



pacific northwest chapter

THE TRAINMASTER

OCTOBER 1984

Number 266

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PACIFIC NORTHWEST CHAPTER
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CHAPTER TIMETABLE OF EVENTS

11 OCT	Thurs	7:30pm	Board meeting at Columbia Gorge Clubhouse.
19 OCT	Friday	7:30pm	Monthly business meeting of chapter at the Union Pacific Clubhouse. Program and all members may bring up to 6 slides of recent rail events for Newsreel.
8 Nov	Thurs	7:30pm	Board meeting at Columbia Gorge Clubhouse.
16 NOV	Friday	7:30pm	Monthly business meeting of chapter at the Union Pacific Clubhouse. This is the Annual Election. Program and all members may bring up to 6 slides of recent rail events.
23 NOV	Friday		Show and tell of 4449 trip with tables for exchange Watch for details
13 DEC	Thurs	7:30 pm	Board meeting at Columbia Gorge Clubhouse
21 DEC	Friday	7:30 pm	Monthly business meeting of chapter.
			WATCH FOR DATE OF ANNUAL BANQUET
each	Saturday	noon	No host lunch each Saturday at private room at Yaw's in Hollywood. All invited. 30 or so attend each week. Good crowd.

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - SEPTEMBER 21, 1984

The meeting was called to order by President Rich Carlson at 7:40 PM.

Treasurer Larry Miller reported that the final payment has been made to Amtrak for the Vancouver, B.C. trip. Larry also reported that all bills have been paid for the project '84 trip to New Orleans as a result of additional payments received from organizations selling tickets for the trip.

Vancouver, B.C. Excursion: Rich Carlson reported that sales picked up right after Labor Day weekend. Mary Lou Weaver reported that as of today 346 tickets have been sold. Ed Immel reported that the train will consist of five coaches and one lounge car. Jack Pfeifer advised that there will be a meeting for all trip personnel next Monday evening at Union Station. John von Gaertner reported that the trip guide is done.

Nominating Committee: Jeff Asay advised that forms will be available at tonight's meeting for the nomination of officers and directors for 1985. The nominating committee's selections will be announced at the October meeting. Nominations from the floor will also be taken at that time.

Rolling Stock Committee Report: Chairman Bob Hoffman reported that Pete Dorland will be the Chapter's chief mechanical officer. Carl Rodabaugh is winterizing crew car #3300. Ed Immel and John Holloway will winterize the Mt. Hood. Terry Parker is in charge of winterizing the S.P. solarium car. The flanger needs to be covered for the winter. The spreader will be all right for the winter as is.

Museum Committee: Dave Van Sickle reported that committee Chairman Bill Gano is negotiating with a major railroad to provide a storage location for locomotive 4449 plus the two locomotives now at The Oaks Park.

Concessions: Doug Auburg reported that \$600 worth of souvenirs were sold at the NMRA national convention and about \$350 worth more were sold through the Central Coast Chapter. The Chapter will be selling souvenirs on the Vancouver, B.C. trip and at the swap meet in Vancouver, WA. A pin for the Vancouver, B.C. trip is available at \$4.00 each. Two more volunteers are needed to process souvenir mail orders.

Louisiana World's Fair Daylight Commission: Walt Grande reported that the commission has received a large number of letters with comments on the operation of the trip. The commission will begin to write its report about the beginning of October and expects to take about a month to complete the report.

Absentee Ballots: Randy Nelson reported that the Chapter board has approved the issuing of absentee ballots for the election of 1985 Chapter officers and directors.

Chapter Budget for 1985: President Rich Carlson announced that input is needed for the Chapter's 1985 budget. Committee chairmen were asked to furnish their budget requests as soon as possible to Rich or to Jeff Asay.

Expo '86: Rich Carlson announced that the Chapter has notified the State of Oregon that the Chapter wants to operate the 4449 to Vancouver, B.C. in 1986 for Expo '86 to be held in that city.

Respectfully submitted,

Chuck Storz, Secretary.

4449 REVISTED continued

a very black engine and train that night in Klamath Falls.

I was disappointed in this location this time. We threaded our way back down to the highway and highballed on east. By the time we got to Chemult it was apparent that we were ahead of the train, so we set up just north of town in what turned out to be a fairly decent location and soon the train came highballing by us at a good 60 per; just like passenger trains were intended to do. Thanks to a stop for a photo runby, we were able to get ahead once more for a grade crossing shot near Chiloquin. We were surprised by a north bound freight with UP power which showed up first. On into Klamath Falls where we got a view of the train about three miles ahead of us and a solid line of cars inbetween! Klamath Falls somehow absorbed all of these people and soon there were few people left around the train. We took advantage of the train's drawing power to slip into the SP engine terminal for a few photos of the Daylight painted helper diesel, SD-45 7499, which had run into Klamath Falls ahead of the train. Then some night shots of the OP&E DM'dized GE U boats and the 4449. We were in the depot when the southbound Coast Starlight made it's regular stop and crew change about 10:30pm. Overheard: SP conductor to SP cop: "How come you are all dressed up tonight?" (he was in full dress uniform). Response: "Because of that special train in town tonight!"

