



pacific northwest chapter

# THE TRAINMASTER

April 1980

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

Number 230

## PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday  
April 18  
8:00 PM

The March 1980 meeting of the Pacific Northwest Chapter will be held in the Union Pacific clubhouse at the south end of the Albina yards. The clubhouse, a gray wood building, is located one block south of the intersection of Interstate Ave. and Russell St. on the west side of Interstate Ave. Take line #2 (St. Johns) or #3 (Fessenden) if coming by Tri-Met bus. Off-street parking is available on the block where the clubhouse is located. Enter the parking lot from N. Randolph St. which is on the north side of the block (away from the clubhouse). Call Chuck Storz evenings at 289-4529 if you need more directions to get to the meeting location.

The March program will feature a presentation by John Labbe on logging in the Pacific Northwest and the California redwoods. "Newsreel" before the program. Refreshments will be served between the business session and the program.

Friday  
May 16  
8:00 PM

### REGULAR MONTHLY MEETING

The program will feature slides from the recent Chapter trip to Jasper. Reserve the date.

Friday  
June 20  
8:00 PM

### REGULAR MONTHLY MEETING

Reserve the date. Program to be announced.

### 25th ANNIVERSARY BANQUET

On March 21st 94 Chapter members and guests gathered at the Airport Holiday Inn to celebrate the 25th Anniversary of the chartering of the Pacific Northwest Chapter. At each place setting was a handsome program designed by Irv Ewen. An excellent buffet dinner was served by the staff of the Holiday Inn.

The guest speaker for the evening was V. Allan Vaughn, President of the National Railway Historical Society. Allan touched briefly upon the setting for the Chapter and the area's importance to the commerce of the United States. A few choice remarks were made regarding the driving habits of Miln Gillespie and Allan's first encounter with the Chapter. Mr. Vaughn explained that the Society was taking its first steps in using data processing to streamline services to the membership. Prior to Mr. Vaughn's remarks he presented a 25 year pin to Chapter member Eugene Crothers of Salem, Oregon.

The dinner adjourned for a few minutes and then a slide program was presented depicting the past 25 years of Chapter activities. The program was assembled by Walt Grande and was projected by Gil Hulin using his fade/dissolve projectors. The program gave older members a chance to see where they had been while the new members could catch up on what they had missed.

The whole evening went off without a hitch including the giving away of the flower centerpieces. Rather than try to come up with a drawing it was decided to let the oldest person at the table have the flowers. How Lee Jackson ended up with two no one really quite knows.

The dinner was beautifully handled and thoughts about making it an annual affair have surfaced. Perhaps one does not have to wait for 25 years to get everyone together again.

### SWAP-MEET A GREAT SUCCESS

The railroadians/model railroad swap meeting jointly conducted with the Columbia Gorge Model Railroad Club on March 22nd was a great success. Attendance was up almost 75% over last year which the number of tables reserved doubled. The exhibit area of the Holiday Inn drew many favorable comments and will probably be used again next year. TV coverage was provided by Channel 8 and was shown on their evening news program. Those selling reported good sales although the suggestion was made to hold the meet next year right after the first of the month to take advantage of people having a little more money to spend. The swap meet is turning into a major fund raising project for the Chapter. All items not sold at the meet will be offered for sale in a sales program being conducted through ads in Pacific News and Passenger Train Journal. The first price list should be included with next month's Trainmaster.

### GIANT NAME-A-CAR CONTEST

The Chapter is planning on repainting its ex-SP conference car #115 this summer. It is currently lettered for the SP which would like to have its name removed. A letterboard must have a name on it and readers of the TM are asked to send in their suggestions. The Chapter's official reporting marks are PNWC in case anyone wants to do something with the reporting marks. No prize has been decided upon yet but a suitable reward will be offered in relation to the originality of the final selection. Send all your suggestions to Room 1, Union Station.

WILLAMETTE VALLEY RAIL PASSENGER TRAINS NOT YET DERAILED

Amtrak has confirmed it will have the rolling stock to equip four new passenger runs in the Willamette Valley between Portland and Springfield. Doubts about equipment threatened to scuttle the long-delayed project.

There are still two major hurdles to overcome. The Legislative Emergency Board and the State Transportation Commission have made it clear that they will not subsidize a railroad labor contract that pays engineers and conductors a day's pay for every 100 miles the train travels. That is the standard labor contract negotiated with most railroads and it is one of the principle reasons for the demise of rail passenger service. State Transportation Department officials are trying to negotiate an arrangement the United Transportation Union will agree with, without embracing the 100 mile day contract. Bill Price, the veteran lobbyist for the UTU believes something can be worked out.

Amtrak must also negotiate the train schedules with Southern Pacific, the railroad on whose tracks the trains will run. SP is reluctant to allow additional passenger trains on its mainline because they will conflict with freight movements.

If Amtrak and SP cannot reach agreement federal law requires arbitration, but that could take another 18 months or more and railroad officials think the 1981 legislature could withdraw authorization for the new passenger service if it isn't in operation by then.

