



**pacific northwest chapter**

# **THE TRAINMASTER**

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

October 1980

Chapter Phone No.: 226-6747

Number 234

## PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday  
Oct. 17  
8:00 PM

### REGULAR MONTHLY MEETING

The October 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 is located one block south of the intersection of N. Interstate Ave. and Russell St. on the west side of Interstate Ave. Take line #2 (St. Johns) or line #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 October meeting will begin with the monthly newsreel (members are invited to bring up to 10 slides of recent rail activities), followed by an Encyclopedia Britannica 16mm film titled "Freight Train" with scenes in the Columbia Gorge. The program will conclude with an additional slide presentation. Refreshments will be served between the business meeting and program.

Friday  
Nov. 21  
8:00 PM

### REGULAR MONTHLY MEETING

Annual election of officers.

December

The Chapter does not meet during December.

Friday  
Jan. 16

### REGULAR MONTHLY MEETING

SUMMARY OF MINUTES - Regular Chapter Meeting, September 19, 1980

The meeting was called to order by President Ed Immel at 8:15 PM in the Union Pacific Clubhouse.

President Ed Immel reported on a number of matters:

1. The rent charged by the Portland Terminal RR. Co. for Room 1 has been raised from \$50 to \$95 a month. The Chapter's monthly overhead is far from being covered by dues making a dues increase a possibility in the near future.
2. The Chapter is looking at an offset printing press owned by member Walt Grande for possible purchase for printing The Trainmaster and for other printing needs.
3. Car Mount Hood: The car returned to Portland over Labor Day weekend. Inspection in Seattle found a thermal crack in one wheel caused by improper brake shoe adjustment while in British Columbia. The wheel set has been changed out at the expense of the B.C. government. The Mt. Hood ran successfully to Pasco, WA and back on the BN veteran's special on the weekend of Sept. 13 & 14. The 1981 charter of the car by the Boy Scouts is off due to the fact that the group has increased to a number too large for the car.
4. The Chapter's ex-SP car #115, now in Tacoma, WA, is being considered for use on a steam train operation to be run by Simpson Timber Co. at Shelton, WA.
5. After extensive negotiations Amtrak has refused to operate an excursion to Madras, OR. The Union Pacific has been asked to operate a series of trips to Madras for the 1981 Rose Festival.
6. About \$400 worth of merchandise has been sold from the Chapter's first sales list. A new list will probably be published in October.

Terry Parker reported that the 1981 SP Steam Locomotive calendar will go to the printer shortly. A substantial number of orders have already been received from dealers. A different binding and non-glare paper will be used in the 1981 edition.

Ben Fredericks reported that the 1981 Swap Meet will be held at the Airport Sheraton Inn on Saturday, March 7th. Table charge will be \$7.50 each. Admission will be \$1.00 for adults and 50¢ for children under 12.

President Ed Immel appointed the following members as a committee to nominate Chapter officers for 1981: Walt Grande (chairman), Bill Bain, Ben Fredericks and Al Haij.

Ed Immel announced that the California State Railroad Museum at Sacramento will open on May 1, 1981 with a ten day pageant and fair. A number of steam locomotives, some very old, will be under steam for the pageant. The 4449 has been invited to attend. The SP has committed to pay the transportation costs for the locomotive to and from Sacramento. Funds must still be raised for repairs and insurance. Ed has asked the SP to agree to the operation of a passenger carrying trip to and from Sacramento to pay the other costs. The request was initially turned down. The SP is still considering the excursion proposal and what their insurance requirements will be.

Terry Parker announced that a future meeting will be held at the Georgia Pacific Co. museum. The program will be a 1½ hour 16mm black and white movie of the C. D. Johnson Co. logging operations in the early 1920's.

Respectfully submitted, Chuck Storz, Secretary

SPOTLIGHT ON LIGHT RAIL - STATIONS TO SHELTER PASSENGERS by Terry Parker

The mainspur of Portland's eastside transportation plan will be the planned light rail line between Gresham and downtown Portland. The line, scheduled to be in operation by the end of 1985, will have ten minute headways during peak hours between Gresham and the Gateway station with five minute headways from Gateway to downtown Portland. To ride the full length of the line will take about 40 minutes. Preliminary specifications for the 26 articulated vehicles have already been sent to prospective bidders with right of way acquisition beginning next year.

Bus service on the eastside will dramatically change with the light rail operation in place. Most east-west routes east of the I-205 freeway will converge at Gateway where passengers will transfer to light rail to continue their trip to downtown Portland. Routes west of I-205 will probably remain about the same with changes of frequency in service on some lines. New north-south routes will be established on major arterials creating a grid type network of bus service. These north-south routes will intersect the light rail line at some of the planned 27 stations.

The stations along the 15 mile line are broken down into three basic categories. In the downtown area and along Holladay Street the stations will be of the simple shelter type or an extension of existing buildings. The station in the Old Town area on First Avenue near the Skidmore Fountain is an exception. The design of this station is being studied so that the structure will blend with the historical characteristics of the area. The station near the Coliseum is another exception. It will be located on Holladay Street under the present I-5 freeway overpass.