The next morning I turned my truck and my son over to Jerry's able care and boarded car 10 of the train. A car roster showed that over half of the train was Shasta Daylight coaches from about 1949 vintage. The observation car was ex-GM that used to run on the International between Seattle and Vancouver, BC. I settled back to enjoy my ride and not have to worry about the madness on the road. Saw Fred and Jerry twice and they saw me once! We made a stop for a photo runby somewhere out in the woods away from the highway. A stop for water at Black Butte (near Weed) and the 7499 was added again for its dynamic brake abilities on the steep descent into Dunsmuir, California, where the diesel again cut off and ran ahead of the train. South of Dunsmuir to Redding the SP follows the Sacramento River for good scenery but slow running. However, at Redding we opened into the Sacramento Valley and the track is straight and fast. I spent most of the time in various vestibules, but did stop to visit with fellow travelers and IERL members Warren McGee and Carl Johansen. Also visited with Ed Bernsten from Tacoma. We arrived in Sacramento about 6:30pm.

I spent the next week in the concrete jungle of downtown LA and by Friday night was ready for some excitement. I went to the airport, stashed my bags in a locker, and rented a new Ford Mustang with a V-6 for \$16.95 and unlimited mileage, but \$1500 deductable. Full coverage was available for \$7 extra. Considering what I intended to do with car, I decided that this might be a good investment. I headed north about 7pm.

Arriving at Bakersfield about 9pm I decided to continue on north to Fresno where the train was spending the night. Arriving there about 11pm I quickly determined that Fresno was a sizeable city so I invested \$1.50 in a good map which showed the railroads. Considering that it was dark and I don't believe I have ever been in Fresno before, I considered myself fortunate to find the train in about an hour. There were the usual night photographers around and I got into an interesting conversation with a young couple from LA. He apparently worked with boilers and stationary steam, but knew nothing about locomotives, but was very interested. So I showed him all the interesting mechanical details of 4449 such as valves, injectors, lubricators, air pumps, etc.; as well as encouraging him to go on up into the cab and see that. He reciprocated by giving me a detailed AAA map of Kern County which showed the RR and Tehachapi loop; and would prove very valuable the following day. I slept the remainder of that night in the Mustang about 150 yards from 4449 and then the next morning at

4449 REVISITED continued

breakfast at a local Denny's ran into Warren and Carl. Some morning shots of the train loading people and then down the road about 21 miles for a picture of the train racing thru Kingsburg.

The highway was four lane almost along side of the SP and there was no chance to get ahead of the train. I did manage to get in about 45 seconds of pacing alongside of the engine. When they stopped in Bakersfield to add the diesel helpers I decided not to take any chances, so headed directly to Tehachapi loop. This turned out to be a disappointment. There were 2 diesels, both Daylight colors (a plus), and they were doing all the work. There were also 3 helicopters and seemingly a million people all over the place. However two AT&SF freights provided some action.

The train stopped at Tehachapi summit to take water, but the diesels stayed on for dynamics on the downgrade into Mojave. I managed to get ahead for one picture of the train arriving in Mojave, and then went to the other end of town and setup under a highway overpass. The two diesels went roaring on by alone, and then 4449 came slowly out of town and then opened up just beyond my location. So far this day was proving a disappointment.

They had to make a short stop at Lancaster for a local event, so I was able to get ahead and went into Palmdale. Rumor had it that the diesels would again go on the point at Palmdale for the climb up into Soledad Canyon. So I picked a crummy location north of Palmdale. The locals informed me that the diesels had gone on thru at a rapid pace quite awhile ago; maybe they didn't stop! The tracks were easily visible thru Palmdale and diesels were nowhere to be seen. I soon came to a hill overlooking the railroad and it was covered with people. This must be the place! It afforded a spectacular view of a slight S curve and we were able to see the train well north of Palmdale. The S curve marked the beginning of the grade up into the Canyon and the engine was working fairly hard. This was the highlight location of the day. I got back on the freeway and the next exit at Vincent afforded a neat view of the train climbing this grade at about 15mph with a sharp exhaust. As I rushed toward the bridge a couple of guys on a motorcycle asked "what's happening?" I replied, "come on over and see." They did and they were quite impressed by what they saw. My last view of the train was from the freeway as they headed into Soledad Canyon and I hustled to LAX for a 6:45 flight north.

POSTSCRIPT

On June 23, 1934, Lee Tilletson and I headed south for a final look as the train returned to Portland. We went via LaGrade, Baker, and Bend; so as to check out the UP (we did see one Centennial diesel on the point of a northbound freight). The Sumpter Valley (they were running) and the City of Prineville (they had everything locked up in a shed) had good looking track. We spent the night in Bend and then headed south to Chemult on Sunday morning. We took a dirt road into a siding and waited about 30 minutes before a whistle in the distance announced 4449. Soon we could hear a very rapid exhaust and they charged by us at 60 per. It was a beautiful summer day and we were able to get pictures at seven locations before finally arriving in Portland.

(reprinted from the Sept 34 YARBULL of the Inland Empire Railway Historical Society in Spokane)

THE CAR HOST ROSTER

This is the first attempt to get the Car Host matter resolved in the October Trainmaster. For those of you who have been following this new system you will once again have to read the fine print to see what is going on. Apologies to the Excursion Committee from the editor for not delivering a clear explanation in the earlier Trainmasters. The list that appeared in the September issue was incorrect and the list that follows should be more correct if not perfect.

