



pacific northwest chapter

THE TRAINMASTER

October 1978

Chapter Phone No.: 226-6747 (226-NRHS)

Number 216

CONTRIBUTIONS TO THE TRAINMASTER are welcomed (and badly needed). Please send them to: Room 1, Union Station; 800 NW 6th Ave.; Portland, Oregon 97209, or to my home address, 3562 SE Harrison St., Apt. 15, Portland, Oregon 97214. We are currently suffering from a lack of material for The Trainmaster. It doesn't have to be professional-looking, or long, or typed. You don't even have to spell all the words right or use good grammar. I can fix things like that. Just write something about railroading for us, any era, steam, diesel, electric, anything. All you have to do is to be able to write words on a piece of paper. If I sound like I'm desperate, it's because I am.--Ed.

PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday
October 20
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
October 20
8 PM

REGULAR MONTHLY MEETING

The next-to-last meeting of PNW Chapter for 1978 will be held at the Burlington Northern Safety Assembly Room, 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 or TRAINMASTER staff members listed on the last two pages of this issue if more detailed directions are required.

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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.

The program for this month will be a slide program presented by Chapter member Gil Hulin. Gil says: "It will be titled "Mexico, Today!", and include coverage of five trips to Mexico

PACIFIC NORTHWEST CHAPTER TIMETABLE (continued)

that I made from November 1976 through February 1978. This will include an overview of what motive power is now in service on all five major Mexican railroads: National of Mexico, Chihuahua al Pacifico, Sonora Baja California, and the United Southeastern (Sureste). Coverage ranges from the U. S. border terminals at Mexicali, Ciudad Juarez, and Nuevo Laredo, through Guadalajara, Mexico City, and Veracruz to Merida, Yucatan. Also included are the only two remaining Mexican streetcar operations."

TRAIN NAMES--by Carrel Tod (from the September issue of The Timetable, Washington, D. C. Chapter)

Some North American passenger trains named for heavenly bodies:

NAME OF TRAIN	RAILROADS(S)	FROM	TO
Estrella del Sur	NdeM	Oaxaca	Mexico City
Meteor	SLSF	St. Louis	Oklahoma City
Morning Star	SSW	Memphis	Dallas
North Star	NYC	New York	Cleveland
Rainbow	PRR	Chicago	New York
Rainbow	MP	Little Rock	Kansas City
Silver Comet	RF&P-SAL	Washington	Birmingham
Silver Meteor	PRR-RF&P-SAL	New York	Miami
Silver Star	PRR-RF&P-SAL	New York	Miami
Star	LV	New York	Buffalo
Starlight	SP	Los Angeles	San Francisco

THE EXTRA BOARD--by Paul Guernsey

BN RS-11 4196 was sold for scrap to Joseph Simon and Sons, arriving in Tacoma on August 21. This is the first BN RS-11 to leave the roster. Two other RS-11's are stored unserviceable at Vancouver.

Portland Terminal S-2 39 was returned to service in late September or early October, after being stored at Lake Yard roundhouse for some time. This leaves S-4 45 as the only PTRR locomotive out of service.

AT THE INTERCHANGE

From the September issue of The 470, Portland (Me.) Division, Railroad Enthusiasts:

MBTA NOTES: Lease with the Delaware and Hudson Railway has been extended through February 1979 and therefore, those PA's are assured of continued service for another winter. D&H is offering them for sale...The asking price is \$1 million for the four. NdeM people have been to Boston to look at them but have made no commitment to the D&H...The color scheme for all new and rebuilt locomotives being purchased will be a combination of gray, yellow, and purple, a modification of geep 7538.

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AT THE INTERCHANGE (continued)

From the October issue of Sparks and Cinders, Wisconsin Chapter:

Milwaukee Road bicentennial SK40-2 156 arrived in Milwaukee on train 202 on September 2, still in red, white, and blue, but it is now in the shops for rebuilding and a new orange and black paint job.

