

SEP 74

THE TRAINMASTER

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



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pacific northwest chapter

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PNW CHAPTER TIMETABLE

FRIDAY REGULAR MONTHLY MEETING (3rd Friday of each month)

20 September The meeting will take place in Burlington Northern's Safety
8 PM Assembly room on the right side of N.W. 11th Avenue extended,
about two blocks north of its intersection with N.W. Hoyt Street.
If you are unable to locate the place at meeting time, telephone
221-1300, extension 325 for more detailed instructions.

Program will feature movies of steam on the German Federal Railways
1972-1974 by Ed Immel. Lots of smoke and steam!

Refreshments will be provided by Cora Jackson.

FRIDAY REGULAR MONTHLY MEETING OF THE PACIFIC NORTHWEST CHAPTER.
See the October Issue of the Trainmaster for details.

18 October

PRESIDENT'S MESSAGE

After a period of relative inactivity for some, and a time for much involvement by others, September brings the renewal of regular Pacific Northwest Chapter Meetings and functions. Your Board of Directors will be meeting shortly to develop our program for the fall and establish what the content of the upcoming monthly meetings will be. Hopefully we will be able to offer at least one fall outing in the form of a search for abandoned grades and equipment. There is also a possibility the Chapter will be in a position to operate a steam excursion yet this year. Such an event will require much planning and work on the part of our group. We will be providing you with more details later as arrangements can be firmed up and quite possibly will be asking for your assistance.

While the summer kept most of our membership from participating in organized Chapter activities, there was a small group that was very active. With the prospect

PRESIDENT'S MESSAGE (continued)

of operating the Chapter car, the Mount Hood, in Amtrak service to San Francisco for the National NRHS convention, there was a frenzy of activity during the month of August to prepare the car for such a journey. The Mount Hood did make the trip to San Francisco and, as should be, those who worked hardest getting it ready enjoyed the experience of the trip. I will refrain from discussing details of the preparation or operation of the Mount Hood to permit others more knowledgeable to write of these events in a later issue of the Trainmaster. I do however want to comment on the dedication and work output of those few members who made the trip happen.

Specifically, thanks go to Bill Bain, the Chapter's "resident manager" at Cottage Grove, for his direction of activities and the many arrangements he made in the area. Our special thanks also go to Western Region V. P., Ed Berntsen, who in spite of his Seattle location was extremely instrumental in getting much preparatory work done by outside vendors and who handled all the transportation arrangements in advance and enroute. The smoothness of the whole operation is a testimony to his efficiency. Ed also spent his vacation time on site at Cottage Grove working with Bill on the car. At the risk of omitting someone, I would also like to thank Jim Gilmore, John Holloway, Roger Phillips, Charles Messecar, Chuck Storz and Brian Beaudry for their contribution to this project.

The result of all this activity is that representatives of Pacific Northwest Chapter travelled to the San Francisco convention in a fitting conveyance and, even more important, the trip set a precedent for future excursions with Amtrak. We were able to prove we have an operational car and can cite the success of this operation when we make plans for future trips for the Chapter or for leased operation of the car.

C

This fall looks like an interesting period of time for Pacific Northwest Chapter. Why don't you get involved and reap some of the benefits of being a part of this dynamic group?

Roger Sackett

NEW PORTLAND RAILROAD

The Rivergate Industrial area in North Portland has been the scene of some of the most extensive railroad construction to be seen in the Portland area for some time. The Burlington Northern Railroad is spending over \$2 million to construct 4.5 miles of new track to connect their main line at North Portland Junction with the industrial complex now known as Terminal 6. The track will include 15,500 feet of drill track which extends west from the mainline at North Portland Junction, across North Portland Road on a new bridge, over a mile of yards and a 1,500 foot siding alongside the drill track. The major portion of the line extension has been completed with the Phelps Construction Co. of Greeley, Colorado completing the bridge across North Portland Road. Currently the only industry in the area is the Port of Portland's new \$1.6 million container terminal but other industry is expected to follow shortly.

All the trackage in the Rivergate area is owned by Union Pacific, which serves the southern portion of the area, and the Burlington Northern which will be

NEW PORTLAND RAILROAD (continued)

servicing the northern portion. The Southern Pacific Transportation Company has won a court battle to serve both the northern and southern sections but this decision may be appealed by both the BN and UP. To give some idea of the amount of freight that can be generated in the area one can look at last year's figures which saw over 30,000 carloads of grain delivered to the Terminal 4 area alone. The Cook Industries grain elevator in the Rivergate complex will probably add additional carloads to the area. Much of this year's record Oregon and Washington wheat crop will be exported through the Portland area since it is of a variety which is not desired by bakers in the United States.

