



pacific northwest chapter

THE TRAINMASTER

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

November 1982

Chapter Phone No.: 226-6747

Number 247

PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday
Nov. 19
7:30 PM The regular meeting of the Chapter will be held at the Union Pacific clubhouse located at the intersection of North Interstate Avenue and Russell Street. Take line #1 (Greeley) or line #5 (Interstate) if coming by Tri-Met bus.

Business at this meeting will include the election of Chapter officers and board members for 1983. The newsreel of current event slides will be shown before the main program.

The program will be a slide presentation on New York Central steam (and a few electrics) by member Ray McNight.

Nov. 20,21 Last weekend for the annual show of the Columbia Gorge Model Railroad Club. This is the last show at the present location.

NOTE: THE CHAPTER DOES NOT MEET DURING THE MONTH OF DECEMBER.

Friday
Jan. 21
7:30 PM The regular monthly meeting of the Chapter will be held at the Union Pacific clubhouse. This is tentatively the date for the Chapter's annual banquet and presentation of the Man-of-the-Year Award.

Friday
Feb. 18
7:30 PM The regular monthly meeting of the Chapter will be held at the Union Pacific Clubhouse.

SUMMARY OF MINUTES OF THE REGULAR CHAPTER MEETING FOR OCTOBER, 1982

The meeting was called to order by President Ben Fredericks at 7:36 PM.

S.P. 4449: Doyle McCormack advised that the locomotive is due for a 5 year FRA inspection. All flues, superheater units and the firebox brick have been removed. The firebox needs heavy repairs.

Spokane-Seattle Circle trip: Ed Immel reported that a total of 638 passengers were carried on the trip. Quite a few people had to be turned away for lack of space. There were some problems with the hotels in Spokane. The BN spur into Leavenworth, WA could not be used so the passengers were bussed instead using six Greyhound buses. 52% of the passengers on this trip were retirees. The Chapter staff on the train did a very good job.

Railfan's Guide to Oregon: Ben Fredericks announced that the deadline for pictures of favorite train photo locations has been extended.

16mm Projector: Duane Cramer reported that the Chapter's new 16mm movie projector will be available for use at the next meeting.

Crown Zellerbach Equipment: Gary Oslund reported that the Chapter has been awarded 4 locomotives and 1 line car from the abandoned plant railroad at the C-Z Camas, WA paper mill. The equipment was moved on Sept. 22 from Camas to Glenwood, OR. Crane service was donated by a contractor in Camas to load the equipment. The Chapter hired trucks to make the move and a crane to unload at Glenwood. A large quantity of spare parts still remain to be picked up at Camas. Because the Chapter has no place to store the parts the Chapter Board has recommended that a used 40 ft. trailer be purchased for the required storage.

Nominating Committee. Roger Phillips reported that the committee has decided to nominate the entire slate of officers and directors from 1982 to run again for 1983. President Ben Fredericks then asked for nominations from the floor. Roger Phillips was nominated for Chapter National Director. There were no other nominations from the floor.

1983 Excursions: Ed Immel reported that two Amtrak excursions are planned for 1983: May 14th to Madras and Oct. 8 & 9 to Spokane. Another future possibility is a reverse Deschutes circle trip.

Ed Berntsen announced that on Oct. 24th the Tacoma Chapter will operate an excursion on the Seattle & North Coast from Port Angeles to Sequim and return. The trip is limited to 65 people. Leave Port Angeles at 11:30 AM. The trip will take five hours and costs \$20.00 a person. No meals provided.

The meeting was adjourned at 8.48 PM.

Respectfully submitted, Chuck Storz, Secretary.

TRAINMASTER CIRCULATION LIST

If you have not renewed your membership for 1982 or previous years this is the last issue of The Trainmaster you will receive. If you wish to renew your membership the cost for 1983 remains at \$16.50 a year.

DIGGING THROUGH THE PAST - HISTORIC LOGGING TUNNEL by Leverett Richards

A hole in the ground is Oregon's latest entry on the National Register of Historic Places. But this is no ordinary hole in the ground. It is a unique logging tunnel, a memento of Oregon's heyday when timber Toms in tin pants and spiked boots were cutting a great swath through the Coast Range, letting daylight into the swamp at a furious rate.

Starting at Chapman, a few miles northwest of Scappoose, now on the Scappoose-Vernonia highway, Simcoe and Fred Chapman in 1906 laid rails up the Nehalem River and starting felling timber, hauling the logs by rail to the Willamette Slough at Scappoose. They intended to lay rails right through to the coast.

But by the time they reached milepost 13.5, they had run into a mountain too high to climb and too big to go around. So, in 1910, they sold out to Henry Turrish who started to dig what was to become known locally as the Nehalem Divide Railroad Tunnel. Officially it bears the name of the Portland & Southwestern Railroad which was finally extended to Oak Ranch Creek, 12 miles southwest of the tunnel and about 26 miles west of Scappoose.

