



pacific northwest chapter

THE TRAINMASTER

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

January 1982

Chapter Phone (503) 226-6747

Number 245

PACIFIC NORTHWEST CHAPTER TIMETABLE

- Friday Jan. 22 6:00pm January meeting of the Pacific Northwest Chapter. NOTE THAT THIS IS CHANGE TO THE FOURTH FRIDAY IN THE MONTH FOR THIS MONTH ONLY. Meeting will be in place of the banquet announced for December. See flyer in this issue for more information. Attendance is limited since the meeting room is restricted in size. Program will be a Union Pacific film produced during the 8444s trip to Oregon several years ago.
- Friday Feb 19 7:30pm The regular February meeting of the Pacific Northwest Chapter will be held at the Union Pacific Clubhouse in North Portland.
- Saturday March 6 9:30a-3:30p The Third Annual Model Railroad and Railroadiana Swap Meet will be held at the Airport Sheraton Hotel in Portland. Adults \$1.25 children through age 12-50¢. Sponsored jointly with the Columbia Gorge Model Railroad Club. For information on table space call either the Chapter's phone listed above or Terry Parker at 284-8742. This has become the premier event of its type in the Pacific Northwest. More information in upcoming issues of the TM.
- Friday Mar 19 7:30pm The regular March meeting of the Pacific Northwest Chapter will be held at the Union Pacific Clubhouse in North Portland.
- Friday Apr 16 7:30pm The regular April meeting of the Pacific Northwest Chapter will be held at the Union Pacific Clubhouse in North Portland.
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DUES INCREASE

National dues have been increased \$1.50 which in turn will raise total dues both the Chapter and National to \$16.50. Dues notices will be sent out as soon as National gets the statements printed. Hopefully, this year the change over to computerized data will work better than last year.

NOTE: Due to a low advance signup the December banquet was cancelled and instead has been replaced with a January activity.

SPAGHETTI DINNER

FRIDAY, JANUARY 22, 1982

UNION PACIFIC CLUBHOUSE

NORTH RUSSELL AND INTERSTATE

ADVANCE RESERVATIONS REQUIRED - SEE COUPON BELOW

A spaghetti dinner cooked by the Chapter's own Cora Jackson (world famous chef) will be served at the Union Pacific Clubhouse which is located at the corner of North Russell and Interstate. Due to the capacity of the clubhouse advance reservations will be required.

ADULTS \$7 CHILDREN \$1* COUPLES \$5 (PAY AT THE DOOR)
 *through age 11)

TUE --- 6:30pm, DINNER SERVED AT 7:00pm

THE DINNER WILL BE FOLLOWED BY A 16mm COLOR MOVIE PRODUCED BY THE UNION PACIFIC ON THEIR FAMOUS STEAM ENGINE #8444. MUCH OF THE FILM WAS SHOT WHILE THE ENGINE MADE ITS TRIP TO OREGON TWO YEARS AGO.

THE "MEMBER OF THE YEAR AWARD" WILL ALSO BE PRESENTED. SEE THE NOVEMBER TRAINMASTER FOR INFORMATION AND A NOMINATION SHEET.

FOR RESERVATIONS PLEASE FILL IN THE COUPON BELOW AND MAIL BEFORE JANUARY 16, 1982 to:

Jim Whaley
 3106 S.W. Beaverton Highway
 Portland, Oregon 97201

name _____ telephone no _____

address _____ NUMBER !!! PARTY _____

city _____ State _____ ZIP _____ Chapter member yes _____ no _____

A SURVEY OF AMERICANS' OPINIONS OF THE
RAILROAD INDUSTRY

The Association of American Railroads commissioned a study by Hamilton & Staff to determine what American's thought about the railroad industry. This report was issued in June 1981. The major objectives of the study were to determine current opinions of America's railroads, railroad management, freight rails, and advertising by the Association and to compare such opinions to those held in previous studies.

