

THE TRAINMASTER

#97 April, 1966

POST CONVENTION LETDOWN

Hosting the national convention of the National Railway Historical Society must certainly be a highpoint in any chapter's history. And the hosting of the convention in Portland last year must be the highpoint for the Pacific Northwest Chapter. It took work by many of the members to make the convention the success it was. But since the convention member participation in the Chapter's activities has slackened until only a few members are doing all the work. Whenever a work party is called on can almost bet on the members that will appear. Whether this lack of interest is one of personal disinterest in railroading in general, or one of feeling that the club has nothing to offer, the end result is the same.

I feel that lack of interest in railroading is not one of reasons. For only one or two railfans have switched their interests completely.

However the statement that the club has nothing to offer is probably the chief cause of member disinterest. This notion, I feel, is wrong for the club is probably busier now than at any time in the past(except for the few weeks before and during the convention). The Chapter has a project in the building of a station at the Trolley Park. This will take the work of many members to complete; so if you can hammer, saw, or paint there is a job for you. The moving of the Chapter's lounge car will provide another project. The car will need work both inside and out to put it in shape to hold the railroad museum.

This summer Chapter outings to the City of Prineville Ry. Shady Dell and several other places are being planned. The trip to Klamath Falls on the Oregon Trunk and return via Southern Pacific will be run on Labor Day this summer. The Tacoma Chapter wants to host the Pacific Northwest Chapter in a day's outing to the Milwaukee Road's shops in Tacoma. The number of events the Chapter can do is limited only by the imagination of the Chapter members.

The attendence at meeting could be better. Programs at the last several meetings have been excellent, its too bad more members couldn't have viewed them. Some members probably do not even know that the Chapter has acquired UP lounge Car #1517. The business of the Chapter should be the concern of every member, since they pay \$6 each year and they should have some voice in where it goes. The chance to express to express one's feelings and views is at the monthly meeting.

Rember that the Chapter is only what the member's make it. So I hope to see you at the meeting this coming Friday at Union Station.

Ed Immel-editor "The Trainmaster"

(This page does not necessarily reflect the views of the Pacific Northwest Chapter)

PACIFIC NORTHWEST CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY and $\underline{\text{THE}}$ TRAINMASTER

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APRIL MEETING

The April meeting of the Pacific Northwest Chapter NRHS will be held on Friday, April 15, 1966, at 8:00 pm, room 208 Union Station, Portland. This is a change in meeting sites since the traditional April meeting in Salem won't be held this year. Progress reports will be made on the status of the Chapter's lounge car and the excursions planned for the year. An announcement will be made concerning the chance to partake in the greatest rail trip run out of Portland in many years. This trip will be sold by the Chapter only by word of mouth for the time being. The program will consist of slides and movies provided by several Chapter members.

MOVING THE CHAPTER'S LOUNGE CAR

Miln Gillespie has been hard at work getting the necessary equipment to move the Chapter's Union Pacific lounge car, now at the Oregon Museum of Science and Industry, to the Oak's Park. The car needs to be put behind fencing since the exposed position has allowed the windows on the south side to be broken. One window is completely broken through with both panes of safety glass shattered. The movement of the car will be one of the largest hauling jobs in the city this year, since the car weighs 57 tons and is over 80 feet long. The movement will take the use of much equipment and men. The total cost of moving the car has been estimated to be over \$3,500—the cost to the chapter will be zero\$. The actual date for moving the car hasn't been set since the many different pieces, owned by several companies, have to be free on the same day. The week of April 10-17 looks the most likely as of now. The car will be moved on a weekday since none of the company's involved want to pay overtime to the workers.

When the car is in position at the Oak's it will become a Chapter project which involves converting it into a railroad museum. Also joining the equipment at the Oaks's will be a two-truck Shay and a set of disconnects which were at the old Forestry Building.

PORTLAND TRACTION BUILDS NEW OFFICE

Due to the East Bank Freeway needing some of the land on which the Portland Traction Company sits, the company will get a new office building and freight house. The freight house is under construction in its site next to the SP mainline to the north extreme of the yard. The office building has just started under construction with completion scheduled for August 1st. The office building is situated next to the engine house. Mr. Adams of the Traction Company stated that this would cut down somewhat on the space needed but they would probably learn to live with it. With all the noise from the building Mr. Adams now calls it the Portland disTraction company.

