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 NATIONAL RAILWAY HISTORICAL SOCIETY
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Articles which appear in "The Trainmaster" do not express the official National Railway Historical Society attitude on any subject unless specifically designated as such.

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pacific northwest chapter

THE TRAINMASTER

December 1976

Number 197

PNW CHAPTER TIMETABLE

Friday NO REGULAR MEETING

17 December PNW Chapter extends the season's greetings and wishes every one a safe and happy holiday.

Friday REGULAR MEETING (3rd Friday of each month)

21 January Program will feature 16mm movies on varied subjects, including a repeat of the Dept of Transportation's film on trucks crashing into walls. Also to be shown is an oldie of Buster Keaton crossing Canada on a rail car. Reserve the date now for the first meeting of the new year.
8 PM

Friday REGULAR MEETING

18 February Reserve the date now. Program to be announced.

CORRECTION

Last month's issue of "The Trainmaster" (Number 197, November 1976) featured a story on the "Oswego, Dallas & Roseburg Railway" by PNW Chapter member Lloyd M Palmer. Lloyd advises us that the former Central Pacific engine #233 does not exist in a "state of disrepair" as he was previously led to believe. In fact, for the past few years restoration work has been taking place on the engine and on 1 July 1976 it was exhibited in San Francisco in restored condition.

Pacific Northwest Chapter
 National Railway Historical Society

AMTRAK TO OPERATE 4449 STEAM RUN

Included In the recent NRHS "News Extra" was the following schedule and information regarding movement of the American Freedom Train engine 4449 from Miami, Florida to Birmingham, Alabama. The 4449 will then be stored at Birmingham until March or April of 1977 before being returned to Portland, Oregon. Route and schedule to Portland has not been determined at this time.

Passengers will be carried from Miami to Birmingham at the rate of \$30 per day or \$80 for the through fare. Short fares for intermediate points will be available. Price to be determined. Passengers must make their own overnight lodgin arrangements. Additional information may be obtained by 'phoning Amtrak at (202) 484-2981 or by writing to:

M B Pettijohn, Co-ordinator of Sales for Amtrak
 955 L'Enfant Plaza North S W
 Washington, District of Columbia - 20024

FRI, 14 JAN 77 8:00 AM Depart Miami, Florida (via SCL)

Passenger stops enroute at
 West Palm Beach, Sebring,
 Winter Haven, & Orlando

5:00 PM Arrive Sanford, Florida for overnight stop

SAT, 15 JAN 77 8:00 AM Depart Sanford (via SCL)

Passenger stops enroute at
 Jacksonville & Valdosta

5:00 PM Arrive Thomasville, Georgia for overnight stop

SUN, 16 JAN 77 8:00 AM Depart Thomasville (via SCL)

Passenger stops enroute at
 Dothan & Montgomery (via L&N)

5:00 PM Arrive Birmingham, Alabama for storage

NOTE: Additional stops will be made for servicing engine. No passengers allowed on or off during these stops.

CITY AND RAILROADS COOPERATE IN RELOCATION PROJECT

OE Trackage Through Hillsboro to be Removed

On 20 October 1976 Oregon Governor Bob Straub joined officials of the City of Hillsboro, Burlington Northern, and Southern Pacific to announce that final agreement had been reached which permits relocation of Burlington onto Southern Pacific lines through the city by the summer of 1977.

Governor Straub hailed this action as an outstanding example of cooperation between business and the public sector. "Without this voluntary agreement," he said, "the only solution might have been a much costlier new underpass, which would still bring trains through town and past several unprotected crossings."

Straub cited the many persons and organizations that have worked to make the agreement possible. Aside from Southern Pacific and Burlington Northern, both of whom voluntarily agreed to cooperate, he lauded the city's efforts to acquire land for a connective right-of-way between the two railroads; the efforts of Washington County to ease the hazard potential of the East Main Street underpass by angling the road slightly and installing warning signs; and for legislation authored by Congressman Les Aucoin, while still a state legislator, which allowed the Public Utility Commissioner to contribute funds to this type of crossing improvement.

He noted that State Senator Blaine Whipple set up the first meeting between the railroads and for authoring additional legislation that lets the OPUC accumulate funds for such a project to ease the burden of the cities. Straub pointed out that both his office and that of OPUC Charles Davis have been working closely with all parties throughout the negotiations.

Davis also lauded the railroads, stating that their action had "made great contributions to the development of Hillsboro and all of Washington County."

When the Hillsboro project is completed, it will result in the removal of Burlington Northern's East Main Street underpass, the object of an extensive campaign for its removal. Completion will also eliminate 12 unprotected grade crossings when BN's tracks are removed from the middle of Hillsboro's Washington Street.

Davis hailed the removal of the crossings and the underpass as "progress", pointing out that "the Oregon legislature has established a policy that says we should eliminate crossings where possible".

He pointed out that the Hillsboro agreement is a prime example of the Public Utility Commissioner's accent on considering improvements for crossings in an entire area instead of singly -- or in piecemeal fashion.

Such comprehensive planning insures that railroad lines and roads can co-exist with the greatest convenience to and safety for Oregonians.

National Railway Historical Society

"City & Railroad Relocation Project", cont'd

William F. Currier, Assistant Superintendent of Southern Pacific's Oregon Division, termed the Hillsboro agreement as "a prime example of what can be accomplished when men of good will from industry are able to communicate with their counter parts in the public sector. The city", he said, "can now embark on a new century of civic development with this problem behind it". Currier also pointed out that an agreement would have been impossible if the Railway Clerks' Union had not cooperated.

