year went to ED IMMEL with IRV EWEN making the suprise announcement. The Jack Holst Award is presented yearly to the member voted on by the membership who represents the ideals that Jack Holst had. RICH CARLSON gave his State of the Chapter Address and a joke, but skipped reading or presenting any poetry. The program was a film from SPRR entitled THIS IS MY RAILROAD and was presented by TERRY PARKER.

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GOSSIP

Not enuff to fill a paragraph. Hopefully we will get invited next year to GEORGE COMBS' 51st in February. The THREE "B's" were right on time with a cake for yours truly celebrating his annual 27th. Is "farmer" WAYNE COLVIN gonna have a Vette running alongside the 4449 this May? Can JOE SIMON and DIANE afford to drive up to Yaw's every Saturday? Be careful if KEN LANTZ invites you to take a walk some Saturday since he has longer and less tiring legs than many others. Check up on the doings of the Hospitality Committee and see if they greet you with open arms next meeting. Do you understand that CORA and LEE JACKSON do not keep the food money they collect but buy next month's goodies with your donation. Do you toss in enuff to keep up with the cost of coffee alone? TABATHA remains a mystery after getting mixed up with the HERDMAN's around Christmas. Ex-journalist RICH CARLSON vows to eradicate typo's in chapter publications. Ha.

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HIGHLIGHTS OF 9 FEBRUARY 1984 BOARD MEETING

- PROJECT '84 Tickets reported printed/shipped. Brochure almost ready. Miller reported \$5300 from ticket sales so far in bank.
- ROOM 1 ANNEX Carlson reported that lease for extra space in what we will call our own Annex to Room One has been signed.
- CACHET ENVELOPE Carlson reported on artwork for concession item for 4449 trip. MOVED, SECONDED, PASSED expenditure up to \$100 for postmark production.
- POSTCARDS Carlson reported he & Hodson selected photos to be reproduced on the postcards the chapter is printing for sale on 4449 trip. MOVED, SECONDED, PASSED that \$100 be paid for two photographs.
- 4449 PHOTO ALBUM Nelson reported he is working on "Photo Album" style book for sale on 4449 trip
- TEE SHIRTS & JERSEYS Hodson reported on progress and deadlines for having the shirts produced for sale item on 4449 trip. MOVED, SECONDED, PASSED to reduce the amount of Jersey's to be ordered from 5000 to 3000. MOVED, SECONDED, PASSED to order lower cost tee shirts in amount of 1000.
- LOCOMOTIVE 4449 McCormack gave progress report
- FINANCE COMMITTEE REPORT Board reviewed report dated 9 FB 1984 from committee. Several suggestions made regarding bookkeeping. All agreed suggestions would be carried out.
- CITY RESTORATION FUNDS MOVED, SECONDED, PASSED Chapter get \$20,000 from city locomotive restoration fund on loan for our restoration project.
- SWAP MEET Parker reported on joint effort of Gorge Modelers and NRHS to run swap meet for 3 March.
- ROOM ONE KEYS Security discussed and MOVED, SECONDED, FAILED to charge everyone with key \$10 deposit.
- BUSINESS CARDS Chapter directors and officers entitlement to chapter supplied business cards discussed. MOVED, SECONDED, PASSED that cards are authorized.
- NEW COMMITTEES Carlson reported on two new committees he set up: Public Relations; Send-off. Both relate to 4449 trip.
- NEW CREW CAR NAMED Phillips suggested naming of newly acquired crew car for Miln D. Gillespie. MOVED, SECONDED, PASSED.
- ALCO SWITCHERS Carlson advised Portland Terminal's plan to do away with ALCOs.
- EXCURSION COMMITTEE REPORT Weaver reported on committee review of Snowfall Special and lack of sell out. Future January excursions supported with suggestions for next time.
- COPY MACHINE Weaver discussed purchase of copy machine for office.
- ABSENTEE BALLOTING FOR CHAPTER ELECTIONS Immel requested to vote by absentee ballot for February monthly meeting for two directors. Carlson asked the by-laws revision committee to draft proposal for absentee balloting.

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STEAM ENGINE 4449 TO BE DISPLAYED AT UNION STATION BEFORE MAY DEPARTURE

Plans have it that the locomotive will be on TRACK 2 at Union Station near the ANNEX and that the area of TRACK 1 will be roped off to permit photographs of engine WITHOUT PEOPLE messing up the shot. Expect it there Thursday/Friday.

