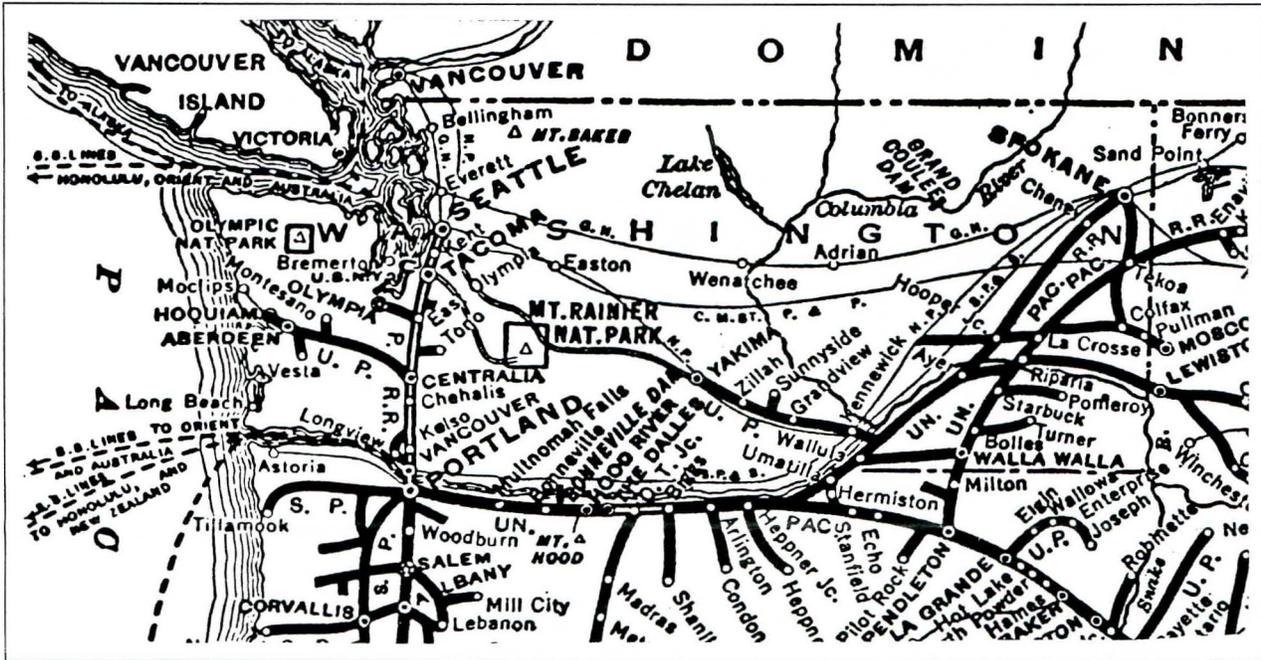




OCTOBER 1991

## UNION PACIFIC'S "CITY OF SEATTLE?"



*Union Pacific streamliners: City of Los Angeles, City of San Francisco, City of Portland, City of Seattle... Wait a minute, was there ever a City of Seattle?*

*To a small group of railroaders and railfans in the Pacific Northwest in the early 1940s there was a train they referred to as the City of Seattle, even though none of the UP publicity or timetables referred to it as such. UP trains 405 and 406, using the M-10002 and its seven-car streamlined train, operated as a connection for the City of Portland between Portland and Seattle for almost a year and were unofficially referred to as the City of Seattle.*

*The City of Portland (M-10001) was delivered on October 2, 1934. It went on display around the country and made a record setting coast to coast run on October 23-25, 1934. It made the 3,284 mile run from New York to Los Angeles in 56 hours, 55 minutes. It was then sent back to the Pullman Car and Manufacturing Company for modification of much of the original machinery.*

*The City of Portland was christened on May 4, 1935 by Portland Rose Festival Queen, Irene Hegeberg. In attendance were; Averell Harriman of the Union Pacific, Governor Martin of Oregon and Mayor Carson of Portland. -continued on page 6*

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**The TRAINMASTER**

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society, published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official National Railway Historical Society position on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source. **Please address contributions, correspondence, and exchange copies of newsletters to:**

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MEMBERSHIP in the PNWC-NRHS is available as follows:  
Regular ...\$27/yr.  
Joint...\$32/yr.  
For more information contact the Membership Chairman, at the above address.

**DEADLINES**

are terrible things, but they pop up every month without fail. **The deadline for each issue of *The Trainmaster* is the 20th of the previous month.** I always try to squeeze in late material, but I can't guarantee that anything received after the 20th will make it—be warned!  
—MC

**CHAPTER TIMETABLE NO. 349**

**REGULAR RUNS**

**BOARD OF DIRECTORS MEETING, Thursday, October 10, 7:00pm**, at the Columbia Gorge Model Railroad Club on the corner of N. Vancouver Ave. and Russell Street. All Chapter members are welcome.

**MONTHLY MEMBERSHIP MEETING, Friday, October 18, 7:30pm**, at Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. The business meeting will start promptly at 7:30, with the newsreel and program following after a short break. Refreshments will be available; please bring some money to feed the "kitty" so Kitty can continue to feed you. The program is listed below.

