

May 76

## THE TRAINMASTER

Room 1, Union Station  
800 NW 6th Avenue  
Portland, Oregon 97209

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PACIFIC NORTHWEST CHAPTER  
 NATIONAL RAILWAY HISTORICAL SOCIETY  
 (an Oregon Non-Profit Corporation)



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"The Trainmaster" is the official publication of the Pacific Northwest Chapter of the National Railway Historical Society.

Articles which appear in "The Trainmaster" do not express the official National Railway Historical Society attitude on any subject unless specifically designated as such.

"The Trainmaster" is sent to all Chapters of the National Railway Historical Society. Copies are addressed to the Chapter Director if no other address is available. Chapters wishing to have "The Trainmaster" sent to another officer or the Chapter editor should write to the circulation manager as listed above.

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

Room 1, Union Station  
 800 N W 6th Avenue  
 Portland, Oregon - 97209



pacific northwest chapter

# THE TRAINMASTER

May 1976

Number 193

## PNW CHAPTER TIMETABLE

Friday REGULAR MONTHLY MEETING (3rd Friday of each month)

21 May

8 P

PNW Chapter's May meeting will take place in the Burlington Northern's Safety Assembly room which is situated on the right side of what would be N W 11th Avenue extended about two blocks north of its intersection with N W Hoyt St. Contact one of the Chapter officers if more specific directions are needed.

Following a short business session refreshments will be made available (arranged for by Cora Jackson). A "kitty" will be present to receive donations which are used to offset the material costs of this enjoyable function (Cora supplies the "labor of love" in the preparation).

Program Chairman Walt Grande has again arranged for a two-fold program:

1. Mr George Burton will present a program on electric trolley buses.
2. A special showing will be made of a film prepared by Channel 10 about Portland's Union Station which is part of a series entitled "Doorways of the Past".

An added feature will be a railroadians auction. All donations of items will be welcome, with proceeds of the sale going into the Chapter's treasury. Members may also exercise an option to "sell" items for a minimum base price with any additional money obtained by auction going to the Chapter.

"PNW Chapter Timetable", cont'd

Sunday  
16 May NATIONAL TRANSPORTATION WEEK

thru  
Saturday  
22 May A very limited amount of information has been made available regarding this annual event. According to one railroad's PR Department, many companies will have displays at the Lloyd Center during this time. The railroads, some of whom will be showing bi-centennial color schemes on their equipment, will have displays at Swan Island. The public is invited.

Friday REGULAR MONTHLY MEETING

18 June Unless otherwise indicated, the June meeting will also be held in BN's Safety Assembly room. Program to be announced.

8 PM

If plans are made to have a picnic dinner outing in lieu of the regular meeting (such as was scheduled last year) details will be announced at the May meeting and published in the June issue of "The Trainmaster". In either case, reserve the date now!

Every  
Saturday INFORMAL LUNCHEON

12:01 PM

Each week a group of members and friends gather at Yaw's Top Notch Restaurant in the Hollywood District of northeast Portland (2001 N E 40th Ave) to partake of the mid-day repast. All are welcome and reservations are not required to attend.

Every  
Saturday

WORK PARTY ON CHAPTER-OWNED SLEEPER-LOUNGE CAR "MT HOOD"

1:30 PM

A dedicated group of members assembles after lunch to perform maintenance and make repairs to keep the car roadworthy for special trips. All helping hands welcomed (skilled or unskilled) rain or shine.

The car is located at the south end of Track 5 (near the turntable) adjacent to N W 9th Avenue at Burlington Northern's Ninth Street yards. Contact John Holloway ('phone 246-5752) or Chuck Lund ('phone 643-2012) for more information.

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RAILCON '76 - PACIFIC NORTHWEST RAILFAN CONFERENCE ? ? ?

