



pacific northwest chapter

THE TRAINMASTER

PACIFIC NORTHWEST CHAPTER

Room 1, Union Station

Portland, Oregon 97209

September 1982

Chapter Phone No.: 226-6747

Number 245

PACIFIC NORTHWEST CHAPTER TIMETABLE

- Friday
Sept. 17
7:30 PM
- The regular monthly meeting of the Chapter will be held at the Union Pacific clubhouse located at the intersection of North Interstate Avenue and Russell Street. Take line #1 (Greeley) or line #5 (Interstate) if coming by Tri-Met bus.
- The newsreel will be expanded to 10 slides per member due to the large number of news events this past summer.
- The program will consist of a 16mm color, sound film from the Roger Sackett collection about crossing collisions conducted at the DOT test track at Pueblo, Colorado.
- Saturday
Oct. 2
- The excursion on the Oregon, California & Eastern Railway has been postponed to the spring of 1983. More details in later issues of The Trainmaster.
- Saturday and
Sunday Oct 9
and 10
- Great Pacific Northwest Circle Rail Trip sponsored by the Chapter, will feature an Amtrak special train from Portland to Spokane via the Union Pacific and return to Portland by way of Seattle.
- Friday Oct.15
7:30 PM
- Regular monthly meeting of the Chapter.
- Friday Nov.19
7:30 PM
- Regular monthly meeting of the Chapter and election of officers for 1983.

CHAPTER LIBRARY BOOK ADDITIONS by Jim Schmidt

In the March 1982 edition of The Trainmaster we provided a list of books in the Chapter library that had been acquired with the help of the revenues gained from the raffle held at the regular monthly meetings. The following is an update of that list. Hopefully some of these titles are of interest to you. If not please feel free to request a book not listed. Request forms are available at Room 1. Remember that Room 1 is open a couple of hours before the beginning of regular meetings, and is usually open on Saturdays in the late morning or early afternoons on a casual basis. You should call ahead to be sure that someone will be there.

THE CENTRAL PACIFIC AND SOUTHERN PACIFIC RAILROADS

MOTHER LODE SHORTLINE

THE MOUNTAINS

THE NORTHERNS

NARROW GAUGE NOSTALGIA

THUNDER IN THE MOUNTAINS

NARROW GAUGE TO THE REDWOODS

RAILS TO THE MINARETS

PINE ACROSS THE MOUNTAINS

GIANTS OF THE WEST

S.P. REVIEW 1981

THE HIAWATHA STORY

THE StL & SF TRANSCONTINENTAL RAILROAD

BASIC STEAM LOCOMOTIVE MAINTENANCE (*)

MANSIONS ON RAILS (#)

OTTO PERRYS RAILROAD PILGRIMAGE

RIO GRANDE TO THE PACIFIC

THE MINERAL BELT, VOL. 1 & VOL. 2

ARTICULATED LOCOMOTIVES OF NORTH AMERICA

THE HEISLER LOCOMOTIVE 1891-1941

HANDBOOK OF THE DESCHUTES RIVER CANYON

D-DAY ON THE WESTERN PACIFIC

DIESEL LOCOMOTIVE ROSTERS: USA, CANADA & MEXICO

S.P. MOTIVE POWER ANNUALS 1966-67, 1968-69

ALASKAS WILDERNESS RAILS

THE 400 STORY

RAYONIER...NORTHWEST LOGGERS VOL. 1

STEAM PASSENGER SERVICE DIRECTORY - 1982 (*)

ILLUSTRATED TREASURY OF BUDD RAILWAY PASSENGER CARS 1931-1981

" " " PULLMAN STANDARD PASSENGER CARS VOL. 1 & VOL. 2

PASSENGER TERMINALS AND TRAINS (+)

(*) donated by Chuck Storz

(#) donated by Bob Melbo

(+) donated by Bob Landregan

CHAPTER FOUNDER PASSES

JEFF KEENAN, who founded the Pacific Northwest Chapter, passed away on Sept. 3rd. The officers and membership of the Chapter extend their sincere sympathies to his family.

PORTLAND TERMINAL RAILROAD 100 YEARS OLD

On August 28, 1982 the Portland Terminal Railroad celebrated its 100th Birthday. It was founded in 1882 as the Northern Pacific Terminal Company and changed to its present name during the 1960s. The Terminal Company operates Union Station and has its main shops and yards in NW Portland. It is famous with railfans by being one of the few all ALCO railroads still operating. Their switchers include some of the last T-6 models manufactured by ALCO before they went out of the locomotive business. Many of the Terminal Company's ten engines can be found chugging around the back streets and industrial trackage of Portland daily or working Amtrak trains at Union Station. Their Union Station is on the National Register of Historical Landmarks and is one of the best preserved stations in the United States. The company takes great pride in their work and this can be best demonstrated by the immaculately maintained grounds in the front of the station.

The Chapter wants to offer our 100th Birthday wishes to Terminal Company manager AJ Strong and the 200+ employees of his company.

