



pacific northwest chapter

# THE TRAINMASTER

June 1978

Chapter phone no.: 226-6747 (226-NRHS)

Number 214

## PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday  
June 16  
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  
June 16  
8 PM

### REGULAR MONTHLY MEETING

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

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.

A two-part program has been arranged for this month's meeting:

1. Golden Age of Railroading. This film was supposed to have been shown last month, but it didn't arrive until after the night of the meeting, so it will be shown this month instead. It is a 16mm color and black and white movie from the NRHS Film Library featuring primarily steam on several lines along with some diesel-powered passenger trains.
2. "Edmonton Light Rail," a slide show by Chapter members on the dedication and opening of the new light rail system in Edmonton, Alberta in March.

This will be the last regular meeting prior to the summer recess (during July and August).

Thurs.-Tues. 1978 NATIONAL RAILWAY HISTORICAL SOCIETY CONVENTION ("INTER/  
Aug. 31-Sept. 5 RAIL 78")

Be sure to reserve these dates on your calendar now.

## THE THROUGH PULLMAN

by Gil Hulin

In 1978 there remains only one through sleeping car route in the United States. By through, we mean that the car is transferred from one train to another so that passengers may continue on to a more distant destination without having to change cars. The one remaining U.S. example of this once-common institution is the tri-weekly sleeper between New York and Los Angeles, carried via The Patriot between New York and Washington, Southern Railway's Southern Crescent between Washington and New Orleans, and the Sunset Limited between New Orleans and Los Angeles.

In Canada, the number of through sleepers is equally limited. The only current example that comes to mind is the car from Montreal to Senneterre on the Canadian National that is switched from the Montreal-Chicoutimi train at Hervey to the St. Foy-Senneterre-Cochrane train. All of these towns are in Quebec province, with the exception of Cochrane, Ontario.

And in Mexico, the number of through sleeping car routes is only slightly greater, the principal examples being at the Pacific Railway (FCP) junctions with the Sonora-Baja California Railway at Benjamin Hill and with the National Railways of Mexico at Guadalajara.

With this background in mind, we'll get to the point of this article. As recently as the 1950's, one through sleeper operated out of the Pacific Northwest that was part of five different trains during its 42-hour journey. Can any reader submit another example that made more switches than this?

We are speaking of Union Pacific's through sleeper between Spokane and Los Angeles. In order for it to remain on UP rails all the way, it was routed via Ogden, Utah. Assuming that all trains are on time--these schedules are taken from the Jan., 1950, Official Guide--let's take an imaginary trip aboard this Pullman, which is advertised as a 12-section, 1-drawing-room car.

We originate in Spokane at 9:30 P.M. aboard UP train 19, The Spokane. Three and a half hours later we stop beside the Columbia River at Wallula, and the Los Angeles sleeper is transferred to train 61, which originated in Moscow, Idaho at 7:15 P.M. We are in Wallula from 12:55 to 1:10 A.M., departing 10 minutes ahead of train 19, which is receiving through sleeping cars from Yakima-Wallula train 63, Walla Walla-Wallula train 66, and Lewiston-Ayer train 73-61 (combined with Moscow-Pendleton train 61 from Ayer). There are no through cars to Portland from Moscow.

As train 19 departs Wallula at 1:20 A.M. en route to a 7:00 A.M. Portland arrival, we continue aboard train 61 via Umatilla to a 3:00 A.M. arrival in Pendleton. Here it is time for our second switch.

The eastbound Portland Rose, train 18, left Portland at 10:00 P.M. and arrived in Pendleton 10 minutes ahead of us at 2:50. After our car is added, we depart Pendleton at 3:25 for a 13-hour ride across Eastern Oregon and Southern Idaho.

Our next switch takes place at Pocatello in late afternoon. Train 18 arrives at 5:15 P.M. to find our next train, #34 Northwest Special, waiting. After our car is removed, the Portland Rose will depart at 5:35 en route to an 8:10 A.M. arrival in Denver the next day.

Train 34 originated at Victor, Idaho, at 11:35 A.M. and traveled via Ashton and Idaho Falls, arriving at Pocatello 20 minutes ahead of us at 4:55. Now part of the Northwest Special, we leave Pocatello 10 minutes behind the Portland Rose and head south through Ogden to a 10:25 P.M. arrival in Salt Lake City. Here our final switch is made.

