



pacific northwest chapter

THE TRAINMASTER

April 1977

Number 202

PNW CHAPTER TIMETABLE

- Friday REGULAR MONTHLY MEETING (3rd Friday of each month)
- 15 April The April meeting of PNW Chapter will be held in Burlington Northern's Safety Assembly Room. This is situated on the right side of what would be N W 11th Avenue, extended northerly, for about two city blocks from its intersection with N W Hoyt St. If additional directions are required, please contact one of the Chapter officers listed inside the front cover of this issue.
- 8 PM
- Refreshments, arranged for by Cora Jackson, will be served during the intermission between the short business session and the program. Donations are always gratefully received to help offset the material costs of this feature.
- During Vice President Ed Immel's short leave of absence to work as Trainmaster of the British Columbia Government's special train to Los Angeles, Alfred Haij is Program Chairman pro tem. Al will be obtaining two 16mm sound movies (title and specific railroad subject to be announced) for viewing. Also, it is expected that there will be a slide showing of the Royal Hudson's movement southward through Oregon.
- Sunday 4449 RETURNS HOME TO PORTLAND, OREGON
- 01 May See details in the March issue of the TM for schedule and information regarding itinerary and fares.
- Friday REGULAR MONTHLY MEETING
- 20 May The May meeting, unless otherwise advised, will also be held in the BN Safety Assembly Room. Refreshments by Cora J. Program to be announced.

ALBINA SHOPS ACTIVE

In the 1920's Union Pacific's Shops in Portland embarked on a program of rebuilding steam locomotives, some of which were less than fifteen years old, to add to a growing fleet of high-speed and, what were considered then, modern power.

Today, half a century later, Albina has found itself to be the single major new car construction facility on the railroad, the end of a play which took years to develop.

The program is a part of a capital improvement program implemented system-wide at a cost of two hundred forty six million dollars. Albina's share is \$ 38,000,000. This is only part of the overall plan which includes locomotive repair and rebuilding at North Platte, Nebraska as well as a new rail facility at Laramie, Wyoming.

In 1977, in addition to the various rebuilding and reconditioning tasks facing the 250 member crew at Albina, a total of 1100 new cars will be built. This is in addition to the 1000 coal hoppers built last year.

Five hundred fifty 53 ft long "Quad" (four bay) hoppers will be built at an approximate price of \$ 15,000 per car. Joining these are a new type of car for the United States, commonly known in Canada as "bathtub gons". They are a fifty foot round-bottom gondola for use with rotary car dumpers. They are eventually destined for unit ore-train service.

Two-fifths of the work force will be employed in the new construction. Union Pacific hopes to build an extra 200 cars beyond the projected 1100. One hundred of these will be the new 60 ft flat cars, designed for hauling farm machinery, called "agri-flats". The remainder will be 100 new "hy-cube" 50 ft boxcars to be built from existing cars. The height of the new boxcars will be increased from 15 to 17 feet in order to increase available space inside the car.

In the old days, Albina was simply an end point for all trains northwest bound on the Union Pacific. Today, Albina is a vital link in a chain which connects UP to all the northwest. Nowhere is this more evident than in the car shops, long known as one of the finest repairing and reconditioning facilities on the line.

(from UP Info) David Stimac

THE RAILROAD RULE BOOK

Part Two of a Series

By Chuck Lund*

In the previous installment, definitions of various railroad items were given. The next part of a rule book usually deals with the "General Rules". As in the case of the definitions the exact wording may vary somewhat from rule book to rule book, but the intent is the same. Even though the rules in the book are primarily for employees of the railroad, certain rules can apply to anyone around a railroad.

The rules listed below are assigned letters alphabetically for this article. It should be noted that they may or may not correspond with those found in actual rule books:

- A. The rules and instructions must be understood and complied with.
- B. Accidents, defects in track, bridges or signals, or any unusual conditions which may affect the movement of trains, must immediately be reported by the first available means of communication.
- C. Carelessness will not be condoned and care must be exercised to avoid injury to ones self or to others.

The condition of equipment and tools used must be observed, and when found defective, put in a safe condition.

- D. Shoes must be worn that afford maximum support and protection to feet when performing repair work and while on duty.

Open-toed shoes, canvas shoes, and lounging shoes are unsuitable for these types of work and are prohibited. High-top shoes give added support to the ankles; low heels afford firmer footing and make standing and walking safer.

- E. Movement of trains, engines or cars MUST be expected at any time, on any track, in either direction.

It must be known that it is safe before fuling, walking between or crossing tracks by looking in both directions. When crossing tracks in front of standing engine or cars, at least 20 feet clearance must be provided and be prepared for unexpected movement of equipment. If in a group, walk single file. Do NOT step on rail, switch, or frog.

