



pacific northwest chapter

THE TRAINMASTER

April 1978

Number 212

PACIFIC NORTHWEST CHAPTER TIMETABLE

Mon.-Sat.
April 17-22

MEIER AND FRANK MODEL RAILROADING EXHIBIT

Meier and Frank will be sponsoring a model railroading exhibit in the tenth floor auditorium of its downtown Portland store. The exhibit will be open during store hours. Included are "model boards," model locomotives and cars, photographs, movies, and other railroading memorabilia. Pacific Northwest Chapter will have a photo display at the exhibit of the rebuilding and operation of locomotive 4449 if space permits.

Friday
April 21
6 PM

BOARD OF DIRECTORS MEETING

Chapter members are welcome to attend board meetings. This month's BOD meeting will be held at the Burlington Northern Safety Assembly Room before the regular monthly meeting.

Friday
April 21
8 PM

REGULAR MONTHLY MEETING

The April meeting of PNW Chapter will be held in the Burlington Northern Safety Assembly Room. This is located on the right hand side of what would be NW 11th Ave. extended, about two city blocks north of its intersection with NW Hoyt St. Contact one of the Chapter officers listed inside the back cover of this issue if more detailed directions are required.

Dr. Alvin Wert will give a slide program on railroading in Chile, Peru, Ecuador, and Colombia, with many views of steam operation.

Refreshments, arranged for by Cora Jackson, will be served between the business session and the program. A "kitty" will be present to receive donations to help offset the cost of the refreshments.

Saturday
April 29
11 AM-End

RAILROAD SLIDE-A-THON

The annual railroad slide-a-thon at Salem, Oregon will be held at Four Corners School (it will not be held at the State Fairgrounds this year), located at the corner of Beck and Elma

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Streets. Cost is \$5 per person before April 24, \$7.50 after. Price includes slide shows, clinics, flea market, refreshments, and photo contests. Registration forms are available at some Portland area hobby shops.

VALLEY AND SILETZ REQUESTS PERMISSION TO ABANDON LINE TO VALSETZ

On March 13, the Valley and Siletz Railroad Company, a subsidiary of the Boise Cascade Corporation, filed an application with the Interstate Commerce Commission for permission to abandon their line between the wye just south of Independence and the Boise Cascade mill at Valsetz, chopping the route mileage of the V&S from 41 to 3. If the line is abandoned, wood products coming from the Valsetz mill will be hauled out by Boise Cascade-owned trucks. The V&S will continue to serve the Mountain Fir Lumber Company at Independence.

The Valley and Siletz said that "the reasons for the proposed partial abandonment are decreased traffic volumes and revenues, increased operating expenses, and excessive rehabilitation costs so that the railroad will conform to minimum Federal Railroad Administration Class 1 operating requirements."

Valley and Siletz Railroad was built by the Cobbs and Mitchell Lumber Co. to help salvage burned over timber on their timber holdings in the Coast Range, the center of the burned area being approximately where the town of Valsetz is located today. The V&S was incorporated in 1912. Tracklaying began in November, 1913 and was completed from the Southern Pacific interchange at Independence to Valsetz in December, 1917, with V&S becoming a common carrier on January 1, 1918.

--Compiled from Corvallis Gazette-Times, March 2 and 13, 1978; "Valley and Siletz Railroad: The Luckiamute River Route," by Edwin D. Culp, special edition of The Western Railroader, Vol. 21, No. 11, Issue No. 227, 1958.

PACIFIC NORTHWEST RAILWAY JOURNAL TO APPEAR SOON--by Walt Grande

The Chapter Board of Directors has approved publication of a new chapter periodical on railroad history in the Pacific Northwest to be called the PACIFIC NORTHWEST RAILWAY JOURNAL. The PNWRJ will be primarily historical in nature, with THE TRAINMASTER mostly covering contemporary railroading in the Pacific Northwest. Tentative plans call for a ten-to-sixteen page publication, using an 8½" x 11" horizontal format with offset printing to permit use of photographs. We hope to put out about four issues a year. The publication will be furnished to members as part of their membership dues, and available to others for a charge. Hopefully, the publication will be self-sustaining after a few issues.

