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THE TRAINMASTER

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

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pacific northwest chapter

THE TRAINMASTER

June 1977

Number 204

PNW CHAPTER TIMETABLE

- Saturday MEETING WITH TACOMA CHAPTER GROUP ON "THE PIONEER"
- July 9 A group of Tacoma Chapter members will be travelling on "The Pioneer" from Tacoma to The Dalles and return on Saturday, July 9th. Pacific Northwest Chapter members are invited to ride "The Pioneer" for an on-train get together. Plan to be at the Union Station by 11:15 AM.
- 11:15 AM
- Labor TRIP TO LA GRANDE AND THE SUMPTER VALLEY RESTORATION
- Day A three day trip to the Gold Rush Country around Baker, Oregon is planned for the Labor Day weekend. Leave Portland on Amtrak's Pioneer for a fast run up the Columbia River Gorge to La Grande. Here the Chapter's private car Mt. Hood will be switched from the train and placed on the business car track. On Sunday a motor car trip to Baker and a ride on the Sumpter Valley Railroad. The afternoon will be spent following the old grade of the Sumpter Valley to Prairie City and seeing the remains of the gold rush in the area. The return to La Grande will be by way of Union, Oregon where the operations of the Union Railroad of Oregon will be explored.
- Weekend
- The group will stay aboard the Mt. Hood for the two evenings in La Grande and will be served most meals on the car. Breakfast and lunch will be served on the return on Monday to Portland. More information in the July issue of The Trainmaster.

Sept. 1 thru Sept. 5 - NRHS 1977 National Convention, Roanoke, Virginia

Friday, Sept. 16 - Next Regular Meeting of the Pacific Northwest Chapter.

PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, May 20, 1977

The meeting was called to order by PNW Chapter President Bill Bain at 8:10 PM in the Burlington Northern Safety Assembly Room. The minutes of the previous meeting held on April 15, 1977 were approved as read.

Bill Bain reported that gross on-train sales during the 4449's return trip were \$21,583.16. The other sales concession, Broadway Limited, also did about \$20,000 gross.

Ed Immel reported on the 1978 convention. Activities and prices are being finalized. A Douglas fir tree and a British Columbia salmon are to be given away at the 1977 Roanoke convention to publicize the 1978 convention. The British Columbia government will make a publicity mailing to encourage convention attendance. The package price for the convention will be about \$275.00 which includes hotels, eight meals, all transportation and baggage handling. Ed requested the help of a few volunteers now to assist with convention details.

President Bill Bain reported that the Sumpter Valley locomotives from the White Pass & Yukon are due to ship out of Skagway late in May. Bill announced that the Chapter is considering rebuilding one of the locomotives for the Sumpter Valley Restoration. He asked the membership to think about the possibility for a later decision.

George Burton announced that the Northwest Live Steamers are selling stock certificates to finance the property expansion and improvements at Shady Dell.

Bill Bain asked the membership to attend the Transportation Week display which will include the 4449. The dates are May 20 and 21, 10 AM to 5 PM.

Ed Immel announced that the June meeting will be held at Washington Park in the A-frame shelter near the Zoo railroad station. A pot luck dinner will be served. The Zoo railroad steamer will be chartered for the Chapter's use. The meeting will be for members and their families and will begin at 5 PM.

Roger Phillips reported that the Memorial Day weekend-Royal Hudson excursion is almost sold out. Anyone interested should contact him as soon as possible. Future excursion: Roger advised that a fall excursion to Yakima to ride the trolleys is being considered.

Ed Immel reported that a preview run of Amtrak's new "Pioneer" will operate east out of Portland on Saturday, June 4.

Respectfully submitted,

Chuck Storz, Secretary

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JOE CRUMLEY

We regret to announce the death of Chapter member Joe Crumley on June 1st. Joe will be remembered for his major contributions to the preservation and operation of steam locomotives. Without his talents as a welding engineer the restoration of locomotive 4449 would have been much more difficult. Joe was also active in the Vernonia, South Park & Sunset Steam Railroad and the Transportation and Logging Museum. The Chapter extends its sincere sympathies to Joe's family. We'll miss him very much.

