



THE TRAINMASTER

PACIFIC NORTHWEST CHAPTER Room 1, Union Station Portland, OR 97209
Chapter Phone No. 226-6747

April 1981

Number 239

Friday The April meeting of the Pacific Northwest Chapter will be held
April 17 at the Union Pacific Clubhouse located at the south end of the
7:30pm Albina Yards. The clubhouse is located one block south of the
 intersection of North Interstate and Russell Street on the west
 side of Interstate Avenue. Take Tri-Met bus No. 2 or 3.

The program will feature movies from the archives of Dave Davison. Plenty of steam and electrics along with cab rides. Note that the meeting time is now 7:30pm.

Sat, Sun The Pacific Northwest Chapter will operate a steam excursion
April 25 behind steam engine #4449 from Portland to Sacramento. Overnight
and 26 will be in Klamath Falls. The first segment of the trip to
 Sacramento is almost sold out. Plenty of space on the return leg.

Sat, Sun The return leg of the steam excursion. The train will leave
May 16 Oakland with an overnight in Klamath Falls. See elsewhere in this
and 17 issue of the Trainmaster for the schedule.

Friday **THE MAY CHAPTER MEETING IS BEING HELD ONE WEEK LATER THAN USUAL**
May 22 **SO AS NOT TO CONFLICT WITH THE RETURN TRIP OF THE STEAM ENGINE.**
7:30pm

The regular monthly meeting of the Pacific Northwest Chapter will be held at the Union Pacific Clubhouse. The May edition of the Trainmaster will contain information on the program.

May 11-17 NATIONAL TRANSPORTATION WEEK- equipment display at Swan Island
 Thursday, Friday and Saturday. Other activities will be held
 during the week.

Friday Regular monthly meeting of the Chapter. Usually a picnic is planned
June 19 for this evening. Details will be forthcoming at the May meeting.

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - MARCH 20, 1981

The meeting was called to order by President Ben Fredericks at 7:35 pm in the Union Pacific clubhouse.

Terry Parker reported on the Swap Meet. All the 65 available tables were sold and over 800 people attended. About \$1100 was taken in at the door. Sales at the Chapter's table were about \$500. The 1982 Swap Meet will again be held at the Airport Sheraton.

Treasurer John Holloway reported on the Chapter's investment in the Columbia Daily Income Fund. The Chapter will be putting \$3000 into the fund with a possible return of 15% a year. Part of the amount in the fund can readily be transferred to the Chapter's checking account as needed.

Jim Whaley reported that as a result of the activity preference survey taken at the last meeting the Chapter board is working on arrangements for an installation of officers banquet to be on Dec. 5, 1981.

Ben Fredericks reported that 17,500 people attended the Amtrak Family Days at the Union Station. The Chapter's car Mt. Hood was on display. The Amtrak push-pull train was operated on the U.P. Graham line as far as Fairview. The Chapter received a thank you letter from the local Amtrak officials for its participation.

Ed Immel reported on the 4449 excursion to Sacramento. Brochures on the trip are available and ticket orders are being taken. Mechanical work on locomotive 4449 is 95% complete and the tender has been sandblasted and primed. The train will be staffed entirely out of Portland by Chapter members. Members who are able to work all the way down or back will be given preference. Members who want to work back from Oakland must be there on Friday evening, May 15th.

Railfan's Guide to Oregon. Ben Fredericks reported that work on the Guide has been postponed until August due to the 4449 excursion. Publication will be planned in time for sale in the spring of 1982.

Chapter library. Ben Fredericks reported that Jim Schmidt will be checking new books as they are published and will suggest additions to the Chapter's library.

Gordon Zimmerman of the Central Coast Chapter reported on sales for the 4449 excursion in the Bay Area. Most of his inquiries are for the Klamath Falls to Sacramento segment of the trip.

Museum Site: Ben Fredericks reported that letters have been sent to Portland Mayor Frank Ivancie and to Portland Terminal RR Co. manager Al Strong about using the former private car track area. Nothing definite has been heard about the site but the project will be pushed this year.

Terry Parker announced that the April program will begin with a Chapter auction to be followed by 8mm movies by Don Davison.

