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OCTOBER MEETING

The October meeting of the Pacific Northwest Chapter, NRHS, will be held on Thursday, October 17, 1968 at 8:00 p.m., room 208, Union Station, Portland.

Ed Berntsen of the Tacoma Chapter and recently appointed West Coast Regional Vice-President, NRHS, will present a slide program of the 1968 Baltimore Convention and the final days of the Milwaukee Road's Cascade Electric Service. Approximately 150 slides will be shown.

PRESIDENT'S MESSAGE

At the September meeting the membership voted in favor of the Chapter sponsoring the third annual Northwest Railfans' Conference (Railcon '69). The Conference is tentatively scheduled for next June. We hope to have the help of other railfan groups in the Portland area in planning and manning the Conference.

Increasing Chapter dues from two to three dollars was discussed at the September meeting. The point was made that while we have done quite well with the Scandia excursion the past two years, there is no guarantee that this will be the case every year. A motion was passed calling for a vote on the increase. Accordingly, the proposal to increase Chapter dues to three dollars a year will be put to a vote at the October meeting.

For several years a great deal of time has been taken at Chapter meetings to conduct business, make announcements, etc. It has been suggested that the conduct of routine Chapter business be made the responsibility of the Board of Directors. This would cut down the time required at regular meetings to matters requiring a vote of the membership and allow more time for programs. Because it would be a major policy change, a vote will not be taken for several months. Your comments and suggestions are invited.

At the September meeting the membership voted to discontinue the Chapter's post office box and to use Room 1, Portland Union Station as the Chapter's official address.

CHUCK STORZ
PRESIDENT

CHAPTER CALENDAR

October 17	Regular Monthly Meeting.	Room 208, Union Station.	8:00 p.m.
November 21	Regular Monthly Meeting.	Room 208, Union Station.	8:00 p.m.
	NO DECEMBER MEETING		
January 17	Regular Monthly Meeting.	Room 208, Union Station.	8:00 p.m.

REGIONAL NEWS

The Spokane, Portland & Seattle is working on two new stretches of track in the Portland area. The first is a high 2500 ft. fill which will carry a track connecting the west end of the Willamette River bridge with the line running through Linnton. This route will permit the operation of trains from Vancouver directly to Astoria or the Willamette Valley and will eliminate the need for switching such trains at Willbridge. The second project is the extension of double track from just east of the station in Vancouver to McLoughlin, a distance of four miles.

Rayonier #111, 2-6-6-2T, passed through Vancouver on its way to the California Western early in September. The locomotive was continually plagued with hot boxes. It was at Vancouver from September 1 to September 5 due to the necessity of replacing the trailing truck axle. At last report the 111 had made it to Bend, Oregon and was still having hot box problems.

REGIONAL NEWS (continued)

The Union Pacific is continuing to run a variety of heavy diesel power into Portland not seen here until a few months ago. The following types have been observed: G.E. U28C and U50; EMD SD45, DD35A and DD35B.

CHUCK STORZ

SP&S trains operating between Portland and Eugene and other points on the Oregon Electric line are utilizing new trackage at Union Junction west of Linnton.

Formerly trains bound for the OE left the Astoria line at Union via a combination wooden trestle-steel girder elevated structure that carried the track over U.S. 30 to the south side of the highway.

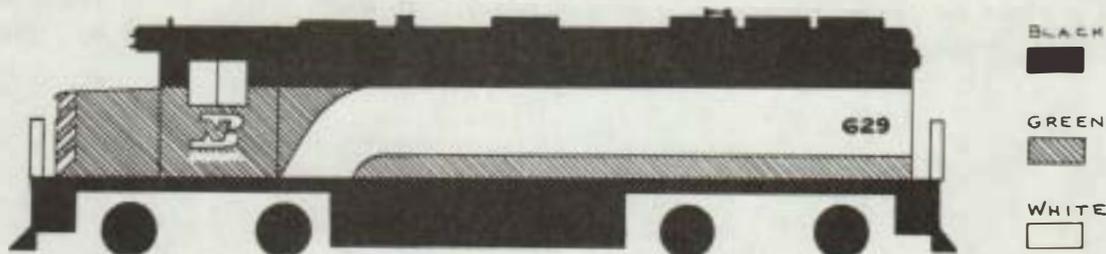
With the upgrading of Highway 30 to a 4-lane roadway in this area, an underpass was constructed to route the SP&S tracks beneath the road and permit elimination of the original overpass which restricted the width of the U.S. 30 roadway.

Trains began operating over the new track and through the underpass in late September and removal of the old trestle by SP&S crews began immediately to facilitate widening of the highway.

