



THE TRAINMASTER

PACIFIC NORTHWEST CHAPTER

Room 1, Union Station

Portland, Oregon 97209

September 1981

Chapter Phone (503) 226-6747

Number 242

PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday Sept. 18
7:30pm

The regular September meeting of the Pacific Northwest Chapter will be held at the Union Pacific Clubhouse which is located at the south end of Albina Yard. It is one block south of the intersection of North Interstate and Russell Street on the West side of Interstate Avenue. Take Tri-Met bus #2 or #3.

The program will feature "What I did during the summer". You are invited to bring not more than 10 slides showing interesting rail happenings you participated in or witnessed. (Note: Do not bring anything about Railfair or the steam trip since that will be covered next month). Rich Carlson also will be showing some 16mm movies of the #4449 in Daylight colors.

Sat-Sun Sept.
26&27

Spend an electrifying weekend in Yakima. Details elsewhere in this issue of The Trainmaster.

Saturday
October 10

Deschutes River rail excursion sponsored by the Pacific Northwest Chapter and operated by Amtrak. The one day trip from Portland to Madras and return will be the first Amtrak excursion in 9½ years. Trip flyer enclosed with this issue.

Friday Oct. 16
7:30pm

Regular October meeting of the Pacific Northwest Chapter will be held at the Union Pacific Clubhouse. A spectacular sound and slide show of #4449's rebuilding and trip to California along with the Sacramento Railfair will be presented. Delayed from the September meeting due to several participants not being available at the earlier date.

Friday Nov. 20
7:30pm

Regular monthly meeting of the Pacific Northwest Chapter. Annual election of officers for the up coming year will be held.

December 5

Chapter banquet at Airport Holiday Inn. Details in the October Trainmaster

SPEND AN ELECTRIFYING WEEKEND IN YAKIMA

The Pacific Northwest Chapter will be sponsoring a weekend trip September 26 and 27th to Yakima to photograph and ride the operations of the Yakima Valley Transportation Company. Our chartered Trailways bus will leave Portland at 8:00am and will stop at Maryhill to see ex-SP&S 2507 (really GN #2507) before our 12:30 arrival in Yakima. We will be staying at the Thunderbird Inn in Yakima - Yakima's finest place to stay. We will have a quick lunch and then our bus will motorcade the freight operations of the YFT until we get tired of it. The evening will be free.

On Sunday our bus will take us to the trolley barns in downtown Yakima where we will board our chartered single truck streetcar for a four hour trip over as much of the YVT as can be covered during this period of time. Plenty of photo-run-bys. We will depart Yakima around 3:00pm and arrive in Portland about 7:30pm. Those members that went on the first charter of the YVT remember what an excellent time was had by all.

PRICE--- \$55.00*

*The price includes all transportation and a hotel room (sharing a double occupancy room) in Yakima. No meals or items of a personal nature are included. Trip is limited to 32 people (the occupancy of the streetcar).

Reserve your space by sending in a check to PNWC/NRHS Room 1, Union Station, Portland, Oregon 97209.

TRI-MET PURCHASES LIGHT RAIL CARS

Portlanders can expect to see sleek, new light rail cars in Portland as early as September, 1983.

That's the delivery date for the first of 26 high-capacity rail vehicles to be supplied by Bombardier, Ltd. of Quebec, Canada. Tri-Met is expected to sign a \$21.7 million contract soon with Bombardier for articulated rail cars. Bombardier will build a vehicle designed by a major European manufacturer, Belgium's Constructions Ferroviaires et Metalliques - formerly known as Brugeoise-Nivelles (BN). The car shell and trucks will be built in Canada, with final assembly at Bombardier's new plant in Barre, Vermont.

The bid price per car was \$775,521, plus an additional \$1.5 million for spare parts, special tools, technical support and training. Bombardier's bid surprised Tri-Met officials, coming in about \$7 million under estimate.

The only other bid submitted came from Siemens, a West German firm. Siemens' bid was a fraction under \$26 million. The two firms submitting bids survived a stringent, two-step qualifying process required by Tri-Met. The only U.S. transit rail car manufacturer, the Budd Company, did not submit a proposal.