THE THROUGH PULLMAN (continued)

Union Pacific train 3, the Utahn, originated in Omaha at 11:00 P.M. the day before while we were still in Spokane (remember the two-hour time difference). It has followed 10 minutes behind us from Ogden, arriving in Salt Lake City at 10:35. It takes only 30 minutes from our arrival on train 34 until our departure on train 3. Following an overnight ride to Las Vegas and mid-day crossing on Cajon Pass, we terminate in Los Angeles at 3:20 P.M., 41 hours and 50 minutes after leaving Spokane.

At this same time in history--January 1950--the fastest Spokane to Los Angeles rail trip by the more conventional route through Portland and the San Francisco Bay Area would take only 4 hours and 25 minutes less (via the SP&S Oriental Limited and SP's Shasta Daylight and Owl) and would require changing cars twice en route.

As we asked earlier, can any reader cite another through car with any more changes of train than UP's Spokane-Los Angeles service?

UP RUNS SPECIAL FOR ROSE FESTIVAL PRINCESSES

As it did in 1976, the Union Pacific ran a special passenger train for the Portland Rose Festival princesses this year, but with the destination Spokane instead of Pendleton. The gorgeous-looking special, the railroad company's contribution to the Festival, left Albina Yard at 8 A.M. on May 17, slowing down to give the princesses glimpses of Multnomah and Horsetail Falls, and making stops at The Dalles, Hinkle, and Cheney, Wash. The train was paced and chased by a few Portland-area railfans at least as far as The Dalles.

UP gave the train a little more class this year, putting a pair of "smilin' E's" on the point, rather than an SDP35. E9A's 960 and 954 pulled a six-car train, consisting of power car 303, coach 5472, dome-coach 7006, diner 4808, dome-lounge 9004, a blunt-end observation car with the two rear windows blanked out, and business car 114.

The train left Spokane May 18 for the return trip, bringing the Rose princesses back to Portland late that night. This is the first time in more than 50 years that the Rose Festival court has ridden a train out of the state.

THE EXTRA BOARD--by Mike Denuty (Inland Empire Chapter) and Bryan Leeder

To attempt to control problems caused by bad track, the Milwaukee Road is installing homemade derailed car indicators. New rail will be laid on curves and in derailment-prone areas during 1978.

The Milwaukee Road has officially petitioned the Interstate Commerce Commission for permission to abandon their 61-mile line between Newport and Metaline Falls, Washington, constructed in 1910-11 as part of the old Idaho & Washington Northern, and acquired by the Milwaukee in 1916. Freight service is currently provided by a tri-weekly train, nicknamed "The Pend Oreille", which runs via the Burlington Northern from Spokane to Newport, and on up the Milwaukee's line to Metaline Falls.

## THE EXTRA BOARD (continued)

Amtrak is now using four-axle F40PH's and heater cars on The Coast Starlight trains 11 and 14, between Seattle and Portland, with six-axle SDP40F's still in charge between Portland and Los Angeles. Locomotives are changed during the station stop at Portland. The reason for the substitution was to keep the Starlight on time between Seattle and Portland, as the SDP40F's are still restricted to 40 mph on curves of two degrees or more. The schedule between Portland and Los Angeles had been lengthened earlier to allow for this.

Tacoma Chapter President Ed Berntsen informs us that Burlington Northern is repairing their ex-NP main line via Stampede Tunnel, washed out on December 4, 1977. BN expects to have the line in service about the third week in June, enabling Amtrak to run the Empire Builder through Auburn, Ellensburg, Yakima, and Pasco once more.

CHAPTER ASSISTS IN NATIONAL TRANSPORTATION WEEK ACTIVITIES--by Ed Immel

The transportation display during National Transportation Week was highlighted by the appearance of locomotive 4449 and the PNW Chapter's sleeper-lounge, PNWC 600 Mount Hood. Almost 1,000 people walked through the Mount Hood during the two-day exhibit. Visitors looked at some of the rooms set up for night use and other rooms set up for day use. One of the dining tables was set with a full place setting and fresh flowers. Chapter members answered questions, conducted tours of the car and handed out information on the Mount Hood.

Nearby, Chapter members assisted in displaying 4449 and answered questions. A sales booth sold 4449/Freedom Train memorabilia. The sales crew effort was led by Jan and Clint Myers, assisted by other Chapter members. Almost two dozen members were involved in cleaning the engine and the Mount Hood, the sales effort, and other aspects of the display.

