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**THE TRAINMASTER**

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Portland, Oregon 97209

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

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 Room 1, Union Station  
 800 N W 6th Avenue  
 Portland, OR 97209



pacific northwest chapter

# THE TRAINMASTER

October 1977

Number 207

## PNW CHAPTER TIMETABLE

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

21 October The October meeting of PNW Chapter will be held in the Burlington Northern Safety Assembly Room which is located on the east side of what would be N W 11th Avenue (almost under the Lovejoy Street Ramp to the Broadway Bridge) about two city blocks north of its intersection with N W Hoyt Street. If more detailed directions are required please contact one of the PNW Chapter officers listed inside the front cover of this issue (opposite this page).

8 PM

Following a brief business session, announcements, et cetera, refreshments will be available for those who wish to indulge. Contributions are welcome to help offset the material costs of this "labor of love" by Cora Jackson et al.

Program Chairman Ed Immel has arranged for an interesting multi-faceted program:

1. Gil Hulin will present a slide showing on highlights of the 1977 NRHS National Convention held at Roanoke, Virginia over the Labor Day weekend.
2. A showing of PNW Chapter's slide program preview of the 1978 NRHS National Convention to begin here in Portland, Oregon (and ending in Vancouver, British Columbia - Canada).
3. Chuck Storz will give a presentation on the scanners that are used to pick up railroad radios. This should be of interest to anyone who has considered purchasing a scanner.
4. Other?

PACIFIC NORTHWEST CHAPTER  
 NATIONAL RAILWAY HISTORICAL SOCIETY

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"PNW Chapter Timetable", cont'd

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| <p>Saturdays<br/>and<br/>Sundays<br/><br/>5 &amp; 6<br/>12 &amp; 13<br/>19 &amp; 20<br/>November<br/><br/>1 PM - 8 PM</p> | <p>COLUMBIA GORGE MODEL RAILROAD CLUB SHOW</p> <p>The public is invited to view the club's large HO scale layout in full operation during the three weekends and times noted at the left. The clubrooms are located at 3405 North Montana Avenue in Portland. Detailed directions may be obtained by telephoning 281-8591 during display hours.</p> <p>Admission fees are: One dollar for adults and fifty cents for children under 12 years of age.</p>   |
| <p>Friday<br/><br/>18 November<br/><br/>8 PM</p>  | <p>Reserve the date now for the last meeting of 1977. In addition to the usual short business session there will be an election of officers for 1978. Program will include showing of two rare SP&amp;S promotional films plus a railroadians auction.</p>   |
| <p>Friday<br/><br/>16 December</p>  | <p>NO REGULAR MEETING</p> <p>PNW Chapter does not meet during the holiday season.</p>  |
| <p>Saturday<br/>thru<br/>Monday<br/><br/>31 Dec 77<br/>thru<br/>02 Jan 78</p>   | <p>NEW YEAR'S WEEKEND TRIP</p> <p>This "three-day weekend" trip will be via the Chapter-owned sleeper-lounge car "Mount Hood" to Vancouver, British Columbia. The trip will feature full-course meals prepared by a railroad chef and served in the grand manner "like the good old days".</p> <p>Prices for the luxury weekend are: \$199 for a roomette (for 1 person), \$398 for a bedroom (for 2 persons), and \$99 for an additional person sharing one of the above accommodations. More details in this issue or the November issue of "The Trainmaster". Fifty dollar deposit required by 15 November.</p> |
| <p>Every<br/>Saturday<br/><br/>12:01 PM</p>   | <p>Everyone is invited to partake of their Saturday mid-day re-past with this non-structured group at Yaw's Top Notch Restaurant at 2001 N E 40th Avenue (in the Hollywood district of northeast Portland).</p>  |

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## LIGHT RAIL STUDY AUTHORIZED BY TRI-MET

The Tri-County Metropolitan Transportation District of Oregon's board of directors on Monday, 3 October authorized the expenditure of funds to expedite preliminary engineering work on a light rail transit alternative to the Banfield Transitway project. The money is to be spent to advance the planning of the light rail option to the same level of design as High-occupancy vehicle lanes and busway options for the freeway.

