



THE TRAINMASTER

PACIFIC NORTHWEST CHAPTER Room 1, Union Station Portland, Oregon 97209

September 1980

Chapter Phone No.: 226-6747

Number 233

PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday
Sept. 19
8:00 PM

REGULAR MONTHLY MEETING

The September 1980 meeting of the Pacific Northwest Chapter will be held in the Union Pacific Clubhouse at the south end of the Albina yards. The clubhouse is located one block south of the intersection of N. Interstate Ave. and Russell St. on the west side of Interstate Ave. Take line #2 (St. Johns) or line #3 (Fessenden) if coming by Tri-Met bus. Off-street parking is available on the block where the clubhouse is located. Enter the parking lot from N. Randolph St. which is on the north side of the block (away from the clubhouse). Call Chuck Storz evenings at 289-4529 if you need more directions to get to the meeting location.

The September program will begin with a showing of the Union Pacific movie "Last of the Giants" immediately after the business session. After a break for refreshments the program will continue with slides of your summer activities. Members are invited to bring up to 20 slides taken during the last few months. (There will be no newsreel this month only).

Friday
Oct. 17
8:00 PM

REGULAR MONTHLY MEETING

Reserve the date.

Friday
Nov. 21
8:00 PM

REGULAR MONTHLY MEETING

Annual election of officers.

MOTIVE POWER NEWS

The Burlington Northern has begun disposing of its remaining Alco units. As of 9-1-80 the following units are still stored on BN property: At Portland 4056, 4064, 4068, 4180, 4181, 4182, 4185, 4186, 4188, 4190, 4195, 4197, 4243, 4255, 4257, 4264, 4361, 4364 and 4368. Stored at Livingston 4187, 4252, 4253, 4256, 4258, 4260, 4262, 4360, 4362 and 4369. Stored at Vancouver 4010, 4011, 4192, 4244 and at Hillyard 4259.

RS-3 4078 has been sold to the Rail-Car Corp. of Avondale, CO. During May and June the following locomotives were sent to J. Simon & Sons, a Tacoma, WA scrapper: RS-11 4194, C-424 4241, C-425 4254 and C-636's 4363, 4365 and 4367. The 4365 was cut up during June and was the first C-636 to go. RS-11 4184 went to General Metals of Tacoma, WA during August along with F-9B 831.

BN NW-2 593 (ex-SP&S 40) was sent to Livingston during April, 1980 for repairs but was stored unserviceable instead. The unit was later sent to West Burlington, IA where it arrived on Aug. 22, 1980 and is currently awaiting disposition. The 593 will be the first ex-SP&S EMD switcher to be retired.

The ex-SP&S power remaining in service on the BN is as follows: BN 167, 168, 169 (SW-9); 594, 595 (NW-2); 710, 712 (F-3A, ex-9750, 9754); 714, 716, 718, 722 (F-7A, ex-9745, 9756, 9758, 9760).

Late information has been received that the following Alco units are due to be shipped to the Chicago Belt Railroad: 4240, 4243, 4255, 4257, 4262, 4263, 4264, 4361, 4364, 4366 and 4368. It's not clear yet if this is a sale to the Chicago Belt.

The Union Pacific is reported to have taken its remaining E-units out of service and to have removed the engines for use in its switcher rebuilding program. Disposition of the carbodies is unknown at this time. High speed SD40-2's and a heater car will be used for future special movements of UP's passenger equipment.

On 9-6-80 the following units were stored in the old GN yard at Tacoma, WN pending sale or scrapping by Jos. Simon and Sons: UP SW-9 #1025, UP U28C #2800 (minus engine), UP GP-9 #158 and BN F7A #758.

FOOTBALL SPECIALS TO SEATTLE

During the fall of 1980 Amtrak will operate a series of specials to Seattle to carry fans to Seattle Sea Hawks games. The specials are actually the regular morning train #796 running one hour early with a much longer train than normal. Fans in Eugene, OR will have to be at the station at 5:30 AM to catch the Willamette Valley train to which a number of additional cars are added at Portland for the trip on to Seattle. On Sunday, Sept. 7 the train left Portland with fifteen (15) Superliner coaches pulled by four units: BN 6564 on the point followed by Amtrak units 290, 252 and 215. Additional specials are scheduled for Sept. 21, Oct. 12, Nov. 2 & 9 and Dec. 7 & 21.