Construction began in 1910, was suspended when hard times hit the woods, and resumed in 1913. The job was done by hand with pick, shovel, star drill, sledge and dynamite, mules and fresnoes, according to Gary Stumpf, district archeologist and historian for the Bureau of Land Management.

In 1919 Porter Brothers was awarded a contract to line the tunnel with nearly 1 million feet of fine grained, old growth Douglas fir, mostly 12 by 12 inch timbers supporting classic Roman-type arches with a ceiling of 4 by 6 inch planks. "This was carpentry at its finest," Jerry Heinz, BLM area manager said. "The timbers were jointed like cabinet work. See, you still can't stick a knife between the joints after more than 60 years of exposure to the elements," he said, poking his pocket knife at the huge timbers.

The tunnel was finally completed in August 1920 after 10 years of intermittent construction. During the next 22 years up to 1 million board feet of timber rolled through the tunnel daily. In 50 years about 15 billion board feet of timber was cut on 350,000 acres of old growth in the area. The last long logs rolled through the busy tunnel in 1943. A few passengers were hauled on excursions over the line before the rails were removed.

They were the last to see the historic tunnel. It cannot be opened to the public for safety reasons, even if it were accessible, Heinz explained. Some of the timbers are still solid, but after 22 years of neglect the soft sandstone has caved in at the western portal and in several spots along the 1,712 foot length of the tunnel which is 16 feet wide and 22 feet high.

Heavy winter rains have washed silt from the steep walls of the cut, burying the entrance under 12 feet or more of sand and diverting the East Fork of the Nehalem River into the tunnel. The east portal is in better condition, but still is buried under 4 or 5 feet of rockfall from an overhanging cliff.

It cost only an estimated \$250,000 to dig the tunnel with hand labor and line it with top grade timbers at the turn of the century. But the BLM estimates it

HISTORIC LOGGING TUNNEL (continued)

would cost \$3.8 million to restore and light the tunnel for safe access. Even to restore the first 25 feet of each portal would cost \$600,000--which the bureau doesn't have.

The west portal can be reached only by private Weherhaeuser Co. logging roads, then by sliding down a 70 percent slope through a dense thicket of alder. Access to the east portal is similar but a little easier. Railroad or logging buffs with legitimate reasons for studying the old tunnel may contact Heinz, whose office is in Tillamook. But the only remaining tunnel of its kind will remain forever off limits to the public under present policies, Stumpf said. The west end has been sealed with a dirt fill.

It is the only remaining example of early timbered tunnel construction and the only one to penetrate the Coast Range, Stumpf said. It actually crosses the divide about 500 feet from its west portal. A similar tunnel in Cornelius Pass, built by the Spokane, Portland & Seattle Ry., was lined with concrete. Another Oregon logging tunnel was "day-lighted" by removing the roof and making it into a deep cut.

The hooting of the old Lima Shay-g geared steam locomotives that used to toil up the 10 percent grade to the tunnel has long been replaced by the roar of heavy trucks logging the second generation of timber from the Coast Range. The town of Chapman, once populated by 400 husky loggers, has dwindled to a few homes scattered through the woods around a grange hall and a tiny community hall located in the volunteer fire department building.

The route of the old railroad is marked only by a few cuts and the remnants of trestles still visible along the highway between Scappoose and Vernonia. Detailed pictures of the tunnel as it stands today will be filed in the Historic Engineering Record Archives in Washington, D.C. (From *The Oregonian*)

ELECTION OF CHAPTER OFFICERS FOR 1983

Chapter officers for 1983 will be elected at the regular Chapter meeting on November 19, 1982. The following have been nominated:

- President.....Ben Fredericks
- Vice President.....Duane Cramer
- Secretary.....Chuck Storz
- Treasurer.....Larry Miller
- Chapter National Directors } Roger Phillips
- } Roger Sackett
- Director-at-Large.....Ken A. Armstrong
- " " " Randle (Pete) Dorland
- " " " Irving G. Ewen
- " " " James W. Schmidt

ADDRESS CHANGE NOTIFICATION

Chapter members who change addresses are requested to notify the Chapter in order that they do not miss issues of The Trainmaster and the national bulletin. Copies of The Trainmaster are not forwarded if you have moved before the Post Office tries to deliver an issue. Therefore, notify the Chapter as soon as you move.

BUSINESS IS ALIVE AT TERMINAL FIVE from U.P. INFO magazine

Even on the darkest rainy day, the sun sometimes peeks through. That's the feeling Jim Johnson gets these days--considering that the nation is deep in recession--when he looks around Terminal Five at the Port of Portland, Oregon.

Within eyeshot, says Director of Regional Sales Johnson, three construction projects are underway which promise a bright new day in industry and in Portland area rail business. Representing capital investments totaling more than \$86 million, the projects bring good news at a time when there's little to be found.