CHAPTER DONATED RARE ELECTRIC LOCOMOTIVES

Crown Zellerbach Company has donated two of their electric locomotives from their in-plant railroad at Camas, Washington to the Chapter. Accompanying the engines will be the line car and associated supplies and parts. Their in-plant electric railroad was one of the few of its kind anywhere and the donation represents the preservation of a unique form of railroading. More information and pictures in next month's issue of the Trainmaster.

OCTOBER'S GREAT NORTHWEST RAIL EXCURSION SOLD OUT

The response to the Chapter's October 9th and 10th rail excursion to Spokane by way of the Union Pacific and return via Seattle was tremendous. The publicity included articles in the areas large (and small) newspapers and a free plug in Sunset magazine. The 10 car Amtrak special train should be carrying about 600 passengers when it departs Portland's Union Station at 8:00am. Saturday, October 9th. On the way between Spokane and Seattle the train will travel down the former Great Northern mainline into downtown Leavenworth, Washington. In addition, the train will be the first Amtrak train to travel all the way from Hinkle to Spokane on the Union Pacific. There are rumours that Amtrak once detoured the Portland section of the Empire Builder from Spokane to Pasco via Wallula.

The September issue of Trains magazine carried an extensive article about the Chapter's first Deschutes excursion that ended up having to return by way of Chemult due to a derailment at Gateway.

WANTED: PICTURES

Member Jeff Asay is in need of black and white glossy pictures (at least 5x7) to be used to illustrate the Chapter's publication "Railfan's Guide to Oregon". Jeff needs pictures of current day activity on both mainline and short lines of the State. All pictures will be returned after copying and credit lines will be made in the Guide. If you have pictures please contact Jeff through Room 1 or call in the evenings at 636-4277.

APRIL FOOL

Apparently an unnamed rail publication saw the pictures in the April issue of the TM illustrating some new three axel switchers for the Kalama Coal Terminal and did not realize that they were a joke and printed the item as fact. Wonder how long it will be before Railway Age reports it?

THE ENGINEER EXPLAINS IT

We have had requests for the story of Mr. Purdy which was read at the last meeting in Salem, so the following is "The Engineer Explains It".

You've been a railroad man for forty years, Mr. Purdy. Can you tell me just how the old 97 was wrecked?

Sure, son. That's railroad history. I remember it like it was yesterday.

Thanks, Mr. Purdy. I've always wanted to know the inside story. I've heard so much about it.

Well, they rolled the old Armstrong out of the pigpen and started through the garden. The dinger handed the hoghead the flimsy when the grunt told him the air monkey and the car toad had okayed the run with the jambuster. He asked the grunt to keep his eye on the paddles and use the company notch plenty, though they worked mostly on smoke signals, like the High Grass line. He didn't want any cornfield meet on the main iron and a burnt jewel meant freezing the blazer, of course.

Of course, Mr. Purdy.

The car knocker cooned it over the gons and when they got near the gate at the end of the alley, he swung off the clown wagon. They had a boiler wash that run that could make any hog die game and when they hit the first high-diddy she was carrying the white feather and fogging from the niggerhead. They didn't use any breeze those days so the donikers on the reefers didn't have to look out for a dynamiter, you understand.

Naturally, Mr. Purdy.

When she started to churn on the high iron, the grabber told the ground hog he'd never get the rocking chair on the Indian Valley Railroad. They had the binders with a shack on every fourth, except for one boomer in the strawberry garden with a bug torch. That was standard practice.

Sure, Mr. Purdy.

It was a mixed train and a couple of monkeys in the top dresser drawer of the crummy laughed when they thought of the Zulus in the varnish. In those days the hogs weren't jerkers, and besides, this one was a muzzle-loader. The tallowpot was using real estate, so he had to work the jay rod plenty to maintain schedule and dodge the brownies. When the guns went off under the mudsuckers, the king snipes were chasing the gandy dancers off the ribbons a half mile ahead. They were sure going to be glad when they pulled pin at the end and you can bet the whistle-punks thousand-milers were going to be as black as a soft diamond special.

Gosh, Mr. Purdy, that was exciting. You made me see the whole thing.

Hold on, son, I ain't got her out of the yards yet.

(Reprinted from the November, 1964 issue of The Trainmaster)

SURVEY OF DESCHUTES EXCURSION PASSENGERS

During the May 1982 excursion to Madras a questionnaire was passed out to passengers to find out what kind of people ride excursion trains. Only 6% of the passengers had ridden on the previous Chapter Madras excursion the year before. The same percentage rode one of the same trips operated before Amtrak was formed. The conclusion is that we are reaching new passengers and are not just rereading old ones. The newspaper was where 49% of the people found out about the trip while 32% found out about the trip from a friend. Ten percent of the travelers could not get on last year's trip and sent in an envelope to receive advance notice about this year's trip. Only 25% of the passengers had traveled on a regular Amtrak train during the past year. Fifty two percent of the passengers were male and 32% were retired. There was a difference between the passengers from The Dalles who were 43% retired and those from Portland who were only 26% retired. The age split looked like this-- 21-35, 10%; 36-50, 21%; 51-65, 34%; 66-99, 27%. The above percentages reflect the answers from 666 passengers that rode the train.