RAILROAD BUYER

Is anyone who buys railroads today of sound mind? To many the answer would be "no" but to Craig Burroughs the answer would have to be on the positive side. Craig buys up railroads and puts them back into operation as short-line operations. Burroughs is president of Burroughs TransAction Associates and has bought two branch lines and is negotiating for others.

His first purchase was the Louisiana Midland Railroad Corporation which runs from Vidalia to Packton, La., a distance of 76 miles. Since Burroughs has taken over the line business has doubled and one firm has even eliminated using trucks and relies completely on the railroad.

The secret of Burroughs' success is that he offers personal service to shippers along with lower rates than many truck or barge lines. Whenever a shipper needs a car moved Burroughs can send out a crew that lives in the local area rather than depend upon a large railroad which may have to send a locomotive and crew many miles to reach the customer. Many of Burroughs' candidates for new railroads are abandoned or neglected branch lines of large railroads who found the operation of the lines to be uneconomical.

Burroughs' latest purchase is a 28-mile railroad branch in southeastern Iowa. Usually he has to spend large amounts of money to get the often neglected track back into operation, and when this is coupled with his firm's inability to purchase fuel and supplies in bulk, he finds that this often cuts heavily into profits. Nevertheless, Burroughs has his eye on other lines for the future. At 32 years of age Burroughs may not be a Harriman or Hill but then they also started out with a foot of track at the beginning.

STREETCARS TO RETURN TO PORTLAND ?

Tri-Met of Portland is looking for about 15 PCC cars in order to return streetcars (the word today is "light rail vehicles") to service on the abandoned line of the Portland Traction Company to Oak Grove and Oregon City. According to some newspaper reports Tri-Met is engaged in talks with SP and UP who are owners of the Traction Company. Plans call for operation over the old line from Oregon City, across the Hawthorne Bridge,

STREETCARS TO RETURN TO PORTLAND? (continued)

up to 10th Avenue, down Hoyt Street (one block from Union Station), back up 5th Avenue on the transit mall and then back across the Hawthorne Bridge. The plan was originally drawn up by the State Department of Transportation and was a cause of Governor Tom McCall firing all the Tri-Met board of directors since they wanted nothing to do with light rail operation. Tri-Met has been in contact with officials of the Toronto Transit Commission but reports vary from week to week as to whether or not they have any cars available. The streetcar operation will hopefully be financed under a federal grant and should cost in the neighborhood of \$14 million for an operation to Oak Grove and could run to \$20 million for service all the way to Oregon City. The often delayed Mt. Hood freeway which was to cost around \$400 million has finally been shot down by the city and county governments and some money from this project may be available to finance the street car operation. Eventual plans call for new equipment on the order of that being built for Boston and San Francisco. Watch The Trainmaster for further news on this development.

EXTRA BOARD

This month's issue of The Trainmaster is being thrown together by the ex-editor, cum European Bureau Chief, and the circulation manager. The exalted regular editor is on vacation so please excuse us if this issue isn't up to his usual high standards of excellence. It just shows you what you get when one doesn't get paid for it.....Union Pacific Railroad has been operating their own passenger train between Portland and the World's Fair in Spokane. The train leaves the UP's Albina freight house on Friday mornings around 8:00 am and returns sometime the following week in deadhead service. The U.P. files their guests home on Sunday. The train consists usually an E-unit, baggage car, diner, dome coach, sleeper and any number of business cars. The train is for guests of the Union Pacific.....UP business car "Arden" was seen the last week in August in Portland's Union Station. It was being used by Arthur Z. Gray, chairman of the Union Pacific Foundation. The car is normally used by Mr. Harriman of the UP.....Southbound Amtrak train "Coast Starlight" derailed south of Oregon City on August 27th. One truck of a coach left the track when a generator under the car froze up, tore loose from the underside of the car and did additional damage to following cars in addition to the one derailed truck. Pacific Northwest Chapter NRHS had their private car "Mt. Hood" on the rear end and handled some of the displaced Amtrak passengers from the derailed car.....Burlington Northern Regional Vice President Harry J. Surles is now a TV star in the Portland area. He can be found selling Savings Bonds on many area channels.....Still a couple of ex-SP&S RS units in the old SP&S colors in the Portland area. Photograph them now since they probably won't be around too much longer.....If you have ever opened a boxcar door you are probably still wondering about the Total breakfast cereal commercial on TV. Seems the announcer takes hold of the boxcar door with his right hand and with little effort throws it open. Could he be Clark Kent in disguise?.....

