

Nov 77

TO: THE TRAINMASTER
FROM: [illegible]

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THE TRAINMASTER

Room 1, Union Station
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Portland, Oregon 97209

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

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 Room 1, Union Station
 800 N W 6th Avenue
 Portland, OR 97209



pacific northwest chapter

THE TRAINMASTER

November 1977

Number 208

PNW CHAPTER TIMETABLE

Friday

REGULAR MONTHLY MEETING & ELECTION OF OFFICERS

18 November

8 PM

The last regular meeting of 1977 for PNW Chapter will be held in the Burlington Northern Safety Assembly Room. This is situated on the right-hand side of what would be N W 11th Avenue extended, about two city blocks north of its intersection with N W Hoyt Street. Contact one of the Chapter Officers listed inside the front cover of this issue if more detailed directions are required.

The business session will include election of Officers for the coming year.

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

Program will include:

1. A railroadians auction - Members are invited to donate items to be auctioned off with all proceeds going to the Chapter Treasury. An alternative method, approved by the Chapter's Board of Directors on 9 NOV 77, allows a member to sell an item at auction with a fixed percentage of the selling price going to the Chapter. A minimum bid price may be stipulated by the seller.

All items, for donation or sale on consignment, should be brought to the meeting early for registering and tagging.

2. Showing of two rare SP&S promotional films. Titles to be announced.

"PNW Chapter Timetable", cont'd

- Saturday and Sunday
 19 & 20 November
 1 PM to 8 PM
- 26TH ANNUAL COLUMBIA GORGE MODEL RAILROAD CLUB SHOW
- This will be the last of three weekends to see the club's large HO scale layout in full operation. Visitor's will be able to see "realism in miniature" - trains made up in freight yards, scheduled mainline train operation, super-detailed locos and rolling stock, modern streamliners, colorful oldtimers, etc.
- The clubrooms are situated at 3405 North Montana Avenue (just south of Fremont Street) in Portland, Oregon. If detailed directions are needed telephone 281-8591 during display hours.
- Admission fees are: One dollar for adults and fifty cents for children under 12 years of age.
- Friday
 16 December
- NO REGULAR MEETING
- Pacific Northwest Chapter of the National Railway Historical Society extends the Season's Greetings and wishes everyone a happy holiday.
- Saturday thru Monday
 31 DEC 77 thru
 02 JAN 78
- NEW YEAR'S WEEKEND TRIP
- This "three-day weekend" trip will be via PNW Chapter's sleeper-lounge car "Mount Hood" to Vancouver, British Columbia and return. The trip will feature full-course meals served like the good old days.
- Prices for the luxury weekend are: \$199 for a roomette (for 1 person), \$398 for a bedroom (for 2 persons), and \$99 for an additional person sharing one of the above accommodations.
- For more details see the November issue of "The Trainmaster".
- Friday
 20 January
 8 PM
- REGULAR MONTHLY MEETING (3rd Friday of each month)
- The first meeting of the new year for PNW Chapter will be held in Burlington Northern's Safety Assembly Room unless otherwise indicated. Reserve the date now. Program to be announced.

WILL COMMUTERS RIDE VALLEY RAILS AGAIN?*

By Russel Sadler

SALEM, OREGON - The legislature appears serious about restoring rail passenger service to the Willamette Valley between Portland and Eugene. A nine-member Willamette Valley Rail Study Committee held its first meeting last week. It appears determined to keep its work from becoming just another bureaucratic study stashed on a storage shelf to gather dust.

A rail study completed by the Oregon Department of Transportation last year recommends three alternatives for restoring rail passenger service:

1. Build a new rail line down the Interstate-5 median strip;
2. Buy the old Oregon Electric line from Burlington Northern and restore it to passenger standards; and
3. Contract with Amtrak to run more passenger trains on the existing Southern Pacific mainline.