Possible need for hosts to chat with the viewing public and to keep TRACK 1 clear of busybodies. AL HAIJ probably is the man to contact.

Rumor of special musical party FRIDAY nite remains rumor.

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Work proceeds on BN bridge over Willamette

THE OREGONIAN, FRIDAY, NOVEMBER 18, 1983

3M D9

By ERIC GORANSON
of The Oregonian staff

Final design work on a new Burlington Northern Railroad bridge over the Willamette River in Portland is expected to start in December, according to the Kansas City designers.

Based on preliminary design work, cost of the span will not exceed \$30 million. The bridge will surpass the minimum horizontal clearance of 440 feet sought by the U.S. Coast Guard, said Jack P. Shedd, an associate with Howard, Needles, Tammen & Bergendoff in Kansas City.

The horizontal clearance will be one of the greatest in the nation for a double-tracked bridge, he said.

The bridge would replace BN's existing span upriver from the St. Johns Bridge. The move to replace the span, which has a horizontal clearance of only 230 feet, started in 1978 after the Port of Portland received its giant dry dock, which can handle repairs on large, wide-beam ships. The Port claimed the bridge's narrow horizontal clearance was a hazard to navigation.

The last ship to hit the bridge and cause extensive damage was the Marie Bakke in October 1978.

Under an accelerated schedule, plans call for having final designs in time to let a contract in the final

quarter of next year or first quarter of 1985, Shedd said. He said it would take up to 2½ years to build the bridge.

Construction, however, is contingent on getting Congress to provide additional money. To date, \$1.8 million has been spent for preliminary design and environmental work.

The bridge will not require any new approach tracks on either end and will be built without interrupting ship traffic or train schedules, Shedd said. However, he added, there will be a halt in traffic of about three or four days near the completion of the job when a switchover to the new tracks will take place.

Shedd said the span will be a lift bridge. The existing one, built in 1908, swings on a post to allow ship to pass. The new span's vertical clearance of 185 feet above the Columbia River datum (zero) will be more than adequate to allow passage of the biggest tankers overhauled at the Port's shipyard, the Kansas City engineer-designer said.

The bridge's vertical clearance should be no problem, except possibly at times when the river is high and a cargo ship is bound for Terminal 2, said river pilot Capt. Mitch Boyce.

Vertical clearances at other downriver bridges are 205 feet at St. Johns and Astoria and 196 at Longview, Wash.

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ANNOUNCING THE HISTORICAL THEME FOR APRIL TRAINMASTER

Keeping with what the editor knows best, and hoping that others will be ready to share what they know about it, for APRIL we will devote a few pages to the STEEL BRIDGE over the WILLAMETTE in PORTLAND, OR.

This is an INSTANT HISTORICAL PHOTOGRAPH subject because the contract has been let by the State for the bridge to be re-designed to accomodate the light rail line.

If you know anything at all about the construction, design, or whatever of the Steel Bridge, please send it to the TRAINMASTER or contact the editor before 28 March 1984. All material will be returned (if desired).

A HISTORICAL LOOK AT THE SPOKANE BRIDGE IN PORTLAND

HISTORY OF BRIDGE DEVELOPMENT by Ed Shields U S C G (1974 speech)

This may appear to be an oversimplification, especially on the West Coast: however, I believe that an understanding of past work is appropriate. Our West Coast seaports are very new - San Francisco is probably the oldest and dating primarily from the Gold Rush Days beginning about 1850/1860.

Piers, wharfs and bridges were constructed in our early day seaports using native sawn lumber for structural members and native trees for piling. Without preservative treatment the structure life was usually 10 years or less. Creosote-treated piles were soon found necessary to combat marine borers but the life was still governed by rot in the timbers. Each time a bridge was reconstructed, there was opportunity for review of the design. Bridges were progressively designed for heavier trains and wagons and also the navigation opening sizes were increased to meet navigation needs. With short life of structure, development of a harbor progressed by small increments, i.e., the navigation openings were progressively made longer and the load capacity was increased. No error in judgment was fatal for all structural bridges would soon rot out or become obsolete load-wise. A port only had to live a few years until a bad problem would be corrected. If the bridge were unduly restrictive, the owner could be ordered to correct entirely at his expense.

