



THE TRAINMASTER

June 1980

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

Number 232

PACIFIC NORTHWEST CHAPTER TIMETABLE

- Friday
June 20
5:00 PM ANNUAL PICNIC meeting at Washington Park. The Zoo steam train has been chartered for the evening. There will be a potluck supper. Members are encouraged to bring their families and friends. See page 2 of this issue for all the details.
- July 24
to
July 27 National Convention of the National Railway Historical Society. Toronto, Ontario, Canada. Sponsored by the Buffalo Chapter. Headquarters at the Royal York Hotel in Toronto.
- Friday
Sept.
8:00 PM REGULAR MONTHLY MEETING for September will be held at the usual meeting location, the Union Pacific Clubhouse at N. Interstate and Russell. The program will be announced in the September issue of The Trainmaster.

OTHER SUMMER EVENTS OF INTEREST

- July 19 & 20
and
July 26 & 27 Pacific Northwest Live Steamers 1980 Annual Meet. Shady Dell near Molalla, Oregon. Each summer this group invites live steam enthusiasts from the entire Pacific Coast area to bring their locomotives and operate on the Live Steamers railroad. This is an excellent opportunity to see local and out-of-town live steam equipment in operation. Admission is charged. Write to Rt. 2, Box 67D, Molalla, OR 97038 for more information.
- July 24
to
July 27 Pacific Northwest Region, National Model Railroad Assn. regional convention at Longview and Kelso, Washington. Headquarters at the Thunderbird Hotel in Kelso. There will be clinics, tours of model railroad layouts in the area, a model contest and tours of Weyerhaeuser, Longview Fiber and Port of Longview facilities. Full registration fee is \$30.00 up to June 30th. For more information write to: PNR Timber Baron's Convention, P. O. Box 1053, Longview, WA 98632.
- July 26 & 27
and
Aug. 2 & 3 10th Annual Antique Powerland Farm Fair at Brooks, Oregon. See steam traction engines and old gas engines in operation. Admission is \$3.00 for adults. Take exit 263 off I-5 eight miles north of Salem, Oregon.

CHAPTER

PICNIC

JUNE 20, 1980

The Pacific Northwest Chapter will once again have a June picnic at Washington Park. This is a repeat to the popular evenings we have had in the past years. Also, rides on the steam engine of the Zoo Railway will be available.

If you signed up for picnic items at the May meeting you have to do no more. The basic price for a family of four is \$5.00 with each additional person \$1.25. Singles are \$1.75. This will include hot dogs, lemonade and unlimited rides on the Zoo train.

People are asked to contribute a food item to the potluck (value at least \$2.00). Please call the Chapter's phone 226-6747 and tell us what you are bringing and the number in your party along with your telephone number. You will be contacted the week of June 16th to reconfirm your reservation. The whole family and friends are invited to this enjoyable evening at Washington Park.

WHAT.....Chapter Picnic
WHEN.....Friday, June 20th, anytime after 5:00pm
WHERE.....The "A" frame below the Washington Park Zoo Railway Station
HOW.....Make reservations by calling 226-6747
WHO.....Bring your family and friends
HOW MUCH.....\$5.00 for a family of four, \$1.25 for each additional member of the immediate family, singles \$1.75 plus a food item of at least \$2.00 in value



SUMMARY OF MINUTES - Regular Chapter Meeting, May 16, 1980

The meeting was called to order by President Ed Immel at 8:20 PM in the Union Pacific Clubhouse.

Ed Immel announced that the Chapter's new sales program is under way and that the first order received totaled about \$50.

Chuck Storz reported that a projection screen has been ordered at a cost of \$56.96 for use at Chapter meetings in the Union Pacific Clubhouse.

Ed Immel reported that the Chapter's car Mount Hood will not be coming back over the Memorial Day weekend but, instead, will return some time around Labor Day. The car will be used on a BN old timers special from Portland to Pasco on Sept. 12th. A charter for the car for the summer of 1981 to the Scout Jamboree in Washington, D.C. is now being arranged. A Chapter member will be needed to escort the car.