The Tri-Met board voted to recommend that the Columbia Region Association of Governments (CRAG) install a light rail line on the Banfield corridor rather than busways and High Occupancy Vehicle (HOV) Lanes. Tri-Met feels that the expected increase in ridership by 1990 can only be accommodated by light rail since the other alternatives are too costly or very difficult to implement. Tri-Met feels that while light rail has a higher initial capital investment cost the long range operating costs far outweigh the other options.

CRAG has deligated the Oregon Department of Transportation (ODOT) as the lead agency to develop alternatives for the Banfield corridor. ODOT has a tendency to lean towards highway solutions, but with Tri-Met's recommendation they must consider light rail as the primary option. The real showdown will come next Spring when the Environmental Impact Statement gets public hearings. The Department of Environmental Quality (DEQ) is sure to voice strong opinions on the mode they prefer (light rail).

The light rail option calls for the line to cross the Steel Bridge over the Willamette River, east on N E Oregon Street and enter Sullivan's Gulch in the vicinity of Lloyd Center. The tracks would run south of the Union Pacific Railroad line and in some cases would mean that their tracks would have to be shifted a bit to the north to accommodate the light rail line.

The light rail construction would also take place along with a general reconstruction of the Banfield Freeway (Interstate 80-N) which is outmoded and used far beyond its designated capacity. The light rail line will leave Sullivan's Gulch and head for East Burnside Street where the alignment would then follow the old Mt Hood Railway right-of-way to Gresham, Oregon. This portion of the light rail plan has already drawn the ire of local residents who seem to think that a Light Rail Vehicle (LRV) sounds and looks like a 200-car coal unit train. Their option may be a six-lane widened street if the light rail plan is not adopted.

The final outcome of the Banfield corridor study is anybody's guess. There are many powerful and vested interests at stake and many of them are not going to give up without a fight. Hanging over the whole scene like a cloud is the DEQ which is in charge of enforcing the Portland Area Clean Air Plan. This plan states that "the air must not be degraded". The highway interests will have to stretch the imagination a bit to overcome that statement.

SEATTLE TROLLEY BUSES - GOODBYE AND HELLO\*

Sometime in January 1978 the Seattle trolley bus network will shut down. All the overhead will be removed soon thereafter, while the trolley buses will be stored pending final disposition. Those who want a photo record of these ancient vehicles in service had better move fast.

There are four types of trolley bus still in service up there: thirty-three Twincoaches built in 1940 (#600-632 and 657); eight Twins built in 1942 (#633-641); all fifteen Pullmans built in 1944 (#642-656); and one Pacific Car & Foundry - Brill built in 1940 (#798). Note that some numbers are vacant. No. 657 and 798 have been retrieved from museums and re-conditioned; #798 was repainted in the original paint scheme and is now known as the "Jolly Trolley".

A new trolley bus system will begin operation in January 1979, using all-new wires, power supply, and trolley buses. At first, only the ten routes now operating will open; then during 1979, eight more routes will be electrified. The one hundred nineteen new trolley buses were ordered from AM-General during the first week of August 1977. These will be the first trolleys AM-General has ever built. Except for the poles, they will look just like the boxy new AM-General diesels now being delivered to Seattle.

In view of citizen concern about reliability of these pioneering units, Seattle's Metro has agreed to retain most of the old trolley buses for a year or so after the new ones enter service. After that, most will be junked, but Metro is considering retaining one of each type for historic purposes, special operation during Seafair week, and so forth.