The original recommendations by the Excursion Committee to the Board of Directors stated that all who had been members the two previous years would qualify as Car Hosts, meaning of course that the person would have had to have been a member in 1932 and in 1933 to qualify in 1934. The summary of those recommendations appearing in the Trainmaster stated only that you needed two years seniority, which could be interpreted as qualifying members in the Chapter in 1933 and 1934. Because of this discrepancy and the fact that many of the 1933 members have already served as Car Hosts on one or more excursions and therefore have a "Grandfather" right, the committee has decided that for any Car Host signups in 1934, membership in 1933 and 1934 will suffice.

As announced at the September business meeting the Car Host list printed in the September Trainmaster did not have the names in the correct order. Following are the names listed in the order they appear in the records and in the order in which members will be selected as Car Hosts on future excursions:

SENIORS

Laurie McCormack
 Roger Phillips
 Bill Davis
 Rachel Immel
 Pete Dorland
 Gerry Baldwin
 Bob Hoffman
 Kristine Nelson
 Randall Nelson
 Terry Parker
 Robert Slover
 Mary Lou Weaver
 Ray Myer
 Richard Carlson
 Jim Whaley
 Chuck Storz

JUNIORS

Steven Howes
 Connie McCready
 Albert McCready
 Larry Collier
 William Bain
 Michael Ackley
 Linda Fredericks
 Brigitte Duncan
 Carl Rodabaugh
 Charles Andrews
 Fred Dorsett
 Kenneth Peters
 Dale Hammersly
 Esther Rosu
 Kyrian Gray
 Kerrigan Gray
 James Loomis
 William Gano
 Doug Auburg
 LeRene Allen
 Paul McMillan
 Gerda McMillan
 John Willworth
 Alan Viewig
 Marilyn Rehn
 Don Rehn
 Richard Mather
 George Mickelson
 Walt Grande

* Indicates last member on that list used on Vancouver, BC excursion.

Thanks, /s/ Jack Pfeifer

4449 REVISITED by BRUCE BUTLER

For steam fans, the highlight event of 1984 was the Portland-New Orleans round trip of former Southern Pacific 4449 pulling an eleven car train painted entirely in SP Daylight colors. Jerry Quinn and I made plans for a weekend of train chasing and photography on the Portland to Lamath Falls portion, and then things got complex; I was scheduled by a company for class in Los Angeles May 7-11. Jerry and I and my eldest son, Fred, left Spokane Thursday evening the 3rd. I had an airplane ticket from Sacramento to LA for the evening of the 6th, but nothing definite yet for getting from Klamath Falls to Sacramento. A stop at the BN Pasco yard yielded some eight shots of some idling GE power. We went down the Washington side of the Columbia River the next day and saw some action on the BN, including a freight leaving Wishram bound for Bend. Wishram still has a good sized yard and the railroad beanery is still open for business.

We arrived in Portland about 5pm and found 4449 on display in Union Station. The train was also spotted on another track. They were filling the tank with oil. 4449 had received a year long rebuilding in preparation for this trip and a close inspection revealed many areas that had recent attention.

The engine and train were simply beautiful in the orange and red Daylight colors. Eventually a BN switch engine showed up to pull 4449 from the display track and onto the point of the train. Several checks with Pacific Northwest chapter people turned up a name of a gentleman who wished to sell the Klamath Falls - Sacramento portion of his ticket. A phone call to his motel to set up a meet with him in Klamath Falls, and then we were ready for some night shots. We had lots of company; railfans from all over the USA were there. We spent the night sleeping in my truck in the Diamond parking lot in front of Union Station. About 5:30 the next morning things began happening and we got up to join the crowd. While standing in the crowd around the engine, a TV camera crew interviewed me. With departure set for 3:00am we took a few shots of the train in the depot and then left for a high bluff overlooking the east end of the Steel Bridge across the Willamette River. This was a spectacular view with a fireboat in the river shooting a plume of water in salute.

We threaded our way to Oregon City and south, observing that it would be virtually impossible to get ahead of the train unless they stopped. We got on the freeway and then off at the small town of Aurora where in about two minutes they came flashing yby at about 60mph. It was here that I first noticed the train number board carried the number "9", the train number for the Shasta Daylight! After some wrong turns and back roads we got back to the freeway and headed south; joining others at a nice underpass location on, as it turned out, the Oregon Electric (BN). The whistle soon told us of our mistake. We wandered around in Eugene before locating the depot, this turned out to be a real mob scene and AMTRAK was in town too, so we elected to head out for a fair bridge location just east of town. We managed to get ahead once again for a view of the train up on the side hill near the settlement of Trent.

Highway 58 is two lane and there was no chance to get ahead of the train so we resigned ourselves to the traffic until they stopped at Oakridge to add the diesel helper for the climb over the Oregon Cascade's. We took a four mile gravel side road up to Cruzatte, near the top of the hill. Now, this had been a spectacular location on June 20, 1975, when 4449 headed south for the first time, but on May 5, 1984, it was foggy, snowing, and very COLD! We waited for what seemed like forever before we finally heard them coming; both engines working hard. But then as the train approached the tunnel the 4449 shut off and let the diesel do all the work. This was so that the stack wouldn't blast all the soot off of the tunnel roof which would have resulted in a very dirty engine and train. In 1975 when 4449 did this run with four cars and no diesel it was

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

The meeting was called to order by Chapter President Rich Carlson at 7:48 PM.