Key Findings

- ① The railroad industry, in general, and freight railroads, in particular, continue to suffer from major image problems regarding management, the state of equipment and tracks, and financial well being. At the same time, the American public continues to believe that railroads are essential to the country and credit freight railroads with advantages over their major competitors to handle the movement of cargo in the United States.
- ② As has been found throughout the past decade, the public has a poor opinion of railroad management. Currently, about twice as many people select a negative (58%) as a positive (27%) rating of management, increasing to a 75% negative-18% positive ratio among community leaders. This 27% approval represents a slow but steady downward trend since the 33% level measured in 1974.
- ③ A solid 44% - a level not significantly different from 1977 or 1979 - agreed that "railroad management has improved over the past few years". However, currently, an almost equal number (42%) disagree with this statement. This is different from the previous two surveys in which the level of agreement was found to be at least 10 percentage points above disagreement. Thus, negative assessment appears to be solidifying with some people and, among those who credit management as improving, the implication is that the improvement is not seen as sufficient to alter the overall negative impression of railroad management.
- ④ Opinion of passenger rail management (including commuter operations) is decidedly more negative than of freight rail management. When asked to distinguish between the two, the public gives freight rail management almost equal 42% positive - 41% negative ratings. Community leaders mirror this assessment. In contrast, among the general public, passenger rail management is rated positively by 24% and negatively by 60% -- increasing to 13%-71% among community leaders. In sum, passenger rail management clearly contributes a significant share of the negative evaluation of the industry's management, but cannot be held fully responsible for the industry's low esteem -- only 44% agree that "it is passenger and commuter lines that give the industry a bad name".

- In comparison to railroads, the other industries tested for a management rating are all rated positive more often than negative. Over six in ten call airline, telephone, and trucking industry management excellent or good. Forty percent rate steel positive compared to 33% negative. The 31% who rate barges positively overwhelms the 12% negative, but the majority are not familiar enough with barge lines to rate their management.
- Around seven in ten persons (69%) say the railroad industry is delapidated and out-of-date, and over four in ten (43%) disagree that the condition of tracks and equipment has improved over the past five years.
- Almost half (48%) the public and a clear majority (56%) of community leaders continue to believe that most or all of the country's railroads have financial difficulties. While divided as to the chief cause of these financial difficulties, the public more often chooses poor management (33%) than insufficient share of government transportation funds (19%), outdated labor practices (19%), or out-of-date regulations (16%).
- If convinced the railroad industry was in serious financial trouble, a majority (52%) believe that government should provide financial assistance and an additional 25% favor nationalization. Findings in 1981 differ from past results when, on average, more than 60% favored government assistance. The shift is toward letting the railroads stop running - the present 15% level is almost double the 1977 and 1979 and about three times greater than levels during the first half of the 1970s. The "let them go bankrupt" attitude increases to almost one third of the community leaders and would appear to be a reflection of the current "Reganomics" mood.
- In spite of the criticism leveled at the railroad industry:
 - Only 27% believe that other forms of transportation can largely or completely handle the freight that railroads now handle, should rail lines shut down.
 - An overwhelming 72% agree that freight railroads will become more important to the country in the future than they are now.
 - As many name railroads as name trucks and barges combined as the most fuel efficient, being in the best position to handle expected increases in freight to be hauled over the next ten years, and as instituting the most technological innovations. And more choose railroads than either trucks or barges as having the best overall safety record in hauling freight.
- Public opinion research is finding the mood of the country today to be leaning toward more free enterprise and less government control and regulation. Within this atmosphere there appears to be a continued perception that government favors or "holds up" railroads. A plurality (43%) say freight railroads have an advantage over trucks or barges due to the government assistance involved, while only 18% say rail is at a disadvantage.

Almost twice as many agree (43%) as disagree (23%) that government assistance to freight railroads is in the form of a handout rather than a loan. However, by a three-to-one margin, Americans believe that less (66%) rather than more (22%) government control of the railroads would be a benefit to consumers.

