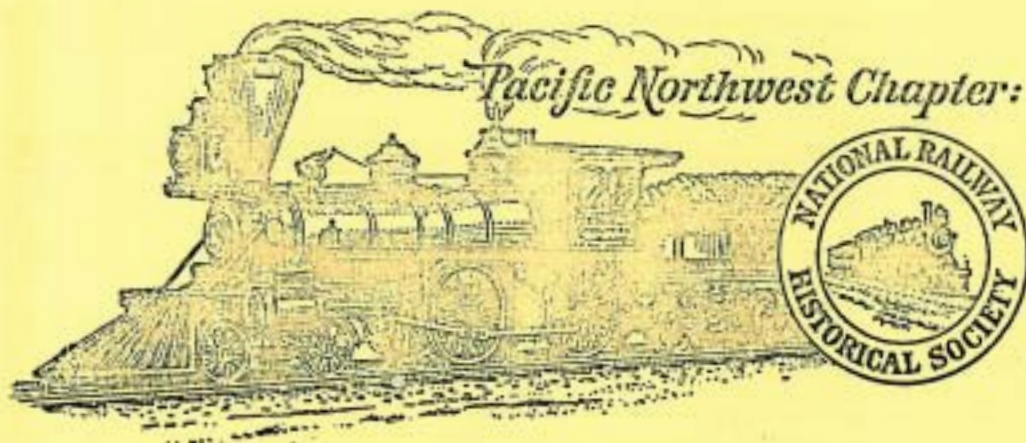


SEPT 69

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**THE TRAINMASTER  
ROOM 1, UNION STATION  
800 NW SIXTH AVENUE  
PORTLAND  
OREGON                    97209**

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NATIONAL RAILWAY HISTORICAL SOCIETY  
PACIFIC NORTHWEST CHAPTER

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CHAPTER ACTIVITIES

meetings	Once each month (except during July, August, & December) on the third Friday evening at 8 PM in Room 208 of the Union Station
excursions	One public excursion each year, "The Scandia Limited", to the Scandinavian Festival at Junction City, Oregon. Other "members only" trips by private railway car to places like Bend, Oregon or Spokane, Washington.

## UNDER OLD MANAGEMENT

Starting with this issue the Trainmaster has a new editor; actually an old editor. Somehow my wishes to remain a civillian were not the same plans that Uncle Sam had for me thus I took a two year vacation in California and Southeast Asia.

I hope that with the members assistance and work I can help publish a Chapter bulletin that will find something of interest for all our members. Starting with this issue is a "members" page. That is, each member is invited to contribute his thoughts and ideas for this page. Praise, condemn, condone, recommend, or reminisce. Unsigned letters will be published; it is your page.

Those of you that have visited Room 1 in Union Station have seen the mountain of railroadians stored there. As the historical part of the National Railway Historical Society I intend to reprint articles of interest from the various publications in the room. In the future issues of the Trainmaster look for articles on the Northern Pacific's switchback over Stampede Pass, early days of railroading in the Washington Territory, the Union Pacific's "City" trains along with some original material such as the Canadian Pacific Railway's steamships in British Columbia.

With the able assistance of Irv Ewen in charge of the layout, design, and production I hope to put out a publication that is interesting, informative, and historical. However, we will need the assistance of every member to contribute local news and furnish material for the "members" page. The Trainmaster can be only as good as the members make it.

Ed Immel, editor

PS: What did I ever do to Chuck Storz for him to make me editor again?

## INCREASED CIRCULATION

Beginning with this issue The Trainmaster is being sent to a number of chapters of NRHS for the first time. Possibly some copies have been sent to the wrong address. If your chapter's copy is incorrectly addressed please advise us so that the mailing list can be updated. Send a note with correct address (including "ZIP" number) to:

TRAINMASTER CIRCULATION MANAGER  
Room 1 Union Station  
Portland  
Oregon - - 97209

NATIONAL RAILWAY HISTORICAL SOCIETY  
 PACIFIC NORTHWEST CHAPTER

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SEPTEMBER MEETING NOTICE

Friday  
 19 September  
 8:00 P M  
 Room 208  
 Union Station

What have you been doing this summer? Share it with the rest of us. Bring a few (10 or 15 or whatever number it takes) slides to the meeting. A Sawyer projector and stack loader will be provided. Two months have passed since we last met so there should be lots to "show and tell". Bring a friend.