The second category of stations will be those located in the Banfield Corridor at the Hollywood district, 60th Avenue and 82nd Avenue. These stations will be located at grade (freeway level) in Sullivans Gulch with access from street level by stairs and elevators. The sight lines of these stations will be such that a passerby will have a good view of the station from the street level overpass. The Hollywood Station will be slightly different since the overpass is for pedestrians only. There will also be a bus loop on the north side allowing light rail passengers to transfer to about six different bus routes. The station at Gateway is another exception and will be a major bus transfer and park and ride station.

The remaining category is the stations to be located along East Burnside and in the Gresham area. These are to be constructed as permanent buildings rather than the typical plexiglass and steel portable type shelter. The look of permanence and a rail atmosphere will be depicted in these stations. Special considerations in design are being given to lighting and the weather conditions of East Multnomah County.

(Additional articles on the light rail system will appear in future issues.)

AMTRAKINGS

The week of September 22nd was not the best for passenger trains in Oregon. On Wednesday night the Southern Pacific placed a 50 mph speed limit on all Super-

AMTRAKINGS (continued)

liner equipped trains. There apparently had been a brake malfunction on their line when a Superliner equipped train tried to use the electro-pneumatic brake system. The S.P. also placed one of their own diesels (usually an SD9) on the point of the Willamette Valley trains but raised the speed limit to 60 mph. On Thursday the southbound Starlight had to set out the sleeper Shenandoah River (ex- Sou) at Turner when the Spicer drive shaft broke loose and was dragging down between the rails. Then on Saturday the engineers on the S.P. went on strike and no trains ran. Friday's southbound Starlight was terminated at Klamath Falls and the passengers put on buses. The northbound Starlight was brought into Portland with S.P. officers at the controls. Amtrak made up a stub southbound #11 out of Seattle with Superliners which returned north on #14's schedule on Sunday. By Sunday everything had pretty much returned to normal except on Monday a switch engine took to the ties at Salem and northbound #796 was delayed at Renard for about 45 minutes.

On Sunday, September 14th Portland Union Station was the home for five private cars. The Chapter's car Mt. Hood had just returned from Pasco on a BN veterans special. The Imperial Leaf and Golden Moon (Charter Mfg. Co.) arrived on The Pioneer while BN's Yellowstone River and SP's Oregon were on tracks one and two.

Amtrak still has no word when the Coast Starlight will go Superliner: There was some discussion that it would be converted to a combination of Superliner and "Heritage" equipment around the first of October. The "Heritage" equipment is conventional equipment (diners, lounges, etc.) which has been gutted and then converted to Head End Power. This has already been done to the Lake Shore Limited and the Broadway Limited which received the new equipment earlier this year. The San Francisco Zephyr received a combination of Superliner and "Heritage" cars late this last summer. At last reports it looks like the Coast Starlight will get its new equipment after the Pioneer and Desert Wind - sometime early in the spring of 1981.

MOTIVE POWER NEWS

The following BN Alcos were sold to Chrome Crankshaft of Chicago, Ill. on 9-8-80: RS-3's 4056, 4064 and 4068 (last RS-3's on the BN); RS-11's 4180, 4181, 4185, 4186, 4187, 4188, 4190, 4193, 4195 and 4197; C-424's 4240, 4243 and 4246; C-425's 4252, 4255, 4256, 4257, 4258, 4260, 4263, 4264; C-636's 4361, 4362, 4364, 4366, 4368 and 4369. All units arrived in Chicago between 9-14 and 9-21.

Jos. Simon & Sons of Tacoma, WA bought BN NW-2 461, F-9B 813, C-425 4253 and UP GP-20 496 during Sept. 1980. This scrapper cut up BN F-9B 831 during Sept. 1980. BN locos 758, 4066, 4085, 4184, 4194, 4241, 4254, 4363, 4367, UP locos 158, 1025 and 2800 are still stored at Tacoma, WA awaiting sale or scrapping.

BN F-7A 718 (ex-9758, ex-SP&S 805) was retired at West Burlington on 9-22-80 and is now awaiting disposition. This is the first ex-SP&S F-unit to be retired since the merger. The unit was previously assigned to Grand Forks, ND. It joins BN NW-2's 455, 538, 590, 593, F-units 703, 737, 772, 853, GP-7's 1537, 1620 and GP-9 1845 all awaiting disposition at West Burlington. (Paul Guernsey)

Correction: The ex-SP&S GP-9's were omitted from last month's list of SP&S power still in service on the BN: 1793 (ex-1976), 1975, 1977, 1978, 1979 and 1980 (SP&S 151, 150, 152, 153, 154 and 155 respectively).

COMING EVENTSSlide-A-Thon

October 25, 1980, Four Corners School, Beck and Elma Streets, Salem, Oregon  
Featuring N.P. conductor Warren McGee showing slides from the "Transition Era"  
in the Northwest. Clinics, flea market, photo contests. Registration fee is  
\$7.50 until Oct. 15th, \$10.00 thereafter. Make checks payable to Ed Austin.  
Send to A&L Rail, 587 - 22nd St. N.E., Salem, OR 97301. Doors open at 11:00 AM.