Respectfully submitted,

Chuck Storz, Secretary

Waterborne Transit:

A Ride With a View

From Mass Transit, March 1981
by Tom Gray

There are no stop signs or turn signals in the Inland sea that runs more than 250 miles through northwest Washington and southern British Columbia, but mass transit systems flourish there nonetheless.

Last year, nearly 35 million people and 14 million cars and trucks were carried aboard 55 ferries operated by three government agencies in Washington and British Columbia. Those ferries completed thousands of trips and landings on schedule despite fog, storms and time out to obey the primary rule of the sea—to help those in trouble.

The Inland sea, which has dozens of names in its long north-south reach, abounds with bays, sounds, inlets, harbors and hundreds of large and small islands. They feature small towns, thriving cities, fishing resorts, logging camps and resorts, some totally dependent upon ferries for survival as well as transport.

The predecessors of those waterborne public transportation systems were thriving more than 100 years ago, predating the streetcars and cablecars of shoreside transit. Those were exciting days in marine transportation—and dangerous ones, too—with rival steamers racing from port to port, stacks sending trails of black smoke downwind.

Today's systems have no competition, but they provide safer, more dependable service regularly for hundreds of thousands of people.

Those widespread marine transportation systems offer sharply contrasting scenes of service.

One could be found at Blubber Bay on Texada Island in British Columbia, where any summer afternoon will find youngsters fishing from an old pier, hoping to hook a perch or rock cod for dinner. As they bait up and peer over the side, dangling their lines by hand, a small ferry slides into an adjoining slip, its diesel engine rumbling softly.

A few cars and pickup trucks, driven usually by men who work at the huge pulp and paper mill at Powell River, on the British Columbia mainland, speed off the ferry Secheit Queen and head down a dusty road for their homes on long, narrow, rural Texada Island. A few mainland residents who work in mines and quarries on Texada drive aboard and the Secheit Queen pulls out for the return trip.

In Seattle, nearly 200 miles to the south, there's a different transportation world. It's a little after 5 p.m. and 1,200 men and women, done with their day of work in the city, move in a bustling throng across an

overhead walkway onto the passenger deck of the Walla Walla, a jumbo ferry operated by the Washington State Ferries. In a few minutes, the 444-foot-long ferry will take them to their suburban homes on Bainbridge Island, half an hour west of Seattle by water.

As those passengers tuck their briefcases and lunchpails beneath their seats and unfold the evening newspaper (or deal a hand of bridge or settle back for a snooze), nearly 200 cars rattle and bang across loading ramps onto the car deck deep in the belly of the ferry.

The scene is similar across town, where other commuters are filing aboard ferries bound for Vashon Island; in Edmonds, north of Seattle, where ferries are boarding commuters for the run to Kingston; and at Mukilteo, even farther north, where men and women who build Boeing jets in Everett are boarding a ferry bound for Whidbey Island and their farm and waterfront homes.

For many of those 35 million passengers, ferries offer the only way to commute to work. And for many small towns and islands in the state and province, the ferries provide the basis of economic life by delivering machinery, fuel, foods, household necessities and the tourists who help enrich local economies. The huge boats truly provide bread-and-butter service.

Five Western Washington islands, all with substantial year-around populations, depend entirely on the Washington State Ferries. They include Vashon, near Seattle, and Shaw, Orcas, Lopez and San Juan Islands in the San Juan archipelago 80 miles north of Seattle. In British Columbia, residents of many of the Gulf Islands in the Strait of Georgia, as well as Texada and other islands farther north, rely on British Columbia ferries for transportation and the freedom to live isolated lives on out-of-the-way islands.

For most riders of ferries, however, the trips on the inland sea are for fun: The vessels cruise through some of the most stunning scenery in the world, carrying vacationers to sunny beaches, to remote wooded islands that are splendid for hiking, biking and camping and to fishing ports, where both commercial and sports fishermen try to land the mighty Chinook salmon.

The Washington system is the largest of its kind in the nation. In 1978, Carl Berkowitz, then president of the Marine Transit Association and executive director of the Staten Island Ferries, was in Seattle for an association meeting.

