



pacific northwest chapter

THE TRAINMASTER

June 1979

Chapter Phone No.: 226-6747 (226-NRHS)

Number 223

CONTRIBUTIONS TO THE TRAINMASTER ARE WELCOMED. Please send them to: Room 1, Union Station; 800 NW 6th Ave.; Portland, Oregon 97209, or to the editor's mailing address, P.O. Box 4901, Portland, Oregon 97208.

PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday CHAPTER PICNIC AT WASHINGTON PARK

June 15

5 PM-end In Lieu of a monthly meeting, PNW Chapter will have a picnic at the Washington Park Station of the Zoo Railway. Details are given inside this issue of THE TRAINMASTER.

Aug. 30- NRHS NATIONAL CONVENTION AT WASHINGTON, D. C.

Sept. 3

"Capitol Limited 79," sponsored by the Washington, D. C. and Potomac Chapters.

SNAKE RIVER CHAPTER BRINGS UP 8444 TO IDAHO (from the June issue of the NRHS News Extra)

The first public excursions of NRHS' only Idaho chapter will be operated Sept. 8 and 9, 1979, when Snake River Chapter sponsors two Boise-Weiser, Idaho round trips with UP 4-8-4 8444 and approximately 15 cars. Both trips are being operated in association with the Boise YMCA, which will receive most of the proceeds from ticket sales. Round trip fare each day is \$15.00, with a box lunch available for \$2.00. A limited number of coach dome seats will be available each day at \$22.50. Trains will operate from the Union Pacific-Amtrak depot in Boise, and will be turned on the old Pacific, Idaho, & Northern wye in Weiser. Weiser is the unofficial capital of the Old Time Fiddlers in the area, who will entertain passengers on the train. and at lunch in Weiser. Tickets and further information are available from: Great Train Ride 1979, P.O. Box 8795, Boise, Idaho 83707. Payment must accompany order, and early ordering is recommended to avoid disappointment.

Following the above Boise-Weiser trips, UP 8444 will operate to Portland for a special excursion for officials and guests of the Oregon Historical Society, operating Portland to La Grande, Oregon Friday September 14, and returning from La Grande to Portland Saturday, Sept. 15. The Portland moves are not open to the public. The last previous trip of 8444 to Oregon was enroute to and from Spokane's Expo '74 in 1974.

THE TRANSFER TABLE

"The Transfer Table" is a regular monthly feature of THE TRAINMASTER for those members who want to swap, sell, or buy items of railroad interest. "The Transfer Table" is a service available to Pacific Northwest Chapter members only, free of charge. Ads will be run for one issue. If you have no results and want your ad run again, please notify us. Your ad should reach us by the end of the first week of the month to insure inclusion in that month's issue. Include your name, address, and/or telephone number, and a brief description of the item.

Send your ads to: TRAINMASTER-Transfer Table; Room 1, Union Station; 800 NW 6th Ave.; Portland, Oregon 97209.

WANTED: The Pacific Northwest Chapter is still looking for action photos for the upcoming Spokane, Portland, & Seattle Railway motive power book. Especially wanted are photos from the period 1945 to 1955. Contact Chuck Storz, c/o PNW Chapter, 226-6747, or at his home address, 146 NE Bryant St., Portland, Oregon 97211, phone 289-4529, evenings.

WANTED: Used 35mm single lens reflex camera. Contact Pete Dorland, 14884 SE River Road, Milwaukie, Oregon 97222. Phone 659-1274 evenings.

WANTED: Specific information on Union Pacific streamliner City of Seattle, operating between Portland and Seattle shortly before World War II. Would like information as to date of first run (which I rode), how long it operated, and equipment used. Also want pictures of train in service. Contact Walt Grande, 4243 SW Admiral St., Portland, Oregon 97221. Phone 246-3254 evenings.

FOR SALE: One carbide carman's lantern, no road name, \$50. Contact Terry Parker, 1527 NE 65th Ave., Portland, Oregon 97213. Phone 284-8742 evenings.

FOR SALE: Sets of ten high quality 8x10" black and white glossy photographs of steam logging locomotives in Oregon. Sent in heavy protected mailer, \$12.00 postpaid. Contact Walt Grande, 4243 SW Admiral St., Portland, Oregon 97221. Phone 246-3254 evenings.