Each car will be about 88 feet long - nearly twice the length of the a standard Tri-Met bus. The extra-long, articulated vehicles carry 76 seats, with room for

over 200 standing and sitting passengers. During rush hours, two cars will be coupled together, with trains running about every five minutes between Portland and Gateway. The Bombardier cars feature double doors on each side, with two spaces for wheelchair passengers at either end. Wheelchair lifts will be installed at most of the 26 stations along the 15-mile route. The lifts will be part of the station rather than part of the vehicle. Tri-Met hopes by using this method most of the operational problems experienced by having lifts on vehicles can be eliminated.

When they arrive in Portland, the new cars will undergo testing and inspection at the Light Rail maintenance facility, which is planned to be built at Ruby Jct. (on the Portland Traction Company) near Gresham. The cars will be painted with Tri-Met's new official colors, white with a tri-color stripe of red, burgundy and orange.

Tri-Met will also be receiving the first of 57 new articulated buses in the Fall of 1981. The buses will be constructed by the Ikarus Company of Hungary. The major portion of the buses will be constructed and assembled in Los Angeles by the Crown Coach Company.

The nation's first system wide "honor fare" system will be implemented in 1982 by Tri-Met. Edmonton, Calgary and San Diego use a "honor system" but only on their light rail lines. Portland's system will cover all buses and rail cars. Based upon systems used in Europe for many years, the "honor system" calls for no fare collection or inspection by the operator of the vehicle. Passengers will purchase their tickets before boarding or from the operator and validate them in special boxes mounted on the vehicle. From time-to-time ticket inspectors will board the vehicle and ask passengers for proof of ticketing. Failure to have a valid ticket will result in a fine and other penalties.

AMTRAKING

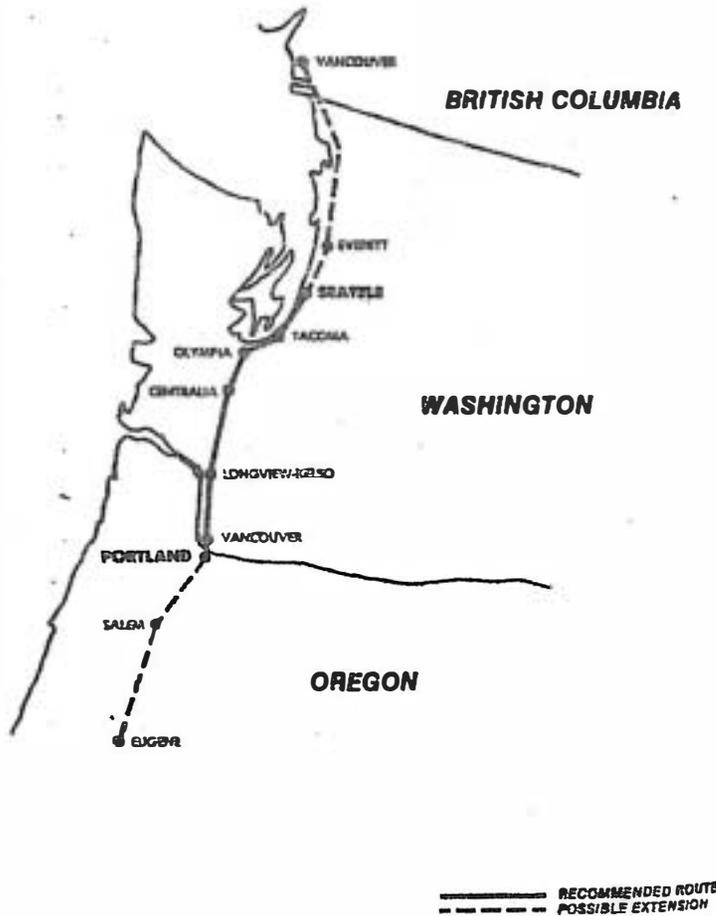
Amtrak's Board of Directors at their August 26th meeting passed upon a number of train discontinuances and additions as a result of their budget reductions passed by Congress. The Pacific International will be discontinued since it had a passenger mile per train mile ratio of 67 which was well below the 100 required. The InterAmerican will be operated south of St. Louis only three times a week but will operate to San Antonio. The train will carry through Los Angeles to Chicago cars via the Sunset Limited.