Here's a list of the routes to be electrified. The current route numbers are used (most will get new numbers), along with a note on today's electric status:

- #1 - Kinnear (existing)
- #1 - First Hill Shuttle (abandoned 1955)
- #2 - West Queen Anne (existing)
- #2 - Madrona (existing)
- #3 - North Queen Anne (dieselized 1970)
- #3 - Jefferson Park (dieselized 1970)
- #4 - East Queen Anne (dieselized 1970)
- #4 - Montlake (dieselized 1970)
- #7 - Ranier (dieselized 1963)
- #9 - Broadway (existing)
- #10 - Capitol Hill (existing)
- #10 - Mt Baker (existing)
- #12 - East Cherry (existing)
- #12 - 26th Ave South (existing)
- #13 - 19th Ave (existing)
- #13 - Seattle Pacific College (a brand new route)
- #14 - Summit (existing)
- #30 - Ballard - University Crosstown (always diesel)

\* Reprinted from September 1977 issue of "The Trainsheet", Vol 13, Issue #7  
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## MT HOOD NEW YEARS TRIP

PNW Chapter's private lounge-sleeping car "Mt Hood will once again take to the rails for a trip over the long New Year's weekend to Vancouver, B C. Like the Labor Day weekend trip to LaGrande, the car will be in luxury service.

Departure from Portland will be on Saturday, 31 December behind Amtrak to Seattle where the car will be placed on the private car track at King Street Station. The afternoon will be free for sightseeing. The car will be attached later on in the afternoon to Amtrak's "Pacific International" for the final leg of the trip to Vancouver, British Columbia.

At Vancouver, B C the "Mt Hood" will be placed on services to serve as our hotel for two nights at the Canadian National Station. Sleep in late on Sunday (New Years Day) or for the more adventurous, ride the British Columbia Railway's Rail Diesel Cars (Budd) to Lillooet, B C and return. There are many other side trips that can be made from Vancouver during the day. The day is to do with as you please.

Sunday evening will feature a large dinner before turning in. No need to get up for the departure of the train since the "Mt Hood" will have already been attached to the "Pacific International" for the return trip to Seattle, Wash. Sleep in late before enjoying a good breakfast. In Seattle the car will be set out on the private car track and later be attached to the Amtrak train for the 5:30 PM departure for Portland, Oregon.

The luxury weekend will feature all meals cooked by our own railroad chef. No snacks here, but full course meals served like the "good old days". Refreshments will be available. Fresh linen on the beds and flowers on the table will make the trip all that more comfortable. The trip will include all meals, refreshments, and transportation except for any excursions made on Sunday, January 1st.

The price for this all inclusive trip is:

Roomette - - \$ 199 (one person)  
Bedroom - - \$ 398 (two persons)

An additional person may share one of the above accommodations for an extra \$ 99.

DUE TO THE LIMITED NUMBER OF SPACES AVAILABLE A \$ 50 DEPOSIT  
IS REQUESTED FOR EACH SPACE RESERVED NO LATER THAN 15 NOVEMBER.

Mail all deposits to:

Pacific Northwest Chapter, NRHS  
Room 1, Union Station  
Portland, Oregon - 97209

ATTN: New Year's Trip

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PACIFIC NORTHWEST CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

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PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, 16 September 1977

The September meeting of PNW Chapter was called to order by President Bill Bain at 8:15 PM in the Brulington Northern Safety Assembly Room.

The minutes of the May (1977) meeting were approved as read. No minutes were taken at the picnic meeting held on Friday, 17 June at Washington Park.

Bill Bain advised the membership present that a management bulletin will be issued in the near future regarding billings to the Chapter. They must be addressed to the Chapter at Room 1, Union Station in order to be paid. Failure to follow this procedure may result in members becoming personally responsible for payment of billings not properly presented to the Chapter.

1978 National NRHS Convention Chairman Ed Immel announced that he will hold a convention committee meeting near the end of September. He asked that all members interested in being on the committee to sign up tonight.

Duane Cramer proposed that a committee be formed to record the history of the Chapter-owned sleeper-lounge car "Mt Hood" and to set up a log to record its trips. The proposal was favorably received, but no formal action was taken.

Excursion Director Roger Phillips suggested as the next activity a New Year's trip on the Chapter's car "Mt Hood" to Vancouver, British Columbia. The cost will be \$200 per person. Notice of the trip will be published soon in "The Trainmaster". Roger reported that the Labor Day weekend trip to LaGrande, Oregon was a success with a sell-out load of 12 full paid fares.