It is interesting to note that the last "passenger" train to operate over the old Union Junction trackage was the Scandia Limited Excursion train sponsored by the PNW Chapter.

ROGER SACKETT

Burlington (Northern) - Not content with just a boxcar in the Burlington Northern paint scheme, the Q has repainted GP40 629. Done at the West Burlington, Iowa, shops early in August, the unit is black white and a light, bright green (Kelly green), as shown below. The BN monogram appears on the cab side, and the words "Burlington Northern" originally were painted below, however, the "Northern" has been carefully painted out so the unit can be used by the Q. Under the proposed BN numbering system Q 629 will become BN 3029.



Burlington - Latest rumor is that the Burlington Northern hearings may clear the courts in time for the merger to take place November 1. Still more BN equipment has appeared; Great Northern has EMPIRE BUILDER diner LAKE MINNETONKA done up in the green, black and white, but lettered "Great Northern" and carrying the goat emblem.

INTERMOUNTAIN NEWS
Intermountain Chapter, NRHS
Denver, Colorado

NATIONAL NEWS

Two westerns are currently being filmed on the narrow gauge: Warner Bros. is using engine 484, lettered Union Pacific 550; three coaches, painted Pullman green and lettered UP; and a similarly lettered caboose at Toltec Gorge in the filming of "The Good Guys and the Bad Guys." On the Silverton Branch, 20th Century Fox is using two of the 470's, trimmed in gold and maroon and lettered UP (what else?); several coaches and business car B-7, painted and lettered like the Warner Bros. coaches; and three homemade baggage cars, two of which are to be blown up. The third is a "hi level" car to house the mounted posse which Hollywood directors seem to think all "old-time western trains" carried.

UP, as you undoubtedly know, plans to run 4-8-4 8444 from Omaha to the Golden Spike Centennial celebration in Utah, May 10, 1969; now it seems N&W plans to get in on the act and operate privately-owned Nickel Plate 2-8-4 759 from Roanoke to Omaha to meet the UP train.

INTERMOUNTAIN NEWS
Intermountain Chapter, NRHS
Denver, Colorado

The Promontory Chapter, NRHS, is looking for a steam engine to be used in conjunction with the Golden Spike Centennial to be celebrated next year. The proposed steamer is to be used for excursion trips out of Salt Lake City. Anyone with information is asked to contact the Chapter at 2624 South 11th. East St., Salt Lake City, Utah 84106.

Gone: Scratch the Davenport Locomotive Works builders negatives! A visit this summer to the "official" commercial photographer in Davenport, Iowa provided the sad news that all the glass plate negatives have been discarded sometime during the last four years. Only the empty glass plate storage files remain of several thousand builders views of very good quality.

The Penn Central is reported to have found (and scrapped) a PRR D-16 (4-4-0 like Strasburg RR) recently in an abandoned roundhouse. Apparently many unused/surplus buildings are being razed as an economy measure.

A six-week time limit has been given the Penna. Historical & Museum Commission to remove the PRR locomotive collection from the Northumberland Pa. roundhouse so the building can be demolished.

LOCOMOTIVE NOTES
#70 - October, 1968
Natick, Ma. 01760

Philadelphia, Pa.

Twenty-two years ago the famous open-air trolleys stopped running in Fairmount Park. But if plans are successful, the picturesque trolleys will be operating again next year... Plans call for a two-mile loop between the zoo and Memorial Hall... gradually being extended to the 33rd and Dauphin area, one of the original terminals for the old trolley cars.

GATEWAY RAILLETTER
St. Louis Chapter, NRHS

PUBLICATIONS AVAILABLE

PIONEER RAILROADS OF ARIZONA by David F. Myrick. This 30-page slick paper booklet was published by the Colorado Railroad Museum this summer, priced at only \$1.50. Includes a map showing all Arizona railroads and a number of interesting pictures from old photos gathered by the author who is working on a large all-time book of railroads of the state.

COLORADO RAILROAD MUSEUM
Box 641, Golden, Colorado 80401

Around Denver the organization of "Trains Anonymous" is being considered we understand. The purpose of this group, (chiefly railroad people) would be whenever a new scheme (rather frequent of late!) is hatched to run a train from some Wino Junction up and down or wherever the Platte or fancy distill, the TAs rush to action and sit and try to reason with the afflicted "wants-to-run-a-steam-train" character until THAT particular urge subsides. Chief problem will be the almost unbearable strain placed on the TAers.

(IRON HORSE MANURE)
IRON HORSE NEWS
Colorado Railroad Museum
Golden, Colorado