BN OLD TIMERS SPECIAL

The Burlington Northern will operate an Old Timers Special from Portland to Pasco, WA and return on Sept. 13 and 14. The train will leave the Portland Union Station early Saturday morning and arrive in Pasco about noon. The return trip on Sunday will leave Pasco at 10:00 AM and arrive in Portland by 3:00 PM. Equipment is being gathered in Portland for the special and was all on hand by Sept. 6th except for a heater car. The consist will be as follows:

| | | |
|----------|-----------------------------|-------------|
| BN 5600 | F-45 | |
| BN 116 | H Heater car | |
| BN A14 | Coach | Ex-GN 1116 |
| BN A13 | " | " 1115 |
| GN 1037 | " | |
| DMIR | Minnesota II Coach | Ex-NP 517 |
| BN 1250 | Diner "Lake of the Isles" | Ex-GN 1250 |
| PNWC 600 | Sleeper-Lounge "Mount Hood" | Ex-SP&S 600 |

GN 1037 and BN 1250 are being loaned by the Lake Superior Transportation Museum at Duluth, Minn. PNWC 600 is being loaned by the Pacific Northwest Chapter NRHS.

BOOK REVIEW

Official Guide to the Exhibition. Edited by Charles Hayden. Published by the Oregon Electric Railway Historical Society, Star Route, Box 1318, Glenwood, OR 97120. \$2.50. 5½ x 8½. Soft cover. 1980. 66 pages.

The Oregon Electric Railway Historical Society, which operates the Trolley Museum (also known as the Trolley Park), has issued an Official Guide to the Exhibition. This is a well done booklet giving the background of streetcar development in the United States and in Portland, OR, and a description of the cars in the Museum's collection. A center-spread map of the museum is included. The background text was written by Portland author John Labbe. The booklet is well illustrated with photos of city and interurban operations, mostly in and around Portland. Color photos are used on both the front and back outside covers. The only reasonable criticism is that better photo reproduction was not possible but this would obviously have meant considerably increased cost. Recommended for streetcar and interurban fans. The booklet is available at the museum in Glenwood (open weekends through Oct. 5, 1980). The museum has also published a 24 page Trolley Park Teacher Guidebook which is available without charge for instructional use.

Book News: John Labbe's long awaited book on Portland streetcars, titled Fares Please, is now being shipped by the publisher. Both a hardcover edition, at \$17.95 and a softcover edition at \$12.95 will be available. Fares Please will be available through the Pacific Northwest Chapter's sales program. A limited number of copies of the hard cover edition should be available at the September meeting.

URGENT WARNING TO 35mm SLIDE COLLECTORS

The looseleaf size pages with compartments for 2 x 2 slides are usually made of vinyl plastic. Most of these vinyl pages cause a chemical reaction with the film used in 35mm slides. The end result is that slides are ruined. It is suggested that you check your collection if any part of it is stored in this type of looseleaf page. Pages are available that do not cause this problem. The Trainmaster will carry a more complete article on this subject in the near future.

MOUNT ST. HELENS - BN's BIGGEST POWER

Editor's note: Due to inadequate coverage of the effect of the Mt. St. Helens eruption in our June issue an additional report is being included in this issue. "BN's Biggest Power" refers to the fact that the summit area of the mountain is owned by the Burlington Northern.

First and hardest hit by the Mt. St. Helens eruption was Weyerhaeuser's logging railroad northeast of Longview up the Toutle River. The first few miles of this little known line are the common-carrier Columbia & Cowlitz. Power until recently included a GP-35 and a U25B, not what usually comes to mind when one thinks of a logging railroad. Early in 1980 these were sent to another Weyerhaeuser operation in Southeast Oklahoma in trade for some more SW-1200's and a "slug" since lugging power was needed for that 4.7% grade into their headquarters.

When the May 18th blast came it unleashed a giant mudflow down the North Fork of the Toutle which the logging railroad followed to within 12 miles of Mt. St. Helens. A mudflow looks and acts like wet concrete out of a ready-mix truck. Just visualize a concrete delivery chute 40 feet deep and half a mile wide with concrete pouring out at about 150 mph, at about 200 degrees F, and you'll have an idea of what hit Camp Baker at the east end of the railroad. Thank goodness it was Sunday morning. For instance, only 10 of 40-odd trucks and none at all of the 22 crew buses in the camp had even been located by two weeks later.