The big surprise was the institution of a new passenger train between Portland and Spokane. The Empire Builder will split at Spokane into a Seattle section via Wenatchee and a Portland section via the old SP&S. New stops will include Wishram, White Salmon and North Bonneville. No details were released on the proposed schedule but indications are that it will be similar to the old SP&S #1 & #2 - leave Portland around 3:00pm (after a connection with the Coast Starlight) arrive in Spokane about 11:00pm and leave Spokane about 1:30am running overnight to Portland.

Amtrak's Pioneer will be receiving a Superliner lounge/cafe car in October and possibly a through sleeper to Chicago via the San Francisco Zephyr. The through coach has been running above capacity throughout the summer and Amtrak has been short of equipment trying to put on a second through car.....Seen on the end of #11 August 27th, Casablanca Fan Company's two private cars "City of Pasadena" (ex NYC round end car) and "City of Industry" (ex-RI coach converted into bar/display car).

(ed note: In April 1981 the Federal Railroad Administration and the National Railroad Passenger Corporation issued the final evaluation of Rail Passenger Corridors in the United States. Reproduced is that section that deals with the Portland to Seattle corridor.)

Seattle-Portland Corridor



The Seattle-Portland corridor route serves the rapidly growing Pacific Northwest. Both cities are major transportation and distribution centers with deep-draft seaports that link the area with other U.S. cities, Alaska, and the Far East. The region is known for its physical beauty, attracting large numbers of tourists to enjoy the mountain and seashore recreation areas.

Strong local sentiment would prefer that the corridor route be extended — south of Portland to Eugene and north of Seattle to Vancouver, B.C. Both extensions offer additional large population centers that could increase ridership along the route.

Engineering Requirements

The 186-mile Seattle-Portland corridor uses a double track route owned by the Burlington Northern (BN). Amtrak currently operates three daily passenger trains each way over this route. In addition, tri-weekly service is provided over the Seattle-Auburn segment as part of the Seattle-Chicago route. Freight traffic is heavy, with 15 to 25 trains each way daily operating over a major portion of the line.

To provide an expeditious corridor service over this route, a relatively extensive capital improvements program is required. Although the double track is predominately continuous welded rail (CWR) maintained to FRA Class 4 standards, small segments of jointed rail should be replaced with new CWR. Additional superelevation is also required on approximately 60 miles of the main tracks to increase speeds over the line's large number of curves. In addition, some existing track at various crossover points needs rehabilitation as well as some signal work.

A major consideration on this line is the extensive number of speed restrictions imposed by local jurisdictions — a factor that substantially slows the average speed of passenger trains. Improved crossing protections may be required at numerous road crossings. Relief from local speed restrictions is essential before expanded service can be provided with expeditious schedules.

Seattle's King Street Station requires a fair amount of upgrading to function as the primary terminal for the corridor. Specifically, the water supply needs upgrading, new storage and station tracks are required, servicing facilities and standby 480-volt AC power must be added, a new engine repair and servicing facility must be built, and the wye turning facility requires rehabilitation.

Amtrak estimates that the track and signal work required for corridor service will require expenditures in the range of \$33 to \$66 million. Improving signal protection or eliminating grade crossings will require a further \$2 million, and upgrading terminal

and station facilities will run approximately \$2 million. It should be noted that these figures do not include engineering and design costs.

Ridership Projections

The SMSAs included in this corridor are Seattle, Tacoma, and Portland, with a total population of 3,036,000, or 16,731 persons per route mile. The region has nine military installations within a population of 30,469, and a federal civilian employee population of 43,145.