In the late 1920's, Oregonians could choose from 11 trains a day each way between Portland and Eugene. Today, there is one - Amtrak's "Coast Starlight" between Seattle and Los Angeles. Additional rail service in the Willamette Valley requires the cooperation of railroads and unions, and money. And that is what makes the Willamette Valley Rail Study committee so unusual.

The members ought to understand railroad problems - they have to live with them every day. The committee chairman is Salem Senator Keith Burbridge, who has been an engineer with Southern Pacific for years. Portland Representative George Starr is a conductor with Union Pacific. Bill Price is the state legislative representative for the United Transportation Union representing railroad operating employees. Joe Neal is the Southern Pacific's Oregon Division superintendent. Neal is the highest ranking Southern Pacific official in Oregon. Bil Parrish is a member of the Oregon Association of Railway Passengers, a consumer lobbying group. Portland Rep Rick Gustafson is a member of the legislature's influential Ways and Means Committee.

The legislature will have to come up with the money to pay for whatever this committee decides to recommend. Two Eugene legislators, Rep Mary Burrows and Sen George Wingard, have long-standing interests in public transit. Elsa Coleman is a former Tri-Met board member.

These people ought to be able to estimate the costs of each option, hash out the problems with each, and come up with a plan everyone can live with.

An adequate decision requires some assumptions. Some critics argue trains

* Reprinted from 7 November 1977 issue of "Willamette Week"

"Commuters and Valley Rails", cont'd

are too expensive to operate and buses are a better choice. Assuming bus companies are willing to cooperate with government, the decision depends on how many people the legislature ultimately intends to carry.

If new rail passenger service really is intended to absorb future travel growth and replace freeway expansion, the train service will have to handle several hundred people a day within a few years. Given reasonable labor agreements and adequate legislative support, trains should be cheaper than buses.

The option the committee chooses depends on the willingness of railroads and unions to work out a program the legislature is willing to subsidize.

The state can avoid the labor problems the railroads face by simply building its own tracks in the freeway median. But voters might balk at the initial cost - somewhere between \$300 million and \$400 million, including rolling stock. The quickest practical solution is running more passenger trains on the Southern Pacific mainline as more people choose to ride the trains.

If Southern Pacific is willing to run the trains on time and the rail unions are willing to agree on reasonable crewing requirements, the legislature might be willing to add new trains, offering union members new jobs, and appropriate money or offer tax breaks so Southern Pacific could make track improvements reducing the congestion more passenger trains will surely cause.

The issue is complex. There are a lot of decisions to make and many people to persuade. Rail passenger service must be a realistic, practical alternative to driving up and down the Willamette Valley, not a romantic nostalgia trip for rail buffs. The Willamette Valley Rail Study Committee is just the group to sit down and hammer out a successful plan.

EXTRA BOARD

Two Finlay Fun-Time Tours cars were spotted in the Union Station recently. One is a round end observation named "Elihu C. Redfield". The other is an ex-CRI&P sleeper now named "Glen Annie"..... Late news reports say that Amtrak's one local train between Portland and Seattle may be discontinued as an economy measure. The train in question is said to be one Amtrak's biggest losers of money... .. Port-of-Vancouver, Wash. has had their rare 35 ton SKAGIT painted by Union Pacific in standard UP scheme but with no lettering.....Four BN C425's went through Denver on 8-24-77 for Department of Transportation tests at Pueblo, Colo. The locomotive numbers are 4256, 4257, 4258, 4263 (Last two items from Topeka Chapter "Sparks").....Those rebuilt Amtrak SDP40F units have been numbered starting with 230. The units differ only slightly from their earlier counterparts. Strobe warning lights are standard. The rebuilds also have slightly larger fuel tanks. The most interesting aspect is that the locomotives technically are rebuilt. In order to prove the point Amtrak has seen fit to have EMD paint the former road number just under the cab on each locomotive (from The 470).