PATRICIA BELL

The Chapter lost a great friend with the death of Patricia Bell on Tuesday, May 30. Mrs. Bell was the assistant to Portland City Commissioner Frank Ivancie and helped direct the tremendous effort in bringing the American Freedom Train to Portland. She was always a great source of direction and energy, no matter what the project. Pat was especially fond of the 4449 and encouraged all of those interested in the engine to work towards finding a permanent home for the locomotive. She assisted in directing this effort through the various channels of City Hall along with fielding the many requests to see the engine. She is survived by her husband two daughters.

AT THE INTERCHANGE

From the May-June 1978 issue of the Stump Dodger, published by the Sumpter Valley Railroad:

"FROM THE SECRETARY, Laura Hayse: This year passengers will be treated to a longer ride. The full two miles of track will be utilized, although it still falls short of the Whitney-Tipton cut-off road by approximately one-third of a mile... Passengers this year will also be afforded the convenience of scheduled runs, the present plan being to have the train leave the station every hour on the hour.

The CETA crew, which last year laid track, is being used to build nature trails in the area. This is a Baker County crew and they work under the guidance of the Oregon State Department of Fish and Wildlife. The trails are being constructed so that they will be accessible to handicapped people. Under construction at the present is one that begins south of the depot parking area, continues along the river with stopping places for watching beaver dams, and continues northward across the railroad grade to the large ponds on the perimeter where there are many kinds of water fowl, as well as beaver, muskrats, cottontail rabbits, etc. Also to be observed are a great many song birds, including chickadees, phoebes, song sparrows, and the colorful Western tanager.

OTHER NEWS: The HO scale model of the Sumpter Valley Railway built by Wayne Parsons several years ago has been moved from the U. S. Forest Service district office to the Baker County courthouse. Moving was done by Earl Rives and Jim Grigsby. Some of the scenery and track had to be disturbed for the move, so Garry Beith and Pat McManus of LaGrande are repairing that."

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SUMMARY OF MINUTES OF REGULAR MEETING, MAY 19, 1978

The meeting was called to order by President Bill Bain at 8:05 PM.

Treasurer Roger Sackett asked all members who have not done so to pay their 1978 dues.

Bill Gano reported that he still needs slides for the tape-slide program on the 4449.

Convention Chairman Ed Immel said that more members are needed to sign up to assist on convention trips. The convention brochure will go to press next week. Ed reported the possibility of up to 16 private cars coming to the convention.

President Bill Bain appointed Clint and Jan Myers to be the reporters for the NRHS bulletin during the 1978 national convention.

Bill Bain appointed Cora Jackson to head the project to obtain plastic name badges for the Chapter. Bill urged the members to sign up at once for the purchase of the badges so they will be on hand before the convention.

Bill Bain reported that he had a discussion today with Portland City Commissioner Ivancie who assured Bill that the Chapter and the T&LM would have a chance to be heard by the Portland Development Commission in connection with planning the transportation center to provide a museum site.

Bill Bain advised the membership that the file on the 4449-Rose Festival Excursions has been turned over to Duane Cramer for follow-up for 1979.

Bill Bain reported that the board has accepted an offer from Terry Parker to donate a calendar for each person attending the convention. In return an advertising circular for his 1979 calendar would be included. The Chapter will receive 20% of the price of each calendar sold as a result of the circulars.

President Bill Bain advised that the board has voted to provide a display case and displays of railroadians in the T&LM Museum in Room 201, Union Station.

Bill Bain announced that the Board has referred to the general membership a proposal to spend \$2000 on repairs to the Chapter's car Mount Hood. The largest part of the amount, \$1700, will be spent to buy new springs. Pete Dorland moved that the Car Mount Hood be repaired and the expenditure proposed by the Board be authorized. Motion seconded by Jim Gilmore and passed on a voice vote.

Ed Berntsen reported: 1. Rail Tours of America has been formed as a wholly owned subsidiary of NRHS to operate excursions and provide up to \$2 million in insurance. Rail Tours is the result of a nine year effort to provide Chapters with excursion insurance. 2. Railcon '78 has been postponed until October due to problems with the program which had been planned. 3. The Chapter's coach #115 has arrived in Tacoma. It has been cleaned up but does have some mechanical problems.

The meeting was adjourned at 9 PM.

Respectfully submitted,  
Chuck Storz, Secretary