



# 92  
October, 1965

# THE TRAINMASTER

## SPECIAL MEETING

A special meeting will be held on Sunday, October 10th, at 2:00 pm. The location will be the chapter's Union Pacific Lounge car located at the Oregon Museum of Science and Industry next to the Portland Zoo. The purpose of the meeting is to acquaint members with the car itself and to form a policy for the development and future of the car. All members and interested persons are welcome to attend this meeting.

## REGULAR OCTOBER MEETING

The regular meeting of the Pacific Northwest Chapter NRHS will be held on Friday October 15th 8:00 pm Room 208 Union Station. Another outstanding program has been arranged by Bob Murphy. This meeting will be auction night. The price for admission to the meeting will be one article of auctionable railroading. If past auctions are any indication there should be much spirited bidding that evening.

## PASSENGER NOTES

The past summer has been one of mixed feelings in regards to the railroad passenger picture. Most of the railroads serving Portland indicated an increase in the numbers of passengers with a rise of 4%-7% being the average. But along comes Southern Pacific with its tale of woe; ridership on the Cascade down 22% the Shasta Daylight down 47% over last years figures. September saw the last run of the Shasta, probably forever. Only a miraculous decision from the ICC will return it for next year. One wonders how safe the Cascade is?.....The SP&S has acquired two new pieces of passenger equipment from the KATY. Since the elimination of KATY passenger service, most of their cars were for sale. The SP&S picked up a baggage-dormitory car and a dining car.....Eastern mergers have their effect all the way out west. The Portland Rose usually carried a Wabash baggage car for St. Louis but the merger between Wabash and Norfolk & Western now sees a N&W car on the "Rose".....The steam-powered Vernonia, South Park & Sunset has acquired two more pieces of passenger equipment. The cars match the one currently in use and were bought from the Willamette Valley Electric Railway Association.....

## NEW PUBLICATION MAKES IT APPEARANCE

A magazine for the steam fan is now being published in the Northwest. "Western Engine" magazine is devoted to engines of all types. Steam farm engines, boat, railroad and logging engines. The publication is "dedicated to men who live to work and play with steam and gas." Copies will be available for inspection at the October meeting. A one year's subscription can be purchased for \$5 from the "Pendleton Record" at PO. Box 69, Pendleton, Oregon.

## Extra 8853

Portland Traction has acquired a new caboose from the Union Pacific to bring their total to three.....A new standard gauge tourist railroad is being planned for the Monterey, Calif. area with a Shay as motive power: more later as the details are learned.....Northern Pacific Terminal engines are being equipped with revolving yellow lights on the cab roof for better grade crossing protection.....West Side Lumber company in California has 3 Shays for sale. The Pickering Corp. has two Shays for sale.....Rumor has it that the Camp 3 line of the Rayonier operation in the Gray's Harbor area is to be abandoned. This would probably mean the end of steam also....The railroad boxcar shortage has become very acute this year with some mills closing down because they have no equipment to ship out the lumber.....In case anyone is wondering: The train wreck on Convention trip #2 was not staged for the conventioners by the Union Pacific. But it did give the people a good chance to see UP's steam powered "big hook" in action.....

MANY THANKS TO ALL OF YOU FINE PEOPLE

Now that a month has elapsed since the 1965 NRHS National Convention, members of the Pacific Northwest and Tacoma Chapters have had a chance to "get their breath." Looking back upon a most pleasant and busy four day, we are very pleased that so many NRHS members and friends came from the East, Midwest, and South. Approximately 175 of those attending were from east of the Rocky Mts. It was great to give you at least a glimpse of the Pacific Northwest; we hope that all of you will come again soon to this region when you have more time to visit other areas of railroad interest as well as our snow-capped mountains, primeval forests, and sparkling waterways. Let us know if the Pacific Northwest or Tacoma Chapters can help in any way to make your stay more enjoyable.

Personally, I feel that we had a very successful convention, helped greatly by the cooperation of the "Weatherman," as well as by the unselfish aid of a considerable number of members of both Pacific Northwest and Tacoma Chapters. You can be interested to know that our weather continued dry and warm for an additional four weeks following Labor Day. Indian summer prevailed until Oct. 4th, when we got the first real rain in nearly two months!

We are proud that the various events ran smoothly and "on time." A great deal of advance planning went into our program, but you know that old saying of Robert Burns: "The best-laid plans of mice and men oft gang aglay." This happened to us, and now it can be told: In June and July we could not foresee a severe car shortage the first week in September. When you good people checked in on Friday, September 3rd, we did not have the necessary flat cars for the LP&N trip to Chelatchie Prairie on Labor Day. (ed. The truth is we didn't have any cars on Friday.) Our hoped for mill gons were completely unattainable and we were ready to settle for almost any rail equipment that would roll. (ed. see below) Northern Pacific, which connects directly with the LP&N had no flats. Good friend SP&S tried hard to find us some, and, finally, the Union Pacific found sufficient flats to take care of our needs. One car came from as far away as The Dallas, Oregon, over 100 miles distant! Two of the flats were delivered to the LP&N on Friday at Battleground station where they were set out conveniently alongside a lumber yard. Railings and seats, steps, were constructed at that point. The other two flats did not reach the LP&N until Saturday night. This meant that a work crew had to go to Battle Ground, Wash. on Sunday with a truck, move the railing and seat material back down to the interchange at Rye and finish the seat and railing construction for the flats on Sunday afternoon and evening. Whew! All was done, however, and done well and Monday's trip on the LP&N was rewarded with magnificent weather and views of Mt. Hood and Mt. Adams.

I especially want to thank those NRHS members and friends who did forego some of our trips to get equipment ready for Monday's LP&N trip. Some gave up Friday evening's activities; others worked all day Saturday, missing Glenwood Trolley Park and the Sunset Line trips. A worthy crew rode the train only one-way to Seaside and returned that afternoon by car to the LP&N to finish the job in grand style! Others from both the Pacific Northwest and Tacoma Chapters gave up a chance to ride the sternwheel steamer "Portland" on Friday and Friday night and all day Saturday activities in order to take care of manning the Registration Desk.

To all of you who gave of your time and loyalty I wish to say "Thank you very much" for a job very well done. And now we can relax and think about "on to Richmond in 1966"

Sincerely yours  
MILN GILLESPIE  
Convention Chairman

ed. Because of the car shortage we had to give some consideration for converting any type car into trip use. Suggestions ran all the way from cutting portholes into chip-cars to putting standard gauge trucks under the zoo train.

THE TRAINMASTER is the publication of the Pacific Northwest Chapter, National Railway Historical Society. The Chapters address is PO. Box 8853, Portland, Oregon 97208. Any information destined for inclusion in THE TRAINMASTER should be turned in no later than two weeks before the monthly meeting.