- ① Slightly over one in ten Americans (11%) are aware that they have seen advertising for freight railroads recently, increasing to two in five community leaders. While few people name AAR as a sponsor, highest recall is found among the upscale segments of the population that include AAR's target audience. Content of ads remembered centers, in particular around the concepts of freight rail's efficiency and capacity to move cargo.
 - ① Those who recall advertising are more likely than the general public to hold certain viewpoints expounded in industry advertising, indicating that the advertising has affected public opinion in these areas. This includes: rating railroads over barges or trucks for fuel efficiency, technological innovation, and the ability to handle freight increases; agreeing that freight railroad management and equipment has improved, and that railroads will become more important to the country; and favoring less government control of railroads.
 - ① Those aware of advertising are just as likely as the general public to believe government assistance is a handout rather than a loan; and more likely to continue to rate railroad management negatively. Since the profile of people aware of freight railroad advertising is very similar to the profile of those with the strongest criticism of railroad management, it is not surprising that even recognition of "steps in the right direction" would not yield a positive assessment of management overall.
 - ① Almost two-fifths of the American public (and over two-thirds of the community leaders) say they are familiar with issue or advocacy advertising sponsored by companies or industry groups, especially those of oil companies. Among this group, a minority 26% categorize such advertising as not at all informative and 27% as not very believable. Moreover, one-fourth admit that such advertising has altered their opinion toward an issue. In sum, then, people who are conscious of their exposure to issue/advocacy advertising appear generally supportive of the right of industry to advertise its viewpoints and even feel that such advertising has some merit as a useful, generally believable way to gain information on issues.
- NOTE: Another common element of advertising content recollection is that freight railroads "can do the job"--- are doing a good job". This was most common in the West. In fact, many respondents who recall seeing Union Pacific ads cited the specific Union Pacific slogan, "We can handle it". This was the only railroad slogan remembered by any group of people.

THIS N' THAT

Missing from the Chapter Library:

Rails to the Northwest
Western Steam Spectacular
Railroads Down the Valley

If anyone has information as to the whereabouts of these books, please leave a message on the Chapter's phone or return the books at the January meeting.

President Ben Fredericks has appointed the following positions for the year 1982:

Chief Mechanical Officer	- Gary Oslund
Historian	- Walt Grande
Librarian	- Jim Gilmore
Membership Chairman	- John Holloway
Trainmaster Staff	- Ed Immel, editor Chuck Storz, circulation

Please send nominations for annual award name and nominee to Jim Whaley by January 10th. Send to Jim at 3106 S.W. Beaverton Highway, Portland, OR 97201.

AMTRAKING

Amtrak's Empire Builder will resume daily operation for the Christmas season and will remain daily. Normally cut back to tri-weekly operation, the Builder has shown good increases in ridership and will remain daily. The Portland section will also remain in daily service. Boardings have been reported as quite good with 70-90 passengers using the service each day.....
Amtrak's Willamette Valley trains (#751,752,753,755,796) will make their last runs on December 31st. State funding has been withdrawn due to a severe short-fall in state revenue (\$240 million). The stations at Milwaukie and Woodburn will be closed and removed - Woodburn staying in Woodburn but being moved to provide a shelter for the Woodburn Transit System. The Milwaukie Station will be taken to Corvallis where it will be used as a transit shelter for the bus system there.....Consist of #796 on December from Eugene #206, 33001, 31038, 34098. This was the first time a Superliner lounge/cafe had been used on the Willamette Valley trains.....A number of converted Santa Fe bilevel coaches have been moved to Seattle. Several of them were seen on Seattle Seahawks football trains along with local service on the Willamette Valley/Mt. Rainier trains.....A large slide south of Tacoma closed the Portland to Seattle mainline Saturday December 12th. All trains were turned at Portland and the passengers bused between Portland and Seattle. The operation kept local Amtrak people quite busy since the Coast Starlight and Pioneer had to be clean and stocked in Portland. There is no commissary in Portland and everything had to be brought down from Seattle. Some equipment was stranded in Seattle and some strange train sets had to be made from the equipment in Portland such as the lounge/cafe on #796. The line was blocked until late Monday night December 14th. Burlington Northern operated several of their freight trains over their line through Fort Lewis.....Ridership figures on the Pioneer show increased loadings east of Portland but a continual downward trend north of Portland. It used to be that the Portland to Seattle section helped the Pioneer's ridership but now it is taking it down.....

HELP

Member D.L. Davison wants a photo of the rotary snowplow that was at Union Pacific's Albina Yard. If you can help call him at 233-3985.