**WEEKLY NO-HOST LUNCHEON, every Saturday, 12:00 noon**, at the Semaphore Restaurant at SE 17th Avenue and Holgate Blvd. Our group sits in the back. Come on down!

**ROLLING STOCK WORK SESSIONS, every Tuesday and Saturday**, at the Chapter's tracks in Brooklyn Yards. Working hours are 9am to 3-4pm on Tuesday, 10am to late afternoon on Saturday. There's a lot of work of all kinds to be done. Contact Richard Gray (656-0260) or Bob Hoffman (236-7710) to see what you can do.

**ARCHIVES WORK SESSION, Thursday October 10, 1 to 4pm** at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact Bob Weaver at 654-4274 for more information—or just show up! There's lots of work to do.

**CHAPTER LIBRARY OPEN HOURS, Saturday, October 19 & 26, 1 to 4pm** at Room 1, Union Station. Dale Miller will be your host.

**EXTRA BOARD**

**TILLAMOOKSALTAIRSPECIAL, October 26 & 27**, Two day excursion to the land of cheese, trees, and ocean breeze. Call Room 1, 226-6747 or Marilyn Edgar, 236-7271 for details

**OPEN HOUSE** for Columbia Gorge and Mt. Hood Model Engineers in the month of November

**NEWYEARSTRIP** to Seattle on AMTRAK. Contact Marilyn Edgar or Nita Reghitto for information.

**OCTOBER MEETING PROGRAM**

*to be announced*

*Program begins after business meeting*

Notice: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a Chapter meeting, please contact Chuck Bukowsky 284-7277

Who ever said that two could live a cheaply as one didn't have a wife.

**We** will be running a series of Burma Shave slogans which come to us by way of *The Keystone* newsletter, Pittsburgh Chapter NRHS. The one this month is 1939 vintage.

## CHAPTER BUSINESS

### Notices

### Change of Venue

Our membership meeting will be over at Grout school again this month.

**3119 SE Holgate**

Just up the street from Brooklyn Yard

### Car Host

Jerry Webb retired last month from his position as Car Host Manager. Dale Miller will be replacing him

### Thank You

I want to thank Clytis Belloit and Mildred Messmer for supplying cookies for us all to eat at the September Membership meeting.

*-Nita Reghitto*

### New Years Trip

Any one interested in taking a New Years Trip to Seattle call Marilyn Edgar at 236-7271. We will be going up on AMTRAK, spending the night and returning the next day.

### Committee Reports

#### NOMINATING COMMITTEE

President Chuck Bukowsky appointed the following members as the committee to nominate officers and directors for 1992:

Fred Dorsett  
Tom Green  
Barbara Dougherty  
Tammy Auburg  
Connie McCready

*-from the minutes of the August Board of Directors meeting published in the September Trainmaster.*

#### ELECTION OF 1992 OFFICERS

Candidates for chapter offices for 1992 have been nominated by the membership. The election will be held at the November membership meeting. Voters' pamphlets will be mailed to voting members in October. Absentee ballots will be available. According to the bylaws, each chapter member in good standing as of the last day of October will be eligible to vote.

The Candidates are:

President	Chuck Bukowsky
Vice President	Dave Van Sickle
Treasurer	Maxine Rodabaugh
Secretary	Chuck Storz
National Director	Bob Hoffman Jerry Webb

Director at Large (Two Positions)

Al McCready  
Dick Ordway  
Rocky Regula  
Russ Schoof

#### ELECTIONS COMMITTEE

In accordance with chapter bylaws, President Chuck Bukowsky has appointed an Elections Committee to conduct the election of officers for 1992.

Committee members are:

Janet (Rodabaugh) Larson, Chair  
Clytis Belloit  
Ester Rosu

#### LIBRARY/ARCHIVES

*Walt Grande, Chair*

The Library Committee will meet on October 19 in room 208 from 1:30pm to 3:30pm. We will continue to sell surplus books at the regular chapter meetings.

**Drive like**

# CHAPTER BUSINESS

## f o r u m

*this column is for your benefit.*

*you can use the forum as a way to voice your opinion on matters that concern you, direct questions to officers, or make suggestions on ways to improve or expand our society.*

*what about the motion in the August membership meeting to sell the rolling stock?*

*should we sell it?*

*should we keep it?*

*why?*

### MEMBERSHIP

*Tammy Auburg, Chair*

Annual membership dues for national have been raised from \$12.00 to \$14.00. This will bring the Regular membership rate to \$27.00 and Joint to \$32.00. Local chapter dues will not change this next year.

### SUMMARY OF MINUTES BOARD OF DIRECTORS MEETING SEPTEMBER 12, 1991

The meeting was called to order by President Chuck Bukowsky at 7:12 PM.

The board of directors passed the following motion at its September meeting: That the car restoration bonds be paid off up to the limit of the funds available in bond repayment fund.

Excursions: Chuck Bukowsky reported that the Chapter is considering an offer from the Port of Tillamook Bay to run an excursion on its line for a cost of \$18720 for operation of the train. John Von Gaertner advised that the Tillamook excursion would be a two day trip leaving from Banks and using motels both at Rockaway and Tillamook. Dates for the trip are Oct. 26 and 27, with a capacity of about 250 passengers. Selling price will be \$195 double and \$220 single. John

also reported that the excursion committee is working on a December trip to Seattle via Amtrak. John reported further that a Mother's Day weekend trip on Amtrak to Redding, CA is being planned. A second Amtrak trip is being planned for Labor Day weekend, 1992.

