



**pacific northwest chapter**

# **THE TRAINMASTER**

November 1978

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

Number 217

CONTRIBUTIONS TO THE TRAINMASTER are welcomed. Please send them to: Room 1, Union Station; 800 NW 6th Ave.; Portland, Oregon 97209, or to my home address, 2562 SE Harrison St., Apt. 15, Portland, Oregon 97214.

## PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday  
November 17  
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  
November 17  
8 PM

### REGULAR MONTHLY MEETING

The last meeting of PNW Chapter for 1978 (there will be no December meeting) 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.

An election for Chapter officers and board of directors will be held during the business session (see inside).

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 "Railroading in Alaska," presented by Gary Oslund and Bill Thomasson.

### THESE MEMBERS HAVE NOT YET PAID THEIR 1978 DUES:

Alex Ceres  
Paul Guernsey  
James Karle

Richard Kaufman  
Robert Lee  
Bill Thomasson (Chapter only)

Robert Warren  
Ted Zehrung (Chapter only)

WILLAMETTE RIVER RAILROAD BRIDGE SHUT BY SHIP COLLISION

Burlington Northern's Willamette River bridge 5.1 was closed to rail traffic on October 28 after a Norwegian container ship, the Marie Bakke, struck the downstream end of the pier supporting the center span, freezing the bridge open at a 25-degree angle and tilting it. BN officials have said the double-track bridge will be out of service at least six weeks while repairs are made.

The collision occurred at 12:15 am on October 28. The Marie Bakke, owned by the Knutsen Line Inc., and on its maiden voyage, was heading upstream with a river pilot aboard when the accident occurred. According to the Coast Guard, visibility was restricted at the time. Three containers were knocked into the river by the force of the collision and the bridge tender was stranded on the bridge's swing span until being rescued at dawn. No injuries were reported.

Two days later, on October 30, Burlington Northern filed suit in U.S. District Court in Portland, seeking damages from the Knutsen Line for the expenses of repairing the bridge and detouring trains via Union Pacific's Albina Yard. Bridge repair already has begun with Willamette Western as general contractor. The Portland company was driving piles in the river at the lower end of the span as a preliminary to repairing the bridge. BN officials say the exact amount of damage will be determined at the trial, but that it could run as high as \$3.2 million.

Ship traffic is only being allowed through the draw during daylight, and then only with a two-tugboat escort, due to the opening being only 154 feet wide, instead of the normal 231 feet. The Marie Bakke, by the way, has a beam of only 35 feet.

Naturally, the closure of the Willamette River bridge has had quite an impact on rail traffic between Portland and Vancouver. All Burlington Northern, Milwaukee Road, and Amtrak trains travelling between the two points are having to detour via UP's Albina Yard, adding at least 30 minutes to their schedules. Approaches to and from the Steel Bridge and Albina can get quite congested at times, due to the increased traffic.

P.S.: It seems that the Marie Bakke just doesn't like bridges. On Nov. 2, after being repaired at Northwest Marine Iron Works following her collision with the BN bridge, the ship was heading upstream from Swan Island to the Bunge grain terminal on N. River Ave. when it struck the Fremont Bridge, which carries I-405 over the Willamette River. A Coast Guard spokesman said the Marie Bakke's superstructure was not damaged, but the bridge sustained an estimated \$30,000 to \$50,000 damage.

ESQUIMALT AND NANAIMO

We are happy to report the receipt of two contributions to THE TRAINMASTER in response to our plea last issue. One was an article by Ken Johnsen that will appear in the I-11 early next year. Enclosed with the article was a CP Rail timetable of the Esquimalt and Nanaimo RDC service, which is scheduled to be discontinued December 13. Ken says: "I recently rode Esquimalt and Nanaimo's RDC 'Dayliner' up and down Vancouver Island. It's a great trip and the people there are trying their best to publicize it. They handed me a bunch of timetables and asked me to disseminate them wherever I thought people might be interested in the operation. So, I am enclosing one for THE TRAINMASTER." On the next page, we are printing that schedule for the convenience of PNW Chapter members if they wish to venture up to Victoria to ride E&N's Budd cars.

LAN RDC SERVICE

## E2N Train No. 1

2:15am  
 3:23f  
 3:30f  
 3:32f  
 3:39f  
 3:45f  
 3:51f  
 3:59  
 3:47f  
 3:52  
 10:05f  
 10:25  
 10:40  
 10:50f  
 11:20  
 11:30f  
 11:42f  
 11:57f  
 12:10f  
 12:25pm

Dp. Victoria Ar.  
 Esquimalt  
 Langford  
 Malahat  
 Shawnigan  
 Gobble Hill  
 Cowichan  
 Duncan  
 Chemainus  
 Ladysmith  
 Cassidy  
 Ar. Nanaimo Dp.  
 Dp. Nanaimo Ar.  
 Wellington  
 Parksville  
 Qualicum Beach  
 Bonshawir  
 Mud Bay  
 Union Bay  
 Ar. Courtenay Dp.

## E2N Train No. 2

5:00pm  
 4:50f  
 4:43f  
 4:20f  
 4:04f  
 3:50f  
 3:52f  
 3:44  
 3:26f  
 3:15  
 3:05f  
 2:50  
 2:40  
 2:30f  
 2:00f  
 1:40f  
 1:36f  
 1:21f  
 1:03f  
 12:55pm

Notes:

No checked baggage  
 Daily service  
 f-stops on signal

CANDIDATES FOR CHAPTER ELECTION

Below we are printing the names of the Pacific Northwest Chapter members selected by the Nominating Committee to run for Chapter offices and board of directors positions, as required by Chapter By-Laws. This is not a ballot! The ballots will be sent by a separate mailing to all PNW Chapter members.

President (vote for one)  
 Ed Immel

Vice President (vote for one)  
 Terry Parker

Secretary (vote for one)  
 Chuck Storz\*

Treasurer (vote for one)  
 Roger Sackett\*

National Director (vote for one)  
 John Hollaway\*

Directors-at-Large (vote for four)

Duane Gramer\*  
 Don Davison  
 Ben Fredericks  
 Jim Gilmore  
 Larry Miller\*  
 Gary Oslund\*  
 Jim Schmidt  
 Bob Slover\*

\*Incumbent

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

1978 CHAPTER OFFICERS

President WILLIAM D BAIN P O Box 10445 Eugene, OR 97440	(503) 686-2246	Director-at-Large DUANE CRAMER 1709 E 6th Street Vancouver, WA 98661	(206) 695-1640
Vice President EDWARD E IMMEL 715 S E Lexington Street Portland, OR 97202	233-9706	Director-at-Large LAWRENCE J MILLER 14305 S W Walker Road, Apt. D-3 Beaverton, OR 97005	(503) 641-1789
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Treasurer ROGER W SACKETT 11550 S W Cardinal Terrace Beaverton, OR 97005	644-3437	Director-at-Large ROBERT SLOVER Route 1, Box 463S(A-1) Woodland, WA 98674	(206) 263-2269
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Chapter Librarian - Jim Gilmore

Chapter Excursion Director - Roger Phillips

Chapter Sales Dept. - Chuck Storz

Chapter Activities Photographer - Clint Myers

Chapter Quarterly Editor - Walt Grande

Chapter Mechanical Superintendent - Bob Slover

Car Mount Hood Marketing - Dave Morris

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