From the August issue of WCRA News, West Coast Railway Association:

An updating of developments of the Esquimalt and Nanaimo passenger service between Victoria and Courtenay is necessary. Passenger traffic greatly increased during July after fares were reduced on July 1 and partially as a result of Premier Bennett's heavily-publicized promotional trip on the day-liner in the middle of June. As a result, E&N employees sent a telegram in early July to CP Rail regional headquarters in Vancouver appealing for an additional passenger car to handle overflow crowds. CP initially decided to wait to see if its need was warranted. However, by July 21, CP Rail decided a second car was warranted and a second RDC (RDC-1 9067) with a capacity of 89 seats was added to run with the existing 71 passenger unit (RDC-2 9103). Then CP added a Sunday round trip commencing August 6, extending service to seven days a week to meet the demand.

ADDRESS AND PHONE NUMBER CHANGE FOR T-M EDITOR

Effective immediately my address and phone number have changed to the following:

3562 S.E. Harrison St., Apt. 15 (503) 236-6387
Portland, Oregon 97214

Please change your records to show the change.--Bryan Leeder

ALONG THE RIGHT-OF-WAY

For many years the Union Pacific had a very short siding named "Champ" on its Kenton freight line in Portland. The old siding was dismantled a few months ago. Now a new passing siding named "Champ" has been built extending about 8000 feet from N.E. 27th and Lombard to N.E. 60th and Lombard. After the road-bed was rough graded the track was installed in panel form (called "snap track" by some). The siding has been signalled for CTC operation but the switches at each end are, initially, hand operated. If you are wondering about having rail joints exactly opposite one another, you may rest easy. Union Pacific's track crews managed to offset the rail joints six or eight feet before they finished the siding.....OPERATION LIFESAVER, the program in Oregon to add or improve railroad grade crossing protection is becoming quite visible in northwest Portland. Grade crossing signs are being installed at any and all intersections where switching tracks cross. In many cases both the railroad crossbuck and the round highway sign have been used at the same intersection. As part of the rebuilding of NW Front Avenue between NW 26th and NW Kittridge flashing light crossing signals are being installed where all the switching spurs cross Front Avenue.....Why has the track in NW 10th Avenue between Hoyt and Glisan never been paved over? It hasn't been used for the last 20 years. *Chuck Storz*

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SUMMARY OF MINUTES OF REGULAR CHAPTER MEETING, SEPTEMBER 15, 1978

The meeting was called to order by Vice President Ed Immel at 8:10 PM.

The minutes of the June meeting were approved as read.

Treasurer Roger Sackett requested that all bills for convention expenses and requests for refunds be submitted at once.

Ed Immel reported on the Interrail 78 Convention. The events with the highest attendance were: Princess Marguerite trip 341, Banquet 369, and Royal Hudson trip 350. Chapter members who were essential to the operation of the convention were: Jim Gilmore, registration and baggage handling; Irv Ewen, registration and tickets; John Holloway, baggage handling; Chuck Storz, recording phone registrations and registration assistance.

Ed Immel reported on the status of the Chapter's car, Mount Hood. The new springs were installed by the Union Pacific's Portland shops. Amtrak's Seattle shop did additional work during the layover on Sept. 5. The car's running gear is now in good condition. The Waukesha air conditioning unit still needs work. The marketing program for the car is due to begin soon.

Railfan's Guide: Gil Hulin reported that work on the guide was suspended during the convention. It is to be printed this fall for distribution next winter and spring.

4449-Rose Festival Excursions. Ed Immel reported that a major point in making the excursions possible is the availability of insurance. There can be no excursions without it. Application has been made to the NRHS subsidiary Railtours of America for the required insurance coverage. Also, equipment for the train is difficult to obtain. The Chapter hopes to finalize plans for the excursions during October.

Ed Immel reported on plans to move the U.P. and S.P.&S. locomotives stored at The Oaks Park. If the locomotives are not moved soon the PTC track may be in too poor condition to support them. The Chapter is looking for a location and hopes to move the locomotives this winter.

Vice President Ed Immel appointed a committee to nominate Chapter officers for 1979: Bill Bain, Chairman; Larry Miller; Jim Whaley; and Noel Nelson.

Programs for the next two meetings will be:

October: Gil Hulin on Mexican Railroading Today
November: Gary Oslund and Bill Thomasson on Alaskan Railroading.

September program: Slides and movies of Interrail 78 Convention.

Respectfully submitted,

Chuck Storz, Secty.

PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

(An Oregon Non-Profit Corporation)

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