



pacific northwest chapter

THE TRAINMASTER

March 1978

Number 211

PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday BOARD OF DIRECTORS MEETING

March 17
5:30 PM Chapter members are welcome to attend board meetings. This month's BCD meeting will be a dinner meeting at a restaurant before the regular meeting. The name of the restaurant was not available at press time, so members wishing to attend should contact Chuck Storz at 289-4529.

Friday REGULAR MONTHLY MEETING

March 17
8 PM The third regular meeting of 1978 for PNW Chapter will be held in the Burlington Northern Safety Assembly Room. This is located on the right hand side of what would be NW 11th Ave. extended, about two city blocks north of its intersection with NW Hoyt St. Contact one of the Chapter officers listed inside the back cover of this issue if more detailed directions are required.
The theme for the March meeting will be "Railroading from the Mississippi to the Rockies". A slide program from the NRHS covering railroading in the Midwest will start off the program. Al Zimmerman and Ben Fredricks will show slides of the winter spectacular on the Cumbres and Toltec Scenic Railway and the 50th Anniversary Trip to Moffat Tunnel over the Rio Grande. 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 costs of the refreshments.

Sunday YAKIMA VALLEY TRANSPORTATION CO. EXCURSION

April 9 Enjoy a four-hour trip over the YVT on a 1920 Brill-built streetcar from Porto, Portugal. Cost is \$30. Transportation will be via Trailways bus, leaving from the Trailways depot (500 NW Broadway, near Union Station; please note new location) at 7 AM and returning about 9 PM. Price includes

PACIFIC NORTHWEST CHAPTER TIMETABLE (continued)

"McDonald's" breakfast and a box lunch. If you haven't gotten your payment in yet, please do so immediately, as there is a passenger limit of 35. Send your \$30 to: Pacific Northwest Chapter, NRHS, Room 1, Union Station, 800 NW 6th Ave., Portland, Oregon 97209; Attention: YVT Excursion. If you desire more information, please contact Roger Phillips at 281-6184.

MORRISON-KNUDSEN-BUILT TE70-4S's DELIVERED TO ESPEE

Four new Southern Pacific TE70-4S's (Tractive Effort 70,000 pounds, 4 axles, Sulzer-powered) built by Morrison-Knudsen Company of Boise, Idaho were delivered to the SP at Portland on February 28. The units arrived at Union Pacific's Albina Yard the night of February 27 on symbol freight NCV (North Coast Van). The next day, February 28, they were taken, idling, to SP's Brooklyn Yard roundhouse in a regular transfer run. There, the units were serviced and recoupled in numerical order. They left that night pulling Los Angeles-bound symbol freight BRLAX.

The four locomotives, built from an equal number of General Electric U25B's and similar in appearance, have been equipped with turbocharged V-12 diesel engines supplied by Sulzer Brothers, Ltd. of Switzerland. They are rated at 2800 horsepower apiece, carry SP road numbers 7030-7033, and Morrison-Knudsen serial numbers 001-004.

Perhaps the most interesting thing about the new locomotives is that they are painted "Daylight" red and orange, with gray underbodies and reflective white lettering. However, the paint scheme does not look like the old "Daylight" scheme at all. Also of interest is that each locomotive has only one Morrison-Knudsen builder's plate, located on the frame on the engineer's side. The "plate", rather than being the usual piece of sheet metal reveted or screwed to the frame, is a piece of ceramic-like material with all of the information impressed onto it and bonded directly to the frame somehow, without any fasteners at all. Very unusual!

PAUL GUERNSEY, ED IMMEL, GENE MCKINLEY, BRYAN LEEDER

THE EXTRA BOARD--by Paul Guernsey and Bryan Leeder

Milwaukee Road has discontinued running SD40-2's on trains between Tacoma and Portland. Recent consists have been much more interesting than in the past, with all sorts of combinations of GP38-2's, GP9's, SD7's and chop-nose SD7u's. MP15AC's, normally used only in switching service, have also been seen frequently. Even the well-known F7A-Slug-F7A sets used as helpers between Tacoma and Hillsdale have been spotted at least twice in Portland.