President Ed Immel announced that the June 20th meeting will be a potluck picnic supper at Washington Park with the Zoo steam train in operation for Chapter members to ride. There will be a charge of \$5.00 per family of four and \$1.75 for individuals. The Chapter will provide hot dogs and lemonade and the rest of the food is to be brought by the members attending. Ed asked the membership to sign up tonight if they are coming. The picnic will start at 5 PM and members are encouraged to bring their families.

Duane Cramer, chairman of the Chapter's sales program, asked for volunteers to assist him with the program.

Terry Parker advised the membership that plans are being made for publishing the 1981 S.P. Steam Locomotive Calendar. An appropriation of \$3500 is needed to finance publication. Twenty to twenty five bids will be obtained from local printers. David Larson moved that \$3500 be appropriated for publishing the 1981 calendar. The motion was seconded and passed.

Ed Immel advised that a second power cable may have to be installed on the car Mount Hood this summer at a cost of \$1500. The cable will permit the Mount Hood to be coupled between Amfleet cars on all electric Amtrak trains. Bob Hoffman moved that \$1500 be authorized for the power cable if needed. Motion was seconded and passed.

Ed Immel told the membership that a motor powered mimeograph or offset press is needed for publishing The Trainmaster and for other Chapter printing. Terry Parker added that the press will probably cost about \$500 and that the board of directors needs authorization to purchase a press if one becomes available. Roger Phillips moved to authorize the purchase of a printing press for up to \$500. Motion seconded and passed.

Ed Immel reported that new floor tile and improved electrical service are being planned for Room 1, Union Station.