OREGON PACIFIC & EASTERN 1977 OPERATIONS

All normal activities of Oregon's famous "Goose" passenger train powered by Oregon Pacific & Eastern steam locomotive #19 will begin for the season on Saturday, June 18 with one trip at 2:00 PM on both Saturday and Sunday through Labor Day. Beginning July 1 there will be daily operation with diesel power on week days. The railroad museum and gift shop will also be operating as usual. The depot and museum are located adjacent to The Village Green Motel in Cottage Grove, Oregon. The fare is \$4.90 for adults and \$1.95 for children 5 to 11 for the round trip. Operation this year is under the direction of Fred Stindt.

AMTRAK'S NEWEST, THE PIONEER, BEGINS OPERATION

Amtrak's new Seattle-Portland-Salt Lake City train, The Pioneer, made a three day inaugural run from Seattle to Salt Lake City on June 4, 5 and 6. The trip included layovers at La Grande, Oregon and Boise, Idaho. Brief exhibitions of the train took place at Hood River, The Dalles, Hinkle, Pendleton, La Grande, Baker and Ontario in Oregon, at Nampa, Boise, Mountain Home, Shoshone and Pocatello in Idaho, and at Brigham City and Ogden in Utah. The Pioneer departs from Portland at 11:30 AM on its eastbound trip (train #26) and at 5:30 PM on its westbound trip (train #25). From Portland it is possible to make a round trip through the Columbia Gorge to The Dalles and return in an afternoon. The Pacific Northwest Chapter is planning to take advantage of the new service for excursions in the near future.

BLACK AND WHITE PHOTOS OF LOCOMOTIVE 4449 NEEDED

The Trainmaster will be published in July this year in order to devote an issue to the return of locomotive 4449. Black and white photos of the return trip are urgently needed. Anyone having photos of the trip should contact Irv Ewen or Chuck Storz as soon as possible.

DAMAGE TO SP&S ENGINE 329

A 1943 report from the SP&S Mechanical Supt. to the Superintendent reports that repairs to engine 329 as a result of being hit on one side by a Chevrolet coupe were \$1.68 for labor and 32¢ for material making a total of \$2.00.
(from PNW Chapter's SP&S files)

EXTRA BOARD

BN RS-3 #4054 was released from the BN shops at Livingston, MT the week of May 27 making it the fourth former SP&S RS-3 to be painted BN green. BN 4056 was also painted at Livingston on 5-13-77. These locomotives were returned to service in April along with 4058 and 4064 (both still in SP&S paint) after being leased to Conrail. The 4065 and 4070 which were also leased to Conrail are still stored at Chicago. Three other RD-3's remain stored unserviceable at Vancouver, WA, having been there since Sept. 1976. The other RS-3's 4078, 4068 (ex-SP&S), and 4081, 4082, 4085 (ex-NP) remain in service on the BN.

Five leased Southern FP-7A's 6135, 6143, 6146-6148 remain assigned to Interbay for use on Amtrak's Coast Starlight between Seattle and Portland. Amtrak's only FP-7A's 376 and 377 (ex-SP) and E-8A's 334 and 345 (ex-BN) also are assigned to this run. However, SOU 6135 and 6143 have been sent to the SP in southern California for repairs.

CTC is now in service on the UP from Troutdale and Dodson, a distance of 11 miles. A new siding called Sandy was completed just east of the Sandy River bridge while Rooster Rock siding 6 miles farther east has been torn out.

UP derrick 900309 which served as the Albina wrecker for many years, has been sold to Inter-City Metals at Vancouver, WA. A newer derrick from Salt Lake City replaced it late in 1976.

FMC Corp. (formally Gunderson Bros. Engineering) is currently building 400 fifty foot boxcars for the McCloud River RR in northern California. The first six cars were released on 5-20-77. The cars are numbered starting at 2000. (Wonder what McCloud River will do with 400 cars?).

Paul Guernsey

The former Oregon Electric depot in Eugene, Ore. is being remodeled into a restaurant called Andy's Railway Diner. SP&S coach #279 and SP&S baggage cars #59 and #90 are stored behind the old depot.

Ted Zehrung

1977 Railfan Directory Available

Originally issued in 1974, the OVERLAND CHAPTER has up-dated this publication to include rail-motif restaurants and lounges. The 40-page Directory which includes clubs, tourist lines, magazines in the United States and Canada is available at \$1.50 (postpaid) from the Overland Chapter-NRHS, 320 Wisconsin #511, Oak Park, Illinois 60302.
(from NRHS News Extra)

LIVE STEAMERS MEET

The Pacific Northwest Live Steamers 1977 Annual Meet will be held July 22, 23, 24 and July 30, 31 at their outdoor layout located at Shady Dell near Molalla, Ore. This is always a good opportunity to visit the Live Steamers and see equipment brought by live steam fans from other areas. The Pacific Northwest Live Steamers have recently acquired additional property which will mean more trackage for longer runs.