COLORADO RAILS 1982

	<u>GROUP A</u>	<u>GROUP B</u>	<u>GROUP C</u>	<u>GROUP D</u>	<u>GROUP E</u>
<u>FRIDAY .. JULY 9</u>	Lv Denver 8am; tour Como, Buena Vista; San Luis Central RR; overnite Monte Vista	Lv Denver 8am; tour Como, Buena Vista; Alpine Tunnel; overnite Monte Vista	Lv Salt Lake City 7:30am RGZ to Grd Jct 0'nite.		
<u>SATURDAY .. JULY 10</u>	C&TS Steam Trip; arr Durango 6:30 pm	Tour of Abandoned Grades to Durango	Scenic Route to Durango arr 5pm	Lv Denver 7:30am RGZ to Grd Jct Bus to Durango	Lv Denver 6pm via bus to Durango arr Midn
	Reception [Durango] 8-10 pm.				
<u>SUNDAY .. JULY 11</u>	Silverton 100th Anniversary Train - All day Festivities Possible local civic celebration in evening incl fireworks and barbeque.				
<u>MONDAY .. JULY 12</u>	Optional excursions: 1. Bus to Mesa Verde Cliff Dwellings 2. Bus to Rio Grande Southern Telluride Area. 3. Ride regular SILVERTON Train. 4. Photographers special train. Evening free.				
<u>TUESDAY .. JULY 13</u>	<u>GROUPS A and B:</u> Lv Durango via bus to Grand Junction; thence <u>Rio Grande Zephyr</u> to Denver [arr 9:30 pm] <u>GROUPS C, D, E:</u> Lv Durango via bus to Chama, ride Cumbres & Toltec Scenic RR; thence bus to Denver.				
<u>WEDNESDAY .. JULY 14</u>	Lv Denver 8am - Manitou & Pike's Peak .. Flying W Ranch Luncheon, scenic tour. Ar Denver 4pm - Evening WHITE DESERT and SILVER STREAK [1934] Paramount Theater.				
<u>THURSDAY .. JULY 15</u>	Buses to Georgetown Loop, Colorado RR Museum, Heritage Square 6:00-7:00pm Social Hour .. 7:30 pm Annual Banquet				
<u>FRIDAY .. JULY 16</u>	7:45 am .. Union Pacific Steam Special. Return 7:00 pm, evening free.				
<u>SATURDAY .. JULY 17</u>	9:30 am NRRS Business Meetings [Board and Membership] .. RAILFAIR begins.				
<u>SUNDAY .. JULY 18</u>	RAILFAIR continues - Denver's annual rail show and swap/flea market.				

PRAIRIE TRACKING

It was hard to resist a chance to combine a little official work with some railfanning in the prairies of western Canada. The official purpose of the trip was to ride the express bus service operated by Pacific Western Transportation Company between Edmonton and Calgary. It also happened to be the last week of service for several trains destined to be dropped under orders from the Canadian Transport Minister Jean Luc Pepin.

After a quick flight from Portland to Vancouver I found myself at trackside ready to board Via Rail's Super Continental to Edmonton. The trip was very comfortable as the miles were put away (not very quickly though) discussing world events with an investment banker from England and a contractor from Toronto while consuming adult refreshments in the mural lounge under the dome of the Evangeline Park. Also, why would a railfan travel in a roomette when a section is available.

Early morning it was time for breakfast before arriving in Blue River, B.C. almost 12 hours but only 349 miles from Vancouver. The train continued to be running either 30 minutes late or an equal number of minutes early all the way to Edmonton. The Skeena was being turned on the wye along with its single F-unit getting ready for its tri-weekly trip to Prince Rupert. Also several grain unit trains left while the Super waited for time.

Arrival in Edmonton was on time and then a brisk walk to the hotel for the evening. The following day was spent riding the Edmonton Light Rail Line and then on to Calgary via the Red Arrow Express bus followed by a ride on Calgary's Light Rail Line. After dinner it was back to the Greyhound station for a two-hour ride to Drumheller, Alberta.

Monday morning was a typical prairie sunrise - frost on the ground and a reddish sun breaking over the vast open countryside. At the wooden station stood the last branch line operation left on the prairie's - the Drumheller to Edmonton RDC. The car was scheduled to come off in a week and a small group of school children were taking a last (for many probably a first) train ride to Stettler.