Jordan Spreader: Chuck Bukowsky reported that the Port of Tillamook Bay is interested in leasing or buying the Chapter's ex-S.P. Jordan spreader. There was considerable discussion of selling vs. leasing the spreader. Chuck Bukowsky asked Peter Rodabaugh to determine a reasonable charge for leasing the spreader.

Rolling Stock: Peter Rodabaugh reported car 4461 has been test run behind the 700 to Salem which permitted a steam system and generator tests. Air conditioning compressors for the car have been received by way of a donation. Car 6800 went to Redding a trip run for the S.P. On car 1220 window band rust control has been started in preparation for the installation of new window glass. Window leaks are being sealed on the RDC's. An extension to May, 1992 has been received to move the electric locomotives as Glenwood.

Repair to the Three Damaged Cars: Pete Rodabaugh suggested hiring Mike Ponicki to do the draft gear inspection on the three cars. There was considerable discussion by the board about what course of action to take to make some progress in getting the cars repaired. The board instructed Peter to prepare a total repair estimate as soon as possible to be submitted to Bob Steele for Steele's signature. This would then be presented to the S.P. with a request for a lump sum payment to cover the repairs.

Russ Schoof Motion: Ray Myer stated that the board needs to take a position on the motion by Russ Schoof regarding selling off a number of the Chapter's cars. The board decided informally that the future of the cars should be referred to a new long range planning committee which will be charged with making recommendations regarding the cars.

The meeting was adjourned at 10:35 PM.

Respectfully submitted, Chuck Storz, Secretary

### SUMMARY OF MINUTES REGULAR CHAPTER MEETING SEPTEMBER 20, 1991

## A railroad engineer

## CHAPTER BUSINESS

The meeting was called to order by President Chuck Bukowsky at 9:20 PM.

Treasurer Maxine Rodabaugh reported the following balances in the Chapter's accounts as of 8/31/91: Checking Account: \$8327.34. Excursion \$5411.50. Restoration: \$4456.93. CDIC Bond Account: \$5339.09. CDIC Savings: \$27,953.09. Three Far West CD's: \$24,776.24.

The membership passed the following motion at the September meeting: Authorized a budget of \$36,711 for the Tillamook excursion.

Excursions: John Von Gaertner announced an excursion to Tillamook for the weekend of Oct. 26 and 27. The trip will leave from Banks and will be by rail both ways. Capacity will be about 250 with conventional equipment to be used. If the train sells out the Chapter could net about \$13,000. John asked for approval of a budget of \$36,711 for the trip (see motion above). The excursion committee is planning a year in advance. Requests have been sent to Amtrak for a trip to Redding in May, 1992 and for a possible trip to Bend in the fall of 1992.

Rolling Stock: Peter Rodabaugh reported that car 4461 was test run behind the 700 to test its generator and steam heat lines. Work is beginning on the windows on car 1220 in preparation for installation of new window glass. Lease activity: Car 6800 went to Redding behind the 4449 and has gone to Tillamook. It will be going to Tillamook on four weekends in October. A request has been received for 8 days of use for both RDC's in December.

Repair of cars at Tillamook: Bob Steele has agreed to work with the Chapter on the preparation of an estimate of repair costs for the three cars. The S.P. has advised that they want the 3300 repaired, not scrapped, that they will consider a written estimate from the Chapter and that they want an outside contractor to inspect the cars. Peter Rodabaugh presented a report, illustrated by slides, on the Chapter's rolling stock in response to a motion passed at the last general meeting.

Nominating Committee Report: Fred Dorsett reported the following members have been nominated by the committee for 1992 officers and directors: President: Chuck Bukowsky. Vice President: Dave Van Sickle. Secretary: Chuck Storz. Treasurer: Maxine Rodabaugh. National Director: Bob Hoffman and Jerry Webb. Directors-at-Large: Al McCreedy, Dick Ordway, Rocky Regula and Russ Schoof.

Elections Committee: Chuck Bukowsky announced that Janet Rodabaugh, Cletis Beloit and Esther Rosu will handle the November election.

Change of Meeting Location: Chuck Bukowsky announced that the October meeting will be at Grout School due to the unavailability of the PGE auditorium.

Chapter Museum and Home: Chuck Bukowsky announced that the officers and board are looking at property for a museum and that negotiations are under way. It will be a very costly endeavor. The first step is determining the availability of the property the Chapter wants. A consultant has told the board that very substantial sums can be raised from private sources as well as through grants.

Respectfully submitted, Chuck Storz, Secretary

## Additions to the Library

Several new books have been donated to the Chapter's library by Mr. and Mrs. Alan Thayer of Portland in memory of the Reverend Lee Young. Some are briefly noted here.

"Rails Across the Midlands" by Richard J. Cook is, as the jacket says..."a pictorial (170) anthology of steam railroading in the grand manner". Eastern railroads--no longer with us--are featured. The book, mostly of steam engines and trains, also have a smattering of diesel and electric. Look for it in the Eastern USA section.

"Trains Around the World" is described on the cover as "The international story of trains throughout the world" from the beginning to 1975.