CONNAUGHT TUNNEL - THE SECOND GENERATION

CP Rail is beginning the preliminary work of what promises to be one of the most ambitious projects in modern-day railroading, the construction of a 9.01 mile tunnel - the new Connaught Tunnel- through Mount Macdonald in the Selkirk Mountains in British Columbia. The original line through Rogers Pass built in 1885 looped back and forth up the mountainsides and crossed creeks and ravines on huge wood trestles to reach the pass summit 4,000 feet above sea level. The average winter snow fall of 30 feet made it necessary to build snow sheds. Because the line was often blocked by snow and rock debris and in an effort to speed up rail operations, CP Rail built the existing 5-mile Connaught Tunnel through Mount Macdonald in 1916, thus eliminating more than 2,300 degrees of curvature in the original track, reducing the summit of the rail line by 540 feet, and retiring almost 5 miles of snow sheds.

Even with this improvement, it still took as many as 12 powerful diesel locomotives to pull heavy trains through the tough 8-mile climb up the Beaver Valley. The line rises 900 feet, a steady increase of 2,08 feet per 100 feet. To ease the climb, reduce the number of locomotives, and dramatically increase rail capacity, second main line was proposed. The estimated cost of this project is more than \$300 million in 1980 dollars.

The proposed route begins at Rogers, parallel to the existing line at a steady but lower plus one percent grade, and crosses under the Trans-Canada Highway at Stoney Creek in a mile-long tunnel. From there the line traverses the Connaught Creek and continues to the base of Mount Macdonald. At this point the 9.01 mile tunnel begins, south and east of the existing Connaught Tunnel's east portal, running in a straight line as much as 300 feet below the existing tunnel and 840 feet below the summit of Rogers Pass. The grade inside the tunnel is to be .75 percent. The tunnel's west portal will be located in Cheops Mountain and will reconnect with existing track about 3.4 miles west of Glacier.

The main tunnel will be constructed from both ends. Most of the material taken from the east end of the tunnel will be used for grade construction.

A 24 foot diameter ventilation shaft located near the middle of the tunnel will extend about 1,200 feet upward to a projected opening near the summit of Rogers Pass. CP estimates the project will require four years to complete and will involve 2,340 man-years of employment.

Since most of the project lies within boundaries of the Glacier National Park, it was necessary from the project's inception in 1975, to obtain permission from Parks' Canada to conduct surveys and other exploratory work. Consulting firms were hired to evaluate environmental and geotechnical considerations and to prepare an initial environmental impact statement. CP construction methods are intended to leave the surrounding areas as little disturbed as possible. Grasses, shrubs, and trees will be planted and retaining walls will be built to stabilize slopes leading up to the existing main track. To oversee the massive engineering effort, CP Rail promoted John Fox, formerly chief engineer of the railroad, to vice-president—engineering, special projects.

Railway Track and Structures
August 1982.

SALT IN THE WOUND AND TROUBLE IN BOMBAY

Earlier this year President Mitterrand of France visited Japan and was the guest of Prime Minister Zenko Suzuki. Mr. Suzuki invited Mitterrand to go for a ride on Japan's Bullet train which operates at speeds of around 130mph. President Mitterrand declined stating that he had already gone faster than that by train. France's TGV trains operate with a top speed of 160mph. The next day Japanese National Railway's president Fumio Takagi made plans to better that and on June 11, JNR took the foreign diplomatic corps on a shinkansen train and very pointedly made sure that 160 mph was reached. French diplomatic representative commented that the ride was "very comfortable" but hastened to mention that he had not ridden the TGV.

The Central Railway of India operates the commuter rail service out of Bombay, India. During peak hours trains designed for 1,700 passengers are carrying anything from 3,000 to 5,000 people in conditions better imagined than described. Staff not only have to contend with wornout equipment; slums have engulfed many stretches of line with an average of 14 trespassers being killed by trains every day. If a motorman who has run over somebody is foolish enough to stop, he may well be beaten up by an enraged mob — so the rule is to keep going at all costs.

International Railway Gazette

Three ministers from Conneaut, Ohio were discussing their churches. One said that each time on Sunday he started the opening song the Bessemer and Lake Erie would rumble by with an ore train and drown out the crowd. Another minister said that the same thing happened to him each Sunday except the New York Central would send a freight by his church during the sermon. The third minister stated that his church was not really near the tracks but each time he took up the collection he could see the Nick~~el~~ Plate coming down the aisle.

The Semaphore

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 \$16.50 a year. Membership includes six issues of the NRHS Bulletin (national publication) and nine issues of the Pacific Northwest Chapter's publication The Trainmaster. The Pacific Northwest Chapter meets on the third Friday of the month except during July, August and December. Meeting location and time are given in the monthly issues of The Trainmaster. Write to the Pacific Northwest Chapter at the address given at the top of this page for an application or for more detailed information.

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