



pacific northwest chapter

# THE TRAINMASTER

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

February 1982

Chapter Phone No. 226-6747

Number 240

## PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday Feb 19 7:30pm Regular monthly meeting of the Pacific Northwest Chapter will be held at the Union Pacific Clubhouse which is located at the south end of Albina Yard. It is one block south of the intersection of North Interstate and Russell Streets. Take Tri-Met bus number 2 or 3.

The program will feature a 1937 16mm promotion film on the the new Southern Pacific Daylight trains between San Francisco and Los Angeles. The film is owned by Al Haij and is being once again shown since many of the present members have not seen the film.

Part two of the program will be a slide/sound program presented by Chuck Hayden on the Association of Railway Museums convention in California.

The popular newsreel will feature slides taken during the past several months by Chapter members. Please limit your slides to no more than six.

Saturday March 6 The fourth annual model railroad and railroadians swap meet. Full details are available on the enclosed flyer to this issue of the Trainmaster.

Friday Mar 19 The regular monthly meeting of the Chapter will be held at the Union Pacific Clubhouse. The movie "The General" is scheduled for showing along with a historical background look at this Buster Keaton film which was made on the Oregon, Pacific & Eastern Railway.

Friday April 16 Regular monthly meeting of the Chapter will feature the Southern Pacific 16mm film "Snow on the Run". Cab-forwards and steam-powered rotary snowplows-need any more be said?

May 15 PNWC/Amtrak all day excursion on the Oregon Trunk Ry. to Madras.

PACIFIC NORTHWEST CHAPTER HOLDS FIRST ANNUAL BANQUET

The first annual Pacific Northwest Chapter installation of officers banquet was held on January 22, 1982 at the Union Pacific clubhouse. Over 100 members and guests enjoyed a supper of spaghetti and meat sauce, green beans, tossed salad, cake and ice cream with coffee and fruit punch.

The Chapter's elected and appointed officers for 1982 were introduced by President Ben Fredericks.

President Fredericks reviewed Chapter activities during 1981 and outlined upcoming events for 1982. He introduced Jim Whaley and Cora Jackson who arranged for and prepared the banquet.

President Ben Fredericks next announced the winner of the contest to name the yearly award to an outstanding Chapter members. Mary Lou Weaver won with the name "Jack M. Holst Memorial Award". Jim Whaley, Al Haij and Ken Armstrong were the committee to select the first winner. Chuck Storz was selected by the committee as the first winner of the award and was presented an engraved plaque.

The evening concluded with a showing of the new Union Pacific 16mm film on locomotive 8444. This is an outstanding movie which includes a very unusual sequence taken with the camera mounted on a siderod with the locomotive in motion.

GREAT MOMENTS IN PHILANTHROPY: SCHOOL GETS FLAT-BROKE RAILROAD

When the Norfolk & Western Ry. Co. offered to give the University of Virginia's business school its Erie Lackawanna Railway division, the school might justifiably have replied, "Thanks for nothing."

After all, the Erie Lackawanna has been in bankruptcy proceedings since 1972. Most of its track and rolling stock has belonged to Consolidated Rail Corp. since 1976. For years the Erie Lackawanna was an unwanted stepchild that the Interstate Commerce Commission had forced Norfolk & Western to take over as a condition of acquiring more lucrative lines.

But the university's Darden Graduate School of Business Administration decided to accept the gift anyway. "We're reasonably certain there's no downside risk, and there's some upside potential," explains Robert W. Haigh, the school's dean. "Those are odds I like to play."

The hazard is that Darden, as owner of 100% of the Erie Lackawanna's common shares, could somehow get stuck with responsibility for paying off millions of dollars of creditor claims. On the other hand the school could have a hot property if, like Penn Central Corp., the Erie Lackawanna ever emerged from bankruptcy as a born-again company. Neither outcome seems likely.

Norfolk & Western stood a good chance of losing in the bankruptcy proceedings. It had reserved \$30 million for Erie Lackawanna tax liabilities but feared getting docked for more. Donating the stock apparently removes that threat; accepting the stock shouldn't do the school any harm since it's tax-exempt.

Later this year a federal bankruptcy court will consider a plan for paying the railroad's creditors. Assets aren't expected to meet the estimated \$500 million

GREAT MOMENTS (continued)

of liabilities, and stockholders are last in line as claimants. But, says Darden's Mr. Haigh, "on any bankruptcy, you never know until all the dust is settled." Meanwhile, the Erie Lackawanna's 21 remaining employees concentrate on bookkeeping and selling off real estate. The company's trustees want to liquidate the company, not revive it.

