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THE TRAINMASTER

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

1977 CHAPTER OFFICERS

President WILLIAM D BAIN P O Box 10445 Eugene, OR 97401	(503) 686-2518	Director-at-Large CHARLES A LUND P O Box 452 Beaverton, OR 97005	(503) 643-2012
Vice-President Edward E Immel 3124 S E Taylor Street Portland, OR 97214	233-9706	Director-at-Large Robert I Melbo 7675 S W Miner Way Portland, OR 97225	292-0821
Secretary Charles W Storz, Jr 146 N E Bryant Street Portland, OR 97211	289-4529	Director-at-Large Noel H Nelson 4691 S E Fieldcrest Drive Portland, OR 97206	659-1015
Treasurer Roger W Sackett 11550 S W Cardinal Terrace Beaverton, OR 97005	644-3437	Director-at-Large Gary S Oslund 9116 S E Clay Street Portland, OR 97216	252-1568
Chapter National Director John D Holloway 2201 S W Palatine Street Portland, OR 97219	246-5752		

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CHAPTER NEWS LETTER STAFF

Editor and Publisher Irving G Ewen 2628 S E Ash Street Portland, OR 97214	(503) 232-2441	"The Trainmaster" is the official publication of the Pacific Northwest Chapter NRHS. 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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 Room 1, Union Station
 800 N W 6th Avenue
 Portland, OR 97209



pacific northwest chapter

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PNW CHAPTER TIMETABLE

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

18 March
8 PM The PNW Chapter's March meeting will be held in the Burlington Northern Safety Assembly Room. This is located about two city blocks north of the intersection of N W Hoyt Street with 11th Avenue. If more detailed directions are needed, contact one of the Chapter officers listed inside the front cover of this issue.

A short business meeting will be followed by a refreshment break with goodies arranged for by Cora Jackson & company. Donations to help offset the material costs of this operation will be welcomed by the "kitty".

"Traction in Europe" is the topic of a slide show to be presented by PNW Chapter member Elmer Mencer.

Sunday ROYAL HUDSON COMES TO PORTLAND

20 March
mid-day The British Columbia Government's Royal Hudson 4-6-4 Number 2860 will be passing through Portland enroute to Los Angeles with a display train promoting tourism in their province. The train will leave Seattle in the morning under its own power via BN and spend Sunday night at Portland's Union Station. On Monday, 21 March the train will continue southward via SP running behind diesel power.

Friday The April meeting will also be held in the BN Safety Assembly room. Program to be announced. Reserve the date now since
15 April this will be an early "third Friday".

8 PM

PNW CHAPTER TO HOST 1978 NRHS CONVENTION

The 1978 Convention of the National Railway Historical Society will be hosted by the Pacific Northwest Chapter over the Labor Day Weekend. The early announcement is being made so that NRHS members in the Eastern United States can plan ahead. The '78 convention will be a "first" in that it will be a moving experience, traversing two states in the US and one province in Canada. Literally, it will "begin in one city and conclude in another country".

Thursday's activities will include a trip on The Dalles Dam railroad plus a tour of the hydro-electric facility. Transportation from Portland will be via Amtrak up the Columbia Gorge.

On Friday, the conventioners will travel to Cottage Grove, Oregon to ride the Oregon, Pacific and Eastern Railway. Later, a salmon barbeque dinner will be served in Portland's Washington Park. Rides behind the Zoo Railway's half-size steamer will round out the evening's activities.

Saturday will offer a choice of two activities: A trip to Yakima, Washington to ride the single-truck streetcars over the tracks of the Yakima Valley Transportation Company. OR Those not choosing to go to Yakima will travel via Amtrak to Tacoma, Washington to visit the logging museum at Point Defiance Park and ride behind the three-truck Shay at the park. Next, the group will depart for Snoqualmie to travel behind the steamers of the Puget Sound Railway Historical Society. Both groups will meet in Seattle at day's end.

On Sunday morning all conventioners will leave Seattle on the Princess Marguerite, the last Puget Sound steam-powered passenger boat, for Victoria, British Columbia, Canada. Charter busses will later take the visitors on to Vancouver, BC.

Monday includes a ride behind the Royal Hudson. Itinerary includes a steam-powered run over the fabled rails of the Pacific Great Eastern Railway (now known as the British Columbia Railway) from North Vancouver to Squamish and return. Return to Vancouver will be in time to make connections with the Canadian transcontinental trains or Amtrak's North Coast Hiawatha at Everett, Washington. The convention will officially end on Tuesday when Amtrak returns the remaining conventioners to Seattle in time to make train connections to the south and east.