Beginning about 1910, the railroads were constructing steel bridges on masonry or concrete foundations with a life span approaching a century. Many such bridges exist today and some of these are presenting great navigational difficulties for our maritime commerce. Highway bridges, at least on the West Coast, did not reach this point, generally, until the 1930's.

The maritime community, however, was not entirely fenced in by the bridge builders. Section 18 of the Rivers and Harbors Act of 1899 provided that when mariners complained of a restrictive bridge, the U.S. Army Corps of Engineers, through appropriate procedure, could have a bridge declared to be an unreasonable obstruction to navigation and order the owner to rebuild as necessary, all at the owner's expense. Many railroad bridges were thus rebuilt for the needs of navigation alone. The railroads were able to exert sufficient pressure on Congress to pass the Truman-Hobbs Act in 1940. This Act relieved the railroads of 80% to 95% or more of the cost of rebuilding a bridge which was satisfactory to railroad needs but not to maritime needs. The Act has since been extended to include public-owned highway bridges.

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HISTORY OF VERTICAL LIFT BRIDGES by Hool, Kinne, Zipprodt, & Langley (1943)

(from MOVABLE AND LONG-SPAN STEEL BRIDGES, copyright 1943)

Vertical lift bridges of small spans and low lifts were constructed in Europe at a fairly early date. No vertical lift bridges of any size, however, were constructed there until recent years. In 1850 Capt. W. Morson, an Englishman, designed a vertical lift bridge with a span of 100' and a rise of 54' for crossing the Rhine River at Cologne, but a competitor secured the prize in the competition in which the plans were entered. Oscar Roper of Hamburg in 1867 de-

(continued from 16- History of Vertical Lift Bridges)

signed a bridge with a lifting span of 300' and a high rise to allow the passage of ocean going vessels, but this bridge was never built.

Squire Whipple in 1872 began designing and building small vertical lift bridges to cross canals in New York. In 1892 Dr. Waddell designed a vertical lift bridge 250' long with a rise of 140' to span the ship canal at Duluth. This bridge was not built because of objections of the War Department. The first vertical lift bridge of any importance to be built in this country probably was the South Halsted Street Bridge in Chicago. This bridge was designed by Dr. Waddell in 1892 and constructed shortly afterward. It had a span of 130' and a maximum vertical clearance of 155'.

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SPOKANE SWING SUPERSTRUCTURE

(from an undisclosed source supplied by B:RR)

The Superstructure of this bridge has been placed 16' higher than the superstructure of the Columbia River Bridge. This was done for the purpose of saving as many openings of the draw as possible. The draw-span is 521' long between centers of end supports. The turntable is part rim - part center-bearing, the load being distributed in the proportion of five-sixths to the rim and one-sixth to the center. In view of its large proportions, and great frequency of operation, more than ordinary care was exercised in the design of the operating mechanism. The navigation is open the year round: there is no period of closed navigation in which to make repairs. To provide for possible derangement of parts of the swinging machinery, the main pinions and all gears, shafts, etc., were made strong enough to operate the draw at reduced speed, by one pinion only, and by one motor on its over-load capacity. The general arrangement of the swinging machinery is the same as in the Vancouver draw, excepting that all the details are much heavier and entirely of steel. There are two motors of 70 HP rated capacity, capable of a short time over-load three times greater. The calculations were based on turning the draw 90 degrees in one and three-quarter minutes. As a matter of fact, the friction of the various parts of the turntable proved to be less than the one assumed in the calculations, and the draw operated the 90 degrees in one and a quarter minutes. The gear ratio was subsequently reduced and slow speed gears added for emergency. As in the Vancouver draw, there are two independent sources of power provided. The gasoline engine is 165 HP, four cylinder vertical type. It is directly connected with the generator, and is intended to act as auxiliary power, the current from outside being used to operate the bridge under all ordinary circumstances. A third, or emergency, motor, has been placed in position, and may be quickly connected to the gears. As an additional precaution, a hand-turning device has been installed consisting of capstans placed on the protection, and cables which can be attached to the drum when needed. It is estimated that ten men can swing the draw by hand ninety degrees in twenty minutes.

