



THE TRAINMASTER

May 1980

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

Number 231

PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday
May 16
8:00 PM

The May 1980 meeting of the Pacific Northwest Chapter will be held in the Union Pacific clubhouse at the south end of the Albina yards. The clubhouse, a gray wood building, is located one block south of the intersection of Interstate Ave. and Russell St. on the west side of Interstate Ave. Take line #2 (St. Johns) or #3 (Fessenden) if coming by Tri-Met bus. Off-street parking is available on the block where the clubhouse is located. Enter the parking lot from N. Randolph St. which is on the north side of the block (away from the clubhouse). Call Chuck Storz evenings at 289-4529 if you need more directions to get to the meeting location.

The May program will be in three parts. Randy Nelson will present a group of his slides showing present day railroading in southern California. Ben Fredericks will show a group of Tom Gildersleeve slides of S.P. Steam & Early Diesels in the Mid-50's. Rich Carlson will show movies of steam and trams in Europe. Refreshments will be served between the business session and the program.

Friday
June 20

The June 1980 meeting will be a repeat of the popular picnic at Washington Park with the Zoo Train chartered for the membership to ride. There will be a small charge to cover the cost of the train. Please sign up at the May meeting for potluck contributions to the picnic supper.

July 23
thru
July 27

NRHS 1980 National Convention in Toronto, Ontario, Canada, sponsored by the Buffalo Chapter NRHS. Convention events include a trip from Toronto to Niagara Falls behind CN 4-8-2 No. 6060 and trips on Toronto's mass transit system. A convention mailing to the NRHS membership is scheduled during May.

Note from the Chapter Treasurer: If you've paid your dues and have not received your membership card contact John Holloway.

SUMMARY OF MINUTES OF THE REGULAR MEETING, APRIL 18, 1980

The meeting was called to order by President Ed Immel at 8:10 PM in the Union Pacific Clubhouse.

Terry Parker reported that the 1980 Swap Meet was a success with an attendance of about 550. Sixty five tables were sold. Everyone seemed satisfied with the location at the Airport Holiday Inn. Sales were rather low due to the state of the economy. Next year's meet will be held a few weeks earlier.

President Ed Immel reported on the following:

1. The Caltrans takeover of the S.P. commute operation has been delayed until after an election in June. There will be nothing definite on operation of the 4449 until after the election.
2. Finnish steam locomotive #418 will be moved from The Oaks Park to Junction City Oregon. The Chapter is looking for another location for the SP&S #700 and the UP #3203 still at The Oaks.
3. The Chapter's car Mount Hood may return to Portland over the Memorial Day weekend. Storage is being arranged for the car when it returns.

John Holloway announced that the 1980 Transportation Week display will take place on Swan Island May 15 and 16. It is being held during the week so that more school children can attend. A work party will be held on Sat. May 10th beginning at 8:30 AM at the U.P. freight house to prepare locomotive 4449 for display. Crew car #76 will not be displayed this year. Help is needed to man the display on May 15th and 16th.

Bob Slover displayed a new 8444 belt buckle that he is preparing for sale. It will be available in brass and aluminum and will sell for \$7 to \$8 each.

Ed Immel announced that the June meeting will be a picnic at Washington Park. The Zoo steam engine will again be operated for the membership to ride during the picnic.

Ed Immel announced a tentative summer activity schedule:

1. The Chapter's car #115 at Tacoma, WA needs painting. A work party is tentatively scheduled for the weekend of June 28 and 29.
2. A trip on the OP&E has tentatively been scheduled for Sat. July 26 or Sun., July 27. The Valley Train will be taken to Eugene if it is in operation and a Lane Transit bus will be rented for the trip from Eugene to Cottage Grove and return.
3. If the car Mount Hood is back a trip to La Grande will be scheduled over Labor Day weekend. Ticket prices will be about \$115 for coach and \$175 for a roomette.
4. A letter has been sent to Amtrak requesting a trip to Madras on Sept. 20th. The needed equipment will be in Portland for a Seahawks fan trip on Sept. 21.

Chapter administration:

1. President Ed Immel announced that Jim Schmidt has resigned from the position of publisher of The Trainmaster.
2. New shelving is being built in room 1. Work will be completed in a couple of weeks.
3. A vote will be taken at the May meeting on the money required to publish the 1981 S.P. steam locomotive calendar.