Southern Pacific is currently at work replacing their wooden trestle over 12th, 13th, 14th and 15th Streets in Oregon City with precast concrete slabs supported by steel "I" beams. The SP has had pile driver SPMW 4029 and crane SPMW 8000 (both diesel-powered and self-propelled) at work on the project since at least mid-January.

Burlington Northern GP38-2's 2088-2096 have been reassigned to Vancouver, Washington from Minneapolis, where they had been assigned since mid-1975.

Weyerhaeuser Baldwin S-8 103 showed up at BN's Hoyt Street roundhouse in Portland on February 25, away from its normal assignment on Weyerhaeuser's logging railroad out of Sycan, Oregon. Several days later it was moved to General Electric's Apparatus Service Shop in Northwest Portland, where it now sits next to NW Industrial St.

INSERTIONS ON BANFIELD TRANSITWAY AND "INTERRAIL 78"

Inserted in your issue of this month's TRAINMASTER is a flyer published by the Oregon Department of Transportation's Banfield Transitway Project Office. In it you will find information about the proposed Banfield Transitway. Also included in your TRAINMASTER is a flyer for the NRHS "Interrail 78" convention to be held over Labor Day weekend. Below we are printing tentative prices for this convention.

NRHS "INTERRAIL 78" CONVENTION PRICES

The first tentative prices for the 1978 NRHS Convention have been determined. For the first time the convention prices will include most meals and all hotel costs. The convention will be moving from Portland to Seattle to Vancouver, B. C. and it was essential that all hotel and transportation costs be included to reduce the need for each convention goer making his own hotel reservations. Having people scattered in different hotels would have made it very difficult to provide transportation to the different convention events.

Event #1

This all day tour will be from Portland to The Dalles Dam for a ride on the dam's own railroad. Transportation will be by Amtrak and charter bus. The package will include all transportation, connections, and a lunch.

PRICE \$30.00

Event #2

A social evening at the Blitz Weinhard brewery with food, refreshments, movies, and all transportation.

PRICE \$9.00

Event #3

An all-day trip to Cottage Grove, Oregon to ride the Oregon, Pacific, and Eastern Railway. We will start out the day with an all-you-can-eat breakfast at the Hilton Hotel. Also included is all transportation, connections, lunch, and refreshments enroute.

PRICE \$33.00

Event #4

Friday evening we will spend an evening on the Portland Zoo Railway. This steam powered railroad will be ours for the evening as conventioners also enjoy a full barbequed salmon dinner cooked over the coals. The event price includes all transportation, connections, dinner, and refreshments.

PRICE \$25.00

Event #5

The Yakima Valley Transportation Company will be the destination for this event. We will leave Portland by chartered bus for a ride up the scenic Columbia River to Yakima where we will ride the single-truck streetcars on the YVT system. Included will be breakfast, lunch, all transportation, and refreshments. After we finish riding the streetcars at Yakima we will continue on to Seattle over the Cascade Mountains.

PRICE \$50.00

Event #6

After breakfast, we will leave Portland aboard Amtrak for Tacoma, Wash.

NRHS "INTERRAIL 78" CONVENTION PRICES (continued)

Point Defiance Park with its logging equipment and steam locomotive ride will be a part of the day's package. Also included will be a trip behind the Mallets of the Puget Sound and Snoqualmie Railroad. The day's package will include breakfast, lunch, and refreshments. All transportation, connections, and a return to Seattle will finish out the event price.

PRICE \$50.00

Event #7

After breakfast at the Olympic Hotel we will catch connecting buses for our four-hour boat ride to Victoria, British Columbia aboard the Princess Marguerite. Once on Vancouver Island we will visit the Forestry Museum at Duncan before proceeding to Nanaimo for our trip aboard the Canadian Pacific ferry to Vancouver, British Columbia. The day's package includes all transportation, admissions, and lunch.

PRICE \$45.00

Event #8

The annual banquet will feature an outstanding meal at the Hotel Vancouver, a Vancouver institution. Our banquet speaker will be Robert E. Swanson, a director of the British Columbia Railway and the person most responsible for the rebuilding of the #2860 The Royal Hudson. Mr. Swanson will give his famous talk on "whistles". This is more than a rerun of the AAR line that many railroad officials preach.