Finance Committee: Jeff Asay reported that the finance committee met last Tuesday with Treasurer Larry Miller to discuss the Chapter's financial condition resulting from the New Orleans excursion. Unpaid debts total about \$80,000. This amount could be reduced to \$50,000 if disputed amounts are resolved in the Chapter's favor. The committee is continuing its audit of the trip. Ben Fredericks asked of anyone is notifying the Chapter's creditors of our financial condition. Rich Carlson replied that he has written to those creditors needing the information most urgently.

Excursion Committee: Mary Lou Weaver advised that car host applications are available from Jack Pfeifer. John Von Gaertner will be excursion personnel director for the balance of 1984 with Jack Pfeifer taking over the position for 1985.

Membership and Hospitality Committee: Rich Carlson announced that Kathy Weiderhold has resigned from the committee chairmanship and that he has appointed Connie McCready to be the new chairman.

Publications Committee: Chairman Al McCready reported that Roger Phillips is the new Publisher of The Trainmaster. In the future financial information will be conveyed to the membership via The Trainmaster.

Vancouver, B.C. Excursion: Ben Fredericks reported that orders are coming in more slowly than expected. Ads have been placed in The Oregonian, the Columbian, This Week magazine and The Valley Times. Only 189 ticket orders have been received as of today. We need 450 to make the trip viable. The Odyssey Club will make a special mailing to promote the trip. Rich Carlson advised that the Chapter is shooting for at least 500 to make the trip worth while. The next payment to Amtrak for the trip is due on August 28th.

Locomotive 4449: Rich Carlson reported that the Chapter board has voted to run the 4449 light to Salem to be on display during the Oregon State Fair. However, the locomotive will not go to the fair due to insurance costs of \$8,000 to \$10,000. It is still possible than an excursion may be operated to Eugene in October.

Rich Carlson announced the appointment of Ben Fredericks a manager of Sales and Media Affairs. Ben has also been appointed to the Excursion Committee.

Rich Carlson announced the appointment of the committee to nominate Chapter officers for 1985 as prescribed by the Chapter by laws. The committee members are: Jim Whaley, Jeff Asay, Dave Van Sickle, Roger Phillips and Walt Grande.

Cachet Envelope Sets: Rich Carlson announced that complete sets of cachet envelopes for the New Orleans trip have been offered for sale by means of an announcement in the NRHS national news bulletin.

Rich Carlson announced that a 4449 slide, movie and memorabilia meet would be held later in the year.

September Swap Meet: Bill Gano asked for six volunteers to help with Chapter sales at the swap meet to be held in Vancouver, WA on Sept. 29th.

Respectfully submitted,
Chuck Storz, Secretary

THE PRESIDENT'S PAGE by Rich Carlson

When one thinks of autumn, it is usually October that comes to mind. For most people, it is one of their favorite months, and the bright days of Indian summer are meant to be savored and enjoyed before we enter the rainy days of November.

We had hoped to be able to run 4449 one last time this month on SP's tracks from Portland to Eugene and return, but regrettably the railroad's response was negative. Our intent was to utilize the passenger equipment still at Brooklyn Yard and recoup some of the losses suffered on the Louisiana World's Fair Daylight trip, which losses I am happy to say, do not now appear to be as severe as they were first reported to be. In fact, by virtue of our reserves, donations and late payments, we were able to pay the bills outstanding and along with us the creditors all breathed a sigh of relief.

It appears we may still have a few additional payments due us, but they are not of a magnitude that they will enable the trip to end up in the black. So, again, we thank all of those persons and organizations who have contributed and helped the PNWC-NRHS weather the rough period and aid in keeping the chapter viable and strong.

Ticket sales for the "British Columbia Special" picked up some after Labor Day, so the chapter's excursion trip ran as planned. It was a real delight with perfect weather and a paid-passenger load of about 353, plus 22 staff from the chapter. This was sufficient to allow us to break even and perhaps even earn a few dollars. The Amtrak-provided meals were fresh and tasty, and the Sunday brunch served by the Hotel Vancouver was not only beautifully laid out, but delicious and most abundant. I heard but one complaint on the entire 3-day event, and that was late on the return from someone who didn't like the TV lights in his eyes! By the way, Rogers Cable-systems will likely do a one-hour special on the trip, with airing in late November. We'll keep you posted on time and date. Thanks to everyone who worked so hard to sell the tickets and work the train to make it a great success! I know everyone enjoyed it.

Other items: The LWFD Commission, having received everyone's thoughts, is now preparing its report. . . . The Nominations Committee will name their selections for officers and board prior to the Oct. Business Meeting. . . . I have named Bob Hoffman to chair the Rolling Stock Committee, and added Carl Rodabaugh to that group. . . . In order to prepare a budget for 1985, I have requested each Committee Chairman to submit their requests as soon as possible to me, Larry Miller, or Jeff Asay. The president, treasurer and Finance Committee are charged with formulating the chapter budget.