SP has some legitimate problems. Additional through trains will restrict switching movements that often use the mainline and that could mean delays in freight movements. Railroads have a problem competing with trucks as it is, and more delays won't help the railroads compete. Unfortunately, these problems are seen as reasons for restricting more passenger service, rather than problems to be solved so the public can have both efficient freight service and additional passenger trains.

There is a solution if both sides were willing to forget old, pat answers and think ahead a bit. Southern Pacific will have to accommodate more through trains on its mainline in the Willamette Valley sooner or later. The rising cost of fuel is making long distance trucking distinctly uneconomic and more truck vans and containers will find themselves traveling across the country on flat cars to be delivered to their local destination by truck. Additional passenger service will just force mainline improvements sooner rather than later.

These improvements are expensive, particularly with the cost of money today. The Oregon Economic Development Commission is passing out the proceeds from the sale of economic development revenue bonds like candy to a baby. The program is fraught with charges of favoritism and the number of jobs it has created are negligible.

Improved railroad service will assure jobs in industries that ship by rail and will insure Oregon industries a shipping alternative as long haul trucking service deteriorates. Why not use low-interest economic development revenue bonds to finance double tracking of the SP's mainline in the Willamette Valley and pay for any other improvements necessary to help the railroad provide better freight and passenger service?

The suggestion runs headlong into the "robber baron" syndrome--the idea the railroads robbed the country blind in the last century so why do them any favors now? We must stop punishing railroads for their past sins. Some railroads did steal

WILLAMETTE VALLEY RAIL PASSENGER TRAINS (continued)

the country blind. Others were sterling examples of capitalist achievement. Some of today's railroad management is guilty of little more than lack of vision and ossified thinking.

Today's railroads are mere shadows of once-inspiring legends. Although there are showpiece modernization projects, much of the rolling stock, physical plant and track system are run down and obsolete. Many Oregon industries are served by spur lines in such bad shape trains cannot travel more than 20 or 30 miles an hour.

Yet government continues to treat railroads like cash cows, exacting taxes at every turn--taxes that could be used to improve facilities instead of financing local governments. Did you know Oregon has a system of applying property taxes to every box car that rolls through the state on its way to somewhere else?

I am not particularly enthralled with railroad management, but the fact remains we need them and we need them healthy. The railroads are important arteries of commerce and we cannot keep our economy healthy without them, especially as the energy situation deteriorates. New industries in Oregon won't mean much unless there is some way to ship products to markets.

We cannot expect Southern Pacific to run our passenger trains on their tracks and absorb the cost in delays and restricted freight movements. But that should not become an excuse for scrapping new passenger service. If the State of Oregon wants SP to add to its responsibilities we should be willing to ante up some capital to finance the effort. Adequate rail service is surely as important as golf courses at Sunriver, shopping centers at Salishan, grandstands for the Pendleton Round-Up and reopening obsolete lumber mills. These are all projects authorized by the Economic Development Commission and paid for by economic development revenue bonds. (Reprinted with permission from Russell Sadler's Oregon Outlook)

*Editor's note: As this issue of The Trainmaster is being prepared a report was received that a test train will be run from Portland to Eugene and return on Thursday, April 10th leaving Portland at 11:30 AM.*

UNION RAILROAD OF OREGON SEEKS TRACK IMPROVEMENTS

A public meeting to discuss a track improvement project of the Union Railroad of Oregon will be conducted by the Oregon Department of Transportation at 7:30 PM, Thursday, March 6 in the Union Community Center, 181 South Main Street in Union.

The proposed program calls for the department to upgrade 1.2 miles of URR track at an estimated cost of \$150,000. Federal funds will pay 80 percent of the cost and the remaining 20 percent will be paid by local interests.

Under provisions of the Local Rail Service Assistance Act of 1978, the Federal Railroad Administration has allocated funds to the Oregon Department of Transportation to assist light-density lines in continuing and improving local rail services necessary to continue employment and community well-being.

The Union Railroad of Oregon, which carries mainly lumber, runs from Union to Union Junction, a distance of 2.3 miles where it connects with the main line of the Union Pacific Railroad.

(Reprinted from the March 4, 1980 issue of the Daily Journal of Commerce)

### LAST MILWAUKEE ROAD TRAINS OPERATE TO PORTLAND

After several years of rumors of last runs the final Milwaukee Road trains have run to Portland. Milwaukee operation into Portland began as one of the conditions of the merger that created the Burlington Northern. Operation to Portland ceased less than ten years after beginning.

The last Milwaukee train to arrive in Portland was #901T6 from Tacoma. It passed the Union Station at 7:45 AM on March 7, 1980 and was a caboose hop only with no loads or empties.

The last Milwaukee train to leave Portland was #900 to Tacoma which passed the Union Station at 8:05 PM on March 7, 1980. The last train had 19 empties for a total of 612 tons. Both trains tied up at and originated at SP's Brooklyn yard. Locomotives on the last trains were #5604, SG2, 5601, 1506, 1508 and 1509 with caboose #992144.