TWO SP&S OFFICIALS RETIRE

Two long time employee retiring from the SP&S are J. L. Monahan, superintendent and a veteran of nearly 47 years, and C. L. McKinney, assistant chief of personnel, 49-year veteran with the railroad. Both started with the telegraph department. Succeeding Monahan is F. S. Barlow Jr. who moves up from assistant superintendent. Other moves include G. S. Showalter, named assistant superintendent, and J. O. Currie Jr. who succeeds Showalter as trainmaster at Portland.

Last month's quiz was hard for Miln Gillespie who failed to get 100%. This month the quiz will be to see how well you know stations on railroads in the Pacific Northwest and Canada. As usual score 5 points for each correct answer. No fair looking in the Official Guide. For the steam experts next month's quiz will be on railroad wheel arrangements so study up on them.

(fill in the correct spaces, matching the two columns)

Powell	1 Northern Pacific
Grande Prairie	2 Union Pacific
Cocolalla	3 Great Slave Lake Railroad
Dee	4 White Pass & Yukon
Linamen Jct.	5 Camas Prairie
Fisher	6 Great Northern
Tulsa	7 Chicago, Burlington & Quincy RR.
Culver	8 Northern Alberta Ry.
North Powder	9 Southern Pacific
Yahk	10 Chicago, Milwaukee, St.Paul & Pacific
Lac La Hache	11 Canadian National
Hay River	12 Canadian Pacific
Bennett	13 Yakima Valley Transportation Co.
Henrysboro	14 Pacific Great Eastern
Spalding	15 Oregon Trunk
Levenworth	16 Mount Hood Railroad
Valier	17 Portland Traction Company
Albreda	18 Spokane, Portland & Seattle Ry.
Cle Elum	19 Montana Western
Miami	20 Oregon Electric Rv.

"BIG RAILROAD RATE WAR?"

Several days ago a reporter for the <u>Oregon Journal</u> noticed that the Union Pacific stated the one-way fare to Chicago was \$65.17. In the same issue the Great Northern stated that their fare to Chicago was \$65.16. Was the Great Northern trying to undercut the Union Pacific by offering a travel saving of 1 cent to lure passengers to their trains? If that was so this could lead to a ICC hearing on rate cutting. The "big railroad rate war" was on. But Walt Graydon of the Union Pacific cleared it all up by stating. "how much does it cost to travel by train

from Portland to Chicago -- \$65.16 or \$65.17? Your sharp eyes have discovered what I shall term a 'corporate error".

Really its not a penny cheaper to travel Great Northern rather than Union Pacific. We inadvertently advertised \$65.17 but we charge \$65.16. Actually you can save \$2 by going up in preference to GN or NP. Both of these lines have a \$2 seat reservation charge and UP does not.

"We have long wondered about the justification of the seat charge. On the basis of extra niceties, we could reason that the exclusive three-level Astro Dome diner was worth it, or NP might say it covered Sue the stewardess nurse. But how about Great Northern-is the extra two bucks for Rocky the Goat?"

SOUTHERN PACIFIC SCHEDULE CHANGES

The SP has added 40 minutes to the running time of both Cascade and the Shasta Daylight. The new summer schedule will show the Cascade leaving Portland 40 minutes earlier than usual to cut down the waiting time between the Seattle Pool train which changes its schedule in order to protect the 5:30 pm Daylight departure from Portland. But the Espee hasn't made the arrival in San Francisco 40 minutes earlier. The adding of 40 minutes to the Shasta Daylight looks like another effort to cut down riders on this very shakey train.

Answers to the Quiz

7, 8, 1, 16, 17, 18, 20, 15, 2, 12, 14, 3, 4, 13, 5, 6, 19, 11, 10, 9

UNION PACIFIC STEAM IN OREGON THIS SUMMER

In connection with the regional convention of the NRHS at Boise, Idaho, August 5-7, 1966 the Union Pacific steam locomotive #8444 will operate between Boise and Huntington, Oregon. The trip on Saturday August 6th, will cost \$7.50. The complete convention will cost \$15.40 which includes registration, banquet, and steam trip. The capacity of the train is limited to 500 passengers and advance reservations now total about 200.

Reservations for the convention or the train trip should be made as soon as possible to: Mr. James Dunbar, PO. Box 4242, Boise, Idaho 85705