Ed Berntsen reported that the NRHS now has 123 Chapters and about 10,000 members. As a result of a motion passed at the NRHS Board meeting held during the 1977 National Convention at Roanoke, Virginia the Chapter National Directors from each region will elect the NRHS Vice President who represents that region.

Program Chairman Ed Immel announced the programs for the next two meetings:

1. October - - Slide report on the NRHS National Convention and showing of the Chapter's publicity program for the 1978 Convention which will begin here in Portland, Oregon.
2. November - Auction of railroadians and showing of several old SP&S publicity movies.

The Meeting was adjourned at 8:55 PM.

Respectfully submitted

Chuck Storz, Secretary



"Wood Heats Amtrak Meals", cont'd

Ronald Humble, an Amtrak reservation agent in Los Angeles, said menus vary with each line, though some standard dishes are available.

Red snapper, for example, is a special item on the Sunset route between Los Angeles and New Orleans, he said. And passengers taking the Southwestern route between Los Angeles and Chicago or the San Francisco Zephyr to Chicago may order Colorado trout for dinner.

Humble said breakfasts are priced up to \$3.75, with lunches from \$3 to \$4.50 and dinner from \$4.50 to \$7.

Humble said it's customary for the diner to write his or her order instead of giving it verbally to the steward. He said the custom began about 100 years ago when many of the waiters aboard the trains could not read or write. He said they took the written orders to a headwaiter who would call them out to the chef.

Amtrak estimates that about 70 percent of the passengers riding the trains will also buy food during their trip.

FUTURE OF CHAPTER TO BE CHARTED

WANTED: Members interested in the future of Pacific Northwest Chapter, NRHS.

OBJECTIVE: To establish the Chapter's short and long range goals.

Input is needed from the membership as to which direction the Chapter should go. Items to be considered include: Library, Publications, establishment of a museum, etc. Suggestions for other projects are invited.

Members interested in helping to plan the Chapter's future should contact PNW Chapter National Director John D Holloway at the October meeting or telephone him at home (503) 246-5752.

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## WOOD HEATS AMTRAK MEALS\*

By Joy Toppin

Helena Montana (AP) Grandma wouldn't be baffled in the kitchen of a gleaming red, silver, and blue Amtrak train speeding across the country. She was an artist at turning out wholesome meals on wood-burning, cast-iron stoves -- and so are many Amtrak cooks.

The stoves are standard on most of Amtrak's older dining cars -- the ones inherited in 1971 when the National Railroad Corporation took over most of the country's passenger service from private railroads.

Barbara Halliday, an Amtrak spokeswoman in Washington, D.C., said some of the dining cars are more than 30 years old, and many of the cooks were inherited with the cars.

An Amtrak chef, using a stove filled with flaming pressed-wood logs, must have a quick eye and a sharp nose because the stoves have no temperature controls.

"Once you get it hot, you just know when to add one more log at a time to maintain the temperature", said Ulysses Harper, one of Amtrak's chefs, as he sweated over a stove on a run between San Francisco, California and Denver, Colorado.

Amtrak started operations with 286 diesel and 40 electric locomotives and 1,275 cars, all bought or leased from existing railroad lines. During the past six years, Amtrak has spent or committed \$ 582.7 million to buy new equipment.

The newer Amfleet kitchens operate on electric power provided by the locomotive. Individual meals are prepared by a caterer and frozen on the train. The food is later heated in a modern oven.

Later this year, Amtrak will begin to use the first of its bi-level Superliner cars, the first long-distance passenger cars to be built in the United States in decades, Ms Halliday said.

Each Superliner will have an electric kitchen with microwave and standard oven, an electric grill, toaster, coffee-maker and warming table. Superliner kitchens will be on the lower level of the dining car, while dining passengers will sit on the upper level.

Turbocafes on the French-designed Turboliners also have modern cooking equipment. Coach passengers order over a counter and dine at their seats on fold-down tables. The Turboliners are used primarily in New York State, Amtrak said.

\* Reprinted from "The Oregonian", Wednesday, October 5, 1977