"World of Trains" ranges..."over many aspects...from the glories of main-line steam to the universal model railway hobby. These two are found in the Railroading General section.

"The Pictorial History of Steam Power" is a must for the fan who loves steam, regardless of where one finds it. Railroad steam engines take up a small section of the book. Other chapters are "Fountains and Fire-Machines", it takes you back to AD50. You'll have to read the book to find out what this means. Other chapters deal with "Steam at Sea"; "Steam on the Road, on the Land, and in the Air"; "Boilers and Accessories"; "Electric Generation"; "Steam in the Factory"...and "Major Development of Steam Power". It's a rather large book with lots of diagrams, drawings and pictures, some in color. It is in the Steam Section.

-JerryWebb

Take it easy

# NEWS—HISTORY—TRAVEL

## PORTLAND, TACOMA AND SEATTLE

401 Daily	459 Daily	407 Daily	561 Daily	405 ●	Table Z All Trains Daily	406 ●	562 Daily	408 Daily	458 Daily	402 Daily	
11.00	4.00	1.30	8.30	10.05	Lv Portland, Ore. Ar	4.10	2.20	5.05	9.10	8.45	<b>★ NO. 401—DAILY</b> Standard Sleeping Car... Portland to Seattle—10 Sections, D. R., Compts. Portland to Tacoma—12 Sections, Drawing-room. San Francisco to Seattle—10 Sections, D. R., Compts. Tourist Sleeping Car... San Francisco to Seattle—16 Sections. Sleepers open at Portland 9:30 p.m., at destinations until 8:00 a.m. Reclining Seat Coaches... Portland to Seattle. <b>★ NO. 402—DAILY</b> Standard Sleeping Car... Seattle to Portland—10 Sections, D. R., Compts. Tacoma to Portland—12 Sections, Drawing-room. Sleepers open at Seattle at 9:00 p.m., at Portland until 7:30 a.m. Seattle to San Francisco—10 Sections, D. R., Compts. Tourist Sleeping Car... Seattle to San Francisco—16 Sections. Reclining Seat Coaches... Seattle to Portland. <b>★ NO. 403—DAILY</b> Parlor Car... Portland to Seattle. Standard Sleeping Cars... San Francisco to Seattle—Sections, Double Bedrooms. San Francisco to Seattle—6 Compts., 3 Drawing-rooms. San Francisco to Seattle—10 Sections, D. R., Compts. Reclining Seat Coaches... Portland to Seattle. Dining Car... Serving necessary meals enroute. <b>★ NO. 404—DAILY</b> Parlor Car... Seattle to Portland. Standard Sleeping Cars... Seattle to San Francisco—Sections, Double Bedrooms. Seattle to San Francisco—6 Compts., 3 Drawing-rooms. Reclining Seat Coaches... Seattle to Portland. Dining Car... Serving necessary meals enroute. <b>★ NO. 405—DAILY</b> Observation Parlor Car... Portland to Seattle. Reclining Seat Coaches... Portland to Seattle. Dining Car... Serving necessary meals enroute. <b>★ NO. 406—DAILY</b> Observation Parlor Car... Seattle to Portland. Reclining Seat Coaches... Seattle to Portland. Dining Car... Serving necessary meals enroute.
12.05	4.25	1.52	9.00	10.28	Lv Vancouver Wash Ar	5.48	1.45	4.41	8.36	8.10	
1.30	5.13	2.38	10.06	11.11	Lv Kelso " Ar	2.58	12.36	3.47	7.42	4.35	
2.45	6.06	3.11	11.17	11.57	Lv Chehalis " Ar	2.14	11.26	3.11	6.46	3.05	
2.55	6.16	3.35	11.28	12.05	Lv Centralia " Ar	2.07	11.15	2.49	6.36	2.53	
5.00	7.45	4.51	1.00	1.09	Lv Tacoma " Ar	1.05	9.40	1.39	5.29	1.00	
5.20	7.50	4.56	1.11	1.10	Lv Tacoma " Ar	1.00	9.31	1.35	5.15	12.40	
6.45	9.00	5.50	2.20	2.05	Lv Seattle " Ar	12.10			4.10		
					Lv Seattle " Ar	12.10	8.20	12.45		11.30	

### Equipment for Tables Y and Z

**★ NO. 405—STREAMLINE** ● Leaves Portland on 6, 12, 18, 24 and 30th of each month.  
 Lounge-Diner... Portland to Seattle.  
 Standard Sleeping Cars... Portland to Seattle—11 Sections (2 cars).  
 Reclining Seat Coaches... Portland to Seattle (2 cars—all seats reserved).  
**★ NO. 406—STREAMLINE** ● Leaves Seattle on 1, 7, 13, 19 and 25th of each month.  
 Lounge-Diner... Seattle to Portland.  
 Standard Sleeping Cars... Seattle to Portland—11 Sections (2 cars).  
 Reclining Seat Coaches... Seattle to Portland (2 cars—all seats reserved).  
**★ NO. 561—DAILY**  
 Parlor Cars... Portland to Seattle.  
 Standard Sleeping Car... Los Angeles to Seattle—10 Sections, D. R., Compts.  
 Reclining Seat Coaches... Portland to Seattle.  
 Dining Car... Serving necessary meals enroute.  
**★ NO. 458—DAILY**  
 Parlor Cars... Seattle to Portland.  
 Standard Sleeping Car... Seattle to San Francisco—10 Sections, D. R., Compts. Seattle to Los Angeles—10 Sections, D. R., Compts.  
 Reclining Seat Coaches... Seattle to Port and.  
 Dining Car... Serving necessary meals enroute.