The Union Pacific Railroad and the trustee of the Milwaukee Road have reached an agreement on purchase of Milwaukee properties in Washington and Idaho. Union Pacific, according to company spokesmen, is offering \$19 million for 91 route miles and trackage plus several small yards.

The properties include most of the Milwaukee's yard and industry access trackage at Seattle; half interest in the 26-mile line between Black River Junction (Renton) and Tacoma (the other half interest is already owned by UP); the portion of the Milwaukee's property in Tacoma which hasn't been sold to the Port of Tacoma, including access to the St. Regis Paper Co. plant; half interest in the 45-mile line between Helsing Junction and Hoquim (the other interest already owned by UP); the 20-mile line between Manito, Wash. and Plummer, Idaho and the Milwaukee freight yard at Spokane.

### LAST ALCO DIESEL OPERATION ON THE BN

The Trainmaster has previously reported that most of the BN's ex-SP&S and ex-NP Alco diesels are out of operation and in storage, mostly in Portland. The final regular operation of BN Alco units can now be reported. BN #4256 (ex-SP&S C425 #316) arrived April 9th at Hoyt St. in Portland for storage. BN #4180 (ex-NP RS11 #900) has been in use as the Sweet Home, Ore. switcher. The 4180 is expected to arrive in Vancouver, Wash. for storage on April 11, 1980.

### MERCHANDISE MART

The Saginaw Shingle Company, Post Office Box 147, Aberdeen, WA 98520 has commissioned a series of logging locomotive paintings by Charles Hemminger to celebrate its 75th anniversary. The prints have been used on the company's 1979 and 1980 calendars and will appear on its 1981 calendar. Sets of six prints as used on the 1979 and 1980 calendars are available at \$25.00 a set. The prints are 11" x 14" in size and are suitable for framing. Write directly to the company if interested.

The Mailbox, RD#3, Jockey Street, Ballston Lake, NY 12019 is offering reproductions of Fogg paintings of Alco diesel locomotives. The prints vary in price from \$7.50 to \$25.00 each and are about 22" x 17" in size. Also available are five sets of 12 slides each of Fogg Alco locomotive paintings. The sets are priced at \$5.95 each. Other items available include sales promotion folders on later Alco diesel locomotives. Write for a complete listing if interested.

UP 8444 EXCURSIONS TO OPERATE IN UTAH

For two days, Saturday and Sunday, May 24th and 25th, 1980, mainline steam passenger service will return to the Wasatch front. Sponsored by the Promontory Chapter of NRHS, Union Pacific steam locomotive #8444 will pull 12 luxurious passenger cars between Salt Lake City and Provo, Utah over Union Pacific rails. There will be a photo run-by to provide an opportunity to take pictures of the train.

On both days the train will depart the Union Pacific depot at 10:00 AM and should return about 3:00 PM.

Fare for the trip will be \$15.00 per person for coach seats. With each ticket a box lunch may be purchased for an additional \$2.00 (lunches must be ordered in advance with tickets). Tickets are available from "Steam Show 1980", P. O. Box 2395, Salt Lake City, Utah 84110. Enclose a stamped, self-addressed envelope.

TRANSPORTATION WEEK PHOTO CONTEST

To commemorate National Transportation Week, May 11 through 17, the Port of Portland will sponsor a photography contest open to the public. The theme of all entries must be "Transportation--America's Lifeline".

Photos for the contest may be submitted in any of four categories: black-and-white/scenic, black-and -white/people, color/scenic and color/people. More than one photograph may be entered and certificates will be awarded to winners in all categories. Entries must be 8 x 10 inches or larger and must be mounted but unframed.

The first 50 persons submitting contest entries will receive an invitation for two to a cruise aboard the sternwheel steamer PORTLAND from 3 to 5 PM, Friday, May 16. Winners will be announced and awards presented during the cruise. Although persons of all ages may enter the contest, Coast Guard regulations prohibit children under 16 from riding on the steamer.

Deadline for entries is Friday, May 2. Photographs may be mailed or delivered to Vicki Mallonee, Public Affairs Division, Port of Portland, P.O. Box 3529, Portland, OR 97208. Port offices are located on the 13th floor of the Lloyd Building, 700 NE Multnomah St. The Port reserves the right to publish winning photographs.



PACIFIC NORTHWEST CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

(An Oregon Non-Profit Corporation)

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PACIFIC NORTHWEST CHAPTER MEMBERSHIP

Membership in the National Railway Historical Society and the Pacific Northwest Chapter is open to all persons 16 years of age and over who are interested in railroads and railroad history. Dues for the Pacific Northwest Chapter are \$13.00 a year. Membership includes six issues of the NRHS Bulletin (national publication) and nine issues of the Pacific Northwest Chapter's publication The Trainmaster. The Pacific Northwest Chapter meets on the third Friday of the month except during July, August and December. Meeting location and time are given in the monthly issues of The Trainmaster. Write to the Pacific Northwest Chapter at the address given on this page for an application or for more detailed information.

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