

THE TRAINMASTER

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NOTICE OF NEXT REGULAR MEETING

The next regular meeting will be held Thursday, October 18th in Room 208, Union Station, Portland, at 8:00 P.M. Jim Feldman will highlight the program with a showing of his railroad slides which include the D. & R.G.W. narrow gauge lines in Colorado. Plans are afoot for a November 15th Dinner Meeting at the Sombrero restaurant for wives and friends too, and to include the election of officers.

OREGON'S LAST INTERURBAN

Oldest interurban electric railway in the United States discontinued operations into downtown Portland the morning of September 17th. Car number 4018 of the Portland Traction Company made the last run over the downtown loop at 1:20 A.M. Sixty-three years ago on February 16, 1893, the first interurban car left Portland's west side for Oregon City, fourteen miles away. Interurban cars still run frequently to Oregon City and Bellrose, but now depart from the start of private right of way at Southeast 1st Avenue and Hawthorne Boulevard on the east side of the Willamette River. Passengers now use local and shuttle buses of the Rose City Transit Company between that point and downtown on the west side of the Willamette River. City and county made no provision for tracks over the new approach to the Hawthorne bridge.

Portland Traction Company's lucrative carload freight traffic is now handled by two diesel locomotives while passenger service still gets its power from overhead wires.

The management has consistently attempted to abandon all passenger service between Portland and Oregon City and Bellrose. However, an organization known as the Transit Savers', Inc. has stubbornly resisted and has been upheld by the Public Utilities Commissioner of Oregon.

FREE RIDES ON DISNEYLAND RAILROAD FOR PASS HOLDERS

Through the courtesy of the Santa Fe Railroad and Walt Disney, annual passes held by railroad employees on any American railroad will be honored on the Santa Fe and Disneyland Railroad at Disneyland Park, Anaheim, California.

FOR A BETTER TRANSPORTATION JOB

The Association of American Railroads sponsors more than 200 permanent research committees composed of carefully selected technical men - all experienced in their respective fields of activities. These committees are constantly engaged in finding new, better and more economical ways to perform the transportation job.

THE DIESEL HORN

Your editor has not as yet become addicted to the yowl of the diesel locomotive horn. It is a far cry from the "whippoorwill" of Casey Jones' whistle and the captivating chimes of Uncle Billy Richardson's whistle which stopped the mountaineers in their tracks to catch the last echo. When Sim Webb, Casey Jones' old negro fireman played the "whippoorwill" on Casey's whistle from old number 382 during the ceremonies commemorating the 50th anniversary of his death held at Jackson, Tenn., April 29, 1950, the crowds about went into hysterics. I was deeply stirred with emotion along with thousands of other persons in Jackson on that day as I was many times as a boy when I heard the shrill of Uncle Billy's whistle as his train rounded "Lovers Leap" approaching Gauley Bridge. People on both sides of the Kanawha River rushed to their doors and windows upon hearing the shrill of the chimes to catch a glimpse of him and his long flowing white beard at the cab window. To them Uncle Billy was a symbol of a great man at the throttle of a famous train, the Fast Flying Virginian. They looked upon him with reverence, even to the pretty girl I danced with, who lived on opposite side of the Kanawha from Deepwater.