Passenger train traffic currently consists of three trains each way daily on 3 hour, 50 minute schedules. Amtrak's Empire Builder (en route to Chicago) serves the Seattle-Tacoma segment of this route tri-weekly. Scheduled airline service between Seattle/Tacoma and Portland offers a 36 minute schedule. Express bus service is available between all points, with Seattle-Portland schedules as low as 3 1/2 hours. For the auto traveler, Interstate 5 parallels this route throughout the corridor.

The following table shows common carrier service and fares as of February 1981 between Seattle and Portland:

	One-Way		One-Way Fare
	Daily Frequencies	Best Schedule	
Rail	6	3:50	\$18.00
Air	41	0:33	26-55.00
Bus*	42	3:30	13.15

*December 1980 data.

Given the increased speed of corridor trains, it is projected that the rail schedule would be improved to 3 hours, 30 minutes.

With a projected ridership of 53.3 million passenger miles per year, Amtrak estimates that the annual revenue for this corridor would be \$5.91 million. If the demand for corridor service exceeds the base projection by 25 percent, the ridership on this corridor would be 66.63 million passenger miles per year, for an estimated annual revenue of \$7.37 million.

Equipment Requirements

Amtrak has estimated the number of train sets that would be required to operate the proposed new train frequencies, the cost of the incremental equipment required, and the value of the existing equipment. In addition, equipment needs and costs have been calculated for an assumed demand 25 percent above the base projection.

	Capital Costs (in Millions)		Equipment Needs		
	Value of Existing Equipment	Required Incremental Equipment	Type	Existing Train Sets	Proposed Train Sets
6 Round Trips	\$13.4	\$ 7.4	Amfleet	3	6
6 RTs (+25% Demand)	13.4	13.4	Amfleet	3	6

Operating Statistics

To measure the projected performance of this corridor route, Amtrak has calculated three statistics using the base demand projections -- passenger miles per train mile (PM/TM), the short-term avoidable loss per passenger mile, and the ratio of revenue to long-term avoidable cost. Amtrak has also calculated these same statistics to reflect an assumed ridership 25 percent above that base projection.

	Round Trips	PM/TM	Avail.	Rev/Cost
	per Day		Loss/Pt	Ratio
Projected Demand	6	65	13.5¢	37%
Current	3	99	8.7	40
Incremental	3	32	28.7	34
+25% Demand	6	82	10.7¢	42%
Current	3	99	8.7	40
Incremental	3	64	13.8	44

Employment Benefits

Operation of the additional service described here would provide ongoing employment for 147 people in such categories as engine and train crews, heavy and running maintenance crews, and station and on-board service personnel. In addition, the capital improvements described for this corridor would require 3,299 person-years of labor.

Community Views

On January 15 and 16, 1981, Amtrak conducted briefing sessions in Portland and Seattle, respectively, on the proposed corridor between these two cities. The meetings were held to obtain the views of the region's community and business leaders and were called by the Mayor of Portland, Frank Ivancie, and the Secretary of the Washington Department of Transportation, W.A. Bulley. Both meetings attracted a large audience of state, county, and city

officials; mayors of corridor communities; representatives from railroad companies, transportation unions, Chambers of Commerce, convention and tourist bureaus, transit companies, transportation planning departments, Congressional offices, and passenger associations; as well as interested private citizens.

Response to the corridor concept outlined by Amtrak representatives was enthusiastic at both briefing sessions, as well as in subsequent written submissions. Participants expressed optimism about growing ridership. In addition to the sizable and increasing tourist market attracted to the Pacific Northwest, respondents noted that a great deal of business travel occurs along the Portland-Olympia-Tacoma-Seattle corridor.

A major issue at both briefing sessions was the extension of the corridor -- south to Eugene and north to Vancouver, B.C. As noted by the Oregon Association of Railway Passengers, the population concentrations along the current corridor are significant, but to delete Eugene and Vancouver is to ignore the potential of additional large populations. Although 70.1 percent of Washington's population lives along the Portland-Seattle route, 69.2 percent of Oregon's population lives along the Willamette Valley between Eugene and Portland, and 56.1 percent of the entire population of British Columbia lives in the Vancouver/Victoria area. In addition, the area north of Seattle to Everett and beyond is also growing rapidly. Although Oregon currently offers a 403(b) service in conjunction with Amtrak twice daily between Portland and Eugene, and Amtrak offers a daily service between Seattle and Vancouver, both oral and written testimonies stressed the need for the greater frequencies and improved schedules that are part of corridor service in order to take full advantage of the ridership potential of these segments. In particular, the strong working relationship between the two state governments in Salem and Olympia was suggested as a significant source of business travelers. The State of Oregon subsequently informed Amtrak of its strong support for extending the corridor to Eugene.