● Makes 5 round trips each month. See page 7 for sailing dates. ★ Regularly assigned through cars air-conditioned. (A) Runs via Davis. ■ Arrives, departs Seattle Union Depot.

● U. P. Stages, Portland—Spokane. □ Arrives, departs Seattle King Street Station. K Conditional stop; consult agent. † Via Pacific Greyhound Bus.

## City of Seattle?

...continued from page 1

The Union Pacific inaugurated 39 3/4 hour service every sixth day, five times a month, on the streamlined City of Portland on June 5, 1935. But the UP was dependant on connecting trains for service to Tacoma and Seattle. The Great Northern had its then non-streamlined Empire Builder to both Seattle and Portland, and the Northern Pacific had its then non-streamlined North Coast Limited to both Seattle with some of the cars removed and operated by the Spokane Portland and Seattle Railway into Portland. The Milwaukie Road also had a train from Chicago to Seattle-Tacoma, The Olympian. As we will see the Union Pacific had an extra set of streamlined equipment and thought they could improve their competitive position on traffic to the Puget Sound.

The City of Portland arrived Portland at 8:00am on the 6th, 12th, 18th, 24th and 30th of each month. Train 405 departed Portland at 8:20am on the same dates, providing a 20 minute connection with the City of Portland to Tacoma and Seattle. Train 405 arrived and departed Tacoma at 11:08am, arriving at the Union Station in the Seattle at 12:01pm, an elapsed time of 3 hours and 41 minutes.

The City of Portland departed Portland for Chicago at 6:30pm on the 1st, 7th, 13th, 19th and 25th of each month. So train 406 was scheduled to leave Seattle at 2:30pm on the the same dates, arriving and departing Tacoma at 3:18pm and arriving Portland at 6:10pm, an elapsed time of 3hours and 40 minutes.

The streamlined train was powered by the M-10002, a two-unit articulated diesel unit with 2,100 hp (1,200 hp cab, 900 hp booster), that originally served on the City of Los Angeles when it was placed in

service on May 15, 1936. Instead of a single truck serving between the power units, each unit had a separate truck connected by a bolster. The cab unit was powered by a Winton model 201-A V-16 engine and the second unit was powered by a model 201-A V-12 engine. Aluminum alloy was used extensively except for a few steel castings. The entire train was painted Armour Yellow with Leaf Brown on the roof and bottom.

The original COLA consist included a nine-car articulated set of equipment that included car 12201 (auxiliary-mail-baggage); car 12760 (baggage-dormitory-kitchen); a lounge-diner, car 10301; four Pullman sleeping cars; the Santa Anita (11 open sections); Mormon Trail (7 bedrooms, 2 compartments); Cinema (11 open sections); the Boulder Canyon, (11 enclosed sections), and two reclining seat coaches; car 10403 (48 seat chair car), and car 10404 (38 seat chair-buffet-observation). The original City of Los Angeles was an extra-fare train. All seats were reserved.

When the LA 1-2-3 units were delivered in December 1937, the City of Los Angeles started operating on an every three day schedule, with the M-10002 alternating with the LA 1-2-3. On August 18, 1938 the original City of Los Angeles (M-10002) was replaced by the remodeled M-10004, the original City of San Francisco equipment.

The M-10002, which now consisted of seven cars (the Santa Anita and the Mormon Trail had been

When the road's

transferred to the M-10004), replaced the M-10001 on the City of Portland run in June 1939. When the City of Los Angeles train (LA 4-5-6) replaced the M-10004 on the Los Angeles run in July 1941, the M-10002 was stored temporarily until it was placed on the Portland-Seattle run.

Train 405 started operation on April 12, 1942, although it is shown in the Union Pacific timetable effective April 5, 1942. Train 406 started operating on April 13, 1942. When there was a 31 day month, the equipment stayed over in Seattle an extra day. The train remained in Portland from its arrival until it departed for Seattle six days later. Nothing was said in the timetable about how it was handled in February. Because the trip was daylight in both directions the sleeping car space was sold as parlor car seats. All space was reserved.

The Union Pacific timetable dated July 1, 1942 shows the schedule of the City of Portland was changed so that train 1 arrived at Portland at 9:45am and train 2 departed at 4:30pm the next day. The schedule of train 405 was changed to depart Portland at 10:05am, arriving Tacoma at 1:08pm and departing Tacoma at 1:10pm, and arriving Seattle at 2:05pm, an elapsed time of 4 hours at an average speed of 45.8mph. The UP timetable shows flag stops added at Vancouver (10:26am), Kelso (11:11am), Chehalis (11:57am) and Centralia (12:05pm). Train 406 departed Seattle at 12:10pm and arrived Portland at 4:10pm, an elapsed time of 4 Hours. It arrived Tacoma at 1:00pm and departed at 1:05pm, with flag stops at Centralia (2:07pm), Chehalis (2:14pm), Kelso (2:58pm) and Vancouver (3:46pm). Train 405 averaged 50.5 mph on the NP segment between Vancouver and Reservation (just north of Tacoma), and train 406 averaged 50.8 mph for the segment between Reservation and Vancouver.