He said of Washington's Evergreen Fleet: "Washington's system is the nation's biggest and finest marine system of its type." The ferry system is a branch of the state Department of Transportation, which is governed by a transportation commission appointed by the governor. Ferry system operators share many of the problems endured by operators of bus and rail commuter systems: wages, labor problems, the scarcity and cost of diesel fuel, finding money for major improvements, accidents, mechanical problems and political pressures.

Ferry service is costly and fares and public subsidies are high. Washington State Ferries charges \$1.20 for a one-way passenger ticket on its Puget Sound routes in the Seattle area and \$4 for a car and driver. The fare from Victoria to Vancouver, B.C., is \$3.50 for a one-way passenger and \$11 for a car and driver.

But the service is historical and demanded daily. Eliminating runs would be out of the question. People have lived on remote islands and in far-away harbors in the region since white man first appeared as a settler in the mid-19th century. They needed transportation from the earliest time and relied, over the years, on Indian canoes, rowboats, sailing craft, motor launches, small steamers and, finally, on today's large diesel-engine-powered ferries.

Washington State entered the ferry business in 1951 with the purchase of the Puget Sound Navigation Co., a privately owned firm better known as the Black Ball Lines. (Black Ball ferries once were praised in a ditty sung by Bing Crosby, "The Black Ball Ferry Line." It was never Number One on the Hit Parade.)

Today, Washington State Ferries operates 21 ferries, with three under construction in a Seattle shipyard. The fleet includes the 50-year-old wooden hulled Vashon whose old-fashioned construction fascinates and frustrates workmen, as well as the \$17 million welded steel Issaquah, the state's first computer-age ferry, whose electronic complexities also cause frustration.

Together, they carried about 18 million passengers and slightly more than seven million vehicles on an operating budget of \$77 million last year. Ridership averages about 45,000 passengers and 20,000 vehicles daily.

ENGINE 4449 STEAM EXCURSION SCHEDULE

SOUTHBOUND
April 25, 1981
(read down)

| | | |
|---------|-------------------|-----|
| 8:00am | lv. Portland | ar. |
| 11:02am | ar. Eugene | lv. |
| 11:20am | lv. Eugene | ar. |
| 5:10pm | ar. Klamath Falls | lv. |

April 26, 1981
(read down)

| | | |
|----------|-------------------|-----|
| 7:00am | lv. Klamath Falls | ar. |
| 11:05am | ar. Dunsmuir | lv. |
| 11:20am | lv. Dunsmuir | ar. |
| 1:00pm | ar. Redding | lv. |
| 1:30pm | lv. Redding | ar. |
| 2:40pm | ar. Orland | lv. |
| 3:10pm | lv. Orland | ar. |
| 5:05pm | ar. Davis | lv. |
| 5:10pm | lv. Davis | ar. |
| 5:30pm * | ar. Sacramento | lv. |
| 7:30pm | lv. Sacramento | ar. |
| 9:25pm | ar. Oakland | lv. |

NORTHBOUND
May 17, 1981
(read up)

| |
|---------|
| 5:00pm |
| 1:15pm |
| 12:55pm |
| 7:00am |

May 16, 1981
(read up)

| |
|---------|
| 6:45am |
| 2:15pm |
| 2:05pm |
| 12:55pm |
| 11:55am |
| 10:45am |
| 10:15am |
| 8:40am |
| 8:20am |
| ↑ |
| 7:00am |

*steam engine will be removed and diesels added for the continuation into Oakland. This will also allow time for dinner.

Water stops will be made at Wicopee and Black Butte both southbound and northbound.

Photostops will be made between Cascade Summit and Klamath Falls both southbound and northbound and between Klamath Falls and Black Butte also southbound and northbound.

Diesel helper engines will operate from Oakridge to Cascade southbound and from Redding to Grass Lake northbound.

4449 STEAMS AGAIN

On Friday April 3rd a fire was once again lit in the firebox of 4449 and about eight hours later the steam gauge was once again up near the 300 pound mark. On Saturday the engine was run around in the Southern Pacific's Brooklyn Yard before being put back into the roundhouse. Scale and dirt had accumulated in the throttle since its last use and Sunday was spent making small adjustments. Monday afternoon and evening were spent running between East Portland and Willsburg Junction including a race with the Coast Starlight on the double track. Early Tuesday morning the engine left Portland to make a freight run to Eugene which it successfully completed. When was the last time a Daylight painted engine operated in revenue freight service?