So Darden's only real gain in the transaction may be custody of the tale of how the Erie Lackawanna reached this sorry state. With stock ownership come the railroad's complete corporate records, which the business school expects to yield a treasure of case studies on what went wrong. (*from The Wall Street Journal*)

AMTRAK/PASSENGER/TRANSIT

Tuesday evening, December 29th, 400 ft. of track washed out on the Southern Pacific mainline at mile post 558 which is located in the Cascade Mountains south of Eugene between Fields and Wicopee. Train #11 turned back at Oakridge and the passengers were bused to Klamath Falls and points south. The equipment returned to Portland and was sent south through Bend on the BN. Train #14 was rerouted via Bend arriving in Portland about 5 hours late. The detour continued until New Years day as SP crews worked around the clock to get the line rebuilt. A temporary engine terminal for SP freight crews was established at Bend and then moved to Madras since there was a shortage of hotel rooms in Bend ..... A New Year's weekend snow storm in the Midwest caused such delays that the Pioneer was arriving in Portland 4 hours late. The detouring Coast Starlight picked up passengers that were waiting for the Pioneer at The Dalles, Hood River and Cascade Locks. Some of the passengers were quite surprised to find that the train that picked them up was not the Chicago to Portland train but the Los Angeles to Seattle train.....Connecting passengers arriving on a snow-delayed Empire Builder got to Portland at 4:30pm (instead of 8:45am) December 29th. Amtrak held the Coast Starlight for connecting passengers before heading south. Passengers heading south of Eugene found themselves on the train that got stopped at Oakridge because of the washout on the SP. Some days it just does not pay to leave home.....The 17 month experimental Willamette Valley Express trains carried a total of 86,165 passengers or about 170 passengers per day. While this total was about one half of the projected ridership, the trips made were considerably longer than anticipated. Passenger miles per month averaged 620,000 pm vs. 630,000 pm anticipated or 98% of the goal.....Via Rail Canada removed passenger service between Jasper, Alberta and Vancouver, B.C. on November 14th over the route of the Super Continental. The Super was replaced by a day coach and snack-bar train between Winnipeg and Saskatoon and an RDC train (usually an all-baggage RDC-4, a snack bar RDC-2 and an all-coach RDC-1) running during the day from Saskatoon to Edmonton. This train connects in Edmonton with The Skeena for service to Prince George and Prince Rupert. Also removed was the Drumheller to Edmonton RDC train #694/695. The November 15th action left only the Canadian (#1/2), the Victoria to Courtney Budd car (#198/199) and the Jasper to Prince Rupert train (#9/10) left running by Via Rail in British Columbia. The British Columbia Railway's North Vancouver to Prince George trains (#1/2) and the White Pass and Yukon's Skagway-White Horse trains (#1/2) are the only other rail passenger services operating in a province that is larger than Oregon, Washington and California put together.....The Coast Starlight should begin operating via Sacramento and Marysville effective with the April 1982 timetable.....This

AMTRAK/PASSENGER/TRANSIT (continued)

spring Amtrak is scheduled to sell the last of their conventional steam heated cars. Many cars are stored in Seattle and include the round end observation lounge car #9310 (ex-Wabash) along with numerous NP, GN and SP&S dome cars. The sale should be the last conventional equipment available since everything else Amtrak inherited has either been converted to Heritage equipment or scrapped.....On January 24th Amtrak's eastbound Empire Builder connection left Portland with a minimum train: Locomotive #248 and coach 34031. Equipment for the usual consist was not available due to delays to the westbound Empire Builder east of Spokane.....Tri-Met has scheduled groundbreaking ceremonies in March for the light rail maintenance facility to be located near Ruby Junction on the Portland Traction Company's Gresham line.....Portland's first articulated buses were placed in service at the end of January. They are the first of 87 articulated buses Tri-Met is to receive from the Ikarus Company of Hungary. Assembly is by the Crown Coach Corporation in Los Angeles.

EXTRA BOARD

Burlington Northern has slated several large construction projects in the Northwest for 1982. BN will begin work to replace three 250 foot truss spans on the west end of the bridge over the Columbia River at Pasco, Washington. The railroad will also rehabilitate 47 miles of the former Milwaukee Road line over Snoqualmie Pass. Utilization of the old Milwaukee Road line will significantly reduce the grade for BN operation between Yakima and Auburn, Washington.....BN has closed their car shops at Interbay in Seattle and will move the activities to Portland or Vancouver. The railroad may also move their major locomotive rebuilding facilities in the West to Vancouver.....Railco Multi Construction Company of Sherwood, OR has won four major rail construction contracts totaling over \$7½ million. A \$3.8 million contract with the Washington, DC Metropolitan Area Transit Authority calls for 5 miles of new track construction along with turnouts and crossovers. Arkansas Power and Light Company awarded a \$2.2 million contract for 30,000 feet of new track to Railco. The Chicago Transit Authority project for \$1.1 million includes special track work on the authority's Evanston route. The smallest contract, which totaled \$418,000 was to relay a stretch of track on the Ann Arbor Railroad between Mt. Pleasant and Alma, Michigan.....Port of Vancouver (Wash.) has apparently retired their old Skagit switcher and replaced it with an ex-Navy centercab.....Southern Pacific's Tillamook line washed out in many places due to the storm that struck the Oregon coast the weekend of January 23rd. The railroad estimated that it would take about two weeks to reopen the line.....SP operated their Eugene-based rotary snow plow for the third time in 16 years. Tuesday, January 26th, the plow was sent to Crescent Lake to clear the seven to eight feet of snow that had been piled on the #3 track in the yard. The trip was also a training exercise to reacquaint railroad personnel with the plow's operation. The plow utilized the electrical output of an SD-9 to turn the blade and the tractive effort of another SD-9 to move the plow. The only other operable rotary snow plows in the state are the steam powered (Shay engines) plow the Union Pacific has based at Hinkle and SP's rotary at Klamath Falls. The Sumpter Valley Restoration project at Baker owns an ex-WP&Y plow but it has never been operated since it left the WP&Y six years ago.....Rico's Pizza Parlors of Portland is raising funds for repair and rehabilitation of the Portland Zoo Railway including work on the station at the Washington Park end of the line.