Representatives for both end-point cities expect initiation of corridor service to act as a stimulus to ongoing revitalization projects around their stations. In Portland, the Union Station is well located in the downtown area with a number of new office buildings and hotels within walking distance. Seattle's King Street Station is also conveniently located in the downtown area, and currently several revitalization projects are underway or planned within the station's vicinity. In addition, the Seattle station is adjacent to the Kingdome, which attracts a large audience for its sports events, many of whom travel from down-line communities by train.

To encourage ridership, Seattle and Portland and the two state departments of transportation encourage the intermodal concept in

their development plans. Both Portland and Seattle have excellent progressive transit systems with downtown area "free zone" bus programs that serve the Amtrak stations. In addition, at the suggestion of the Oregon DOT, an intercity transit company and Amtrak have coordinated their schedules around the daily Pioneer Portland stop to enable passengers to connect with bus services to their off-line communities. Portland also has installed automated kiosks that give information on intermodal transportation alternatives to given locations, including Amtrak's train routes. One intermodal concern raised at the Portland briefing by associations for bicycle riders was the need for facilities on trains to allow them to bring their bicycles on board, as is done in Europe.

Seattle and the State of Washington are also emphasizing the intermodal concept. Not only do many bus routes connect the Seattle Amtrak station with urban and suburban areas, but also a regional transit agency is considering the construction of a major public transportation terminal in the vicinity of the King Street Station. In addition, several en route stops are directly served by intercity bus connections. Even the remote station in East Olympia will soon be served by transit services to the city center. Finally, the state is investigating an intermodal information and referral system to promote forms of travel other than by automobile.

Several additional factors relevant to corridor rail service were noted:

- o Currently, the one major road connecting Seattle and Portland (Interstate 5) is very congested. The Washington Department of Transportation's recently completed plan estimates approximately \$400 million in highway improvements along the corridor between 1981 and 1993. Although improved rail service will not eliminate the need for all improvements, the state believes that some upgrading projects may not be required if congestion is reduced by increased use of trains.
- o Air service between Seattle and Portland is often suspended because of fog cover. Increased train service could provide an attractive alternative during these periods.
- o Airlines have reduced their frequency of service from Portland to Seattle and for en route communities, leaving a transportation need that could be filled by increased train frequencies.

In addition to general support for a corridor service, both Oregon and Washington have shown and expressed a willingness to contribute to the development requirements and supplemental needs of a

VERY IMPORTANT NOTICE - PLEASE READ CAREFULLY

Rising postal costs are making it necessary that the Chapter reduce its postage bill. As a first step in this process we are taking a close look at the mailing list of The Trainmaster. Enclosed in this issue of the TM is a postal card with the Chapter's address on it and a copy of your mailing label. In the lower right hand corner you will find a colored check mark. The key to this check mark is:

- Blue - You will continue to receive The Trainmaster as usual and NO further action is required on your part.
- Green - We are sending you The Trainmaster as an exchange publication and we receive your organization's newsletter in return. We will continue this arrangement unless we hear from you to the contrary.
- Brown - We send you The Trainmaster but we receive no publication in return. If you want to receive the TM please send in the card and indicate you want to continue to receive our publication.
- Red - You will receive no further issue of The Trainmaster unless you send in the enclosed post card.

Please make any corrections on the the mailing label that are necessary. There is also a space for comments. We are especially interested in any Chapter members that have not received their copy of the national bulletin. If you have not received your issue No 2 within the last several weeks please let us know so we can notify the manager of The Bulletin.