The publication will be limited to railroading in the states of Oregon, Idaho, Washington, western Montana, Alaska, and the provinces of British Columbia and western Alberta (Canadian Rockies). Some issues will feature one railroad, a segment of a railroad, or several short articles on several subjects. Walt Grande has been appointed Editor, and Gil Hulin, Jim Schmidt, Chuck Storz, Al Haij, and Jan Myers have agreed to help.

The first issue is due out in April or early May and will feature the Great Southern Railroad. Other issues in preparation include the SP "Red Electrics" and the SP's Natron Cut-off. We are interested in receiving material for publication from anyone, whether they are a Chapter member or not. It is felt that there are a number of people who might be able to write a history on a single railroad, or a segment of a railroad in the Pacific Northwest. There are many

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PACIFIC NORTHWEST RAILWAY JOURNAL TO APPEAR SOON (continued)

members who can assist in the preparation of material or securing photographs or maps. If you would like to prepare material or assist in the publication, contact Walt Grande at 246-3254.

SCHEDULE OF 1978 ROYAL HUDSON "DISCOVER BRITISH COLUMBIA" TOUR

Below we are printing the schedule of the 1978 Royal Hudson "Discover British Columbia" Tour westbound from Calgary. This schedule was provided courtesy of Tacoma Chapter President Edward M. Berntsen, who also serves as Vice President-Public Relations for NRHS. According to Ed:

"British Columbia's Royal Hudson locomotive 2860 will power the train, assisted by two Canadian Pacific diesel B-units operated from the steam locomotive with a Freedom Train-type m.u. control; use of the diesels will avoid the need for helpers over the various mountain grades encountered, as well as stretch the distance between water and fuel stops across the Canadian prairies.

"The trip is designed to promote tourism and travel to the many scenic wonders of British Columbia, and follows the highly successful 1977 tour to Los Angeles. The theme this year ties in with the March Bicentennial of Captain James Cook's discovery of Vancouver Island at Nootka Sound in March, 1778. The four museum display cars include superb dioramas and displays of Nootka Sound and environs 200 years ago, as well as the Age of Steam exhibit that travels within the province of British Columbia each summer as an educational opportunity for B. C. residents. It gives NRHS members a unique opportunity to preview engine 2860 and the famous British Columbia scenery that will be an important part of our 1978 NRHS convention this Labor Day weekend in the Pacific Northwest.

"British Columbia Railway Director Robert E. Swanson, in charge of the Royal Hudson's operation and maintenance, advises engine 2860 has received a thorough shopping at Canadian Pacific's Drake Street roundhouse in Vancouver to make ready for this trip. The engine received new driving axle boxes (which necessitated renewing the long-covered wheel drop pit and borrowing the hydraulic wheel jack from CPR's John Street Shop in Toronto), several new staybolts and new boiler lagging, all new springs and spring pins, new lateral brasses, new firebrick and a new fire door, and much polishing of the stainless steel boiler and cylinder jackets so that the engine simply glistens with newness. The former American Freedom Train Preamble Express cars have been refurbished in part and repainted, with steam lines reinstalled, and the entire train consist has been equipped with Amtrak-type 480-volt AC power for heating, lighting, cooking, and air conditioning, in addition to the traditional steam heat and air conditioning systems.

"This is a spectacular train to see in all respects. Don't miss it if at all possible!"

Stations	Times	Dates	Remarks and Notes
(All movements to be made on Canadian Pacific)			
Ar. CALGARY, Alberta	0115 MT	Fri., May 5	CWS CP Station
Display	1000-2000	Fri., May 5	
Display	1000-2000	Sat., May 6	
Lv. CALGARY, Alberta	0600	Sun., May 7	
By Banff	0800		
By Lake Louise	0850		

Notes: C=Crew Change; W=Water 2860; S=Service diesels and 2860.