...Plans may be afoot to develop the southern end of the lower floor of Union Station. The Old Iron Horse Lounge had an application for a liquor license in the window.....More Milwaukee Road electrics seen at the

EXTRA BOARD (continued)

scrappers in the Chehalis area.....The ex-Oregon Electric parlor car "Champoeg", now at the Trolley Park at Glenwood, Oregon will be moved in the future to the Rio Vista Junction operation of the Bay Area Electric Railway Association.....The trans-Bay tube of BART will finally be opened for regular operation on September 16th.....Did you know that as late as 1954 the Union Pacific still had passenger service on lines to Walla Walla, Washington, Moscow, Idaho, Lewiston, Idaho, Wallace, Idaho and Yakima, Washington? There were mixed trains to Burns, Oregon, Joseph, Oregon and you could still go by mixed train from Shoshone to Sun Valley, Idaho.....

The Preamble Express, advance train for the bicentennial American Freedom Train, arrived in Portland on Aug. 27 (just minutes before the Chapter's car Mount Hood departed on the southbound Coast Starlight). Previous information indicated that the motive power would be D & H U23B #2312 repainted in red, white and blue. Instead the train arrived at the Portland Union Station behind E-unit #951 (UP?). The train was made up of four ex-Reading cars which were in Portland a few years ago as the Permacel Express. The purpose of the trip is to check the operating and security situation along the proposed route of the American Freedom Train. The Preamble Express was scheduled to stop at Eugene and then various California points after its Portland visit. Watch The Trainmaster for further information on the Freedom Train.....A new railroad theme restaurant (name unknown at press time) is under construction at west 8th St. and Jefferson in Vancouver, Wash. The location is next to the BN (SP&S) main line. Five lines of ties indicate that at least that number of cars will be used in the restaurant. According to an unconfirmed rumor the two ex-Illinois Central Pullman cars which sat for several years in the Portland Terminal Co. ninth street yards will be included in the structure.....Lawrence E. Hoyt, Vice President, executive department, of the Southern Pacific Transportation Co. in remarks at the NRHS Convention banquet stated that SP will not electrify any trackage during the next few years. One reason: Problems with motive power utilization.....
...Portland Terminal Co. storage and team tracks west of the main Portland post office and south of the Lovejoy St. ramp have been removed to provide parking for post office employees. The change required a new crossing of ninth street to reach track serving several warehouses.....The former SP&S mechanical department building at the north end of the yards in Vancouver, Wash. is due for demolition soon. The structure was built as a "hotel" for railroad employees during World War II when shipyard workers filled all available housing in Vancouver. The SP&S mechanical department had used the building for some years but was moved elsewhere after the BN merger.

Ed Immel and Chuck Storz

QUICK QUIZ

What were the names of the four dome cars on the General Motors Train of Tomorrow?

Dome Coach _____

Dome Diner _____

Dome Sleeper _____

Dome Lounge _____

The 3 bedroom, 1 compartment, 1 drawing room, observation lounge car "George M. Pullman", built in 1931, saw regular service on what Western train? _____

Answers next month

HELP NEEDED WITH SP&S MOTIVE POWER BOOK

The Pacific Northwest Chapter is still looking for pictures and data for the SP&S Motive Power Book. Late information on steam locomotive specifications is needed. We'd like to borrow diagram books, especially any issued in the middle 1940's. Steam and diesel photos taken from 1945 to 1960 are needed, especially action photos of the 700's and 900's. Anyone who has material to give or loan to the Chapter is asked to write to Chuck Storz, 146 N.E. Bryant St., Portland, Oregon 97211 or phone 289-4529 evenings after 6 PM.



pacific northwest chapter

THE TRAINMASTER

NP/SP&S Z-8 BLUEPRINT

The Pacific Northwest Chapter of the National Railway Historical Society has for sale a giant 11½ foot long erection drawing of the Northern Pacific/ Spokane, Portland and Seattle Railway Z-8 type articulated locomotive. The blue print comes post paid, rolled in a sturdy tube and sells for \$7.75 black line on white background or in sepia version for \$14.25. This blueprint is ideal for a wall display or can be used to check detail for the railway modeler.

Send me _____ copies of the Z-8 blueprint at \$7.75 (black on white) and/or _____ copies of the sepia blueprint at \$14.25.
Enclosed is _____ to cover the cost of the copies ordered

to/ Pacific Northwest Chapter, NRHS
Sales Department
Room 1, Union Station
Portland, Oregon 97209

SHIPPING LABEL

from/ _____ name
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We hope you will be happy with your Z-8 blueprint. Shortly we will be releasing a list of passenger timetables which will be offered for sale. If you wish a copy of this list please check this box and enclose 10¢ to cover postage.