



# THE TRAINMASTER

PACIFIC NORTHWEST CHAPTER      Room 1, Union Station      Portland, Oregon 97209

November 1980

Chapter Phone No.: 226-6747

Number 235

## PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday  
Nov. 21  
8:00 PM

### REGULAR MONTHLY MEETING

The November 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 is located one block south of the intersection of N. Interstate Ave. and Russell St. on the west side of Interstate Ave. Take line #2 (St. Johns) or line #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 November meeting will begin with the monthly newsreel (members are invited to bring up to 10 slides of recent rail activities), followed by the 16mm motion picture "Rail Rodder" featuring Buster Keaton. Refreshments will be served between the business meeting and program. John Labbe will be at the meeting to autograph copies of his new book Fares Please.

December

The Chapter does not meet during December.

Friday  
Jan. 16  
8:00 PM

### REGULAR MONTHLY MEETING

See The Trainmaster for details.

SUMMARY OF MINUTES - Regular Chapter Meeting, October 17, 1980

The meeting was called to order by President Ed Immel at 8:10 PM in the Union Pacific Clubhouse.

Ed Immel reported that the Chapter's car Mt. Hood is back in storage at the Bena-roya Industrial Park in Portland. Two trips with the car are being planned: To Seattle over the New Years holiday and to Los Angeles over the Washington's Birthday holiday. These may possibly be the last trips before Superliner cars in coast service make use of the car difficult.

Terry Parker reported that the 1981 SP Steam Locomotive calendar is at the printer and will be on sale at the November meeting. An announcement about the calendar will be in the Nov.-Dec. issue of the SP Bulletin. Ads have been placed in Trains and the Passenger Train Journal.

Al Haij reported the recommendations of the committee to nominate 1981 Chapter officers: President: Ben Fredericks; Vice President: Terry Parker; Secretary: Chuck Storz; Treasurer: John Holloway; National Director: Roger Sackett; Directors At-Large: Doyle McCormack, Jim Schmidt, Irv Ewen, Pete Dorland and Jim Whaley.

Ed Immel reported that the S.P. station in Woodburn, OR has been closed and is due to be demolished. S.P. has offered to sell the station for \$1.00 provided that the building is moved from the site. St. Lukes Church in Woodburn wants to move the station elsewhere for use as a youth community center. Ed asked for the feeling -of the membership about a donation to the church to assist with saving the station building. After discussion Roger Phillips moved that the Chapter donate \$150.00 to help move the station, the donation to be restricted to moving expenses only. Motion seconded and passed.

Chuck Storz reported that the hard cover edition of John Labbe's book Fares Please has still not been shipped by the publisher. Ed Immel advised that a second volume on Portland streetcars by John Labbe will contain rosters and other information of interest to streetcar fans.

Terry Parker reported that the January program is tentatively scheduled at the Georgia Pacific museum and will be movies taken in the 1920's of the C. D. Johnson Company's logging operations.

Ed Immel reported that no answer has been received from the Union Pacific about operating excursions to Madras next year. Also the Chapter is still waiting for an answer from the Southern Pacific about moving the 4449 to Sacramento for the opening of the California Railroad Museum next spring.

Respectfully submitted, Chuck Storz, Secretary

ELECTION OF 1981 CHAPTER OFFICERS

The Chapter's officers for 1981 will be elected at the November meeting. Be sure to attend and cast your vote.

AMTRAKING by Ed Immel

Effective with the October 26th timetable the Coast Starlight began stopping at Chemult, Oregon. The train arrives from the north at 9:48 pm and from the south at 7:26 am. The stop is expected to be a popular destination for skiers from California points. Special ski packages have been assembled for a week at Mt. Bachelor with rail transportation, connections, lift tickets, lessons and accommodations starting at \$319 from the Bay area. Resort Bus Lines of Bend has applied to provide connecting service to and from Bend to meet all trains at Chemult:

The station platform at Chemult was paid for and installed by volunteer workers and the Central Oregon Recreation Association. Presently, there is no regular station at Chemult but one is to be constructed during the 1981 summer construction season. The old station at Chemult is still used by the Burlington Northern to handle up orders for trains using the joint Klamath Falls to Chemult trackage. Things do not change quickly in Chemult as witness the lettering on the sign board which states that it is a joint Southern Pacific and Great Northern station.

On December 7th schedule revisions will take place for the Willamette Valley 403B trains. Train #751 will depart Portland at 7:00am and arrive in Eugene at 9:55am. On Saturday, Sunday and holidays train #755 will operate departing Portland at 8:30am and arrive in Eugene at 11:25am. No train #751 will operate on days that #755 runs. Train #753 will depart from Portland at 9:35pm after making a connection with train #797 from Seattle. Train #796 will not change its schedule and will continue to leave Eugene at 6:25am, arrive in Portland at 9:20am and continue on to Seattle departing at 9:30am. Train #752 will depart Eugene at 4:10pm daily with a 7:05pm arrival in Portland.