The mudflow swept on down the Toutle, destroying several railroad bridges and another reload (where all 37 stored log cars were strewn around but none washed away) before the rail line climbed a hill to the Green Mountain Mill, an intermediate point. Another bridge was swept away between the Mill and Headquarters, stranding two locomotives, but the Cowlitz River bridge at Rocky Point withstood the flood surge. Rebuilding, at least as far as the Green Mountain Mill is well under way, but the east end of the line is gone forever.

The vital BN & UP (and ex-MILW) double track north-south mainline from Portland to Tacoma felt the volcano's wrath next. This line crosses the Toutle River near its mouth where it empties into the Cowlitz River. The truss bridge with girder approaches normally stands 40 ft. above the water and withstood the flood. By this time the mudflow had petered out but the water displaced by it, combined with the cold-decked logs from the reloads, made a monumental log-jam against every obstruction.

When the water receded there were 5 ft. of debris, silt and logs on the deck of the railroad bridge. This severed the only north-south rail link along the coast. It was not until late Monday that one track was re-opened after a thorough structural check. Even then fears of a rupture of the new mud dam holding back the new Spirit Lake restricted use of the bridge to daylight hours only. This continued all through the week giving first-trick operators fits north of the end of the double-track CTC. For instance, Bud Emmons, the veteran operator at UP Jct. in Tacoma, handled 27 trains plus transfer drags in one 8-hour truck. Bud retired a week later.

The ash cloud thrown up by the dying mountain moved east-northeast and struck Yakima, 85 miles away. Intense blackness and choking ash shut down almost everything immediately including three railroads: BN's secondary main and four branches

(continued)

EXTRA BOARD

Burlington Northern's swing draw bridge over the Willamette River in northwest Portland may be rebuilt to increase the width of the space ships pass through. When it was built about 1910 the approximate 260 foot width of the opening was greater than the length of many ships. Now the Coast Guard and ship operators consider it a menace to navigation. At present large ships pass through only during daylight hours. Nothing has been publicized yet about what type of draw will replace the existing swing span.....Where can you see two Alco C-415's with a slug between them? On Weyerhaeuser's common carrier subsidiary Columbia & Cowlitz RR in Longview, WA. Also still in use is a Fairbanks Morse switcher. All units are painted the same dark blue as the C & C box and chip cars.....SP business car "Oregon" has been repainted to SP colors (it had the Amtrak stripe). The paint appears to be metallic gray, a bit unusual for a railroad paint job.On Sept. 9th Amtrak FL-9 #485 was on track one in the Portland Union Station. These locomotives have the odd B-A1A wheel arrangement. The locomotive has just been rebuilt by Morrison-Knudsen and has an M-K cast brass rebuild plate on the right side only (attached with tamper proof screws !). The #485 is reported to be on its way back to the East via Seattle.....Chuck Hayden reports that the Trolley Museum at Glenwood, OR has just added a San Francisco Muni PCC car to its collection.....(*The following items are from the Inland Empire Chapter "Yardbull"*).....M-K engines are reported to be running on the St. Maries RR. One is a hybrid GM body and Alco type cab. The other is an ex-Frisco Geep still in orange, red and white stripes.....Some wag looked at the Union Pacific-Missouri Pacific merger and suggested the new company be named MOPUP (*how about taking it a little further with WESTERN MOPUP? -Ed.*).....BN is now organizing unit grain trains on some branch lines. They deliver a train of cars to the elevators for prompt loading. In a day or so they pick up the cars and high-tail out to the Columbia River or Puget Sound ports for loading into waiting ships. Savings of 25% and more efficient use of cars and locos are achieved.