* Mechanical Superintendent, Pacific Northwest Chapter, NRHS

"RR Rule Book", cont'd

CROSSING THROUGH MOVING EQUIPMENT IS PROHIBITED

- F. Crew members must forbid unauthorized persons from getting on or off of moving equipment.

Persons must not get on equipment except when required in the performance of their duty.

When ascending or descending ladders or steps on engines and cars, either standing or moving, the equipment must be faced.

When getting off standing equipment, it must be known that it is safe to do so before releasing hand hold.

- G. The use of alcoholic beverages, intoxicants or narcotics by those subject to duty, or their possession, use, or being under the influence thereof while on duty or on railroad property, is prohibited.

Being under the influence of or the use of any drug, medication, or other substance, including those prescribed by a doctor, that will in any way adversely affect alertness, coordination, reaction, response or safety is prohibited.

These rules are for everyone's safety and well being. The purpose is not to make life unpleasant. Safety is everyone's responsibility.

Installment three will have more rules.

SAFETY FIRST - - - EVERYTIME

April 1977

Number 202

PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, 18 March 1977

The meeting was called to order by PNW Chapter President Bill Bain at 8:07 PM in the Burlington Northern Safety Assembly Room.

The minutes of the previous meeting, held on 18 February 1977, were approved as corrected.

Chapter Treasurer Roger Sackett reported that the savings account is down due to the withdrawals that have been made to cover repairs to the Chapter-owned sleeper-lounge car "Mt Hood".

Chuck Lund reported for Edward M. Berntsen as follows:

1. Anyone wanting tickets to ride any portion of the 4449's return trip to Portland should contact Amtrak via their toll-free phone number for reservations and place an order at once. Fare for the entire train trip is \$299, not including overnight lodgings.
2. Locomotive 2860 is leaving Vancouver, British Columbia on Saturday 19 March with the British Columbia tourism promotional train. The train will arrive in Portland, Oregon on Sunday 20 March and remain overnight.
3. The Chapter's sleeper-lounge car "Mt Hood" has been leased to the British Columbia government for use on the promotional train. After being repainted CPR tuscan red here in Portland, the Mount Hood was transferred to Vancouver, B.C. via Amtrak on 5 March. The Chapter mechanical committee put a lot of hard work in on the car to prepare it for the move on time.

Chuck Lund read, for the information of the membership, a resolution passed by the Portland City Council endorsing the idea of a transportation museum. Chuck further advised that the Pacific Northwest Chapter of NRHS and the Transportation and Logging Museum are working together to locate a museum site.

Bill Bain reported on the Chapter's sales concession for the 4449's return trip to Portland. Amtrak will not issue passes for the sales personnel as previously announced. On-train sales brochure: About 100,000 copies will be printed instead of the 500,000 as originally planned. Amtrak has advised that space on portions of trip for 4449's passenger extra are already getting tight. Amtrak prefers to sell full-day tickets for the trip.

Roger Phillips, Chapter Excursion Director, announced that the Chapter has space reserved for the Eugene to Portland leg of the 4449's return trip. Buses will leave Portland Union Station at 6:00 AM on Sunday 01 May to

PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

"Minutes of March Meeting", cont'd

connect with the train at Eugene. Ticket cost is \$25 for the Eugene to Portland leg which includes bus transportation from Portland to Eugene with a continental breakfast served on the bus.

President Bain announced the financial controls amendment to the Chapter's by-laws was up for a vote after several delays. The amendment is as follows:

The Chapter Board of Directors shall submit a budget to the membership for approval by the February meeting of the current year. Any expense or commitment in excess of a single budget item must be approved by the Board. Any expenditure or commitment of Chapter funds in excess of \$300 over the approved budget in any calendar year for any single budget item must be approved by majority vote of the membership present at a regular meeting. No funds are to be borrowed by the Chapter without approval of the membership. Any purchase, lease or sale of real property, or purchase, lease or sale of railway operating equipment must be approved by majority vote of members in attendance at a regular or special meeting, regardless of the amount involved, except leasing of Chapter owned operating equipment for a period of less than 15 days.

The Chapter treasurer may advance Chapter funds not to exceed \$100 to the Excursion Director in connection with Chapter approved excursions. All receipts from excursions are to be submitted directly to the Treasurer for deposit in the Chapter account and are not to be paid out in cash for excursion expenses. The Excursion Director shall file a complete financial report on each excursion with the Chapter Board of Directors within 30 days of the excursion.

It was moved by Chuck Lund and seconded by John Holloway to adopt the proposed bylaws amendment. Motion passed.

Bill Bain announced that Alfred Haij will be in charge of mail order sales for the 4449's return trip. Al will need assistance to handle the expected volume of orders.

The meeting was adjourned at 9:00 PM. Refreshments were served by Cora Jackson during the intermission between the business session and the program.

Program was a slide presentation by PNW Chapter member Elmer Mencer of "Traction in Europe".

Respectfully submitted,

Chuck Storz, Secretary