November 1977

Number 208

PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, 21 October 1977

The October meeting of PNW Chapter was called to order by President Bill Bain at 8:10 PM in the Burlington Northern Safety Assembly room.

The minutes of the previous regular meeting held on Friday, 16 September 1977 were approved as read.

Walter Grande reported for the nominating committee (also Gary Oslund and Jim Gilmore) that three directors at large will be elected for 1978 in addition to the other officers. Walt read the following list of candidates for the director-at-large positions: Larry Miller, Bud Parks, Duane Cramer, Gary Oslund, Jim Schmitt, Bob Slover, and Bryan Leeder. After some discussion the members present agreed, without a formal vote, that the four candidates receiving the largest number of votes would be elected to the director-at-large positions.

Walt Grande moved that a written ballot be used for electing the Chapter's officers for 1978 at the November 18th meeting. Motion was seconded and passed. A list of the nominees will be published in the November issue of "The Trainmaster."

President Bain reported on the action taken at the Board of Director's Meeting held on 05 October meeting: 1. The 4449 sales program will close at the end of October. 2. A 4449 Task Force has been formed to draw up a proposal for permanent plans for handling of locomotive 4449. 3. Ed Immel has submitted a proposal for developing the Chapter's library. A standing library committee will be set up. 4. The Board received a report on heavy repairs needed on the Chapter's sleeper-lounge car "Mt Hood". Bids are being obtained for the repairs.

1978 NRHS National Convention Chairman Ed Immel announced that a meeting will be held on Wednesday, 02 November at Room 1, Union Station at 7:30 PM to discuss the convention program.

Ed Immel announced that there will be a railroadians auction at the November meeting and that contributions are needed for the auction.

Ed Berntsen, NRHS Vice President for Public Relations, advised that he would be attending the NRHS annual meeting and asked for any proposals to be brought before the meeting.

Bill Bain appointed Duane Cramer to keep a log of activities of the Chapter's sleeper-lounge car "Mount Hood".

Ed Berntsen announced that Gil Hulin has agreed to edit a revised "Railfan's Guide to the Pacific Northwest" Plans are to publish early in 1978.

The meeting was adjourned at 9 PM.

Respectfully submitted,
Chuck Storz, Secretary

PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

ELECTION OF CHAPTER OFFICERS AND DIRECTORS FOR 1978

The annual election of Pacific Northwest Chapter officers and directors will be held at the regular Chapter meeting on November 18, 1977. Due to the fact that seven candidates are running for the four director-at-large positions a ballot will be used for this year's election. The ballot is enclosed as a "drop out" with this issue of The Trainmaster. You must bring the ballot to the meeting for it to be counted.

The nominating committee, Walt Grande, Chairman, has proposed the following slate of candidates for the Chapter's 1978 officers and directors:

President	William D. Bain
Vice President	Edward E. Immel
Secretary	Charles W. Storz, Jr.
Treasurer	Roger W. Sackett
Chapter National Director	John D. Holloway

Chapter-Director-at-Large (Vote for four)

Gary S. Oslund (incumbent)
Larry Miller
Merritt "Bud" Parks
Duane Cramer
Jim Schmitt
Bob Slover
Bryan Leeder.

The four director-at-large candidates who receive the highest number of votes will win the four positions.

AMTRAK ELECTRICS PURCHASED

Amtrak directors on 9/28 approved the purchase of eight highspeed, lightweight electric locomotives at an estimated cost of \$22 million, an initial installment toward the acquisition of a total of 30 such units costing approximately \$77.8 million. Competing for the order are Electro-Motive, as licensee of ASEA of Sweden; Morrison-Knudsen, as licensee of Alsthom of France; Brown, Boveri of Switzerland; and two German joint ventures: Siemens-Krauss Maffei, and AEG-Telefunken-Krauss Maffei. The board also voted to spend \$20 million for complete overhaul and modification of Amtrak's fleet of Metroliners. General Electric and Budd are bidding for the contract. (reprinted from The 470)