The excursion train is scheduled to leave Portland Saturday, April 25, 1981.

DURANGO & SILVERTON NARROW GAUGE RAILROAD COMPANY

After several years of negotiation the Silverton branch of the Denver & Rio Grande Western has become the property of Charles E. Bradshaw, Jr. of Orlando, Florida . The line will be known henceforth as The Durango & Silverton Narrow Gauge Railroad Company, Inc., the name of a newly formed corporation of which Bradshaw is president and chief executive officer. Durango will be the operational headquarters. The passenger train will keep its traditional name: The Silverton.

Bradshaw and the D&RGW contracted in July 1979 for the sale, subject to action by regulatory authorities. Approval came after public hearings that produced unopposed endorsement by the directly involved communities of Durango and Silverton.

Describing it as "a living legend" the new owner said he intends to develop it to its full potential. Over 100,000 passengers rode "The Silverton" last year when it ran daily from May 24 through October 5. At the peak of the season the seating capacity of two trains daily could not meet the demand for reservations. Next season's schedule will be lengthened by 60 days or more by continuing into late fall Bradshaw has announced. For the first time ever the narrow gauge line will engage in a nationwide advertising campaign to attract more passengers.

Preparations will include additions to the present fleet of cars and locomotives, refurbishing and expansion of necessary facilities. All improvements will be keyed to early day designs and pioneer railroading authenticity Bradshaw said.

Noteworthy especially to railroad enthusiasts will be the increasing number of operating steam locomotives at the Durango roundhouse which will be enlarged to accommodate them. With his purchase Bradshaw acquired six K-36 and K-37 2-8-2 locomotives retired from service on the old narrow gauge system. Larger and more powerful than the three K-28 2-8-2's hauling The Silverton in recent years they have never been used on the Durango-Silverton route. Each locomotive can pull approximately 50% more cars than the 10-car limit of the smaller engines. All six of the acquired locomotives will be restored to service as they are needed for longer or additional trains.

Bradshaw, a successful citrus grower in Florida, says his purchase of a pioneer mountain railroad was prompted by regard for the country's historical treasures, a lifelong interest in steam locomotives, and business challenge. "I intend it to be profitable," he says.

(Condensed from a joint D&RGW-D&SNGRR press release dated 3/26/81.)

AIR 1981



DESTINE TO BE THE HOTTEST PINK SHEET GOING AND BEST RAIL FOAMERS GUIDE

Date Line: THE PACIFIC NORTHWEST

It has been uncovered that the famous steam locomotive 8449 is again being readied for movement on the rails. Work is being done on an undesignated siding under the cover of a circus tent. While sources said the mechanical work is completed, painting appeared to be a problem. It was finally decided that the original colors of dark burgandy with a light pink stripe on the skirting and tender would be used. However, "Southern Union" in large letters on the stripe rather than "Southern Union Road" in small letters above the stripe will be painted on the tender. The smoke deflectors will be left a hot lime green for camera buffs and to match the inside of a certain world famous baggage car.

Date Line: THE MID-WEST

Operators of the Ten Cents Lines steam locomotive 675 have challenged the operators of the 8449 to a re-run of the great train race. Speeds are expected to exceed that of the double nickle allowed on our nations highways. Movies of this race as shot from the crew cars directly behind the locomotives can be obtained through Global Mobility Productions, General Delivery, New York, New York. This film will include every telephone pole on the line.

Date Line: FLORIDA-CALIFORNIA

Juice fans are finding there is still a large amount of competition between the Florida and California orange growers.

Date Line: CHICAGO

Doctors from all over the world attending a conference in Chicago announced that the proplem of rail foam is spreading and could be considered contagious. They urged all rail personell and passengers to carry reading material at all times and just ignore the situation. Engineers however have vowed to carry a disinfectant.

Date Line: GERMANY

Work has been stepped up on research in developing a people filter for rail photographers when the Japanese announced they were also working on a people filter and could probably sell it for less.