REQUEST FOR X4449 WEST TRIP PHOTOS

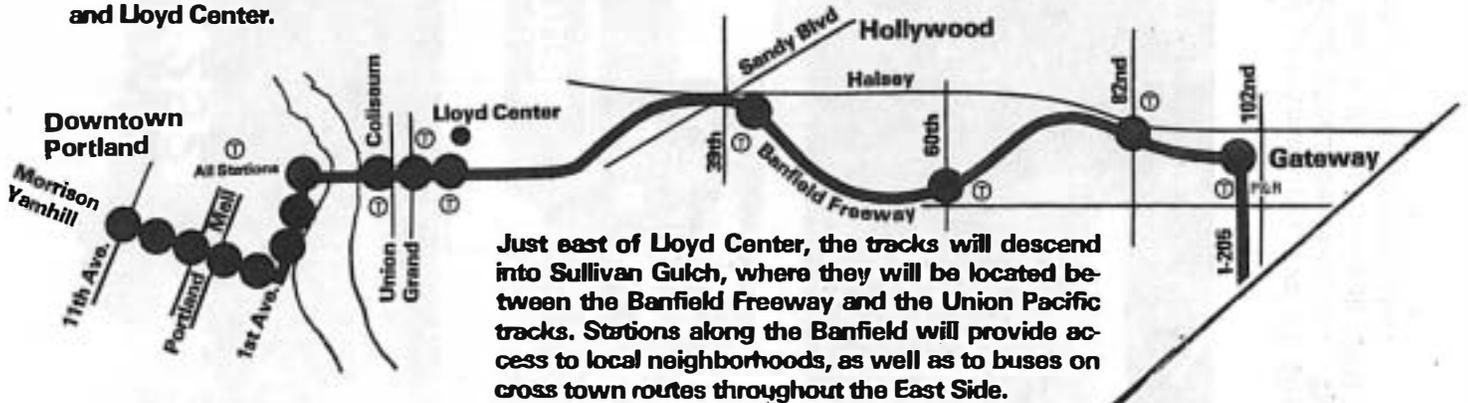
Paul M. Wilson, P. O. Box 816, Immokalee, FL 33934 is looking for photos and information on the Amtrak X4449 West trip for a book he is writing. Write directly to Mr. Wilson if you can help him with the project.

JUST LIKE OLD TIMES

The late afternoon of Sept. 5th turned out to be especially interesting at the Portland Union Station. From the lineup of baggage carts on the platform it was obvious the the southbound "Coast Starlight" had not yet arrived. A Cotton Belt SD-45 was idling at the south end of the platform. About 4:50 PM the northbound Willamette Valley train arrived from Eugene a few minutes early. Just a few minutes before 5:00 PM the Starlight finally arrived from Seattle. The Starlight had barely stopped when the westbound "Pioneer" came across the Steel Bridge and up the yard lead into the station, pulling clear through and stopping north of the main shed from the station. Next the Cotton Belt unit went down the lead and backed onto the point of the Starlight. Immediately after this a Portland Terminal RR switcher pulled BN business car "Columbia River" out of track one and added it and another Amfleet car to rear of the Pioneer. A lot more activity than one usually sees within a half hour these days at the Union Station. *Chuck Storz*