The car backed out of Drumheller up a canyon to Dinosaur where the conductor performed the age old ritual of registering for the branch line to Camrose which is located on the Calgary-Edmonton mainline. At Dinosaur the car also reversed direction. After the school group got off at Stettler another group got on at Red Willow for their ride. Miss Schroeder's first grade class were also on their last (or first) train ride.

The Drumheller car is the last act of a human drama that has existed for years on the Canadian Prairies. I have always been intrigued by prairie railroading. It was unique and the passing of the Budd car would bring an end to an era--- the little ten-wheeler with its two or three car train trundling across the vast open expanses, stopping every ten or 15 miles at a group of grain elevators silhouetted against the sky. Tracks criss-crossed the countryside. A CN line would cross the CP line then a few miles up the track another line would branch off, sometimes in two or three directions to disappear over the horizon, usually headed for another group of grain elevators.

During the winter the daily passenger train was the only contact with the outside world. Everyone would head down to the little station to pass on the latest gossip and wait for the train. Finally a thin column of smoke could be seen rising from the solid white countryside. It could 10 minutes or more before the headlight came into view and then another few minutes to make out the front of the engine.

The CP and CN engines had just enough streamlining to make them distinctive- the little bit of skirting that flared downwards to blend into the cab ladders. My favorite were the CN engines with their large Elesco feedwater heaters mounted on the top front of the boiler and underneath the red CN number plate.

The wooden cars were classics. A baggage car followed by maybe one or two coaches. The steam heating (if it existed), supplemented by a small coal stove, sent its little vapors into the minus zero air. Out of the baggage car came the latest newspapers from Saskatoon, Edmonton or maybe even Toronto, that part that was needed to keep the tractor going and the Christmas present from Simpson-Sears. A few people would arrive and a few might get on. The conductor would be dressed for the weather with only his nose sticking out of a

great coat with the collar turned up and a huge scarf wrapped at least three times around his neck, the pill box hat pulled down as far as possible. Business was conducted and with the call of "all 'board" the little train would leave, emitting great amounts of steam and smoke which would head almost straight up in the windless sky.

The Drumheller Budd car brought back some of this nostalgia. A herd of deer fled from the onrushing car and a red fox dashed into the brush. As we rounded a curve, two coyotes could be seen slinking through the wheat stubble. Today, only a person or two would even bother to look up as the car passed and no one would be down at the station. Tacked to the side of the deserted station would be the all-to-familiar "Notice of Discontinuance of Service". The car paused a few minutes at Camrose, where once the section from Calgary was attached, and proceeded on the mainline into Edmonton. The engineer asked me to take his picture in front of the car since this would probably be his last run in passenger service.

The evening Budd car to Calgary left from the South Edmonton station instead of from the downtown Via station. Something about the bridge over the Saskatchewan River being unsafe for a single Budd car but okay for unit sulphur trains. A battle between Via Rail and Canadian that has been going on for years and is now probably more symbolic than factual.

The passenger load was light and a cab ride was arranged. The engineer complained about the CN Budd cars (ours was #6131) having no guts. "Can't get this thing over 85 going downhill!". The track is signaled for 90 but at Red Deer we leave the signalized section and so the speed is reduced to 75. The engineer related stories about those CPR 4-4-4- "Jubilees" that would literally fly across the prairies pulling their four or five cars, rolling the Budd car on its side after hitting the truck and the time he hit the combine. "Keep your hand on that door handle in case we have to bail out of here in a hurry!". It was quite an experience hurtling through the night with the speedometer at 80 and the Mars light dancing across the moonlit landscape.

A discussion about passenger trains with the conductor on the platform at Calgary led to an invitation to ride the cab between Lake Louise, through the Spiral Tunnels, to Field. That was an offer that was not hard to accept.

The engineer was quite a character. He had a guest book filled out with all the people that had ridden with him. He was especially proud of one entry-- a Mr. and Mrs. Johnny Cash.