Date Line: WASHINGTON

The ultimate pace vehicle has now been developed. It has a sun roof for you rail fans who like photos on the move and is capable of speeds up to 70 mph, going over almost any type of terrain and removing all obsticals from the road including other rail fan vehicles. It is now being tested on manouvers by the U.S. Army. Write your congressman for further details.

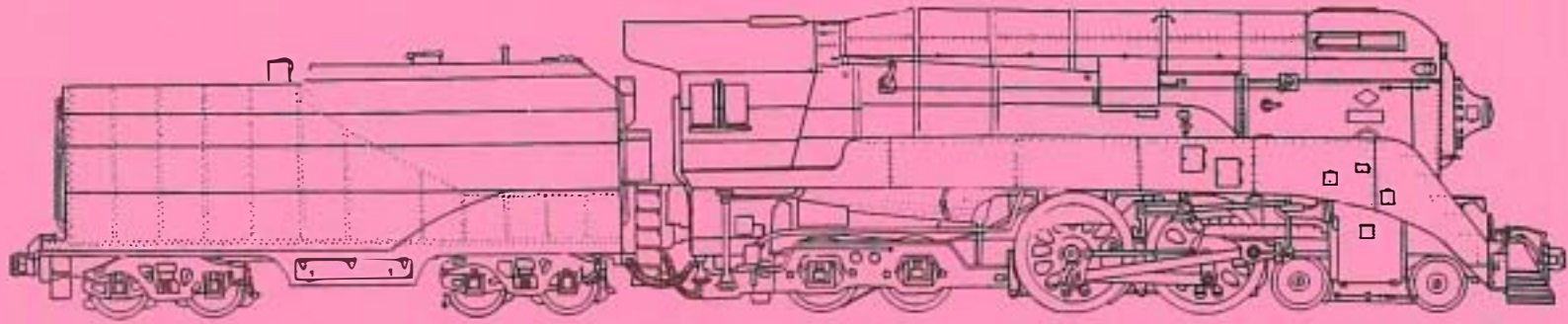
EDITORS NOTE: The gas mileage is terrible.

Date Line: THE WEST COAST

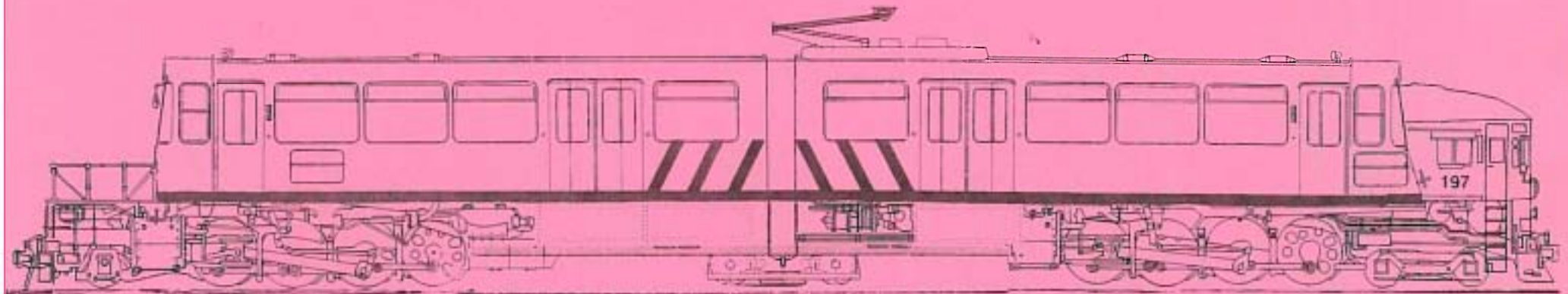
Two new books have just been released that will be of intrest to rail fans, "The Art of Photographing Telephone Poles" by a well known Western photographer and "How to Chase a Train" by a demolition derby exaxpert.

Date Line: THE U.S.A

Reprints of these articles may indicate the rumors are true.



A MODERN STEAM LOCOMOTIVE REBUILT FOR BRANCH LINE SERVICE



THE DUAL-POWERED ARTICULATED INTER-RAIL TRANSIT MACHINE

BUILT BY TIJUANA CAR AND FOUNDRY COMPANY

PACIFIC NORTHWEST CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

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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 \$15.00 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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