The City of Seattle operated from Portland over the lower deck of the Steel Bridge, through Albina Yard and the Peninsula Tunnel onto the SP&S tracks at North Portland Junction to Vancouver. At Vancouver the train went onto the NP operated joint tracks to Reservation, where they went onto the UP-Milwaukie tracks and continued on to Union Station in Seattle.

Trains 405 and 406 were discontinued on March 13, 1943. Cars 12201, 10404 and 12760 were scrapped in 1943. The sleeper Cinema was added to the M-10004 consist on the City of Portland in March 1943. Car 10403 was renumbered CP-408 and transferred to the M-10004 in 1946 along with sleeper, Boulder Canyon, which was transferred to the consist in February. Car 10301 was scrapped in January 1947.

The two power units for M-10002 were sold to the Northrup-Hendy Corporation of southern California in 1947 for experimental purposes.

The original City of Portland, M-10001, was replaced by the M-10002 in June 1939. It was stored until August 13, 1941, when it was scrapped. The M-10001 only had one power car. The equipment from the power-units and the steam generator were reinstalled into a new car body and was assigned to the CD-07 set

December 22, 1942

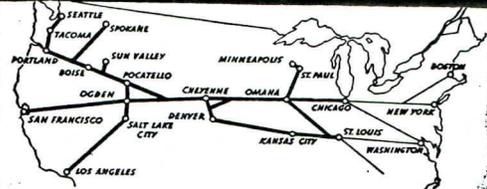
# UNION PACIFIC RAILROAD

## Time Tables



**The Railroad Lincoln Planned to  
Connect the East with the West  
for National Unity and Defense**  
*... was then - is now*

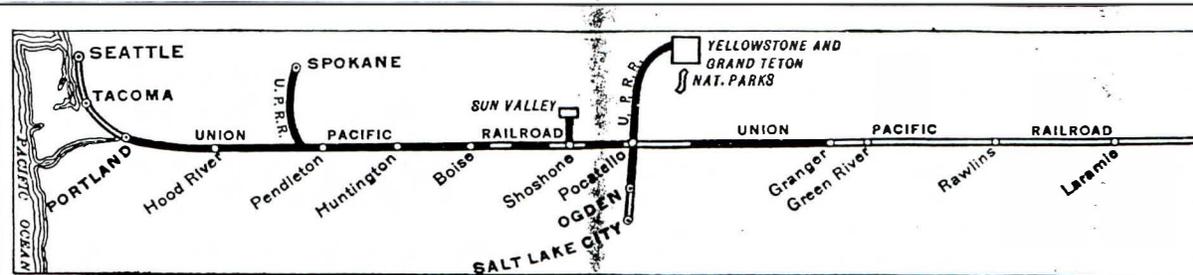
**THE Strategic MIDDLE ROUTE**



of units. The M-10004 operated on the City of Portland until February 1947, when daily service was initiated using pool equipment. By the time it was retired it carried 17 cars. It was used briefly on the City of Denver run while those trains were being rehabilitated. The train was stored at Omaha from February 1948 until April 1951 when it was scrapped.

UP M-10004 was the last of the articulated streamlined trains built for the Union Pacific. The Union Pacific did not have a train numbered M-10003. These