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1908 Article from ENGINEERING RECORD on SP&S BRIDGES

The Spokane, Portland & Seattle Ry., which is being constructed jointly by the Great Northern and Northern Pacific Railroads from Spokane, Wash., to Portland, Ore., involves a large amount of heavy grading and some important bridges. The new line will have no adverse grades against west-bound traffic in its entire length, thus giving it a remarkable capacity for handling traffic to the coast. From Spokane it extends in a southwesterly direction to the valley of the Snake,

(continued from 17- ENGINEERING RECORD article)

with maximum grades of 22' to the mile against eastbound traffic. The Snake River is followed for 24 miles to Pasco with a maximum eastbound grade of 11' to the mile; at Pasco the Columbia River is crossed on the bridge of the Northern Pacific Ry., and for 220.6 miles from this crossing, to Vancouver, the line is on the north bank of the Columbia River, with a maximum eastbound grade of 11' to the mile. Vancouver is 4.5 miles up the Columbia River from the junction of that river with the Willamette River, and 6.5 miles straight north of Portland, which is on the Willamette 11 miles above the junction of the two rivers. An entrance into Portland is obtained by the construction of two large double-track bridges, one across the Columbia at Vancouver and the other across the Willamette at St. Johns, 8 miles downstream from Portland. These two structures are separated only by a heavy cut through the peninsula between the two rivers. The portion of the new line from Vancouver to the south bank of the Willamette River will also be used to handle Northern Pacific trains between Portland and the north, which trains are now ferried over the Columbia River 35 miles below Portland.

* * *

The Willamette River bridge has a total length of 1,762'3" and is also a double-track structure. It consists of a draw-span at the middle, with two fixed channel spans and a deck plate-girder approach span on each side of this drawspan. The latter is 521' from center to center of end piers, making it the largest draw-span that has been built. The four fixed spans of the bridge are approximately 269' from center to center of piers, and the plate-girder approach spans are each 80' long. The two abutments and the pier next to the east abutment are on piles. The remaining five piers of the bridge were founded by pneumatic process on a stratum of cemented gravel and rock that underlies the sand bed of the river at a depth increasing from 23' below low water on the west side of the river to 86' below that level at the last pier to the east that was seated on it.

* * * The pivot pier of the draw-span is entirely concrete, except a belting and a coping course of granite masonry at the top. The clearance between the lowest point on the superstructure of this bridge and the highest known stage of the river is 22.61', or 16.61' greater than the clearance provided in the Vancouver bridge. This difference was introduced since the traffic is, and probably always will be, greater in the Willamette River than in the Columbia, and the increased height of the draw-span of the crossing of the former will greatly reduce the number of times the draw of that crossing will have to be opened, since many small craft can pass under the bridge at ordinary stages of the river. These small vessels form a large proportion of the whole number passing the bridge.

* * *

Mr. W. L. Darling, chief engineer of the Northern Pacific Ry., is acting as second vice-president and consulting engineer of the Spokane, Portland and Seattle Ry., and is in charge of the general construction of the latter. The plans for the bridges were prepared in the offices of Mr. Ralph Modjeski, consulting engineer of Chicago, and the execution of these plans has been under his direction as Chief Engineer. Mr. B. L. Crosby, as principal assistant engineer, has been immediately in charge of the Vancouver bridge, and Mr. Ernest Nickerson acted as resident engineer in immediate charge of the construction of the Willamette River bridge.

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**BURLINGTON NORTHERN**

OPERATIONS DEPARTMENT

1101 N.W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207

July 24, 1979

Dear Sir:

Your July 12 inquiry as to construction, specifications and historic details of the double track railroad bridge spanning the Willamette River just downstream from Willbridge has been handed to me for response. I am pleased to assist you in your research.

This Burlington Northern railroad bridge crossing of the Willamette River in the northwest section of Portland was erected in 1908-1909. The structure is identified in records of the railroad as bridge #5.1. The draw span in this structure is 521 feet long, center to center of end pins. On either side of the draw span are two fixed spans, 269 feet center to center of piers, making four spans in all. On each end of the bridge is an 80 foot deckplate girder approach span. Total length of the bridge is 1,766 feet 8 inches. The bridge is a relatively high-level crossing, which, at the time of construction, provided approximately 44 feet of clearance above the low water elevation of 100.0. It also provided 11 feet of clearance above the high water elevation of 133.0. In the open position, two channels are provided for shipping, each being approximately 230 feet wide. The swing span and the center pier are protected by a long timber fender which is slightly longer than the span when stationed in the open, or upstream-downstream position. The width of the fender system is approximately 50 feet. Bridge was constructed under authority of permit issued by the Secretary of War on June 20, 1906. It is presently under jurisdiction of the Department of Transportation, United States Coast Guard. The bridge was but one of several constructed at the same time by the railroad to carry its rails across the Columbia River and Slough, Oregon Slough, Hayden Island and the Willamette River. The designer and chief engineer on the project was one of the big names in bridge work in the nation, Ralph Modjeski. Original cost was approximately \$2,444,460. Additional information and pictures are enclosed.