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SCHEDULE OF 1978 ROYAL HUDSON "DISCOVER BRITISH COLUMBIA" TOUR (continued)

Stations.	Times	Dates	Remarks and Notes
(All movements to be made on Canadian Pacific)			
Ar. Field, B.C.	0940 MT	Sun., May 7	CW
Lv. Field, B.C.	0900 PT		
By Golden, B.C.	1015		
Ar. Revelstroke, B.C.	1330		CWS
Lv. Revelstroke, B.C.	1430		
By Sicamous, B.C.	1540		
By Salmon Arm, B.C.	1620		
By Notch Hill, B.C.	1650		
By Chase, B.C.	1720		
Ar. Kamloops, B.C.	1830		CWS CP Station
(Possible display)	1900-2100		
Lv. Kamloops, B.C.	0700	Mon., May 8	
By Ashcroft, B.C.	0825		
By Spences Bridge, B.C.	0910		
By Lytton, B.C.	0955		
Ar. North Bend, B.C.	1100		CW
Lv. North Bend, B.C.	1130		
By Yale, B.C.	1245		
By Agassiz, B.C.	1335		
By Mission City, B.C.	1415		
By Haney, B.C.	1435		
By Coquitlam, B.C.	1455		
Ar. VANCOUVER, B.C.	1530	Mon., May 8	Cp Station Trip terminates.

NOTES: C=Crew Change; W=Water 2860; S=Service diesels and 2860.

BN LISTS PORTLAND AS POSSIBLE BASE--From The Oregonian, Friday, March 17, 1978

Portland is one of five locations being considered for the headquarters of Burlington Northern Inc., spokesmen for the company said Thursday.

Burlington Northern officials said from St. Paul, Minn., its current headquarters, that the company is studying relocating its main offices to either Portland, Seattle, Chicago, Denver, or Billings, Montana.

The study was triggered by the impact Minnesota's tax system has had on the income of corporate officials. Minnesota has one of the highest state income taxes.

Commerce Clearing House's State Tax Guide shows that on corporate income taxes Minnesota has a 12 percent tax on net income, compared with Oregon's 6½ percent on net income derived in Oregon.

On personal income taxes, Minnesota has a 14 percent income tax rate on middle incomes of between \$12,000 to \$20,000 annually and a 15 percent rate on incomes over \$20,000. A comparable rate for Oregon is 10 percent on middle and upper incomes.

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BN LISTS PORTLAND AS POSSIBLE BASE (continued)

If Burlington Northern moves its corporate headquarters to Oregon, it could increase the BN working force by about 3,000. The railroad's force in Oregon now totals 1,200. Minnesota's Burlington Northern force is about 9,000.

SP RETURNS LEASED EQUIPMENT TO BN--by Chuck Storz

Southern Pacific has returned some of the Burlington Northern SD40-2's and radio control cars (RCC's) that SP has been leasing since January, 1976. On March 25, the SP connection for BN train 146 to Seattle arrived at Depot Yard in Portland with the following consist on the point: SP 4418 (SD9E), BN 6802, RCC 106, 6803, RCC 108, 6805, RCC 112.

A total of eight BN SD40-2's (6800-6807) and eight radio control cars (RCC's 105-112) were on lease to Espee for testing. The rest of the Burlington Northern units were supposed to be on the way back, if they haven't already been returned yet. Presumably, the SP locomotives leased to BN in exchange will be returned to home rails also.

CHAPTER ACQUIRES TELEPHONE FOR ROOM 1

A telephone linked to an automatic answering system has been installed in the Chapter library at Room 1, Union Station. Anyone wanting to contact the Chapter, leave a message for a Chapter officer or a TRAINMASTER staff member can call 226-6747 (226-NRHS) anytime. If no one is there to answer the phone, the answering system will take the message.