James Edwards, Burlington Northern Superintendent, Portland, said that his railroad was most pleased at the cooperation shown by the City of Hillsboro, Southern Pacific, Washington County, and the State of Oregon, permitting an end to the longstanding controversy over the underpass. Edwards pointed out that Burlington Northern's operations over the Southern Pacific tracks will result in considerable greater expense to his railroad than do operations over its own line. "We're just happy that we could cooperate in this instance", he said.

Miller M. Duris, Mayor of the City of Hillsboro, pointed out that the cost of the track relocation, property purchases, and removal of the East Main Street underpass will be significantly less than estimates for reconstruction of the underpass.

The City of Hillsboro is now in the process of acquiring property from Western Farmers Association so that Burlington Northern can build a connection to the Southern Pacific line. Duris indicated that the city will have to construct a new siding to serve Western Farmers Association as a result of the agreement. Hillsboro also acquired four grain storage buildings east of the Southern Pacific line which could no longer be served by rail when the Burlington Northern's tracks are removed.

Plans for the track relocation are now being drawn by Burlington Northern engineers working in cooperation with the City of Hillsboro and Southern Pacific. Under the plan, Burlington Northern tracks will end east of N E 28th Avenue at the southern boundary of the Washington County fairgrounds. This means that the city will remove all tracks from Washington Street between Adams Street and 12th Avenue as well as the tracks in the overpass over East Main at about 18th Avenue.

PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, 19 November 1976

The meeting was called to order at 8:15 PM by PNW Chapter President John Holloway in the Burlington Northern Safety Assembly Room.

The minutes of the previous meeting, held on 15 October 1976, were approved as read.

Ed Immel reported on plans for the 1978 NRHS National Convention to be held in the Pacific Northwest. The tentative program is:

- Thursday: Trip to The Dalles, Oregon. Ride The Dalles Dam Railroad.
- Friday: OP&E Railroad at Cottage Grove, Oregon. Zoo Railroad and Salmon barbeque at Portland, Oregon.
- Saturday: Ride the trolleys at Yakima, Washington or visit Camp Six at Tacoma, Wash and Snoqualmie Wash. Both groups end up at Seattle, Washington for the evening.
- Sunday: Leave Seattle for Victoria, British Columbia on the Princess Marguerite. Visit Forestry museum at Duncan, BC, then take ferry to Vancouver, BC.
- Monday: Royal Hudson trip to Squamish and return.
- Tuesday: Return to Seattle, Wash via Amtrak. Disband.

The convention flyer is to be out by 15 March 1978. Convention attendance will be limited to about 450 persons.

Chuck Lund reported that the Chapter's car, the sleeper-lounge Mt Hood, is still bad ordered due to the need for the Bi-annual repair of its air brakes. Jim Gilmore reported on correspondence received about the car:

1. The Chattanooga Choo Choo organization replied that they are not interested in the Mt Hood due to the need for interior rebuilding to suit their needs.
2. Amtrak has advised that the new bi-level equipment will not be compatible with existing equipment.

Chuck Lund reported on efforts to find a place to store the Freedom Train Locomotive, ex-SP4449, when it returns to Portland. Meetings have been held involving the Transportation and Logging Museum and the City of Portland. Progress is being made in spite of some difficulties.

Ed Berntsen reported the following:

1. Amtrak is considering the possibility of operating the 4449 on the return move to Portland.

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"Minutes of November Meeting", cont'd

2. That the following took place at the NRHS annual meeting:
 - A. The Southern Oregon and North Cascades Chapters were approved.
 - B. Jerry Hilton proposed substantial changes to the NRHS constitution. Proposed changes are being referred to a committee for study.
 - C. Pardee elected Chairman of the Board and Vaughn President.
 - D. Jerry Hilton re-elected VP of the Central Region.
3. A questionnaire will be included in the next National Bulletin asking what the membership expects from the national organization.
4. NRHS is establishing an estate counseling program.
5. The NRHS Mechanical Committee is to be reactivated.

Ed Immel suggested the following excursions be considered for 1977: May 1 - Beginning of Amtrak service east to Boise and Salt Lake City. May 30 - To Baker, Oregon via Amtrak to ride the Sumpter Valley RR.

Walt Grande moved that his proposed amendment to the Chapter bylaws concerning Chapter finances be withdrawn due to questions about wording and that the amendment be redrafted and resubmitted in January. Motion seconded and passed.

Chuck Lund reported that the nominating committee proposed the following to be the Chapter's officers for 1977:

President - Bill Bain	Director-at-large - Bob Melbo
Vice President - Ed Immel	" " " - Noel Nelson
Secretary - Chuck Storz	" " " - Gary Oslund
Treasurer - Roger Sackett	" " " - Chuck Lund
National Director - John Holloway	

Roger Phillips moved that the nominations be closed and that a unanimous vote be cast for the proposed slate. Motion seconded and passed.

The meeting was adjourned at 9:15 PM for Refreshments and the program.

Program included Super 8mm movies with stereo sound of the Golden Spike Centennial Ceremony at Promontory, Utah; scenes of operation of the Oregon, Pacific & Eastern R R at Cottage Grove, Oregon; operational scenes of the Vernonia, South Park, & Sunset Steam R R that once ran between Banks and Vernonia, Oregon. All presented by Bill Evans.

Respectfully submitted

Chuck Storz, Secretary