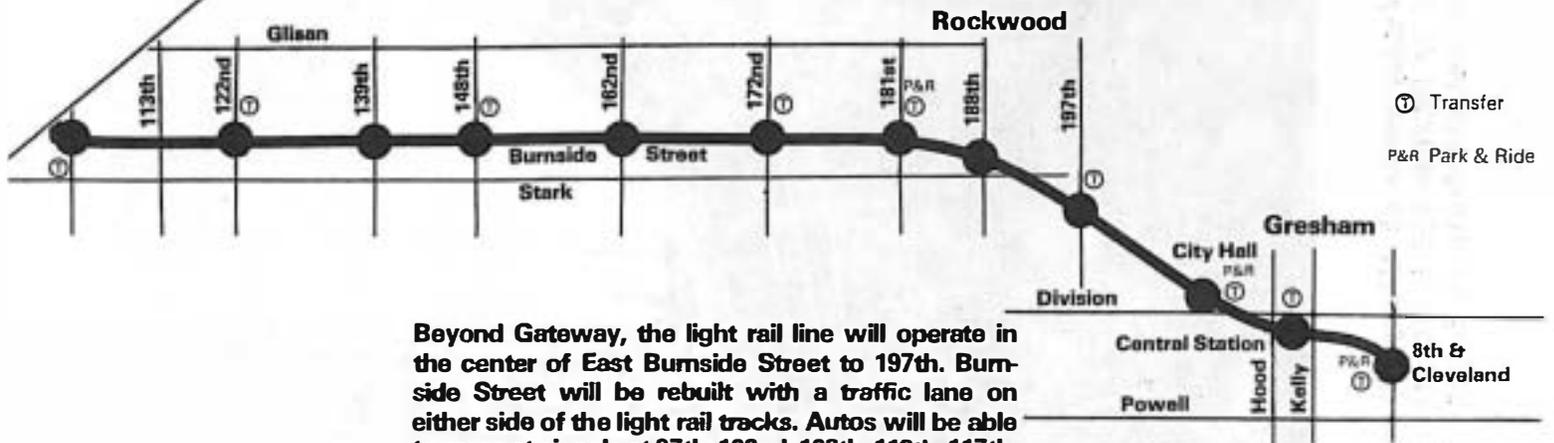
BANFIELD light rail BLUEPRINT

In downtown Portland, light rail will operate in reserved lanes on First Avenue, Morrison and Yamhill Streets, connecting with buses on the Mall at the Pioneer Courthouse. The line will cross the Willamette River in the middle lanes of the Steel Bridge and proceed along Holladay Street to Lloyd Center. Stations in this area will serve the Coliseum and Lloyd Center.



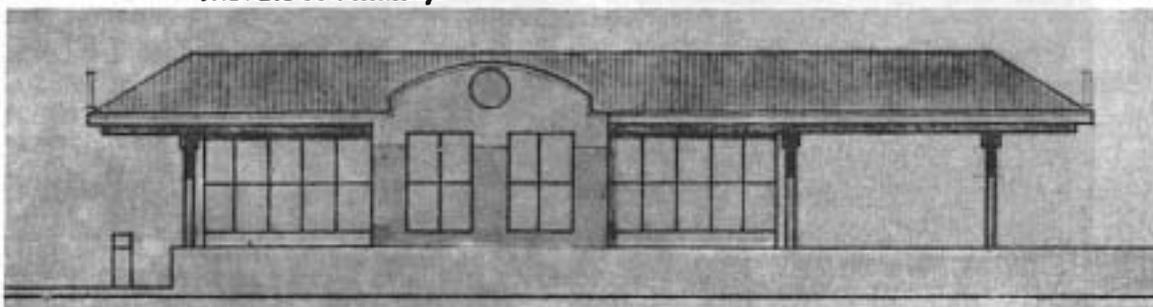
Just east of Lloyd Center, the tracks will descend into Sullivan Gulch, where they will be located between the Banfield Freeway and the Union Pacific tracks. Stations along the Banfield will provide access to local neighborhoods, as well as to buses on cross town routes throughout the East Side.

The final portion of the route, east of 200th Avenue, will parallel the existing Portland Traction Company freight tracks to a terminal station in Gresham at 8th and Cleveland.



Ⓢ Transfer
P&R Park & Ride

Beyond Gateway, the light rail line will operate in the center of East Burnside Street to 197th. Burnside Street will be rebuilt with a traffic lane on either side of the light rail tracks. Autos will be able to cross at signals at 97th, 102nd, 108th, 113th, 117th, 122nd, 139th, 148th, 162nd, 172nd, 181st, 185th, 188th, Stark Street, and 197th. Curbs, sidewalks, street lights and landscaping will be added along this section of the line. Simple stations along Burnside will provide access to and from neighborhoods and local businesses and will be designed to blend with the community.



One of several design proposals for East Burnside light rail stations prepared by Zimmer, Gunsul, Frasca Partnership architects.



The pre-inaugural run of the new Willamette Valley rests at Albany, Oregon August 2, 1980 during local ceremonies. The train consisted of F⁴OPHRs 252 & 250, five Superliner coaches, ex Santa Fe dorm-coach 39919, Am-Dinette 20212 and the Southern Pacific business car Airslie. Photo by Ben Fredericks.

PACIFIC NORTHWEST CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

(An Oregon Non-Profit Corporation)

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PACIFIC NORTHWEST CHAPTER MEMBERSHIP

Membership in the National Railway Historical Society and the Pacific Northwest Chapter is open to all persons 16 years of age and over who are interested in railroads and railroad history. Dues for the Pacific Northwest Chapter are \$13.00 a year. Membership includes six issues of the NRHS Bulletin (national publication) and nine issues of the Pacific Northwest Chapter's publication The Trainmaster. The Pacific Northwest Chapter meets on the third Friday of the month except during July, August and December. Meeting location and time are given in the monthly issues of The Trainmaster. Write to the Pacific Northwest Chapter at the address given on this page for an application or for more detailed information.

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Articles which appear in The Trainmaster do not express the official National Railway Historical Society attitude on any subject unless specifically designated as such.

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Material from The Trainmaster may be used by other publications provided that credit is given to the source.

All exchange news letters should be sent to the Chapter's business address:

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