Very truly yours,

J. G. Edwards
Superintendent

WHO IS RALPH MODJESKI ?

"American civil engineer, was born in Cracow, Poland, Jan. 27, 1861, a son of the actress, Helena Modjeska, who brought him to the US in 1876. He studied engineering at the College des Ponts et Chaussees, Paris, and in 1892 established himself in Chicago as a consulting engineer in bridge construction."

Died in 1940.

The list of bridges that follow used the direct talents of Ralph Modjeski. Sometimes his firm designed & built, sometimes he only designed, and on some he was helping another engineer. The list is far from complete. Modjeski standardized the bridge plans for the Northern Pacific Railway so he gets credit for loads of bridges.

Anyone wanting to add to this list is invited to contact the editor and we can then run a more complete list in the near future.

BRIDGE NAME	WATERWAY	NEARBY CITY	STATE
RR	Tanana		AK
FRISCO	Mississippi	W Memphis	AR
HARAHAN	Mississippi	W Memphis	AR
NY NH RR	Thames	New London	CT
GOVERNMENT	Mississippi	Rock Island	IL
McKINLEY	Mississippi	E St Louis	IL
THEBES	Mississippi	Thebes	IL
CAIRO	Ohio	Cairo	IL
METROPOLIS	Ohio	Metropolis	IL
GREATER NEW ORLEANS	Mississippi	New Orleans	LA
HUEY LONG	Mississippi	New Orleans	LA
BLUE WATERS		Pt Huron	MI
BEN FRANKLIN	Delaware	Camden	NJ
TACONY-PALMYRA	Delaware	Tacony	NJ
MID HUDSON	Hudson	Poughkeepsie	NY
N P RR	Missouri	Bismark	ND
INTERSTATE	Columbia	Portland	OR
SP&S	Columbia	Portland	OR
WISHRAM	Columbia	Celilo	OR
OREGON TRUNK	Crooked River	Terrebonne	OR
SP&S	Oregon Slough	Portland	OR
BROADWAY	Willamette	Portland	OR
BIARR #5.1 (Spokane)	Willamette	Portland	OR

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HOW TO PHOTOGRAPH THE SPOKANE BRIDGE IN PORTLAND BEFORE IT GOES AWAY

Access on the WEST side of the bridge is the best for any sort of photograph you want. Follow FRONT STREET until it goes no more. Yup. It stops a few feet past the bridge in the parking lot of WACKER CHEMICAL. Avoid the nasty people who run the parking lot at WACKER and park illegally on the street. Steps go up to the track level right there.

THIS IS STILL THE THIRD LONGEST SWING BRIDGE IN THE WORLD. GET IT NOW.

Portland

MARCH 1984

THE MAGAZINE OF OREGON LIFE AND BUSINESS

Vol. 11, No. 3

Rolling to New Orleans



PORTLAND'S steam locomotive, the SP 4449, will work hard to hold onto its reputation as the "most beautiful engine in the world" when it leaves Portland on a two-month-long run to New Orleans and back this year. The engine was voted the most popular in the nation in a poll of rail fans by *Trains* magazine last year.

The SP 4449 will pull a full train of "Daylight" cars in their famous orange, red, white and black livery.

The "World's Fair Daylight" will arrive at the Louisiana International Exposition of 1984 in New Orleans on June 2 to herald "The City of Portland, Oregon Day at the Fair," according to Petr Spurney, president and chief executive officer.

The entire trip, arrival ceremonies near the fair's main entrance and week-long display there, will help draw attention to the city of Portland's exhibit. It will revolve around the theme of water at a time when many areas of the nation are experiencing or looking forward to serious water shortages. It will be targeted toward industries needing large supplies of pure water in order to sustain their factories. It is hoped that the train's arrival will set off a series of major entertainment and sports events in New Orleans that will call attention to Portland and Oregon.

To make the trip possible, the engine is being rebuilt at a cost of \$250,000 in Southern Pacific's Brooklyn Roundhouse, from which the general public is barred. SP Engineer Doyle McCormack, Oregon City, who rebuilt the engine twice previously and was the engineer

for both the American Freedom Train and a roundtrip excursion to Sacramento and Los Angeles in 1980, again heads the reconstruction effort. He also will be the engineer for the excursion.