Respectfully submitted,
Chuck Storz, Secretary

BN TRAINS RUNNING OVER 140 MILES OF MILWAUKEE ROAD TRACK

Burlington Northern is providing service to shippers on almost 140 miles of the former Milwaukee Road trackage within the Seattle-Portland Region.

The longest new section for BN operations is 38.4 miles between Warden and Othello in the Columbia Basin. Grading for a new connection started in late March and was expected to be completed and placed in service by the end of April.

In addition, the Washington, Idaho and Montana, formerly a subsidiary of the Milwaukee Land Co., is being operated as a subsidiary of BN for the 54 miles between Palouse, Wash. and Bovill, Idaho.

For the immediate future BN has taken over but is not operating over the Milwaukee's Cascade Mountains crossing, 38.3 miles between Easton and Cedar Falls.

Other segments which BN is serving include: Sieler-Moses Lake, 25 miles; Bellingham (industry and yard tracks) 10.4 miles; Strandell-Sumas, 11 miles; Hampton-Lunden, 6.2 miles; Everett (industry and yard tracks) 5.1 miles; Spokane Bridge-Post Falls, Idaho, 4.2 miles; and Huetter-Couer d'Alene, 3.7 miles.

BN also has taken over control of the 34.1 miles from Maple Valley to Snoqualmie Falls, east of Seattle, which BN has used for several years jointly with the Milwaukee.

BN operations were started March 21 under a track sale agreement given preliminary approval by the U.S. District Court in Chicago which is overseeing the Milwaukee reorganization. Under this agreement BN will pay Milwaukee \$21 million for some 30 segments of track totaling 425 miles, plus 5,335 acres of land.

(Reprinted from BN Sea-Port Region News)

WHAT WILL THE GASOLINE "CRUNCH" MEAN TO NRHS CHAPTERS?

(The following is a letter received from Earle Finkbiner and contains some very good observations): "Quickly thinking you might say only a bad effect. It CAN have plus factors. Yes, it will be a great inconvenience and cause us to reflect on automobile usage.

Attendance at meetings could increase. The friendly spirit and conversation at the meetings can become more valued. Sharing of programs between Chapters can bring increased interest. Many Chapters do not have public transportation handy, so a kind of car pooling may be worked on meeting nights, increasing friendly contact. Some Chapters or their members meet to eat informally twixt office and meeting, saving a trip home and back.

Much of the Chapter entertainment will be local, bringing the membership closer, but don't forget the chartered bus for group activity. Trips are going to be a big plus; with the American public geared for travel, going here and there, and the family auto reserved for needed trips, then the wanderlust can be assuaged by Chapter excursions and field trips, opened to the public in the spirit of the NRHS code. Just to sit and relax with the "other fellow" driving is quite relaxing!

Be sure to appoint alert, active program and trip committees - then support them, and offer to share a helping hand. You can't lose!" *(from NRHS News Extra)*

BOOK REVIEWS

CA-11 Cabooses by George R. Cockle published by Overland Models, Inc. \$10.50
Beginning in 1942 the Union Pacific purchased high cupola steel cabooses designated class CA-3 and continued with similar cars through class CA-10 built in 1975. Before steel cabooses the UP used the class number CA-1 for wood bodied cabooses built from the 1890's to the 1920's. By the 1970's the increased height of freight cars restricted the view possible from even a high cupola caboose. After borrowing a Missouri Pacific bay-window caboose in 1977 the Union Pacific decided to buy a series of bay-window cabooses which were given the class designation CA-11.

In addition to thorough coverage in pictures and diagrams of the new CA-11 cabooses the book contains a review of earlier caboose classes. A very enjoyable section contains a number of the safety messages and slogans applied to Union Pacific's cabooses. Most of these are new and may not appear too often yet such as the following: "Please, Let's Don't Meet By Accident", "U.P. permost in Safety", "Don't Get Carried Away, Think Safety", "Absence of Accidents Depends on Presence of Mind", "Put it Here-We'll get it There", "Have Train Will Travel", "We Want to Entertrain You".