BUDD CARS IN WESTERN CANADA

The remaining Budd RDC car operation between Calgary and Edmonton, Alberta is the last of many that operated in the area. Looking back through old Official Guides it appears that the Canadian Railroads have used Budd cars on many of their prairie lines at one time or another. The list below may not be complete because of gaps in the Chapter's Official Guide collection.

Northern Alberta Railways

Edmonton - Dawson Creek	489 miles
Edmonton - Waterways	299 miles

British Columbia Railway (Pacific Great Eastern)

North Vancouver - Prince George	463 miles
Prince George - Dawson Creek	250 miles
Prince George - Ft. St. John	265 miles

Canadian National

North Battleford, Sask - Edmonton	254 miles
Prince George - Prince Rupert	476 miles
Regina - Prince Albert	254 miles
Saskatoon - The Pas	479 miles
Kamloops Jct. - Kelowna	118 miles
Edmonton-Abilene-Grand Centre	176 miles
The Pas - Flin Flon	112 miles
Edmonton - Drumheller	180 miles
Edmonton - Calgary	232 miles

Esquimalt & Nanaimo

Victoria - Courtenay	139 miles
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Canadian Pacific

Calgary - Lethbridge	126 miles
Calgary - Edmonton	193 miles
Medicine Hat - Lethbridge	126 miles
Moose Jaw - Macklin	267 miles
Medicine Hat - Nelson	449 miles
Nelson - Vancouver (via Coalmont)	512 miles
Nelson - Spences Bridge	438 miles

"A WONDERFUL RAILWAY"

"The construction of 'The North Bank Road' has set the standard for Twentieth Century building. A practical water-level grade was held for the entire 377 miles between Portland and Spokane--technically a maximum of two-tenths of one per cent for 257 miles between Portland and Snake River Junction, and four-tenths of one per cent for 120 miles between Snake River Junction and Spokane. Easy curvature also was insisted upon. Heavy rock excavations produced an abundance of material for a solid roadbed, on which were laid the heaviest rails, producing a perfect physical track--level, smooth, solid."

"In operation these things spell ease and regularity of train movement--to them add every appointment of present-day equipment, with the grandeur of Columbia River scenery, and the passenger is assured both comfort and pleasure in travel via 'The North Bank Road'." (from a 1910 Spokane, Portland & Seattle public timetable)

**PORTLAND'S FOURTH ANNUAL**

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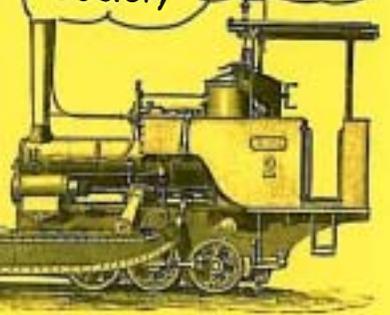
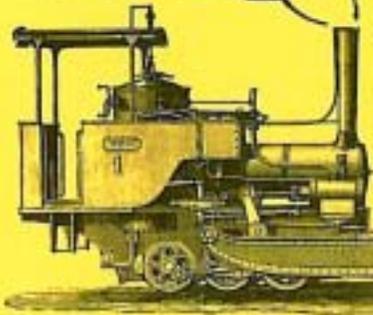
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c/o P.N.W. Chapter N.R.H.S.  
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Etching from Early American Locomotives  
by John H. White, Jr. - used by permission of  
Dover Publications, Inc., New York City



This remarkable double locomotive was the product of Charles  
Brown and featured a lever drive. It was built in 1878 at  
Brown's Winterthur factory for the narrow-gauge Villa Real and  
Villa Regoa tramway in Portugal. (Recent Locomotives, Fig. 175)

**SATURDAY, MARCH 6, 1982**

Make checks payable to: C.G.M.R.C., Inc. **Sellers : 8 am - 4 pm**

**General Public : 10 am - 3 pm**

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 on this page for an application or for more detailed information.

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