Respectfully submitted,

Chuck Storz, Secretary

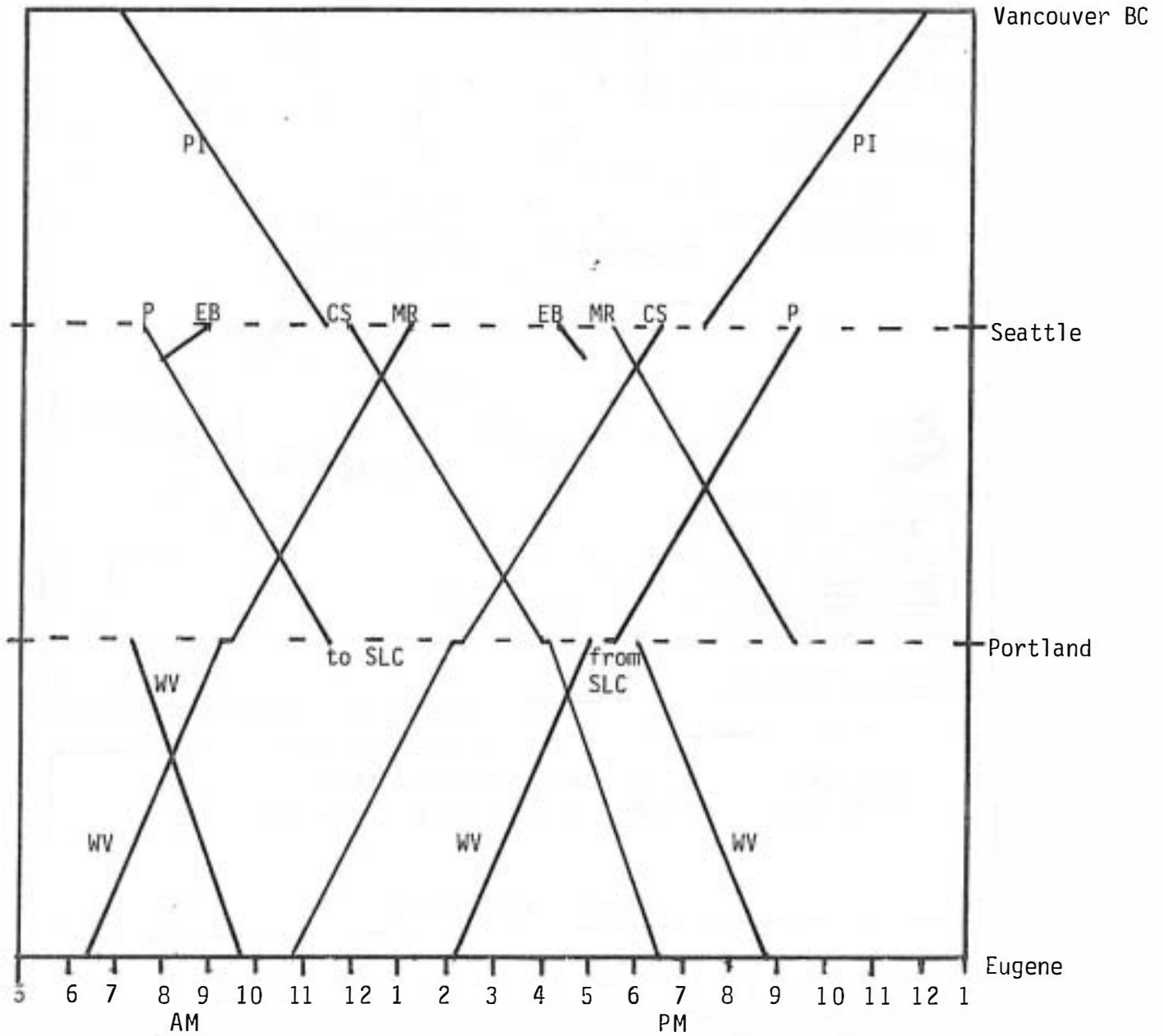
EXTRA BOARD

The Mack AB railbus that once ran on the Condon, Kinzua and Southern and was subsequently displayed in downtown Fossil, Oregon has been moved to a new display position near the intersection of Highway 19 and Highway 218. The railbus is one of only four of the old Mack railbuses still left. The other three are located at the California Western Railroad, Strasburg Railroad and Chestnut Ridge Railroad in Pennsylvania.....Portland Traction locomotive #200 was seen on its way to the Union Pacific Albina shops for its annual inspection.....The Silver Garden Restaurant at S.E. 2nd and Ash Streets in Portland has a nice write up in the latest issue of Trains. The food is excellent (in some people's minds the best in Portland) but also expensive. The interior of the car is outstanding and is not the typical "railroad" butcher job done on many railroad cars.....There is a new underground railroad in the Portland area. A contractor building a new sewer tunnel from the vicinity of the I84/I5 interchange eastward, is using mine motors and dump cars to construct the almost one mile long tunnel. The train does not come to the surface but only the muck is hauled out by cranes stationed at the mouth of the tunnel. The operation is somewhat like the sewer construction tunnel that was underway as part of the I205 project.....The logging railroad operated by Weyerhaeuser Company between Longview, WA and Camp Baker has been put out of operation by the eruption of Mt. St. Helens. A railroad bridge over the Toutle River was removed when a wall of water and logs crashed down the narrow valley. In one reload yard no sign was seen of the log flats that were supposed to have been there while at another reload the log flats were buried under eight feet of mud and logs. Some limited operation will take place as Weyerhaeuser removes the debris and logs from the Toutle. Is this the first railroad in the United States to have been put out of service through a volcanic eruption?.....R. A. Samuels Company in Milwaukee has a Whitcomb locomotive for sale.....Evans Products Company of Portland, one of the largest rail car leasing companies in the United States, has managed to remarket most of the 4,000 cars it had leased to the Rock Island.....Calgary Power Ltd. of Calgary, Alberta, has just taken delivery of the largest rail car ever purchased by a Canadian firm. The 146 foot long, 400 ton capacity "depressed center" flatcar was constructed by National Steel Car Corp. For those interested in reporting marks look for CAPX 1001.....Union Pacific is operating its track evaluation car #EC-1 over branch lines in the Northwest during June. The car detects variance between rail alignment and roadbed surface and can measure up to six track irregularities simultaneously.....

WILLAMETTE VALLEY RAIL SERVICE

The official startup of the new 403B Willamette Valley rail service has been moved back from July to August. A little more information is now available to the TM. There will be early morning departures from both Portland and Eugene. A connection will be made with the westbound Pioneer but not with the eastbound (it was impossible to connect with everything). The early morning train from Eugene will run through to Seattle while the evening Mt. Rainier will layover in Portland and become the early morning departure from Portland to Eugene. The graph on the next page displays passenger train movements between Eugene and Vancouver, B.C. after the introduction of the Willamette Valley trains.