President's Page (Cont'd)

Don Hunter, official photographer on the LWFD trip, shot a remarkable number of color slides, which he duly delivered to me. I have now requested Ben Fredericks, Terry Parker and Alan Zimmerman to review them all with the idea of making up sets of maybe 80 duplicate representative slides as the chapter's official visual documentation of the excursion trip. These sets would be sold by the chapter. The idea for this came from Walt Grande, who felt the chapter could benefit considerably from this resource, and I could hardly agree more.

The selection trio will come back with their recommendations on how many slides to comprise the set or sets, the selling price, etc. I am sure many of you will want to order a set whether you traveled on, chased or otherwise followed the progress of the train, which ranks as the steam event of the decade.

Jim Whaley advises that they have set "4449 Day" for Friday, November 23, which is the day following Thanksgiving. Get to Jim and tell him what you have to show, present, display, whatever, so his group can give it the attention it deserves! The layout they finally select will also depend on what the members have.

Finally, Bob Leachman has offered the chapter the opportunity to make some money by selling a special "4449 Daylight" calendar, which will feature six large color photographs taken by his son, Dr. Rob Leachman of Berkeley, California. Priced to sell at \$7.95, it will be an attractive souvenir of the "Louisiana World's Fair Daylight." Allow 60 to 90 days for delivery, as production got off to a late start for a 1985 calendar! Send your order with remittance to PNWC-NRHS, "4449 Calendar", Room 1, Union Station, Portland, Oregon 97209. The calendar will come shipped in a mailing tube.

"FAIR CHIEF QUESTIONED" HEADLINE ON 5 OCTOBER AP DISPATCH

The following AP dispatch from New Orleans appeared in the "Oregonian" on 5 Oct:

"The president of the world's fair was questioned by a grand jury for 90 minutes Thursday, and said later that he was not a target of the probe of the financially troubled exposition.

"There haven't been any questions,' Petr Spurney told reporters as he left the court building. Asked what the investigation concerned, he said, 'We haven't been advised.'

'He said authorities told him that he was not a target of the probe. He had no other comments. He was accompanied by Ann Brown, one of the fair's lawyers.

'Federal authorities have been looking into everything from allegations of corruption to deals involving businesses that will take over fair facilities once the exposition closed Nov. 11.'

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WHAT DESERT RAILS HAD TO SAY ABOUT US RECENTLY

4449 UPDATE: A note to the trip car hosts, the Chapter has received the full compliment of the red Daylight car host shirts. These will be available at the meeting if you are unable to attend please contact Mr. Bob Alkire.

The successful sections of the 4449 excursion could not make up the debt incurred by the total trip to New Orleans. It is sad to say that the Pacific Northwest Chapter lost approximately \$40,000. Since WE made a profit and would like to help out this sister Chapter we have done the following: (1) cancelled all their outstanding debts to us; (2) purchased our car host shirts which should have been complimentary; and (3) we are donating an additional \$300 to them. We would like to see this group succeed and have 4449 a permanent fixture on the railroad trip scene in the Western USA. Should you as an individual wish to contribute to this rr cause please mail your check to: Pacific NW Chapter NRHS, FOR 4449, Room 1, Union Station, 300 NW 6th Av, Portland OR 97209.

{DESERT RAILS is the publication of the ARIZONA CHAPTER NRHS}

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WHAT THE REVIEW HAD TO SAY ABOUT US RECENTLY

Portland, Oregon: In their most recent publication, the Pacific Northwest Chapter of the NRHS indicated that the organization sustained a major financial loss in operating the steam-powered Louisiana Exposition Daylight earlier this year. The total costs for operating the train between Portland and New Orleans totalled close to \$5,000,000 with losses estimated in the \$50,000 to \$60,000 range. The Society is soliciting donations and loans from its 300 members. Although it is highly unusual for the Editor of the Bay Area Review to recomend donations to organizations other than our own, the Pacific Northwest Chapter deserves both our thanks and whatever assistance we might personally render. Most railfans in Northern California either rode or photographed the Exposition Daylight and countless more viewed its passage. Future operations of the 4449 could be clouded by the current debt faced by the Society, so it's to our mutual advantage that we offer whatever aid possible... Lastly, the Chapter is leasing their sleeper lounge car "Mt Hood" to an affinity group for a trip between Oakland and Denver and return. The Daylight-painted "Mt Hood" will leave Oakland behind Amtrak's "California Zephyr" on October 4th, returning to Oakland from Denver on October 9th.

