



# THE TRAINMASTER

#97  
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## 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 attendance 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.

Remember 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)



### QUIZ # 3

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 Ry.

### "BIG RAILROAD RATE WAR?"

Several days ago a reporter for the Oregon Journal 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