Not clear



**CHICAGO to PORTLAND and SEATTLE via Omaha**

**Table C**  
For complete schedules, see tables L, 2 and 6

	Streamliner City of Portland 1 Example	Portland Rose Daily Example	Challenger-Portland Rose 7-17 Daily Example	Pacific Limited 21-23-25 Daily Example
Lv Chicago	6.00 SUN	9.00 SUN	9.10 SUN	10.00 SUN
Ar Omaha (C.T.)	2.00 MON	7.30 MON	8.05 MON	10.00 SUN
Lv Omaha (C.T.)	2.10 MON	8.45 MON	9.00 MON	10.35 SUN
Ar Fremont		9.33 MON	9.48 MON	11.23 MON
Ar Grand Island	4.21 MON	11.55 MON	12.10 MON	1.45 MON
Ar Kearney		12.48 MON	1.03 TUE	2.40 TUE
Lv North Platte (C.T.)	6.20 MON	2.40 TUE	2.55 TUE	4.35 TUE
Ar North Platte (M.T.)	5.24 MON	1.50 TUE	2.05 TUE	3.65 TUE
Ar Sidney	7.13 MON	4.35 TUE	4.65 TUE	7.45 TUE
Ar Cheyenne	9.00 MON	7.00 TUE	7.30 TUE	10.30 MON
Lv St. Louis (Wab.) (C.T.)		3.50 SUN	3.50 SUN	
Lv Kansas City (Un. Pac.)		11.55 SUN	11.55 SUN	8.00 SUN
Lv Denver (M.T.)		5.15 MON	5.15 MON	8.30 MON
Lv Cheyenne	9.10 MON	8.20 MON	8.20 MON	11.55 MON
Ar Laramie	10.35 MON	9.58 MON	9.58 MON	1.40 TUE
Ar Rawlins	12.31 MON	1.35 TUE	12.35 TUE	4.15 TUE
Ar Rock Springs		2.50 TUE	2.50 TUE	6.28 TUE
Ar Green River	2.55 MON	4.10 TUE	4.10 TUE	7.30 TUE
Ar Kemmerer		5.50 TUE	5.50 TUE	9.15 TUE
Ar Montpelier		7.40 TUE	7.40 TUE	11.15 MON
Ar Pocatello	7.30 MON	10.00 TUE	10.00 TUE	1.35 TUE
Ar West Yellowstone				
Lv West Yellowstone				
Lv Pocatello	7.40 MON	10.30 TUE	10.30 TUE	2.20 TUE
Ar Mindoka		11.50 TUE	11.50 TUE	3.50 TUE
Ar Shoshone		12.50 TUE	12.50 TUE	5.00 TUE
Lv Shoshone				
Ar Sun Valley				
Lv Sun Valley				
Ar Shoshone				
Lv Shoshone		12.50 TUE	12.50 TUE	5.00 TUE
Ar Glenns Ferry		2.10 TUE	2.10 TUE	6.25 TUE
Ar Boise	1.01 TUE	4.05 TUE	4.05 TUE	8.30 TUE
Ar Nampa		4.40 TUE	4.40 TUE	9.10 TUE
Ar Huntington (M.T.)	1.55 TUE	7.00 TUE	7.00 TUE	11.35 TUE
Lv Huntington (P.T.)	12.57 TUE	6.10 TUE	6.10 TUE	10.45 TUE
Ar Baker		7.35 TUE	7.35 TUE	12.12 TUE
Ar La Grande		9.15 TUE	9.15 TUE	1.45 TUE
Ar Pendleton	6.35 TUE	12.10 WED	12.10 WED	4.25 TUE
Ar Arlington		2.38 TUE	2.38 TUE	6.15 TUE
Ar The Dalles		4.30 TUE	4.30 TUE	7.38 TUE
Ar Hood River		5.04 TUE	5.04 TUE	8.12 TUE
Ar Portland	9.45 TUE	7.00 TUE	7.00 TUE	10.30 TUE
Lv Portland	10.05 TUE	8.30 TUE	8.30 TUE	11.58 TUE
Ar Tacoma	1.08 TUE	1.00 TUE	1.00 TUE	5.00 WED
Ar Seattle (P.T.)	2.06 TUE	2.20 WED	2.20 WED	6.45 WED

**Equipment for Page 12**

**★ NO. 1—The Streamliner CITY OF PORTLAND**  
 Leave Chicago via C. & N. W. Ry. 4th, 10th, 16th, 22nd and 28th of each month.  
 Club Lounge (Copper King) Chicago to Portland (radio).  
 Standard Sleeping Cars... Chicago to Portland—1 Compartment, 8 Double Bed-rooms (2 cars).  
 Chicago to Portland—11 Enclosed Sections.  
 Chicago to Portland—11 Open Sections (3 cars).  
 Portland to Seattle—11 Open Sections.  
 Portland to Seattle—11 Enclosed Sections.  
 Coaches... Chicago to Portland (48 reclining seats—all reserved).  
 Chicago to Portland (38 reclining seats—all reserved).  
 Portland to Seattle (48 reclining seats—all reserved).  
 Coach-Buffer... Portland to Seattle (38 reclining seats—all reserved).  
 Coffee Shop Dining Car... Chicago to Portland. Low cost meals for coach passengers.  
 Main Dining Car... Chicago to Portland; Portland to Seattle. Regular meal service.

**★ NO. 27-17—PORTLAND ROSE—DAILY**  
 No. 27 to Cheyenne; No. 17 to Portland.  
 Cars from Chicago run via C. & N. W. to Omaha; thence U. P.  
 Observation Sleeping Cars... Chicago to Cheyenne—10 Sections (for San Francisco).  
 Denver to Portland—10 Sections (No. 3 to Cheyenne).  
 Standard Sleeping Cars... Chicago to Portland—2 Drawing-rooms, 4 Compartments, 4 Double Bedrooms.  
 Chicago to Portland—6 Sections, 6 Roomettes, 4 Double Bedrooms.  
 Denver to Portland—6 Sections, 6 Roomettes, 4 Double Bedrooms (No. 3 to Cheyenne).  
 Pocatello to Spokane—12 Sections, D. R. (from Salt Lake City; No. 13-12 north of Pendleton).  
 Dining Car... Meal service.

**★ NO. 7-17—The Challenger—PORTLAND ROSE—DAILY**  
 No. 7 to Cheyenne; No. 17 to Portland.  
 Cars from Chicago run via C. & N. W. to Omaha; thence U. P.  
 Porter Service without Charge.  
 Lounge Car... Chicago to Cheyenne (for sleeping car passengers).  
 Challenger Sleeping Car... Chicago to Portland—16 Sections.  
 Reclining Seat Coach... Chicago to Portland.  
 Dining Car... Serving moderately priced meals.