Money for the restoration has been donated to the Pacific Northwest chapter, National Railway Historical Society, Portland, (which is acting as agent for the city of Portland) by Roger Peck, president of Cascade Trailways, Tacoma.

Portland Mayor Francis J. Ivancie called the SP 4449 "America's Engine," explaining that when work on the 432-ton, 110-foot, 2.25-inch-long locomotive and tender is completed this spring, the engine will be considered operable for seven years under Federal Railroad Administration rules. It will be run, however, only for very special events, Ivancie said.

The excursion will be operated by the Pacific Northwest chapter of the National Railway Historical Society, according to Richard Carlson, chapter president. Tickets will be sold only between key stopover points on the trip.

In addition to the city of Portland, the Louisiana International Exposition of 1984, Cascade Trailways, National Trailways Inc. and the National Railway Historical Society, other sponsors of the trip are the state of Oregon, the state of Louisiana and the city of New Orleans, with the cooperation of Southern Pacific which will absorb many of the substantial costs normally charged to such runs on a commercial basis.

Other commercial sponsors to date

are: Coca Cola, DuPont De Nemours & Co. Inc. and Hyatt Hotels.

When the train leaves Portland it will make overnight stops at Klamath Falls, Sacramento, San Francisco, San Luis Obispo, Los Angeles, Phoenix, Tucson, El Paso, Alpine, San Antonio, Houston, Dallas-Fort Worth, Lafayette and New Orleans. It will remain on display at some of these stops for periods ranging between one and three days.

The trip is designed to draw attention to Portland and the remainder of the Western and Southwestern cities and states served by Southern Pacific and to help bring attention to the New Orleans world's fair.

The round-trip excursion will cover 7,477 miles — the longest steam locomotive excursion in modern U.S. history, according to Carlson. Heretofore, the longest had been made on a run from Birmingham, Ala. in 1977 when the SP 4449 was returned to Portland from its service powering the American Freedom Train during the nation's bicentennial celebration in 1975-76. During that Odyssey, according to Carlson and Spurney, who headed the Freedom Train operation, the engine was viewed by an estimated 30 million people throughout most of the contiguous 48 states.

The SP 4449 was donated to the city by Southern Pacific on April 24, 1958, subsequently sitting and rusting away for years at Oaks Park until its rescue by the American Freedom Train Foundation, with the cooperation of the city and Southern Pacific, in 1975.

WELCOME ABOARD

We enjoy taking this moment to welcome as new members to the Pacific Northwest Chapter of the National Railway Historical Society:

FRANKLYN K. BROWN	ROBERT C. JACKSON	CYNTHIA C. JACKSON
MARY N. KVERNDAL		
JUDITH J. ROBERTSON	KENNETH R. WYATT	LARRY E. SEVERSON
EDWARD G. AUSTIN	ROBERT C. BALLOU	CLYTIS C. BELLOIT
MICHAEL F. BRYANS	LEAH BRYANS	PAUL M. DINWIDDIE
WILLIAM J. EDGAR jr	DON W. EMBERLIN	CARL H. FOWLER
PETER GRIMM	ARTHUR B. HULSEY	RAYMOND E. JENSEN
ELLIS J. LUCIA	MICHAEL A. MAGOWICZ	SANDRA K. MYER
BEVERLY J. STALEY	HELEN M. PAULUS	HUGH N. ROBERTSON

MEMBERSHIP INFORMATION

Please remember that 1984 Dues are Due BEFORE 31 March 1984 in order to NOT be considered delinquent by the National organization and the local chapter. If you do not renew by that date you risk the chance of not receiving any further issues of the TRAINMASTER or the NRHS BULLETIN. Please remit as soon as possible.

We are also updating our membership roster to include ONLY those who have paid their dues for the 1984 year.

The ROSTER is tentatively scheduled for distribution to members only in April.

If you do not wish to have your name, address, or phone number published, please drop a note in the mail to:

PNHC-NRHS
Attn: John Holloway
2201 SW Palentine St.
Portland OR 97219

Dues and other items such as address changes, phone number changes, corrections, or questions or problems with MEMBERSHIP should also be sent to the above address.

Changes of Address are needed as soon as you can supply them so we can forward them on the National to keep your BULLETIN coming.

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