The graph below shows passenger train movements between Eugene, Oregon and Vancouver, B.C. after the implementation of the Willamette Valley service. The times for the Willamette Valley service are approximate and a few minutes in adjustments may be made before the first run now slated to start August 1st.



PI.....Pacific International
 P.....The Pioneer
 MR.....Mount Rainer

CS.....Coast Starlight
 EB.....Empire Builder
 WV.....Willamette Valley trains



CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD COMPANY

For Details of Liquidation, See Page 7

- As an aid to shippers, listed below are the 17 carriers and the segments they are now servicing.
- | | |
|---|--|
| <p>ATSF —Alva, OK switching
Dodge City, KS switching</p> <p>BN —Burlington, IA switching
Fairfield to Norton, KS</p> <p>CNW —Chicago commuter lines
Minneapolis to Kansas City
Iowa Falls to Esterville, IA
Newton to Earlham, IA
Cedar Rapids, IA switching</p> <p>SSW —Tucumcari, NM to Kansas City
St. Louis line to Owensville, MO only
Memphis, TN to Fordyce, AR
(including Stuttgart)</p> <p>DRGW—Colorado Springs and Denver switching</p> <p>DRI —Milan, IL to Rock Island, IL to Wilton, IA</p> <p>EJE —Joliet to Peoria, IL</p> <p>EDW —El Dorado switching and 8 miles to Capesville</p> <p>FWD —Amarillo switching west to Bushland, TX</p> | <p>SLSF —Enid, OK switching
Wichita, KS switching
Okeene, OK switching
Lawton, OK switching
Chickasha, OK switching
Dallas, TX switching
Ft. Worth, TX switching</p> <p>ICG —Lake Calumet, IL switching</p> <p>KATY —McAlester and Oklahoma City, OK switching</p> <p>MILW —West Davenport to Fruitland, IA
Washington, IA switching</p> <p>NW —Pullman Jct. to Lake Calumet, IL</p> <p>PPU —Peoria, IL switching</p> <p>TPW —Keokuk, IA switching
Hollis to Iowa Jct., IL</p> <p>UP —Fairbury, NB to Hallum, KS
Colby, NB to Goodland, KS</p> |
|---|--|

MOUNT ST. HELENS ERUPTION AND THE RAILROADS

The eruptions of Mount St. Helens on May 18 and 25 had a major impact on railroads in the Pacific Northwest along with everything else. The erupted ash or dust is very abrasive. Frequent changes of filters apply to diesel locomotives as well as automobiles in the areas which experienced the greatest ash fall.

The Weyerhaeuser Co.'s logging operations north and west of the mountain suffered the greatest physical loss of plant and equipment as noted elsewhere in this issue. Late reports are that the washed-out railroad bridge over the Toutle River is already being rebuilt. Weyerhaeuser's large Longview, WA mill complex is supplied with logs from the devastated area.

On May 18th the flooding Toutle River closed the BN's Seattle-Portland main line. Fortunately the railroad bridge was not washed out but was clogged with flood debris which took a day to clear away.

The first Amtrak train to run west of Spokane after the huge ash fall from the May 18th eruption rescued a number of motorists stranded along its route. The BN's shops at Pasco, WA were reported to have been temporarily closed because of problems caused by the ash fallout.

MERGER FEVER

Prospective mergers of large railroads are growing in number lately. The BN-Frisco merger was scheduled to become effective on May 19 but was blocked at the last minute by a court order obtained by the MKT. Santa Fe and Southern Pacific have announced merger plans in which the railroad properties of the Southern Pacific would be merged into the Santa Fe. The Union Pacific is working on mergers with both the Missouri Pacific and Western Pacific. And finally the Norfolk & Western and Southern have reactivated plans for a merger that were previously dropped. Except for BN-Frisco none of the possible mergers will be effective for several years. The trend toward fewer and larger systems continues.