PRICE \$18.00

Event #9

The highlight of the convention will be a ride behind double-headed steam on the British Columbia Railway. After a breakfast at the Hotel Vancouver, we will board out connecting buses for North Vancouver where Royal Hudson #2860 and ex-CPR 2-8-0 #3716 will be on the point. At Squamish we will leave #2860 behind and continue on to Pemberton behind #3716. The day's package will include breakfast, lunch, all transportation. Buses will be available for photo chasing and are included in the package.

PRICE \$50.00

Event #10

For those returning on the morning Pacific International a continental breakfast will be available at the Hotel Vancouver. Connecting buses will take travelers directly to trainside for the trip back to Seattle. The Amtrak ticket back to Seattle is not included.

PRICE \$3.00

CONVENTION PACKAGES These packages include all items described in the events plus hotel rooms in Portland, Seattle, and Vancouver.

	Single	(each) Double
<u>Package "A"</u> Events #1 through #10 plus all hotels. (A choice of either event #5 or event #6.)	\$399.25	\$341.25
<u>Package "B"</u> Events #3 through #10. No hotel in Portland Thursday evening.	\$336.25	\$287.25

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NRHS "INTERRAIL 78" CONVENTION PRICES (continued)

Package	Events		(each)	
			Single	Double
Package "C"	#1 through #10.	No hotels.	\$230.25	NA
Package "D"	#3 through #10.	No hotels in any city.	\$197.25	NA
Package "E"	#1 through #10.	No hotels in Portland.	\$338.25	\$299.25

A person can save up to \$37.00 if a package is ordered instead of individually purchasing each item. Persons ordering packages will have first choice of all convention events.

Visa/BankAmericard and Mastercharge will be honored for all convention events.

AT THE INTERCHANGE--News from other NRHS chapters

From the February 1978 issue of The Timetable, Washington, D. E. Chapter:

"BATTLE TO A DRAW: A Washington Post article recently pointed out an oddity about the Bush River drawbridge on the Corridor line northeast of Baltimore. During World War II the Pennsy removed the drawbridge rail and wire sections and replaced them with conventional rail and continuous catenary to meet the heavy demands of wartime traffic. So twice a day on summer Saturdays and Sundays a work train and an 18-man track gang are needed to remove rails and disconnect catenary so that the draw span can be raised. Thus the passage of large boats to and from an upstream yacht club costs Amtrak \$4000 each weekend according to the article. Amtrak says they can't restore normal draw capability-i. e. discontinuous rail and wire-and meet its requirements of 120-mph running on the entire New York-Washington line."

From the February 1978 issue of Desert Rails, Arizona Chapter:

"The Grand Canyon Railroad announced that it is still negotiating with Santa Fe to purchase the rail line from Williams to the Grand Canyon. This privately financed corporation proposes to provide scenic round-trip rail tours from Williams to the Canyon from spring to the early fall months. The GCRR intends to use steam powered locomotives which meet the area's environmental standards. Plans call for the construction of a central depot and parking facilities at Williams, which will also carry out the historical theme of early Western Railroad. Terril Rees, Jr., executive vice president of GCRR, stated this additional tourist attraction would offer many benefits to Arizona. 'Aside from providing an authentic and historical experience for our passengers, the reactivation of this steam rail service should relieve vehicular traffic pressures on the park, provide additional employment, and revitalize interest in the historic and scenic beauty of Williams. Hopefully, our national promotion and genuine hospitality will attract many additional tourist dollars to the state, and should be of great benefit to northern Arizona in particular'".

More from The Timetable:

"BURMA-SHAVE AGAIN: Train approaching/Whistle squealing/PAUSE!/Avoid that/Rundown feeling!/BURMA-SHAVE."

SUMMARY OF MINUTES OF REGULAR MEETING, FEBRUARY 17, 1978

The meeting was called to order by President Bill Bain at 8:05 PM in the BN Safety Assembly Room.

The minutes of the January meeting were approved as read.

President Bill Bain reported on the following correspondence received:

1. Letter from International Paper Co. advised that they were not interested in donating the Willamina & Grand Ronde RR to the Chapter. 2. The city museum in Troutdale, OR is looking for information on railroads and street-cars that operated in the town. 3. A contract has been received for Chapter signature from Northwest Sound which will provide a power connection for the car Mount Hood.