BOOK REVIEWS-- by Walt Grande

The Oregon & California Railroad, by Kenneth Murford; Horner Museum, Oregon State University, Corvallis, Oregon, 1978; 16 pages, 50¢.

This booklet was prepared for a tour sponsored by the Horner Museum at OSU in 1978 of Oregon & California stations in the Willamette Valley. The booklet goes into the history of the building of the Oregon & California Railroad and relates the significance of the O&C lands. There is a copy of O&C Timetable No. 1, September 5, 1870 showing operation as far as Waconda, and a listing of the stations on the Oregon & California from East Portland to Siskiyou, with brief information on each city.

Western Pacific Railroad, by Don DeNevi. Superior Publishing Co., Seattle, Wash., 1978, 200 pages, \$14.95.

My folks taught me that if you can't say anything nice about something, don't say anything at all

JUNE 79

JUNE

CHAPTER

PICNIC

WHEN - - - - - Friday, June 15, 1979 Starts 5:00pm, train rides 6-8pm.

WHERE - - - - - Washington Park Station, Portland Zoo Railway (The big A-Frame at the bottom of the steps)

COST - - - - - \$2 individual, \$5 per family

DETAILS - - - - -

The Pacific Northwest Chapter will have a picnic instead of the regular June meeting. This is a repeat of the popular event held two years ago. This is an event for the entire family - no business meeting, just food and train riding. Train rides on the Portland Zoo Railway will start at 6pm and last until 8pm. The steamer will be available if they can find someone to run it during the day. Otherwise, a regular train will be operated.

The Chapter will furnish hot dogs and lemonade. We ask those attending to help contribute to the food supply by supplying one of the following items (value at least \$2.50 please):

- | | |
|--|---|
| <input type="checkbox"/> Potato Salad | <input type="checkbox"/> Plates, forks, cups etc |
| <input type="checkbox"/> Jello Salad | <input type="checkbox"/> Potato, taco chips etc |
| <input type="checkbox"/> Green Salad | <input type="checkbox"/> Relish, mustard etc |
| <input type="checkbox"/> Baked Beans | <input type="checkbox"/> Any other picnic goodies |
| <input type="checkbox"/> Celery, carrots etc | |

(If you do not care for lemonade please bring an additional beverage for yourself.)

LET US KNOW YOU ARE COMING ---- call the Chapter's answering phone 226-6747 and state if you are coming, what you are bringing and how many will be in your party. Cora Jackson will balance items out among those coming if we have an imbalance. To help Cora also leave your telephone number. If you do not hear from her assume you are to bring what you stated on your telephone message.

WE ENCOURAGE YOU TO BRING YOUR ENTIRE FAMILY*- - THIS IS OUR ONE BIG SOCIAL EVENT OF THE YEAR.

* close friends are invited also

The picnic area is under cover so weather is no problem.....

REMEMBER TO CALL AND LET US KNOW YOU ARE COMING.....

THE SHOSHONE FLYER--by Mike Denuty, Inland Empire Chapter

Milwaukee Road's operations are down to a minimum. On Saturday, May 5, I visited the Milwaukee mainline at Plummer, Idaho (amidst heavy rain and thick overcast conditions with some fog) and found the only trains of the day, No. 201 and a dead freight extra east meeting at Peedee. On the east-west mainline through Washington, Milwaukee is down to just trains 200 and 201, plus their occasional dead freights to pick up the reductions and setouts. Tonnage was grain and autos.

Burlington Northern has received the Stewart H. Holbrook award for extraordinary fire prevention efforts. Honored for fire prevention efforts along its tracks throughout the state, BN was specifically cited for extra precautions along its line through the Columbia River Gorge. The gorge has the highest risk of fire anywhere in Washington, due to dry east winds which funnel down the river. In 1971, Burlington Northern and the Washington Department of Natural Resources participated in the test of a new fire retardant along the tracks. Impressed with its effectiveness, BN began using the retardant along critical sections of the gorge. Railroad-caused fires there have dropped from an average of 130 a year to four. The award--named for author and conservationist Stewart Holbrook--is sponsored by the Keep Washington Green Association (Holbrook was its first director).