June 1977

Number 204

REISTRUP REBUTS BUS CHARGES, CITES NEED FOR MORE PUBLIC TRANSIT

Amtrak President Paul Reistrup picked up the challenge dropped by Greyhound President James R. Kerrigan in an article published in the April edition of Dunn's Review.

Reistrup wrote Kerrigan, "After reading your latest missive that belittles the Congress, the traveling public and the 18,000 employees of Amtrak, I thought it important that I write this letter."

Reistrup pointed out that the bus companies have conducted a nationwide anti-Amtrak campaign in the Halls of Congress, the state legislatures, the media and in various speeches for the past two years.

Wrote Reistrup, "I understand your frustration with Amtrak but I also have to say you are swinging at the wrong target.

"Eighty seven per cent of the potential customers for both you and Amtrak don't ride either in buses or trains - they ride in their private automobiles.

"Our problem isn't that we compete or even that we compete unfairly, it's that we - buses, trains, airplanes and subway cars - do not compete enough. We don't need fewer trains, we need more trains and better trains.

"The best thing in the world for your buses would be a fine modern rail passenger system linking major metropolitan areas and carrying many, many times the number of passengers that Amtrak carries today. That kind of a system would need a complementary bus and mass transit system equally as vigorous and efficient because train riders ride buses and bus riders ride trains, but automobile passengers don't ride anything but automobiles."

Reistrup responded to several charges constantly made by the bus operators:

Charge: Amtrak has a system used by only 17 million people, but paid for by nearly 100 million taxpayers who don't ride trains.

Reistrup: Actually 18.6 million rode Amtrak trains in 1976, and during Amtrak's first five and one half years the taxpayers paid \$1 billion for the system or about \$200 million a year. For that \$1 per citizen per year we saved a transportation system that would cost \$100 billion to replace.

Charge: Taxpayers supply \$24 in tax money for every Amtrak rider who stepped aboard the train in 1976.

REISTRUP REBUTS BUS CHARGES (continued)

Reistrup: At this stage of our development, these costs stem from the necessity to maintain what is still a very costly and inefficient system and build an expensive new system to replace it. But only a child really believes that the cost of a ticket pays for the cost of a ride on any form of public transportation. Greyhound's buses travel over 99,000 miles of highways which cost \$458 billion just to build, of which more than one-third came from general taxes. The bus rider starts with a \$156 billion subsidy compared to Amtrak's \$1 billion.

Charge: Greyhound is having its own tax dollars used against it to support Amtrak.

Reistrup: This implies the bus industry "pays its way." This isn't even close to being true. Greyhound's latest report to the I.C.C. lists all taxes paid, including social security payments (\$19 million), income tax (\$11.2 million), and payments to states (\$17.5 million) along with the \$3.1 million to the Highway Trust Fund. Little of this could conceivably reach Amtrak.

Charge: The bus industry's troubles result from unfair "competition" and that Amtrak is stealing away that "21st rider" who makes a bus profitable.

Reistrup: This isn't close to being reasonable. The buses had their best years before the auto took over. Then rail and bus traffic began to decline and bus traffic has not yet reversed itself. If Amtrak went out of business today, our lost passengers wouldn't wander over to the buses.

That was proven on the day Amtrak was born. When the number of trains was cut in half, the disenfranchised rail passengers didn't go to buses - they went out and bought automobiles. Eliminating Amtrak tomorrow wouldn't give the bus industry more than a brief respite from its steady ridership decline.

Charge: The constant and clearly negative reference to "subsidies."

Reistrup; Why is \$450 billion for highways an "investment" while \$1 billion to a rail system is a "subsidy?"

Greyhound's 1976 corporate statement showed another decline in passenger traffic, this time 15 per cent. We're not gloating. We're worried. America needs a strong expanding bus system.

Charge: Amtrak's passengers are "elitists, fat cats lounging in fancy bar cars paid for by the taxpayers."

Reistrup: The unkindest cut of all. The fact is the majority of Amtrak's passengers have an average annual income of less than \$15,000 and 93 per cent of them ride in coach.

from Amtrak News, April 15, 1977