The convention package will probably include all transportation, many meals, and the necessary hotel rooms in Portland, Seattle, and Vancouver. Post-convention trips to Alaska and other regions of the West are being contemplated. Eastern NRHS members may want to plan a trip to the Pacific Northwest using Amtrak's USA Railpass.

Remember, it is Roanoke in '77 and Portland in '78.

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4449's RETURN TO PORTLAND

The following is a tentative schedule for the return of ex-SP 4449 from Birmingham, Alabama to Portland, Oregon:

day	date	from	to	railroad
Wed	13 APR 77	Birmingham	Jackson, Mississippi	Sou Rwy
Thur	14 APR 77	Jackson	New Orleans, Louisiana	ICG
Fri	15 APR 77	Layover one day		
Sat	16 APR 77	New Orleans	Houston, Texas	SP
Sun	17 APR 77	Houston	San Antonio, Texas	SP
Mon	18 APR 77	Layover one day		
Tue	19 APR 77	San Antonio	Alpine, Texas	SP
Wed	20 APR 77	Alpine	El Paso, Texas	SP
Thur	21 APR 77	Layover one day		
Fri	22 APR 77	El Paso	Tucson, Arizona	SP
Sat	23 APR 77	Tucson	Yuma, Arizona	SP
Sun	24 APR 77	Yuma	Los Angeles, California*	SP
Mon	25 APR 77	Display at Union Passenger Terminal		
Tue	26 APR 77	Los Angeles	San Louis Obispo, Calif	SP
Wed	27 APR 77	San Louis Obispo	Oakland, California **	SP
Thur	28 APR 77	Layover one day		
Fri	29 APR 77	Oakland	Dunsmuir, California	SP
Sat	30 APR 77	Dunsmuir	Eugene, Oregon***	SP
Sun	01 MAY 77	Eugene	Portland, Oregon	SP

*Diesel helper between Indio and Colton

**Diesel helper between San Louis Obispo and Santa Margarita

***Diesel helper between Dunsmuir and Klamath Falls

PACIFIC NORTHWEST CHAPTER
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MORE ON RETURN OF 4449

Chapter members who wish to ride the Amtrak 4449 Special should telephone Amtrak's toll-free number, 1-800-421-8321, to make reservations for all or any portion of the trip from Birmingham, Alabama to Portland, Oregon. Amtrak fares cover coach accommodations while the train is enroute. Accommodations for over-night lodging are additional.

The Pacific Northwest Chapter of NRHS is offering a package excursion trip for those wishing to ride the special train from Eugene to Portland on Sunday, the 1st of May. The \$25 fare includes bus transportation from Portland to Eugene and the return by train to Portland. Buses are scheduled to depart Portland (probably from Union Station) about 5:30 AM in order to arrive in Eugene to make connections with the special train. Payment must be received by Wednesday, 12 April to guarantee space. Additional information will be available at the March meeting.

A two-day trip; Dunsmuir, California to Eugene, Oregon on Saturday, 30 April and Eugene to Portland on Sunday, 01 May is also possible for those interested. Inquiries regarding either the one-day or the two-day trip should be directed to Chuck Storz (phone 289-4529 evenings between 6 PM and 7 PM).

AMTRAK TO TEST LRC

"The best technology available anywhere in the world . . . The LRC will give us valuable information.", said Amtrak President Paul Reistrup upon introduction to the United States of the LRC. The train, whose initials stand for "Light, Rapid, and Comfortable", will begin testing on the Burlington Northern trackage between Portland, Oregon and Vancouver, British Columbia sometime in late 1978 or early 1979, for a one-year period. This testing will determine its feasibility in Amtrak corridor service.

The LRC is a complete train with a conventionally powered diesel electric locomotive built by Bombardier-Montreal Locomotive Works of Canada. The train will consist of a locomotive, four coaches, a combination coach-cafe, and a premium-class coach section.

Two LRC trains will be leased, with the first to begin prototype service within 90 days of Reistrup's February 9 announcement. The testing will begin immediately as a joint effort by the Federal Railroad Administration and Burlington Northern to test the train's performance on high-speed trackage, especially around curves.

(from Amtrak News)

Dave Stimac

March 1977

Number 201

PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, 18 February 1977

The meeting was called to order at 8:10 PM by PNW Chapter President Bill Bain in the Burlington Northern Safety Assembly Room.

The minutes of the 21 January 1977 meeting were approved as read.