The projects include:

1. Construction of a \$7.8 million feed mill on land purchased for \$1 million by the Carnation Milling Division.
2. A \$17.5 million expansion of Columbia Grain's elevator, more than doubling the port storage capacity of the huge grain exporter.
3. Pacific Coal Corporation's \$60 million export coal terminal now taking shape on 100 acres of land which seven months ago was only "sand and scrub" adjoinint the Willamette River.

All three projects are underway in the Port of Portland's Rivergate Industrial Development near the confluence of the Willamette and Columbia Rivers. For a closer examination of each project INFO spoke with other UP representatives familiar with Rivergate and Terminal Five.

Columbia Grain: Columbia Grain, Inc. is well into an expansion project to more than double the capacity of the firm's Rivergate facility from 1.5 million bushels to 4 million bushels.

Columbia Grain is a major grain exporter, said George Fulton, representative-area intermodal sales in Portland. Unit trains carrying corn, wheat, barley and other feed grains from America's mid-section soon will be feeding the expanded facility from new tracks being installed as part of the project. The UP Engineering Department was consulted early in the planning of the track improvements that will greatly facilitate unloading at the new elevator. The present capacity to handle 37 jumbo covered hoppers at one time will be increased to 126.

Carnation: More than 19 acres of the Rivergate Industrial Development is alive with construction of Carnation Milling Division's new feed mill. "They are going to bring in corn, wheat, barley, soybean meal and other grains from the Midwest in covered hoppers and mix them into animal feed in the mill," said Walt Lorys, manager-district sales in Portland.

Tentatively due to be completed in late November and to become operational early next year, the feed mill will replace the Albers Milling Division of Carnation, now occupying a small, antiquated building in the port area. Feed from the mill is destined for domestic consumption. The potential is for 100 cars a month moving into the new plant and 70 cars moving out.

Pacific Coal: By far the largest and most ambitious of the three projects is Pacific Coal Corporation's new export terminal. Ground was broken for the 100 acre project last February and things already are taking shape.

TERMINAL FIVE (continued)

When completed in July, 1983, the terminal will have a capacity of 12 million tons of export coal annually, according to Frank Budwill, representative-area intermodal sales in Portland. Construction is on schedule, said Budwill, and Union Pacific is in an excellent position with lines from primary coal fields in Wyoming and Utah to be a major transporter to the West Coast's newest port.

In the next few years expenditures of about \$15 million are planned to handle traffic into UP's Barnes Station and into Terminals Four and Five, said Budwill. Coal will be shipped from the new terminal to buyers in Taiwan, Japan, Korea and other Pacific Rim nations.

The new terminal has been designed to meet long term requirements of Pacific Rim countries for a stable source of energy supply. The initial 12 million ton annual capacity can be increased to 18 million tons as demand for export coal warrants.

Rail transportation to the facility will terminate at a 12,000 foot loop track now being built around the periphery of the terminal providing room for up to 100-car unit trains. Construction crews have dug deep trenches in the area which, when filled with concrete, will act as supports for a tandem rotary rail car dumper. There, the train cars will be automatically tipped, emptying cargoes onto a conveyor system. Unit trains can be unloaded either directly into ocean vessels or to ground storage.

Coal will be dumped from rail cars at a rate up to 5,200 tons per hour...4,800 tons per hour on the average. This means a 50,000 dead weight ton vessel can be loaded and trimmed in less than 12 hours. At the rate of two cars every two minutes, 20 seconds, Pacific Coal's tandem rotary dumper will be able to empty a 100 car unit train within two hours. From a receiving hopper, coal will be distributed via a system of conveyor belts either to stockpiles or to ships. When stockpiled, coal will be reclaimed at a rate of 6,000 tons per hour from storage by a stacker/reclaimer, placing it on a conveyor system for delivery to a ship. During vessel loading, coal will be sampled for testing.

The shipping channel on which Pacific Coal's new terminal is located will be maintained at a depth of 40 feet to accommodate vessels of 60,000 dead weight tons. A terminal dock is now under construction which will be 830 feet long when completed.

BCR TUMBLER RIDGE COAL LINE from The Sandhouse of Pac. Coast Branch of CRHA

Tunneling and bridge building continue apace on the Tumbler Ridge line. Despite the higher initial cost, authority has been given to electrify the new line throughout. \$10 m. will come from federal and provincial funds to offset the extra \$14.2 m. cost. Elaborate ventilation systems in the 15 km. of tunnels will be avoided. 98-car coal trains will operate over the 130 km. line. Seven new locomotives will be ordered to run on the 50 kv. system (the second in North America, after Black Mesa and Lake Powell in Arizona), at \$2.6 m. each, about \$700,000 more than a comparable diesel, but with an expected longer life and lower maintenance costs. Design work is being done by CP Consulting Services Ltd. of Montreal. Some new diesels will be needed for the Anzac-Prince George haul, where the trains will move onto CN tracks. The only NA builder currently making electric units of the size needed (6000 hp) is General Electric, but rumour is that GMDD will build the units at its London, Ontario plant under a manufacturing arrangement with ASEA of Sweden. Overhead catenary at 50 kv. will feed 6-axle locos.