{THE REVIEW is published by the Bay Area Electric Railroad Association}

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OREGON BRANCH LINES AND SHORT LINE
TRAIN OPERATIONS
AS OF AUGUST 1984

<u>Railroad</u>	<u>Line</u>	<u>Frequency</u>	<u>Schedule</u>
Union Pacific	Joseph Branch	SuTuTh	Leave La Grande 1:00 p.m. Arrive Joseph 11:00 p.m.
		MWF	Leave Joseph 9:00 a.m. Arrive La Grande 4:30 p.m.
	Umatilla Branch	Ex Su	Leave Hinkle 7:00 p.m. Arrive Umatilla 8:15 p.m. Leave Umatilla 9:15 p.m. Arrive Hinkle 10:30 p.m.
	Burns Branch	Infrequent Service	Line embargoed west of milepost 20 (Vale)
	Pilot Rock Branch	Tri-Weekly (Various Days)	Leave Pendleton 1:30 p.m. Arrive Pilot Rock 3:00 p.m. Leave Pilot Rock 4:15 p.m. Arrive Pendleton 5:30 p.m.
	Pendleton Branch	MWF	Leave Walla Walla 2:30 p.m. Arrive Weston 4:15 p.m. Leave Weston 4:45 p.m. Arrive Walla Walla 6:30 p.m.
	Homedale Branch	Ex Sa & Su	Leave Nyssa 10:00 a.m. Arrive Marsing 12 noon Leave Marsing 12:30 p.m. Arrive Nyssa 3:00 p.m.
	Condon Branch	Th	Leave The Dalles 2:00 p.m. Arrive Condon 6:30 p.m. Leave Condon 7:30 p.m. Arrive The Dalles 12 midnight

<u>RR</u>	<u>Line</u>	<u>When</u>	<u>Schedule</u>
UPRR (cont)	Heppner Branch	MWF	Leave The Dalles 1:00 p.m. Arrive Heppner 5:30 p.m. Leave Heppner 7:30 p.m. Arrive The Dalles 12 midnight
	Bend Branch	MWF TuThSa	Leave The Dalles 2:30 p.m. Arrive Bend 11:00 p.m. Leave Bend 8:00 a.m. Arrive The Dalles 5:00 p.m.
Burlington Northern	Athena Branch	As required	Line listed for abandonment
	Walla Walla Valley	As required (Several times a month)	Leave Walla Walla 9:30 a.m. Arrive Milton-Freewater 11:30 a.m. Leave Milton-Freewater 1:30 p.m. Arrive Walla Walla 3:30 p.m. Line listed for abandonment
	Pendleton Branch	Ex Su	Leave Pasco 6:00 a.m. Arrive Pendleton 12 noon Leave Pendleton 1:00 p.m. Arrive Pasco 6:00 p.m.
	Astoria Line	Daily Ex Wed MWF Ex Sa	Leave Portland 5:00 a.m. Arrive Clatskanie 10:00 a.m. Leave Clatskanie 12 noon Arrive Portland 5:00 p.m. Leave Astoria 8:00 a.m. Arrive Clatskanie 11:00 a.m. Leave Clatskanie 12 noon Arrive Astoria 4:00 p.m. Local Switcher does work in St. Helens area on duty 9:00 a.m.

<u>RR</u>	<u>Line</u>	<u>When</u>	<u>Schedule</u>
BNRR (cont)	West Salem	M-F	Leave Salem 10:30 a.m. Returns about 12 noon
	Santiam Branch	M-F	Leave Albany 10:00 a.m. via SP's Mill City Branch Arrive Weldwood 1:00 p.m. Leave Weldwood 2:00 p.m. Arrive Albany 3:30 p.m. via SP's Mill City Branch
		M-F	Leave Sweet Home 7:00 p.m. Arrive Weldwood 8:15 p.m. Leave Weldwood 9:15 p.m. Arrive Sweet Home 10:30 p.m.
	Vernonia and Forest Grove Branches	As required, usually MTTh	Leave Beaverton 11:00 a.m., OE Branch to Bowers Jct., thence Banks, and then SP Tillamook Branch Banks to Hillsboro Arrive Forest Grove 1:30 p.m. Leave Forest Grove 2:30 p.m., by reverse route to Beaverton Arrive Beaverton 6:30 p.m.
	Oregon Electric Branch	Su-F	Leave Vancouver, WA 9:00 p.m.
		M-Sa	Arrive Albany 8:00 a.m.
		M-Sa	Leave Albany 4:00 p.m.
		Tu-Su	Arrive Vancouver 2:00 a.m.
		MWF	Leave Albany 7:30 a.m. Arrive Eugene 2:00 p.m.
		TuThSa	Leave Eugene 7:30 a.m. Arrive Albany 2:00 p.m.

PR Line When Schedule

BNRR
(cont)

M-F Beaverton switcher on duty 7:00 a.m., operates Beaverton area to Tualatin

As required, usually MTuTh Leave Beaverton 11:00 a.m.
Arrive Bowers Jct. 11:30 a.m.
Train continues on to Vernonia Branch

As required, usually MTuTh Leave Bowers Jct. 6:00 p.m.
Train is from Vernonia Branch
Arrive Beaverton 6:30 p.m.

M-F Road switcher leaves Salem 1:00 p.m., to Tualatin
Returns to Salem approx. 7:00 p.m.

Oregon Trunk Branch

M-F Leave Bend 6:00 p.m.
Arrive Madras 10:00 p.m.
Tu-Sa Leave Madras 12 midnight
Arrive Bend 4:00 a.m.

Daily Through trains are on no set schedule. Usually two trains in each direction.

Bieber Branch

Daily Two through trains in each direction between Bend and Klamath Falls on no regular schedule.

Daily Leave Klamath Falls 12 noon
Arrive Bieber 2:30 p.m.
Leave Bieber 4:00 p.m.
Arrive Klamath Falls 7:00 p.m.