MORE EXTRA BOARD

Oregon Electric steeple cab locomotive #21 (built in 1912) and sold to B.C. Electric in 1946 (BCE #961) has now been sold to Edmonton Transit. It will be used to pull trains of excavated material for an extension of the Edmonton Transit system (*Tacoma Chapt. Trainsheet*).....George H. Baker, retired general manager of the Northwestern District of the Union Pacific, passed away in Portland on June 9th.....BN is reported to be removing batteries and other parts from its Alco diesels stored in the Portland area. Sale of some of the Alcos is rumored.

The previous page shows material on the Milwaukee and Rock Island from the May-June issue of the Official Guide. The half page for the Rock Island is its total listing in this issue of the Guide.

SUGGESTIONS FOR SUMMER RAILFAN TRAVEL

As a service to its readers The Trainmaster presents a listing of excursion operations and operating museums which will be operating this summer.

OREGON

Oregon, Pacific & Eastern, Cottage Grove, OR. Steam powered trains leave at 10 AM and 2 PM on Saturdays and Sundays, June through Labor Day

The Trolley Park, Glenwood, OR. Located 38 miles west of Portland on Oregon route 6. Operating streetcars. Picnic ground and overnight camping. Sat., Sun. and holidays, Memorial Day through October, noon to sunset.

Sumpter Valley RR. Restoration, Baker, OR. Located 25 miles west of Baker via highways 7 and 220. Sundays and holidays, May 25 through Sept. 28, 11 AM to dusk. Two truck Heisler operating a five mile round trip.

WASHINGTON

Puget Sound & Snoqualmie Vy. RR., Snoqualmie, WA. Located about 30 miles east of Seattle via I-90. Take Snoqualmie Falls exit to depot in the town of Snoqualmie. Sundays and holidays, May through Sept., 11 AM to 5 PM

Camp Six Logging Exhibit, Tacoma, WA. Located in Point Defiance Park in the extreme northwest part of the city, about 7 miles west of I-5. Three-truck Shay operating over 1½ miles of track. Memorial Day through Labor Day, Sat., Sun. and holidays, 11 AM to 7 PM.

Lake Whatcom Railway, Wickersham, WA. Trains leave from depot at Park, WA. Take Alger exit from I-5 about 10 miles south of Bellingham. Sat., Sun., 1 PM and 3 PM. June 7 through Aug. 30. Ex-NP 0-6-0 on 2.4% grade. NP heavyweight cars.

Yakima Interurban Trolley Lines, Yakima, WA. Cars leave from Trolley Car Barn, 507 So. 4th on Sat. and from Whitney School, 44th Ave. and W. Knob Hill Blvd. on Sun. Sat. 10 AM to 8 PM, Sun. noon to 5 PM., April 19 through Sept. 7.

BRITISH COLUMBIA

British Columbia Ry., North Vancouver, B.C. Trains leave from B.C. Ry. station in North Vancouver for a 40 mile trip to Squamish and return. Daily except Tuesday, July 1 through Sept. 14. Boarding begins at 9 AM. Ex- C. P. 4-6-4 #2860.

British Columbia Forest Museum, Duncan, B.C. (on Vancouver Island). Take Highway 1 to a mile north of Duncan and about 55 minutes from Victoria. Open mid-May to mid-Sept., 10 AM to 5:30 PM. 0-4-0T's and 2-truck Shay operating over 1½ miles of 36" gauge track.

Due to space limitations only these abbreviated listings of operations in the Pacific Northwest are given. Readers are invited to contact Chuck Storz or other Chapter officers for more detailed information.

An excellent reference book covering the entire United States and Canada, the Steam Passenger Service Directory, is available for \$4.00 a copy postpaid from Empire State Railway Museum, P. O. Box 666, Middletown, NY 10940. This book is published each year and is a must if you are planning a railfan vacation anywhere in the country.

PACIFIC NORTHWEST CHAPTER

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(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.

THE TRAINMASTER STAFF

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Material from The Trainmaster may be used by other publications provided that credit is given to the source.

All exchange news letters should be sent to the Chapter's business address:

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