Union Pacific is setting up a heavy bad order car storage facility at Pocatello. With the use of a straddle crane similar to the types used at Los Angeles to lift trailers, UP will be able to store heavy bad order cars minus their wheels and trucks. The removed parts will be installed on high-priority freight cars. The cars will be repaired as time permits. Cost of the facility, which will store up to 1,000 cars, is \$1.2 million.

Burlington Northern is planning to spend more than \$20.6 million this year to expand and improve railroad facilities in the Pacific Northwest. The largest single item is \$7.3 million for replacing lighter rail with new 132-lb. rail on 43 miles of curves throughout the region. Installing heavier second-hand rail on branch lines and yards will total about \$2.7 million. The largest of the projects covers 12 miles between Hoquiam and Gates, Washington at a cost of \$934,000. Heavier rail between Waconda and Donald, Oregon will cost about \$393,000. Ballast for 17.8 miles of mainline from Everett to Scenic will cost \$307,000.--from BN Seattle Westwards.

CATENARY IN THE SOUTH (from the May issue of the NRHS News Extra)

(The following from February 1979 issue of Modern Railroads/Transit.)
Electrified operation of two Cincinnati-Atlanta rail routes is targeted for 1984 by the Tennessee Valley Authority. Studies have been completed for the 480-mile routes of the L&N and Southern. The presidents of the two roads were reportedly to meet with TVA in February. TVA was to propose formation of a management corporation to provide capital funds for the \$100 million needed for the landmark project. Southern and L&N would be charged a fee for use of the system. Details were not finalized on providing necessary locomotives. No mainline electrification has been undertaken in the nation since completion of the Pennsylvania's catenary into Harrisburg in 1938. Four major lines have taken down their catenary: Former Virginian line; the Norfolk & Western west of Bluefield; the GN in the Cascades; and the Milwaukee Road in the Bitter Roots and Cascades. It was pointed out that the Southern had conducted electrification studies. TVA officials hope to win approval of their plan and although construction would barely be underway at that time, it would make a central theme for Expo 82, an international energy fair to be staged by TVA in their hometown of Knoxville, Tennessee.

SUMMARY OF MINUTES OF REGULAR MEETING, PACIFIC NORTHWEST CHAPTER, MAY 18, 1979

The meeting was called to order by President Ed Immel at 8:15 PM.

Ed Immel asked for volunteers to sell the large 4449 prints tomorrow at the Transportation Week display. A large crowd is expected due to the open house at the new drydock.

Ed Immel announced that Union Pacific steam locomotive 8444 will pull two excursions from Boise to Wieser, Idaho and return on Sept. 8 and 9. The locomotive will then be moved to Portland the week of Sept. 10. A trip for the Board of Directors of the Oregon Historical Society to La Grande and return will be operated on Sept. 14 and 15 (This trip will not be open to the general public).

Secretary Chuck Storz reported that the gross income from the Swap Meet was \$312, the net total after expenses was \$131.59 and the Chapter's fifty percent of the net was \$65.80. Plans are already under way for the next Swap Meet.

Terry Parker announced that he needs four or five more pictures for the 1980 S.P. steam locomotive calendar. He said that action shots of the 3800 and 5000 class articulated locomotives are especially needed. Also, a volunteer is needed to contact printing shops for bids for 1000 to 1500 copies of the 1980 calendar. Committee volunteers are needed to market and ship the calendar.

Ed Immel reported that the rough draft of the new edition of the Railfan's Guide to Oregon has been received from Gil Hulin. The listings of industrial locomotives in the Portland area need to be checked.

Bob Slover reported that the Chapter's car Mount Hood was last seen on the car ferry headed for Victoria, B.C. Last weekend a work party cleaned the 4449 and car 76 in preparation for the Transportation Week display.

Ed Immel announced that the June meeting will probably be a picnic at Washington Park with rides on the Zoo Railway. The picnic will be held under the a-frame shelter near the Washington Park end of the Zoo Ry. The picnic committee will call members for contributions to a pot luck supper.

Ed Immel reported that the Chapter Board has discussed the possibility of sponsoring a Railcon this fall. If it is held the date will be in late September or early October. The meeting will concentrate on seminars and/or workshops with a couple of short trips, and would be located at one of the smaller hotels in the area.

The meeting was adjourned at 9 PM.

Respectfully submitted,

Chuck Storz, Secretary

PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

(An Oregon Non-Profit Corporation)

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