**★ NO. 21-23-25—PACIFIC LIMITED—DAILY**  
 No. 21 to Cheyenne; No. 23 to Green River; No. 25 to Portland.  
 Cars from Chicago run via C. & N. W. to Omaha; thence U. P.  
 Standard Sleeping Cars... Chicago to Cheyenne—10 Sections, 3 Double Bed-rooms (for Los Angeles).  
 Cheyenne to Portland—10 Sections, D. R., Compt. (from Kansas City).  
 Tourist Sleeping Cars... Chicago to Portland—16 Sections.  
 (Car to car change after leaving Cheyenne).  
 Cheyenne to Portland—16 Sections.  
 Reclining Seat Coaches... Chicago and Omaha to Portland.  
 Dining Car... Meal service.

**Footnotes for Page 12**

- ★ Regularly assigned through cars air-conditioned. (f) Stops only on signal.
  - Makes 5 round trips each month. See page 7, for sailing dates and schedule.
  - Connecting streamliner No. 405 between Portland and Seattle.
  - West Yellowstone, Mont., is gateway to Yellowstone National Park. Train service discontinued during war period.
- (C.T.) Central time. (M.T.) Mountain time. (P.T.) Pacific time.  
 Time from 12.01 midnight to 12.00 noon shown in light face type.  
 Time from 12.01 noon to 12.00 midnight shown in heavy face type.

trains did not prove to be very practical and they stayed in service a relatively short time. If a car had to have major repairs, the entire train had to be taken out of service. The single truck between a set of cars did not provide adequate braking for high speed trains. They were not flexible—they had a fixed consist and you could not add or take off cars as business varied. High crew costs were also a problem. The crew that worked the COP between Pendleton and Portland made only five

round trips a month. The trains also carried a rider, who was to fix anything that went wrong on the trains en-route.

For the two young railfans, the author and his older brother, Herb, that occupied the two rear seats on the right hand side of the train on its inaugural, the trip was a memorable occasion on what they always referred to as the City of Seattle.

-by Walt Grande

### Travel by Train

Make the most of your time. See more in less time and in greater comfort. Add days of enjoyment to your vacation or business trips.

Train travel is clean, restful and speedy.

Go via Union Pacific.



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Bill Anderson  
*THE TRAINSHEET*  
Tacoma Chapter, NRHS  
September 1988

Union Pacific Railroad  
timetables

### Fill Removed

A remnant of the old connection with the OWR&N (UP) in Montavilla is now history. The railroad was once called the Mt. Hood Railroad (*Fares Please*, by John Labbe), operating to Gresham, Orient, Dodge Park and Bull Run Power House. Most of the right-of-way is now occupied by MAX. The last remaining portion of fill was removed the end of September.

*If you know of an item of news, send it along to the editor.*

The tardiness of *The Trainmaster* this month is due to the amount of extra time spent on preparation. I will be moving the end of this month so we will quite possibly be late again for the next issue. Thank you for your patience.

## Blub...Blub...Blub

Talk about a MAJOR setback! *THE 470* newsletter out of Portland, Maine, reported this item in their September issue.

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The NYS&W's new Chinese-built 2-8-2 #141, reportedly on a Norwegian flagged freighter, is now setting under 6,500 feet of water, 100 miles off the coast of Sri Lanka in the Bay of Bangal. The ship went down while in route from China to the U.S. The \$400,000 engine was covered by insurance. Recently the NYS&W's had purchased 7 coaches from the Long Island Railroad for use with the steam locomotive. The coaches are currently undergoing work at Rome Locomotive Works, Rome, New York.

## Amtrak Enlivens Mainstreet

Amtrak ridership at Centrailia, Washington got a boost when local merchants inaugurated the "Shoppers Special", designed to bring people from Seattle into Centrailia aboard the "Coast Starlight" for a day of shopping. Centrailia already has a large outlet mall on the edge of town, so Mayor Missy Buzzard, the mall and downtown merchants bought a used trolley bus, provided a shuttle for shoppers between the Amtrak station, downtown and the mall, and assembled a package to bring the shoppers in by Amtrak. The "Special" was inaugurated last October 24th and still going strong. The \$29 package includes a round-trip ticket, shuttle rides and discount coupons. (*The 470*)

## Amtrak Ponders Vancouver

On again / off again service between Seattle and Vancouver by AMTRAK is getting a serious look once again. When AMTRAK was created in 1971 the passenger carrier promptly canceled the service -- only to introduce it again as the Pacific International in 1974. The PI matured to F40's and Amfleet and then to Superliners before it was axed in 1979.

The 154 mile run was carrying approximately 150 passengers daily in each direction, but was deemed too expensive to continue operating. Key problems were "high" costs by CN to turn the train around in Vancouver and slow track, particularly in the Bellingham area.

At a recent hearing into potential re-introduction of service, however, AMTRAK deemed neither of these as insurmountable. (AMTRAK ran a test train to Vancouver earlier this year) The local congressman foresees speeds being raised to 70mph and customs being performed on board the train as ways to shorten the run.

In addition, tourism officials in Canada have been wooing AMTRAK to replace some VIA services axed by our Federal Government. The Calgary Transportation Authority recently asked about establishing a northern loop route for the Empire Builder (via Calgary and Vancouver).

Popular opinion seems to be that some form of service between Washington State and Vancouver could return within the five year period.

(*West Coast Railway Assc.*)

**Burma Shave**

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