## Number 193

## "AM-NONSENSE"\*

With the arrival of Amtrak's Amfleet equipment (Amcoach, Amcafe, etc) someone came up with some Amcracks about Amtrak:

AMSHACK . . . small depot on an Amtrak route  
 AMTREK . . . a long journey via Amtrak  
 AMSAC . . . a travel bag sold at Amshacks  
 AMYAK . . . conference  
 AMBACK . . . observation car  
 AMJACK . . . salary paid to Amtrak employees  
 AMHACK . . . staff writer in Amtrak's PR Dept  
 AMFLACK . . . public relations person  
 AMQUACK . . . company physician  
 AM-MACS . . . pre-cooked hamburgers (sold in Amcafes)  
 AMLAX . . . milk of magnesia (relieves indigestion brought about by eating too many Am-Macs)  
 AMCRACKS . . . jokes about Amtrak  
 AMFACTS . . . timetables  
 AMMAX . . . capacity of any Amfleet car  
 AMSACK . . . sleeping car  
 AMAXE . . . emergency tool carried on Amfleet equipment  
 AMWAY . . . cleaning stuff  
 AMBIDEXTROUS . . . double-headed locomotives  
 AMBRRRR . . . unheated Amcoach  
 AMIGO . . . bar car - friendly  
 AMBOY . . . oops, this name not available - already in use by a small town in southern Washington  
 AMBUSH . . . shrubbery planted around Amshacks  
 AMATEUR . . . organized group travel via Amtrak  
 AMFLICK . . . first-run movie shown on long haul trains

\* Adapted from an article in the "Akahele", newsletter of Hawaii Chapter

C W S

END OF AN ERA

On Monday 3 May 1976 Amtrak's new GE F40PH #217 was seen on the point of the northbound Coast Starlight. The arrival of these 3000 horsepower BB units will signal the demise of the last remaining E units in the Pacific Northwest.

The new units are equipped with head-end electrical power generators for use with Amcoaches. In the interim, pending arrival of the Amcoaches, heater cars will be used with the new locomotives to supply steam to the older passenger equipment.

The new GE F40PH's are to be numbered 214 through 219. They will replace the E units 332, 333, 340, 341, 345, & 346 which have been in service on the Portland Seattle trains.

Dave Morris



## PNW CHAPTER NRHS

## Summary of Minutes, Regular Meeting, 16 April 1976

The meeting was called to order by PNW Chapter President John Holloway at 8:15 in the Burlington Northern Safety Assembly room.

The minutes of the previous regular meeting, 19 March 1976, were approved as read.

John Holloway reported that the Chapter's Board of Directors has authorized mailing meeting notices via first class mail to members living near Portland who have slow delivery of third class mail sent out under bulk rate. Those desiring meeting notices sent via first class mail were asked to give their names and addresses to "The Trainmaster" Circulation Manager Chuck Storz.

Chuck Lund of the car committee reported that the brushes for the generator on the Chapter's Sleeper-Lounge Car "Mt Hood" have been received from Westinghouse. An appeal was made for more help to clean and maintain the car.

Walt Grande announced details regarding the scheduled field trip for Saturday 24 May to the coast in the Astoria area to locate the Saddle Mountain tunnel on the old Astoria & South Coast grade. Other logging line grades in the area will also be explored if time permits. The group will rendezvous at the Beaverton park and ride lot to pool cars at 8:30 AM on the 24th.

John Holloway reported information from Ed Berntsen that the Amtrak 790 series trains between Portland and Seattle may change to Amfleet equipment in June. Also, that there will be a transportation week display in mid-May at Swan Island.

Program Chairman Walt Grande announced that the program for May will include a railroadiana auction and the showing of movies. Details to be announced in the May issue of the newsletter.

The meeting was adjourned at 8:35 PM for refreshments arranged for by Cora Jackson.

Program: 1. Slide presentation by Elmer F Mencer on the history of public transportation in the Portland area.

2. Talk by Harold Rice on rapid transport railroads in the Chicago area of 50 years ago. Movies by Alfred Haij accompanied Mr Rice's talk.

Respectfully submitted,

Chuck Storz, secretary

## EXTRA BOARD

By Paul A Guernsey

BN C-425's 4260, 4262, 4263, and 4264 plus C-636's 4360 through 4369 went back into service in April.