Our arrival in Field was too soon. The Rockies had a dusting of snow on them and in the clear blue sky they seemed to be even taller and closer. I was ready for a drink and then an early dinner. The evening would dawn as passengers realized that their rail trip would be over with at sunrise.

It was difficult to get out of bed in the morning especially with the rain running down the window in the typical Vancouver winter weather. As the train stopped at the bumper post, the Trailways bus connectoin to Seattle was just maneuvering into position adjacent to the northernmost track. It would soon be back to Amtrak and goodbye Via Rail.

Ed Immel

COMING UP.....

The Mt. Hood stars in a television commercial. Budd cars in Canada and light rail stations in Portland.

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - NOVEMBER 20, 1981

The meeting was called to order by President Ben Fredericks at 7:35 PM in the Union Pacific Clubhouse.

President Ben Fredericks reported that the BN's regional vice president has replied to the letter from Mayor Ivancie about use of the ninth street roundhouse as a museum. The BN is now studying future use of the building and if they decide not to use it any longer they are willing to talk with the City about use as a museum.

Ben Fredericks reported to the membership as follows:

- 1) The 1982 Swap Meet will take place on March 6, 1982 from 10 AM to 3 PM at the Airport Sheraton Inn. Terry Parker will be in charge for the Chapter.
- 2) The NRHS national convention for 1982 will be in Denver from July 9 thru July 18. It will be a moving convention beginning in Denver and taking in the Silverton train, CATS and a UP steam special.
- 3) A new NRHS chapter, the Oregon Coast Chapter, has been formed in Coos Bay, OR.
- 4) The whistle has been stolen from the Finnish locomotive displayed in Junction City, OR. City officials have requested help to recover it.

Heat system for the car Mount Hood: Ed Immel reported that he is looking at gas heated forced air and gas heated hot water heating for the car. A quotation for \$1970 has been received for the latter type system. A separate system for heating hot water is also needed. Ed advised that he plans to have a final cost figure for presentation to the membership at the January meeting. The New Year's trip has been cancelled due to lack of heat in the car.

Annual Banquet: Jim Whaley reported that arrangements have been finalized for the banquet which will be at the Airport Holiday Inn. Prices are \$16.00 for singles and \$30.00 a couple. The Inn needs to know how many members will attend by Nov. 30. President Ben Fredericks asked for a show of hands from those planning to attend. Twenty eight (28) indicated that they will come. Due to the lack of response Chapter officers decided to cancel the banquet and instead hold a spaghetti feed at the January 1982 meeting.

Election of Chapter officers for 1982: There were no additional nominations from the floor (nominees reported in Nov. '81 Trainmaster). Elected were: President, Ben Fredericks; Vice President, Duane Cramer; Secretary, Chuck Storz, Treasurer, Larry Miller; National Director, Bill Bain; Directors-at-Large, Ken Armstrong, Irv Ewen, Pete Dorland and Jim Schmidt.

Ed Immel reported that the 1982 convention of the private car owner's association will be at Sun Valley, Idaho. The Union Pacific has agreed to handle the convention train over its branch from Shoshone to Ketchum.

Ben Fredericks introduced Earl Emlau who was chief engineer of the Sumpter Valley Ry. from 1930 to its closing. Mr. Emlau presented the collection of engineering drawings and photos to the Chapter. Mr. Emlau also donated a quantity of Sumpter Valley tickets for distribution to the membership.

Respectfully submitted,

Chuck Storz, Secretary.

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

Room 1, Union Station, 800 NW 6th Ave.
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1982 Chapter Officers

<p>President BEN FREDERICKS 16531 N E Hoyt Street Portland, OR 97230</p>	<p>(503) 256-4503</p>	<p>Director-at-Large KEN A ARMSTRONG 2847 S E Malcolm Street Milwaukie, OR 97222</p>	<p>(503) 654-1723</p>
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<p>Chapter National Director WILLIAM D BAIN P O Box 10445 Eugene, OR 97440</p>	<p>686-2246</p>		

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PACIFIC NORTHWEST CHAPTER MEMBERSHIP

Membership in the National Railway Historical Society and the Pacific Northwest Chapter is open of 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 on this page for an application or for more detailed information.

THE TRAINMASTER STAFF

JAN 1982

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