Bill Bain advised that the Chapter's 1978 budget was in the final stages of preparation and asked that he be advised immediately of any requests to be included.

Excursion Director Roger Phillips announced a trip to Yakima to ride the trolleys on Sunday, April 9th. Bus will leave from the Union Station at 7 AM. Coffee and a McDonalds breakfast will be served on the bus. Box lunches will be served on the trolley car. There will be four hours of running on the YVT. The cost is \$30.00 a person with a limit of 35 people.

Bill Gano asked for 35mm slides of the 4449 at The Oaks Park, the 4449 being moved out of the park, and of the locomotive during rebuilding. The slides are needed for the tape-slide program on the locomotive which is being assembled by Bill for the Chapter.

Duane Cramer announced that there will be an open house at the SP&S display in the Clark County Historical Museum on Sat., March 11 from 12 noon to 6 PM. The museum is located at 16th and Main in Vancouver.

Bill Bain announced that Andy's Oregon Electric Station Restaurant in Eugene is now open in the old Oregon Electric station building. Many OE artifacts and pictures are on display. Anyone planning to go to the restaurant is advised to have reservations.

Trainmaster Editor Bryan Leeder asked for short feature articles on contemporary railroading for publication in The Trainmaster.

Bill Bain asked for suggestions for a name for the Chapter's new railroad historical quarterly.

The meeting was adjourned at 8:35 PM.

Respectfully submitted,

Chuck Storz, Secretary

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ROYAL HUDSON #2860 LEAVING MARCH 30th ON CAPTAIN COOK BICENTENNIAL TOUR

On March 30th #2860, The Royal Hudson, will leave Vancouver, B.C. on a deadhead move to eastern Canada to begin the Captain Cook Bicentennial Tour in Ottawa. The consist of the train will be: #2860, auxiliary tender, auxiliary tank car, two CP diesels, Age of Steam exhibit, special Captain Cook car, car The Nootka Sound, sleeper Lake Pend Oreille and the Preamble cars from the American Freedom Train.

The schedule as of press time is as follows:

March 30	1400 hrs.	Lv	Vancouver	
	1435	Ar	Coquitlan	
	1452	Ar	Haney	
	1515	Ar	Mission City	
	1555	Ar	Agassiz	
	1645	Ar	Yale	
	1800	Ar	North Bend	Take water.
	1900	Lv	" "	
	2120	Ar	Ashcroft	
	2300	Ar	Kamloops	Take water.
March 31	0001	Lv	"	
	0400	Ar	Revelstoke	Take water.
	0500	Lv	"	
	1015 (PST)	Ar	Field	Take water.
	1215 (MST)	Lv	"	
	1315	Ar	Lake Louise	
	1400	Ar	Banff	
	1630	Ar	Calgary	Take water.
	1730	Lv	"	

More information and the westbound schedule will be published in the next issue of The Trainmaster.

inter/rail78

An INTERNATIONAL CONVENTION of the National Railway Historical Society

The **1978** convention of the National Railway Historical Society is sure to rank among the most outstanding in the Society's history. It will truly be an international rail enthusiast's meeting so we are calling it **Interrail 78**. The convention will start in Portland, Oregon and conclude across the Canadian border in Vancouver, British Columbia. The Pacific Northwest Chapter will be the host and has lined up an exciting and unusual schedule of events.

Thursday, August 31 is a pre-convention event but you will not want to miss it anyway. We will be leaving Portland's Union Station aboard Amtrak's *Pioneer* for a beautiful trip up the scenic Columbia River Gorge, past 620 foot high Multnomah Falls and view the only lumber flume still operating in the United States. We will detrain at The Dalles, Oregon where we will visit The Dalles Dam. The dam is one of the largest hydroelectric facilities in the world and our trip will include a ride on the dam's own railroad. After visiting the dam we will return to Portland aboard the westbound *Pioneer*. Later in the evening there will be an informal party at the hospitality room of the Blitz Weinhard Brewery. Lots of free beer, food and a tour of the "West's Oldest Brewery"

Friday, September 1 is a day of short line steam operations. A buffet breakfast will be available by the pool at Portland's Hilton Hotel before the departure of our charter buses for a trip to the Oregon, Pacific and Eastern Railway at Cottage Grove, Oregon. Our buses will take us down the beautiful Willamette Valley with glimpses of Southern Pacific's busy mainline from California.