SPRR

Tillamook Branch

As required, usually MWF Batterson turn leaves Hillsboro 8:00 a.m.
Arrive Batterson

<u>RR</u>	<u>Line</u>	<u>When</u>	<u>Schedule</u>
SP RR	TILLAMOOK BRANCH (cont)		12 noon Leave Batterson 1:00 p.m. Arrive Hillsboro 4:00 p.m. NOTE: Port of Tillamook Bay Railroad operates the branch line between Tillamook and Batterson.
		TuThSa	Leave Hillsboro 12 noon Works to Jefferson Street Branch and return. Arrive Hillsboro 11:00 p.m.
		M-Sa	Leave Brooklyn 3:30 a.m. Work to Beaverton area. Returns to Lake Oswego approximately 2:30 p.m.
		M-Sa	Leave Lake Oswego 3:00 p.m. Works to Hillsboro and to Seghers on West Side Branch Returns to Brooklyn approximately 2:00 a.m.
	Molalla Branch	M-F	Leave Canby 4:00 p.m. Arrive Molalla 7:00 p.m. Leave Molalla 8:00 p.m. Arrive Canby 10:00 p.m.
	Jefferson St. Branch	As required	Line listed for abandonment.
	Geer Branch	MWF	Leaves Salem 11:30 a.m., to the West Stayton Branch. Train nor- mally returns to Salem by way of West Stayton Branch and the main line from Woodburn.

<u>RR</u>	<u>Line</u>	<u>When</u>	<u>Schedule</u>
SP RR	West Stayton Branch	MWF	Leave Salem 11:30 a.m., via the Geer Branch Arrive West Stayton 1:00 p.m. Leave West Stayton 2:00 p.m. Arrive Salem (via Woodburn) 6:30 p.m.
	Willamina Branch	Daily Ex Su	Leave McMinnville 11:00 a.m., via West Side Branch McMinnville-Whiteson Arrive Willamina 3:00 p.m. Leave Willamina 4:00 p.m., via West Side Branch Whiteson-McMinnville Arrive McMinnville 9:30 p.m.
	Perrydale Branch	As required	The Willamina local serves as needed. Line listed for abandonment.
	Westside Branch	M-Sa	Hillsboro to Seghers also to Yamhill as required. Off of Tillamook Branch. For times of operation, see Tillamook Branch.
		MWF	Local leaves Albany approx. 10:00 a.m. to Wrens on Toledo Branch. Works to Lewisburg when needed. Returns to Albany 9:30 p.m.
		M-F	Leave Corvallis 8:30 a.m. Arrive Dallas 11:30 a.m. Switches to Independence, Derry, and Dallas.

<u>RR</u>	<u>Line</u>	<u>When</u>	<u>Schedule</u>
SPRR	WESTSIDE (cont)	Daily	<p>Leave Dallas 1:30 p.m. Arrive Corvallis 4:30 p.m.</p> <p>Train from and to Newberg Branch, St. Joseph to Whiteson, and return. For operating times see Newberg Branch.</p>
	Bailey Branch	TuThF	<p>Local leaves Albany 10:00 a.m., by way of Toledo and West Side Branches. Arrive Dawson approximately 3:30 p.m. Leave Dawson 4:30 p.m. Arrive Albany 9:30 p.m. by way of West Side and Toledo Branches.</p>
	Newberg Branch	Daily	<p>Leave Brooklyn 6:30 a.m. Operates Tillamook Branch to Cook and at St. Joseph continues on to Whiteson on West Side Branch. Returns to Brooklyn approximately 5:30 p.m.</p>
	Coos Bay Branch	M-Sa	<p>Leave Eugene 6:00 a.m. Arrive Wendson 11:00 a.m., enroute sets out empties at Mapleton. Leave Wendson 11:30 a.m., picks up loads at Wandson. Arrive Eugene 2:00 p.m.</p>
		Su-F	<p>Leave Coos Bay 11:00 p.m. Arrive Mapleton 5:00 a.m., enroute sets out loads at Wendson.</p>

<u>RR</u>	<u>Line</u>	<u>When</u>	<u>Schedule</u>
SPRR	COOS BAY BRANCH (CMT)	M-Sa	<p>Leave Mapleton 6:00 a.m., picks up empties. Arrive Coos Bay 9:00 a.m.</p> <p>Switcher on duty 9:00 a.m., at Coos Bay. Switches Coos Bay Yard and makes side trip to Coquille.</p>
	Lakeview Branch	MWF	<p>Leave Alturas 12 noon Arrive Lakeview 3:00 p.m. Leave Lakeview 5:00 p.m. Arrive Alturas 8:00 p.m.</p>
	Modoc Line	Daily	<p>One train in each direction. No set schedule.</p>
	Toledo Branch	<p>Every other day Every other day</p> <p>M-Sa</p> <p>MWF</p> <p>TuThF</p>	<p>Leave Eugene 5:30 a.m. Arrive Toledo 1:30 p.m. Leave Toledo 12 midnight Arrive Eugene 7:00 a.m.</p> <p>Switcher on duty 8- 10:00 a.m., at Toledo. Works local area.</p> <p>Local leaves Albany 11:30 a.m. Arrive Wrens 2:00 p.m. Leaves Wrens 3:00 p.m. Arrive Albany 9:30 p.m.</p> <p>Local leaves Albany 11:30 a.m. Arrive Corvallis 12:30 p.m. (to West Side and Bailey Branches). Leave Corvallis 8:30 p.m. (from West Side and Bailey Branches). Arrive Albany 9:30 p.m.</p>

