THE TRAINMASTER PACIFIC NORTHWEST CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY

October 18, 1963

OCTOBER MEETING

8:00 PM

Our October meeting will be held on Friday evening, October 18, 1963 at 8:00 p. m. in Room 208, Union Station, Portland, Oregon. <u>Mr. E. T. Morian</u>, retired Southern Pacific Conductor who hired out 66 years ago in 1897, wil tell some of his experiences. Mr. Morian spent all of his working time on the Portland Division. He retired Aug. 31, 1947 as No.1 conductor on the roster. He hired out at age 16 as brakeman and at age 19 he was conductor on freight Roseburg to Ashland. He worked branch lines 1912 to 1928 including a great deal of branch passenger trains.

NOVEMER MEETING

Our program chairman, <u>Miln Gillespie</u>, has planned to have our member, <u>Roger Phillips</u> ably show movies and slides of his recent trip to Mexico. The editor has previewed the pictures and they are very worthwhile to see.

<u>Dwight</u> <u>Smith</u> showed us a very good program at our September meeting with his pictures of the White Pass and Yukon Railway and other fine scenic picures, which we all enjoyed very much. Thanks, Dwight!

PACIFIC NORTHWEST CHAPTER WILL BID ON 1965 NRHS NATIONAL CONVENTION FOR PORTLAND, OREGON

At our September meeting a spirited discussion resulted in our Chapter planning to bid for 1965 N. R. H. S. National Convention for Portland, Oregon. This area has much to offer the railroad enthusiast. It is, in fact, a railfan's paradise as well as a scenic paradise.

If our bid is accepted, the Iowa chapter plans to run a special train to take delegates to Portland, starting at Chicago, with steam as far as Omaha or Lincoln, Nebr. Come to October meeting to hear more of these plans and offer your suggestions to make 1965 the finest National NRHS Convention ever.

THIS AND THAT

Southern Pacific is now installing CTC (centralized traffic control) between Eugene and Portland. When this has been completed, many telegraph stations will be closed. Oregon City's station then will be torn down. Another landmark gone.....

Excerpt from The Sunday Democrat, St. Paul, Minn., June 21, 1924- The merger of the Great Northern, Northern Pacific and Burlington railways, planned years ago, by the late J. J. Hill, now awaits only the action of the Interstate Commerce commission. Ross Rudd, president of the Great Northern said tonight. All testimony in the Interstate Commerce Commission heaerings on the consolidation, has been completed, final arguments made all briefs submitted, Mr. Rudd said. It is generally believed in circles in the northwest that the Interstate Commerce Commission favors the

consolidation and that a plan of consolidation will be adopted by the commission, it was said. "And now 39 years later, the merger is not yet at the same level of accomplishments as mentioned above."

LONGVIEW, WA LANDMARK ALTERED

The last week in September saw removal of the clock tower on the beautiful Georgian style building which was built about 1925 to serve as the Longview Passenger Station

R. A. Long, former president of the Longbell Lumber Co. and founder of the planned city of Longview, Washington, gave the depot to the city. His firm also built the Longview, Portland & Northern Railway from Longview Junction (near Kelso) through Longview, and up the west side of the Cowlitz River about 20 miles north to Vader Jct. (and a connection with the Portland-Seattle main line). From Vader Jct. the L. P. & N. went west 6 miles to the Long-Bell mill town of Ryderwood, its ultimate destination.

Construction of the L. P. & N. put Longview on an alternate route between Portland and Seattle; and, upon completion of the new line, all Union Pacific trains were routed through Longview instead of Kelso. These were day trains 457 and 458 and one of the <u>two</u> daily overnight trains which ran between Portland and Seattle. (Trains 403 and 404 (?)). Overnight trains 401 and 402 were Northern Pacific operated, and continued to operate entirely on the main line via Kelso. In addition, L. P. & N. Rly, operated three daily round-trip local schedules entirely on their line between Longview and Ryderwood, 26 miles in each direction. Normal L P & N local schedules, I am told, were handled by gasoline-powered rail car. L. P. & N. local railway passenger service ended in September, 1929, at which time the three schedules were taken over by Northwest Transit Co. bussess. This company also operated the local city busses in Longvew, including runs to Kelso, which ended at the railroad station there and and runs over the Longview (Columbia River) Bridge to a connection with S. P. & S. trains at Rainier, Oregon.

In the early 1930s the Union Pacific night train was discontinued. This left Longview's large and handsome station with only one schedule in each direction (U. P. trains 457 and 458). In December, 1933 a very destructive flood on the Cowlitz River washed away about half of the L.P & N. R. by main line, and all rail passenger service to Longview was discontinued.

After being vacant for some time, the former Longview passenger station was converted to use as Cowlitz General Hospital. Our N.R.H.S. member, Ivan Christensen, was born there! Prior to removal of the clock tower (due to structural defects), the building still looked "every inch a railroad station" from the street side. The former ticket office is the hospital main office with some ticket windows still intact.

Long-Bell Lumber Co. has been purchased by International Paper Co. The L. P. & N. Railway still does terminal switching around Longview. Upon building of the line, the Milwaukee Road secured trackage rights over it to Longview (for freight) and realized their dream of reaching the Columbia River at Tidewater, the nearest they have ever been able to come to Portland. By Miln Gillespie

A Word to the Wise is Sufficient

Don't race a train to the crossing.

You might end up in a tie!

ELECTION OF OFFICERS AT OUR NOVEMBER MEETING