The book (soft cover) is well done with a color cover and heavy coated paper. Photo reproduction is good. The price seems high for a 40 page book. It is recommended to railfans and model railroaders who are interested in the Union Pacific. (Chuck Storz)

THE OFFICIAL RAILWAY EQUIPMENT REGISTER, APRIL, 1980 published by the National Railway Publication Co. Single issue \$18.50. Soft Cover. 1520 pages. While the Equipment Register will never be a best seller among railfans it is a valuable reference for the serious railfan. Your reviewer was moved to spend the single copy price by a wish for information on cars of the Peninsula Terminal Co. and other companies in the National Railway Utilization (NRUC) group. The newest member of that group uses the name The Hoosier Connection (HOSC). An interesting bit of trivia developed by using the Equipment Register: The Peninsula Terminal's 865 cars add up to a length of about 9.2 miles which is at least twice the length of its trackage at North Portland, OR.

The alphabetical listing of reporting marks will solve the "whose car is it?" question. Those new coal train gons spotted leaving the FMC car plant with reporting marks CCTX belong to the Central Power and Light Co. of Corpus Christi, TX. The pink covered hopper spotted at the FMC plant with an RREX reporting mark is owned by Rex Railways, Inc.

Another question the Equipment Register can answer is "what company has the most cars?" Conrail leads with 118,808 cars followed by BN with 94,335. N&W has 90,967 cars, CN 85,113 and Southern with 76,673. The Trailer Train Co. requires 165 pages to list all of its 88,061 cars. There are 23,735 Railbox cars.

Since the Equipment Register is reissued frequently the serious fan may be able to obtain a copy from a railroad office when a new issue is received. It is one of the basic reference sources on railroad rolling stock. (Chuck Storz)



Amtrak test train for the Willamette Valley rail service is seen departing Union Station on April 10, 1980 for a Portland to Eugene roundtrip. Simulating a connection with The Pioneer, the train left at 11:25am for Eugene with stops at East Milwaukie, Woodburn, Salem, Albany and Eugene. The train was then turned on the Springfield wye and another engine attached at the rear to test a push-pull operation. Upon arrival in Portland the train was first taken to the wye at the east end of the Steel Bridge and then turned on the balloon track at the Portland Terminal Railroad's Lake Yard. The turnings were done to see which way was the quickest to turn a train in Portland. Data gathered on the test run will be incorporated into the Portland to Eugene operation which is expected to start July 1. More details on the new service will be found in the June issue of The Trainmaster.

photo by Ben Fredericks

Southbound

#229 F40PH
 #21868 Amcoach
 #20046 Amcafe
 #21839 Amcoach

Northbound

#229 F40PH
 #21868 Amcoach
 #20046 Amcafe
 #21839 Amcoach
 #252 F40PH

PACIFIC NORTHWEST CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

(An Oregon Non-Profit Corporation)

Room 1, Union Station, 800 NW 6th Ave.
Portland, OR 97209 (503) 226-6747

1980 CHAPTER OFFICERS

President		Director-at-Large	
EDWARD E IMMEL	(503) 233-9706	DUANE CRAMER	(206) 695-1640
715 S E Lexington Street		1709 E 6th Street	
Portland, OR 97202		Vancouver, WA 98661	
Vice President		Director-at-Large	
TERRY PARKER	284-8742	BEN FREDERICKS	(503) 256-4503
1527 N E 65th Avenue		16531 N E Hoyt Street	
Portland, OR 97213		Portland, OR 97230	
Secretary		Director-at-Large	
CHARLES W STORZ JR	289-4529	DOYLE MC CORMACK	655-7999
146 N E Bryant Street		616 Roosevelt Street	
Portland, OR 97211		Oregon City, OR 97045	
Treasurer		Director-at-Large	
JOHN D HOLLOWAY	246-5752	ROBERT SLOVER	287-4869
2201 S W Palatine Street		1908 N E Siskiyou Street	
Portland, OR 97219		Portland, OR 97212	
Chapter National Director			
ROGER W SACKETT	644-3437		
11550 S W Cardinal Terrace			
Beaverton, OR 97005			

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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 \$13.00 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.

THE TRAINMASTER STAFF

EDITOR (temporary)

Charles W Storz Jr. (503) 289-4529
146 N E Bryant Street
Portland, OR 97211

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James W Schmidt 253-4196
13525 S E Mill Street
Portland, OR 97233

CIRCULATION MANAGER

Charles W Storz Jr 289-4529
146 N E Bryant Street
Portland, OR 97211

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

Room 1, Union Station
Portland, OR 97209

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T H E T R A I N M A S T E R
Pacific Northwest Chapter NRHS
Room 1, Union Station
800 N. W. 6th Ave.
Portland, OR 97209

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