Roger Phillips reported that a tentative trip has been set up for the movement on Saturday, 5 March of the Chapter's sleeper-lounge car "Mount Hood" to Vancouver, British Columbia. This will be a "one-way" excursion trip to Vancouver at a fare of \$14 per person for roomette or bedroom space or \$10 per person coach. Those going must purchase return transportation independently. There will be no heat in the car while underway. As of today, there are about 10 spaces left for the trip. Roger asked anyone interested to contact him for reservations.

Ed Berntsen reported to the meeting: 1. The latest schedule for the return of 4449 from Alabama to Portland and the schedule of the BC tourism promotional train. 2. The Chapter's car "Mt Hood" is to be leased to the British Columbia Government for use on the promotional train as a business and crew car. 3. Texas & Pacific #610 probably will be leased by the Southern Railway for excursion service.

Bill Bain reported that tickets for the 4449 return trip (to Portland) will be available from Amtrak's computer reservation system about 1 March. The cost will be about \$30 a day. NRHS Chapters will be able to buy blocks of tickets. Groups will be given a discount of 15%. PNW Chapter will attempt to purchase a block of space for the last day, Sunday, 1 May from Eugene to Portland. Interested members should be prepared to pay in advance for their tickets.

Bill Bain reported to the membership that the Chapter Board of Directors has agreed to staff a concession on the return trip of the 4449 after receiving approval from Amtrak. Four members will be needed to staff the effort. Four passes will be available for use by the personnel doing the staffing. The proceeds from the concession will be used for the preservation of locomotive 4449. Those who volunteer should expect to pay their own expenses (meals and lodging) as the passes provide only free passage on the train. At least one person must man the concession at all times. A brochure listing items to be sold is being prepared with the assistance of the City of Portland. Five hundred thousand copies of the brochure will be printed. The merchandise to be sold is being lined up by Brad Miller of Mobile Fidelity. Bill asked members who are interested to sign up to assist with the concession. The sales will be mostly by mail.

The meeting was adjourned at 8:45 PM for refreshments, arranged for by Cora Jackson.

Program: 1. Railroadiana auction. 2. Movies & slides over 10 years old.

Respectfully submitted, Chuck Storz, Sec'y

AMTRAK NEWS

Amtrak was faced with a motive power shortage early last December when the Burlington Northern refused to allow operation of Amtrak's SDP40F's on its lines after a number of accidents involving the locomotives. It appears that the trailing truck of a two unit set of SDP40F's has a tendency to derail on curves above a certain speed or that there is some interaction between the trailing unit and the baggage car usually coupled to it. At this writing no solution to the problem has been announced.

As a result of restrictions on the use of the SDP40F's Amtrak has resumed changing motive power on the Coast Starlight at Portland. Between Seattle and Portland the Starlight usually has a BN SD40 on the point followed by a combination of Amtrak E or F units. A BN heater car showed up at least once in the Starlight's motive power consist. The following is a sampling of the power that has appeared in Portland:

12/31/76	BN6436/AM450/BN19	(SD45/E9B/heater car)
1/2/77	BN6532/BN6318/AM345	(SD45/SD40/E8A)
1/3/77	BN6446/AM377/AM450	(SD45/FP7A/E9B)
1/7/77	BN6319/AM377/AM450	(SD40/FP7A/E9B)
1/8/77	BN6322/AM345/AM376	(SD40/E8A/FP7A)

While there are speed restrictions the SDP40F's have been in use continuously over the SP south of Portland.

A change in the routine consist was observed on 3/9/77 when Southern F unit #6147J appeared in Portland. Several other Southern F's were reported to have been turned over to Amtrak in Seattle but only the one unit has appeared so far on the Starlight's consist.

OTHER AMTRAK NEWS: Amtrak reports substantial increases in passengers carried on its Seattle/Vancouver, B.C. and Seattle/Portland trains since the introduction of the Amfleet equipment. For December, 1976 there was an increase of 66% over Dec. 1975 in patronage on the Seattle/Portland trains and a 29% increase for 1976 over 1975. Informal surveys indicate that much of the increase is from people who formally used automobile and not from other forms of transportation.....Due to the severe water shortage in northern California Amtrak will no longer wash trains at its Oakland terminal. All windows will be hand washed but complete washing of cars will be eliminated saving an estimated 10,000 gal of water daily.....Ridership on the Los Angeles/San Diego corridor has increased due to the introduction of the state supported "Caltrak San Diegan", the introduction of new equipment and maintenance of a good on-time record. Revenue passengers carried increased 76.9% when comparing Feb. of 1976 with Feb. 1977.

Chuck Storz