Model Railroad Show

Columbia Gorge Model Railroad Club, 3405 N. Montana Ave., Portland, Oregon  
November 8 and 9, 15 and 16, 22 and 23. 1 to 8 PM all days. Admission charged.  
Special feature: All steam operation on Nov. 8 and 9.

Model Railroad Open House

Mt. Hood Model Engineers, 5500 S. E. Belmont St., Portland, Oregon  
November 8 and 9, 15 and 16. Noon to 6 PM.

U.P. FLEET TO GROW

Union Pacific will be receiving 879 cars soon that had been operated by the now-defunct Rock Island Railroad. They include 293 boxcars, 100 open-top hoppers and 483 jumbo covered hoppers. The cars will be renumbered and eventually repainted and put into UP service. The Rock Island had been leasing the cars from the United States Leasing International, Inc. and UP had been the guarantor of the lease. The agreement provided that, in event of a default, UP had first rights to lease the cars. However, there was a dispute and it was settled in an August 27 decision in an Illinois court. UP will negotiate a new lease with United States Leasing. (UP INFO)

UP SD-45 RECEIVES SULZER ENGINE

Union Pacific has begun a program to re-engine six SD-45's with Sulzer diesel engines. The first unit completed is #60 (formerly #34) which was outshopped by Morrison-Knudsen's plant in Boise, Idaho during August 1980. After break-in service near Nampa, Idaho the #60 will go into mainline service to test the performance of the Sulzer engine.

A total of six SD-45's will be re-engined by Morrison-Knudsen and will be numbered 60 through 65. Two more units will be modified before the end of 1980 and the remaining three during the first quarter of 1981. M-K did the entire job on #60. Subsequent conversions will have the carbody modifications done at UP's Omaha shops, engine installation by M-K at Boise and painting of the units at North Platte. Maintenance will be done at Salt Lake City.

Union Pacific officials are looking for an engine that will give a million miles of service between major overhauls versus the 500,000 miles of service now being obtained between overhauls. Also, the Sulzer engine is expected to reduce fuel consumption seven percent compared with the EMD engines now in the SD-45's.

The SD-45 is normally equipped with an EMD 2-stroke cycle 20 cylinder V-type turbocharged engine rated at 3600 HP for traction and designated as 20-645E3. When converted and refitted with the Sulzer engine the locomotive horsepower rating will remain at 3600 HP delivered to the main generator for traction purposes. The Sulzer engine has a 4-stroke cycle, 16 cylinder V-type turbocharged arrangement, designated model 16-ASV25/30. (from UP INFO)

EXTRA BOARD

The June 1980 issue of Oregon Magazine carried an article titled "Riding the Rails" which features a listing of the PNW Chapter car Mount Hood. Museums, model railroad clubs and restaurants are listed along with Amtrak routes.....In San Francisco funding has been received for preliminary design and environmental studies for the proposed extension of the J-Church street car line from its present terminus at 30th and Church Streets to the Muni Metro Center. The M-Oceanview streetcar line extension from Broad and Plymouth Streets to the Metro Center has been opened for service. The City has accepted return of four former California Street cable cars from Knott's Berry Farm (Southern California) for rehabilitation and return to service in San Francisco. The long planned removal of streetcar tracks from Market Street in the downtown area may be rescinded in favor of their retention to create an historic carline (*Bay Area Elec. RR. Assn "Review"*).....CalTrans is negotiating with UP, SP and ATSF for the purchase of the Los Angeles Union Station. Acquisition is likely by mid-1981 with a total purchase price of about \$18 million (*PRS "Wheel Clicks"*).....Puget Sound Railway Historical Society appears to be weathering its financial troubles according to the latest issue of The Sounder newsletter. Rides have been advertised and patronage is up enough to start paying on the indebtedness. Plans are underway to run into the fall, if crews can be arranged, to keep generating revenue. Steam engine #11 is back in service and will be used in Sundays in the fall with the trolley on Saturdays. PSHRA is also trying to run a harvest spook special. The property received tax exempt status for 1980 which saved \$5,000. Snoqualmie depot "celebrated" its 90th birthday Aug. 3 and a celebration was held. The birthday train included engine 11, newly finished open car (no number listed), SP&S coach 275, combine 272 and business car 11. The train operated across highway 10, flagged by a large crew, and east 2000 feet toward North Bend (this won't happen regularly until signals are installed).....Kettle Valley Heritage Society has apparently failed in attempts to save any portion of CP Rail's abandoned railway between Chute Lake and McCulloch. Meanwhile, employees of the contractor removing the rails found about \$15,000 worth of vandalism done to their equipment when they arrived for work on Aug. 12 (*Last two items from Mike Denuty's "Shoshone Flyer"*)

PACIFIC NORTHWEST CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

(An Oregon Non-Profit Corporation)

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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.

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

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