PASSENGER SERVICE ON THE PEND O'REILLE VALLEY RR

Passenger service returned after 43 years on the former Idaho, Washington & Northern, now the Pend O'Reille Valley RR operated by the Kyle Railroad Co. of the "Blue Goose" logo.

Eight round trips were made between Lone and Metaline Falls on July 24, 25 and 26 using Alco R17 number 102 and a Willamina & Grand Ronde bulkhead flatcar fitted with fences, benches and a retractable plastic covering in case of rain. One run on Friday evening, four on Saturday and three on Sunday were complete sellouts at \$3 per person. The ride from Lone to Metaline Falls and back took two hours including a stop on Box Canyon bridge to look down at the dam.

The line is very scenic with two tunnels (one very short, the other more than 700 ft.) plus several side-hill trestles and one regular trestle near Metaline Falls.

Harold Sargent, general manager of the POV, told us that a passenger coach from Cottage Grove, Oregon had been scheduled for these trips, but necessary work on it had not been completed in time for this local holiday and celebration. A regular program of excursions between Newport and Metaline Falls is not being planned until after the track has been completely renovated which may be up to two years. (From Inland Empire Chapter Yardbull)

COMING EVENTS

THE GREAT TRAIN EXPO & SWAP MEET, September 26 & 27, 10 AM to 5 PM at the Marshall Center, Vancouver, WA. General admission: \$1.00 donation. Swap Meet: Swap space is \$5.00 for a 4' x 6' space. Bring your own table. For space reservations write to Jerry Jacobus, 2909 NE 65th St., Vancouver, WA 98663. For information call (206) 693-2118 days. Train Expo: Live steam engines. Modular layouts in operation. Many model displays. "How To" clinics. Railroad slide show. Railroad movies. Marshall Center is located just northeast of the intersection of Interstate 5 and Mill Plain Blvd. in Vancouver. Access from Vancouver Way and McLoughlin Blvd.

SLIDE-A-THON - Sunday, October 11, 1981 at Four Corners Elementary School, 500 Elma S.E., Salem, Oregon. Presentations by Wade Stevenson and Warren McGee. Railroadiana flea market. Photo contest with prizes. Bring your ten favorite slides to show. Registration will begin at 11:00 AM. First slide show at 1:00 PM. Write or phone Ed Austin, 587 - 22nd St. N.E., Salem, OR 97301, (503) 399-0239 for registration cost and more information.

DINNER IN THE DINER - ECONOMY STYLE

Dinner in the diner won't be the same come Oct. 11. As an economy measure Amtrak made reductions in dining car service on four long distance trains effective June 17 to show the Reagan administration that it is taking steps to economize as a condition of getting continued funding for the national system. The four trains are the BROADWAY LIMITED, CRESCENT, SAN FRANCISCO ZEPHYR, and SOUTHWEST LIMITED. Although Amtrak says the reductions are an experiment, informed sources say you can expect to see the economies continue and be put into effect on all Amtrak service. Essentially what has taken place is a "bare-bones" dining service. All that remains of the traditional service is the scenery out the windows! The food is airline style, pre-prepared meals, microwaved back to life aboard the dining cars. Three entrees are available for lunch or dinner (a seafood platter, steak or chicken); two are on the breakfast menu (cheese omelet or pancakes). Each meal comes with specific side dishes that cannot be substituted. The food is arranged on small trays and brought to tables devoid of linen, crystal, metal flatware and flowers. As in the air, each patron is provided a packet containing plastic utensils, condiments and a paper napkin. A water pitcher and plastic cups are set on each table; passengers help themselves. On the Superliners, a cook, a steward and two waiters staff each car. (On the Crescent no steward was in evidence; passengers are told to "sit anywhere.") Patrons are handed a single page menu-cum-order-form on which to mark selections. Meals are paid for in advance and passengers are specifically discouraged from ordering desserts, beverages or additional food later in the meal. Reports coming to us from those who have already experienced this new service are not encouraging. The general observation is that veteran passengers dislike the new service and conveyed this sentiment to the crews. Newcomers, who didn't know any better, find little to complain about. (High Green and Rail Travel News via The 470)

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 \$15.00 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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