In mid-April, six BN (SP&S) RS-3's were placed in storage at Vancouver, Washington. Numbers 4054, 4056, 4058, 4064, 4065, & 4070 were moved to Portland on 30 April 1976 and 1 May. Four of these can be seen in front of PNW Chapter's sleeper-lounge car "Mount Hood" on Ninth Street. BN (SP&S) RS-3's 4061, and 4077, which had been awaiting disposition at Vancouver since 9 August 1975, were also moved to Portland in early May. Only six BN RS-3's remain in service: three former SP&S, now BN 4068, 4072, & 4078; and three former NP, now BN 4081, 4082, & 4085.

Missouri Pacific units showed up in Portland on 8 April 1976. The OMN arriving at Albina on that day at 12:15 PM had UP SD-40-2 3272, MP SD-40 3062, MP SD-40-2 3105, and SP SD-40 8432 for power. Two other MP units made a trip to Seattle on the UP in late March.

SP SD-45T-2 9213 returned to the BN on 24 April 1976. The unit left Portland on Number 76 that day. (See the April Issue of the "Trainmaster", page 5 for the other SP units working on the Burlington Northern.)

BN's 9700-class units are being renumbered out of their former passenger number series to the 700-class series. BN F-7A 9726 (ex-GN) has become the 704, F-7B 9709 (ex-GN) became the 705, while BN F-7A 9758 (ex-SP&S) is now 718. Besides these, as of 7 May 1976, BN 9707, 9732, 9739, 9740 (ex-GN) 9790, 9794 (ex-NP) remained in old number assigned to Auburn, Washington.

Status of the ex-SP&S F-units as of 7 May 1976 find the 9750, 9754, 718, and 9760 assigned to Northtown (Minneapolis) in service. 9752 which was assigned to Parkwater, Washington now stored serviceable at Hilliard since 24 April 1976 and 9756 assigned to Lincoln, Nebraska stored serviceable. The 9750-9760 (even numbers) were former SP&S 801-806.

Southern Pacific plans to rebuild SD-9's 3910 and 3950 at their shops in Eugene, Oregon in the near future. Always before, SP has rebuilt their SD-9's at Sacramento, California.

Amtrak's new F-40PH is now running on the Portland-Seattle train. The first unit to appear was number 216 which arrived in Portland on #795 on 5 May and left on #798 at 5:30 PM. Amtrak 219 arrived on #797 on 5 May, stayed overnight at Portland and departed on #796 the next morning.

Burlington Northern's bicentennial unit #1976 was in Portland on 9 May. It arrived on #197 as the middle unit with SD-45 6479 on the point and C&S SD-40-2 behind.

## National Railway Historical Society

## AMERICAN FREEDOM TRAIN SCHEDULE

As of 28 April 1976

day	date	from	to	railroad
Sun	02 MAY 76	Baton Rouge	New Orleans, Louisiana	ICG
Mon	10 MAY 76	New Orleans	Mobile, Alabama	L&N
Fri	14 MAY 76	Mobile	Columbus, Georgia	
Tue	18 MAY 76	Columbus	Atlanta, Georgia	SOU
Wed	26 MAY 76	Atlanta	Birmingham, Alabama	SOU
Mon	31 MAY 76	Birmingham	Huntsville, Alabama	
Thur	03 JUN 76	Huntsville	Knoxville, Tennessee	
Mon	07 JUN 76	Knoxville	Chattanooga, Tennessee	SOU
Fri	11 JUN 76	Chattanooga	Lexington, Kentucky	SOU
Mon	14 JUN 76	Lexington	Evansville, Indiana	
Fri	18 JUN 76	Evansville	Dayton, Ohio	
Tue	22 JUN 76	Dayton	Huntington, West Virginia	
Fri	25 JUN 76	Huntington	Charleston, West Virginia	
Mon	28 JUN 76	Charleston	Cumberland, Maryland	
Thur	01 JUL 76	Cumberland		

## ARTICLES IN PREPARATION

PNW Chapter has been fortunate over the years to have many fine articles published in "The Trainmaster," which have been authored by our own members. Currently, two or three significant articles are in preparation and will be published in the next few issues as soon as additional illustrative material is obtained to accompany the text.

PNW Chapter members Gil Hulin and Dave Stimac have submitted two such articles which we feel will be of interest to the readership.

editor