AT THE INTERCHANGE--News from other NRHS Chapters

From the March 1978 issue of The Orderboard, Tampa Bay Chapter:

"SCANNERS: A report from Dan Finfrock, Cincinnati Chapter, indicates that mobile scanner radios for the purpose of monitoring railroad conversations and orders might be illegal in several states and localities and may be confiscated on sight by police agencies. Kentucky law states that mobile "police" scanners are NOT legal, but that as long as our scanners did not contain crystals that would pick up state or local police and contained only assigned railroad frequencies, they would not be considered illegal. West Virginia also has such a law, so it would be wise to check it out before taking your scanner in your car on vacation."

We asked Chuck Storz about this (Chuck gave a short program on railroad radio scanners for the October meeting of the Chapter). He said that he knew of no problems on the West Coast, but he recalled at least one state in the East where scanners were illegal. We hope to do some research on the subject, possibly give a brief rundown on the laws in various states, and print the information in a future issue of THE TRAINMASTER--Editor.

4449 ROSE FESTIVAL TRIPS CANCELED--PNW Chapter Vice President Ed Immel informs us that the planned trips from Portland to Wishram with locomotive 4449 during Rose Festival Week in June have been canceled. Ed says that there simply wasn't time to adequately prepare everything. However, the Portland Rose Festival Assn. is still interested in running the 4449 for the 1979 Rose Festival.

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SUMMARY OF MINUTES OF REGULAR MEETING, MARCH 17, 1978

The meeting was called to order at 8:10 PM by President Bill Bain.

The minutes of the February meeting were approved as read.

Bill Bain reported to the membership on the March 17th board meeting:

- 1) The board decided that the Chapter could not handle the proposal for a 1979 calendar and referred the idea back to Don Davison.
- 2) The proof of issue #1 of the 4449 Newsletter will be ready the week of March 24th. The first issue will be hand addressed.
- 3) The Chapter's officers are attempting to organize a series of excursions to be pulled by locomotive 4449 during the 1978 Rose Festival week. The prospects for operating the excursions are quite good if arrangements can be completed for main line track-age to operate on.
- 4) Quotations for replacement springs for the car Mount Hood are arriving. It may be possible to obtain some surplus springs from the SP at Sacramento. A firm budget figure for the needed repairs is not yet available.
- 5) The Chapter's report and recommendations for a museum location have been sent to the City of Portland. No input has been received from the Transportation and Logging Museum as yet.
- 6) The Chapter's budget for 1978 was finalized on March 17th. Copies will be available at the next regular meeting.
- 7) Gil Hulin advised the board that he needs help to update the material for the new edition of the Railfan's Guide. Publication will be in July, 1978.

Ed Immel reported on the 1978 convention: Tentative prices were published in the March issue of The Trainmaster. Price revisions are likely. The hour by hour schedule will be announced at the April meeting. The Pacific Railway Society will be running a special train to the convention. Sign-up sheets for volunteers will be circulated at the April meeting. Volunteers will ride free on all trips except the Princess Marguerite and the British Columbia ferry. Volunteers will be required to stay with their assignments on trips during which they work.

Roger Phillips reminded the members of the April 9 trip to ride the Yakima trolleys. The bus will leave from the new Trailways station. Roger advised those interested to take the trip because demand for this ride will be high during the convention.

Walt Grande displayed a mock-up for the first issue of the Northwest Rail Journal. Volunteers are needed to research and write articles for the new publication. Hopefully the first issue will be out during April.

Bill Bain reported that the Valley & Siletz has applied to abandon all but four miles of its line.

Bill Bain advised that the Chapter has begun a project to acquire television film footage of the 4449 from TV stations all over the U.S. Donation to the Chapter and the City of Portland will be requested. Terry Parker is handling the project.

Bill Bain announced that the Chapter hopes to be able to announce open hours for its library in about one month. Librarian Jim Gilmore has made excellent progress in organizing material in the library.

Ed Immel announced that the board has authorized the installation of a telephone and a telephone answering machine in Room 1.

Respectfully Submitted, Chuck Storz, Secretary

PACIFIC NORTHWEST CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

(An Oregon Non-Profit Corporation)

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