The schedules were changed to reflect passengers' desires to spend more time in Eugene and Salem. The schedule also will allow two southbound trains from Seattle to Eugene (797/753 and #11, the Coast Starlight). The evening northbound connection with the Seattle-bound Pioneer will be broken but the trade-off will be another southbound Seattle train.

Amtrak has reacted to complaints received from passengers on the Seattle Seahawks football trains by making onboard service adjustments. Apparently some of the football fans were not conducting themselves in a gentlemanly manner (that is an understatement - ed.note) and the Washington State Liquor Board threatened to suspend the carriers' liquor license unless things were not improved. Amtrak countered by putting lots of supervisory help aboard along with special agents and rental police. They also did not start liquor sales until 10:00am and stopped serving at 12:00 noon. On the return train liquor service was limited to the hours of 6-8pm. The changes seem to have accomplished the desired effect and things were very quiet on the November 2nd special.

MOTIVE POWER NEWS

According to the roundhouse foreman at Vancouver BN C-415's 4010 and 4011 have been sold to Precision National of Chicago and Precision has already resold them to a customer in Mexico. 4010 left Vancouver, WA on #182 on Oct. 21 and 4011 left on #182 on Oct. 22. 4011 was in Chicago on Oct. 30th. Apparently 4010 was detained enroute and was at Northtown, MN on Nov. 4 still bound for Chicago.

MOTIVE POWER NEWS (continued)

BN still has four Alcos left to sell. They are RS-11 4192 and C-424 4244 at Vancouver, WA; C-425 4259 at Hillyard, WA; and C-636 4360 at Livingston, MT. All were on hand as of 11-4-80.

Camas Prairie assigned BN GP-9 1701 has been retired and sent to West Burlington, IA where it is waiting disposition with other BN units listed in the Oct. issue of THE TRAINMASTER. The 1701 has been leased to the Camas Prairie since merger. Another BN GP-9, #1708, will replace it.

Amtrak F-40PH 225 has been assigned to Seattle. The unit was seen on train 753 on Oct. 28. It is the only F-40PH assigned to Seattle in the new paint scheme.

BN F-9A 806 was on the point of train #149 from Interbay to Portland on Nov. 1 with trailing power UP SD-40-2 3476 and WP GP-40 3512. The 806 returned to Interbay on #146 as the trailing unit out of Portland and was retired upon its arrival back in Interbay, apparently because of a broken crankshaft, on Nov. 2.

Another interesting BN train out of Seattle was #147 with UP SD-40-2 3536, WP GP-40 3532 and BN GP-35 2504 arriving in Portland on Nov. 1 with all units facing forward. The UP 3536 has a selector radio so that it can be used on the BN, SP, ATSF and WP. *(from Paul Guernsey)*

THE SLIDE KILLERS....AND HOW TO ARREST THEM by Doug Howard

Does that title catch your attention? Good! Now I would like you to use your imagination for just a minute. Envision a railfan or model railroader that has a problem: nine to 24 months ago a valued slide was slipped into one of the plastic pages commonly used for slide protection from dust and dirt, but still allow a quick and convenient review of slides. The clear sides, with the rear one possibly translucent to allow better light diffusion, have surprised our friend by attaching themselves to the slide. Oh sure, a while back he or she had noticed that some of the plastic on the pocket had touched the surface, making a black spot, rather "wet" looking, which had caused a little problem while trying to take the slide out. Now, to our friend's horror, the plastic will NOT release. Despite all efforts, the slide and plastic are joined for good and an ominous stain is seeping from the plastic across the slide emulsion...

Envision another railfan, cheerfully preparing for a slide show, looking for a precious, one-of-a-kind shot that will blow their minds that night. The slide is found, held up to light...and a creeping chill races up and down our new friend's spine. There's something wrong: the slide has a faded, discolored streak across the middle!!! But how is that possible; it was only processed at a reputable lab nine to 24 months ago, and then put in the plastic page for storage...!

Getting disturbed and uncomfortable my friend? Are you casting furtive glances at the place where you have your slides stored in PLASTIC PAGES????!!!

Consider our clues to date: Both of our victims used the plastic pages commonly used by most of us for slide storage. Both had problems described in explicit detail above. Now let's add some more information: The pages were made out of virgin vinyl plastic, or polyvinyl chloride (PVC) material. Brand names such as 20th Century Plastics, Bogen and/or Vis File were present. There are others...

THE SLIDE KILLERS....AND HOW TO ARREST THEM (continued)

I have unpleasant news for those of you using those plastic pages: you are condemning your slides to a slow death and yourself to much heartbreak. There is a cure, which I will describe in a moment, but first a little background.

In the late 1970's the U.S. National Archives and Record Service (NARS), the federal agency responsible for much of the preservation of historical material at the national level, began having problems such as those described above. Understandably concerned, NARS asked Eastman Kodak and the Franklin Corporation to look into the matter. A full year's research uncovered some unpleasant news, some of which I will detail here as it pertains to us.

As noted above, the plastic pages we use fall into two categories: The virgin vinyl plastic and the polyvinyl chloride. BOTH ARE DANGEROUS!!!