The OP&E is a freight and passenger operation with a roster that includes steam, diesel and a RDC. Plenty of time will be available to visit the displays at *Railroad Town U.S.A.* Lunch will be served aboard the train as our steam engine pulls us on our forty mile roundtrip which will take us past scenic Dorena Lake and into the foothills of the Cascade Mountains.

Our charter buses will return us to Portland late in the afternoon for one of the most popular evenings of the 1965 convention in Portland - the steam powered Portland Zoo Railway and a Chinook salmon barbeque.

The little 30-inch gauge steamer takes riders through the tall forests of Washington Park as it twists and turns following the rugged terrain. Convention goers will feast on a dinner cooked over the coals as they view Portland turning from day into night high atop their vantage point of Washington Park.

Saturday, September 2 will offer a choice of two different activities. If you enjoy riding on electric streetcars be sure to sign up for a day riding the single-truck Brill cars over the 24 miles of the Yakima Valley Transportation Company in Yakima, Washington. The special buses will travel via the spectacular Columbia River Gorge and will head onto Seattle over the Cascade Mountains.

Those not choosing to go to Yakima will enjoy a good breakfast at the convention hotel before boarding Amtrak's *Puget Sound* for Tacoma where a connection will be made to visit Point Defiance Park. Here one can see the machinery that was used to bring the logs out of the woods and ride behind a three-truck Shay locomotive. Lunch will be served enroute to Snoqualmie, Washington to ride the steam engines of the Puget Sound Railway Historical Society.

Both the Yakima riders and those that took the trip to Tacoma will meet in Seattle for the evening where we will be staying at the Olympic Hotel, Seattle's finest. The general membership meeting will be held in the evening with enough time to do a little touring of the downtown area, have a late dinner at the Space Needle or possibly take a ferry boat ride to Bremerton.

Sunday, September 3 it will be off to Canada. From Seattle we will sail aboard the British Columbia Steamship Company's *Princess Marguerite* for the four hour cruise to Victoria, British Columbia on Vancouver Island. The *Princess Marguerite* is a mini-liner and offers everything of a trip to sea. Plenty of time in Victoria to tour the city or visit the logging museum at Duncan. Later on our special buses will proceed by ferry to Vancouver. The Annual Banquet will be held at the Hotel Vancouver, a Vancouver institution.

OVER PLEASE

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Monday, September 4 is a day with a "Royal Hudson". From Vancouver to Squamish our train will be pulled by number 2860, a *Royal Hudson* 4-6-4 steam engine. At Squamish, forty miles from Vancouver, the *Royal Hudson* will be cutoff and ex-CPR 2-8-0 number 3716 will pull the train to Pemberton over the rails of the fabled Pacific Great Eastern (now the British Columbia Railway). After turning the train, the engine will pull the consist back to Squamish where the *Royal Hudson* will couple on for a double-header back to Vancouver! This will be a day everyone will long remember.

To top the day off will be a theatre pipe organ concert at the Organ Grinder Restaurant. Located only a few blocks from the Hotel Vancouver, the Organ Grinder serves excellent Italian food while also containing the largest pipe organ in western Canada.

Tuesday, September 5 will be a return to Seattle aboard Amtrak's *Pacific International* where the 1978 Convention will officially end. For those with a little more time, post convention trips to Alaska and other parts of the Northwest are being contemplated. Additional details on these trips will be released as more information is assembled.

The convention package will include all transportation, transfers, baggage handling, many meals and **hotel rooms in Portland, Seattle and Vancouver**. As an added convenience, Visa (BankAmericard) and Master Charge will be honored as payment for all convention activities. Just bring yourself and let the Pacific Northwest Chapter take care of you. If you are not a NRHS member you can receive full convention details by writing the Pacific Northwest Chapter, Room 1, Union Station, Portland, Oregon 97209. All NRHS members will be receiving a later mailing with ticket forms and hotel reservation cards.

Pacific Northwest Chapter N.R.H.S. Room 1, Union Station Portland, Oregon 97209

inter/rail

PACIFIC NORTHWEST CHAPTER

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

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