<u>RR</u>	<u>Line</u>	<u>When</u>	<u>Schedule</u>
SP RR	Mill City Branch	MWF	Leave Lebanon 11:00 a.m. Arrive Mill City 2:00 p.m. Leave Mill City 3:00 p.m. Arrive Albany 5:00 p.m.
		M-F	BN train from Albany to Lebanon. See BN Santiam Branch.
	Wilkins Branch	Th	Leave Lebanon 11:00 a.m. Arrive Brownsville 1:00 p.m. Leave Brownsville 2:00 p.m. Arrive Lebanon 4:00 p.m.
	Dallas Branch	M-F	Switches branch between 11:00 a.m., and 2:30 p.m. See Westside Branch.
	Peninsula Terminal	Ex Sa & Su	Daytime switching.
	Portland Terminal	Daily	Daytime switching (some night switching on the branches).
	Portland Traction	M & Th	Leave East Portland 8:30 a.m. Business dictates the amount of line to be covered any day.
	Oregon, California & Eastern	M-F	Leave Klamath Falls 1:00 a.m. Arrive Bly 6:00 a.m. Leave Bly 8:30 a.m. Arrive Klamath Falls 12:30 p.m.
	Union Railroad	Infrequent service	

<u>RR</u>	<u>Line</u>	<u>When</u>	<u>Schedule</u>
Publishers PAPER	Newberg	Daily	Three trips a day. Usually leave plant at 7:00 a.m. & 12 noon for a one-hour round trip plus one between 2:00 a.m. & 5:00 a.m.
Port of Tillamook Bay Railroad		As required, usually MWF	Local switching in Tillamook. Leave Tillamook 10:00 a.m. Arrive Batterson 12 noon (Connects with SP train.) Leave Batterson 1:00 p.m. Arrive Tillmook 3:00 p.m.
Willamina & Grand Ronde		MWF	Operates usually in the afternoon on no set schedule.
Valley & Siletz		M-F	Does local switching, leaving the engine facility about 8:00 a.m.
Gregory Timber Glendale Resources		M-F	Local plant switching and run to SP inter- change in Glendale several times during the day.
Oregon & Northwestern		No service	Line embargoed.
Weyerhaeuser	Marcola Branch	Ex Sa & Su	Leave Springfield 7:00 a.m. Arrive Marcola 9:00 a.m.
		Ex Sa & Su	Leave Marcola 12 noon Arrive Springfield 2:00 p.m.

<u>RR</u>	<u>Line</u>	<u>When</u>	<u>Schedule</u>
Klamath Northern		MWF	Leave Gilchrist 12:30 p.m. Arrive Gilchrist Junction 1:30 p.m. Leave Gilchrist Junction 2:30 p.m. Arrive Gilchrist 3:30 p.m.
City of Prineville		MWF Operates other days as required	Leave Prineville 8:00 p.m. Arrive Prineville Jct. 9:00 p.m. Leave Prineville Jct. 10:00 p.m. Arrive Prineville 11:00 p.m.
WCTU Ry.		Ex Sa & Su	Switching during daytime hours.
Oregon Pacific & Eastern		2/3 times per week	Leave Cottage Grove 2:30 p.m. Arrive Culp Creek 3:30 p.m. Leave Culp Creek 4:00 p.m. Arrive Cottage Grove 6:00 p.m. Daily passenger service during the summer.
Mt. Hood Railroad		MWF/TuTh alternating weeks	Leave Hood River 12 noon Arrive Dec 2:00 p.m. Leave Dec 2:30 p.m. Arrive Hood River 4:30 p.m.
Longview, Portland & Northern	Gardiner	Daily	Engine on duty 5:30 a.m. to 11:00 p.m. Makes one trip in the morn- ing to SP interchange at Gardiner Junction.

4449 "Daylight" Calendar for 1985

A large special calendar is being produced that features six different color photos of 4449 pulling the "Louisiana World's Fair Daylight." Photography by Dr. Rob Leachman, Berkeley, Calif., the photos were all taken in Oregon and California locations. The calendar has been primarily produced for sale to companies who will use it for advertising and promotional purposes. However, the PNWC-NRHS has been offered the opportunity to sell the calendar to its members and the public generally. The calendar will not be printed until late November or December, but from the mockup shown, it will be worth the wait, so if you want a calendar you can identify with, get this one!

Views shown are: Near Worden, Oregon; Passing Lower Klamath Lake; Climbing the Cascades near Dexter, Oregon; Crossing Shasta Lake, California; In Sacramento River Canyon; and Cresting Hito Hill near Woodburn, Oregon.

The price is \$7.95 postpaid. Calendars will be delivered inserted into mailing tubes. Send your order with payment to: PNWC-NRHS, 4449 Calendar, Room 1, Union Station, Portland, OR 97209. Please allow 60 to 90 days for delivery.