The vinyl plastic pages, in order to retain their flexibility, use a very dilute hydrochloric acid in their manufacture. This acid remains in the plastic afterward, a potential time bomb for your slides. When a slide is slipped into the pocket the plastic naturally flexes to hold the slide. Now the problem starts: it's not commonly known, but the plasticizers used in 35mm film are compatible with the vinyl plastic. At first they just touch; that "wet" look occurs, as if there were moisture in the pocket. The slide is balky at being popped out of the pocket. In time, if left undisturbed, the fusion between the two becomes permanent. The damage cannot be corrected and the hydrochloric acid begins to seep across the slide's surface. The result: one dead slide.

Polyvinyl chloride (PVC for short) attacks in a different manner, but the end result is the same. After manufacture the vinyl chloride in the plastic begins to seep out as fumes. Those fumes attack the slide emulsion, at first causing fading or discoloring or both. In nine to 24 months the emulsion is usually gone; the effect is permanent. You have another dead slide.

It goes without saying that such a problem at NARS was intolerable. They went to work on a solution, in conjunction with Franklin Corporation, and worked out a new storage system which you can buy commercially. One side technical note: Kodak discovered that Kodachrome proved more resistant than Ektachrome, but the end result was always destruction of the slide. It was enough for them to issue a press release to all dealers and magazines condemning PVC by name. As any photo buff is aware it's not easy to arouse the Great Yellow Presence to anger.

The evidence is in and I would imagine you want to do something about it, preferably in a hurry! Well, the first step is obvious: Remove your slides as soon as possible from those plastic pages. There will be temptation to put them into metal storage boxes common to the slide storage trade; you can if you want, but they are inconvenient at best and if you are in a hurry it's a great way to scratch a slide. I will assume you want safety for your slides, convenience for review (as in the discredited plastic pages) and peace of mind.

To close this case you need two stamps to send for two free catalogs. One note should go to The Kimac Company, 478 Longhill Road, Guilford, Connecticut 06437. Ask for information on the "Kimac 35mm Protectors". Your second note should go to Franklin Distributors Corporation, P.O. Box 320, Denville, New Jersey 07834.

THE SLIDE KILLERS....AND HOW TO ARREST THEM (concluded)

Ask for their brochure on the "Franklin Saf-T-Stor System", which is the process developed to solve this slide problem and is used by NARS and other agencies.

For those with a technical bent the Franklin pages are made of polypropylene a stable plastic compound. It does not attack slides in any manner, and is unaffected by heat, humidity, acid or chemical attack.

The replacement process is simple: dust off your slides, slipping them into the Kimac Protectors, and putting the slide/protector group into the new Franklin PV-20 pages. Ideally, the pages and slides should be stored at 55 degrees Fahrenheit and 55 percent humidity.

Yes, I can hear the howls at having to lay out money in this time of tight belts, and snickers from those using plastic pages that haven't yet experienced the problem even though the nine to 24 month time has passed. For the latter: your time is coming. Be forewarned! For the others I say put yourself in the place of our two luckless victims at the start of this article: How much will you pay after that to have stopped the problem before it started?

This case is dismissed--except for those of you still using plastic pages.....  
(Reprinted from PNR SWITCHLIST)

COMING EVENTSModel Railroad Show

Columbia Gorge Model Railroad Club, 3405 N. Montana Ave., Portland, Oregon  
November 22 and 23. 1 to 8 PM both days. Admission charged. Large (20 ft. x 55 ft.) HO scale layout in full operation.

RAILROAD SHOW AND SWAP MEET

Second Annual NAOTTC Railroadiana Show & Swap Meet. Sat. December 13, 1980.  
Location: Hyatt House, 17001 Pacific Hwy. South, Seattle, Wash. Open 8am to 5 pm.  
Admission \$1.00. Dealers tables (6 ft.) \$10.00 each. Contact Jim Graves, P.O.  
Box 88301 Tukwila Station, Seattle, WA 98188 for information or phone (206) 243-0299  
after 5pm. All types of railroadiana and model railroad items will be on sale.

EXTRA BOARD

Four manufacturers, Seimens-Duvag, Bombardier of Canada, Sigg, and Budd in connection with a European manufacturer have all shown interest in providing Tri Met's light rail vehicles.....Harry J. Surles, retired Portland Region vice president of the Burlington Northern, died Oct. 24, 1980 at the age of 65. Mr. Surles represented the BN when the railroad presented the sleeper-lounge car Mount Hood to the Pacific Northwest Chapter.....UP will build 300 coal hopper cars for the Missouri Pacific at its car building shop in the Albina yard at Portland. The 100-ton capacity cars which will be built to Mopac specifications will be slightly shorter than the cars UP builds for its own use (UP INFO).....SP's Cotton Belt subsidiary will spend \$96.7 million to rebuild the former Rock Island line between Tucumcari, NM and Kansas City. The work is expected to be completed by the end of 1981 (SP Quarterly Report).....Union Pacific will keep one E-9 unit, the #951. It will be stored at the Cheyenne roundhouse along with its collection of steam locomotives (UP INFO).

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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