Also, on the program we will have Jack Holst, Irving Ewen, and Roger Phillips who will present slides and movies taken during a recent trip to Northern California. Included in the coverage will be the Klamath & Hoppow Valley R R, the Arcata and Mad River R R, the Alton and Pacific R R, and the California and Western R R ("Skunks").

RAILROADIANA SALE

Friday  
 19 September  
 7:00 P M  
 Room 1  
 Union Station

Preceding the regular monthly meeting there will be a sale of railroadiana in the Chapter's office (Room 1, Union Station). This will give the members that have not seen the room a chance for inspection while also helping dispose of some of the surplus items on hand. In addition, the room will reopen after the meeting for those who may not be able to make it between 7 and 8 P M. Proceeds from the sale will go towards maintenance and enlargement of the facilities in the room. For those who don't know the location of Room 1, it is situated across from the men's restroom.

OTHER EVENTS

Friday  
 26 September,  
 Saturday  
 27 September,  
 and  
 Sunday  
 28 September

CANADIAN HOLIDAY, a special excursion train to Vancouver, British Columbia. The trip includes three tour options: Number 1 - Vancouver Grand City Tour, Number 2 - Victoria-Vancouver Island Tour, or Number 3 - Pacific Great Eastern R R Tour to Lilloet, B C.

Sponsored by the Vernonia, South Park, and Sunset Steam Railroad (the "Sunset Line"). Information on prices, schedule, reservations, tickets, et cetera are available in Portland, Oregon at Room 1111 Executive Bldg, 811 S W 6th Ave (phone: 223-7273) or in Seattle, Washington at 1400 Fourth Ave (phone: 624-1900).

## SCANDIA LIMITED

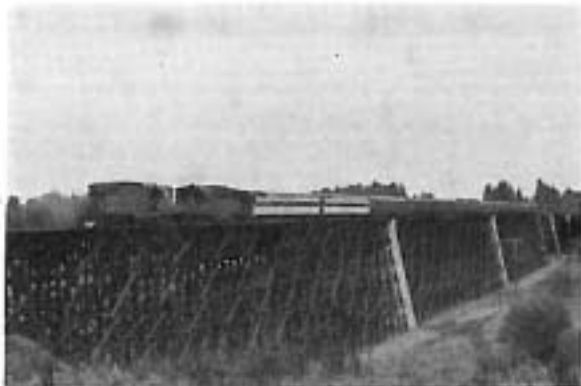
On August 10th the Pacific Northwest Chapter of N R H S ran their third annual excursion to the Junction City Scandinavian Festival. It could be considered the most successful run from the number of persons carried - 445. Excursion chairman Roger Phillips must be congratulated on running an excellent trip; excellent on all accounts. However, Roger may have to take a three-months vacation in order to let his fingernails grow back from near his elbows - their present location.

The day excursion business has not been very good this summer with a trip to Seaside losing money and another trip to Banks being cancelled. The Chapter needed around 285 persons to pay the bills and by Tuesday of the week of the trip there were only 290 tickets sold. A combination of sunny skies and warm weather must have set off a rush of ticket sales because by Thursday there were over 400 tickets sold and we only had enough seats on the train to seat about 350 persons. A hurried call to the SP&S got another coach added to the train for a total of eleven cars.

Sunday morning dawned clear with no rain which meant that the weather man was at least on our side. Cora Jackson was present with her railroad apron and directing action in the baggage car much like Arthur Fiedler conducts a symphony; "pop over there", "now bring in some coffee", and "now let's hear it for the sandwiches and rolls".

Ed Berntsen and Jack Holst were busy guiding passengers to their reserved seats and cars. From a distance they looked like a couple of people trying to swat flies since their arms flailed in all directions pointing to the cars.

All this time Roger Phillips was rushing about chewing his nails and wondering whether car hosts were present, did all the food get to the baggage car? etc. The people kept coming and a check of the cars showed two empty seats in car A, one in car D, ten in the "598".



*1969 SCANDIA LIMITED crossing Willamette River on Oregon Electric line at Wilsonville.*



*Part of hard working excursion committee taking a refreshment break at Junction City, Oregon.*

Scandia Limited, cont'd.

But at 7:30 A M with two blasts from our diesels' horns the Third Annual Scandia Limited was on its way out of the Hoyt Street Yards.

A stop was made in Beaverton to load passengers. The schedule called for a 9:01 departure from Beaverton, but since we were early a wait was in order for five minutes. This upset the local police who immediately called the SP&S dispatcher and told him that the train was blocking the city streets for at least ten minutes (an untrue statement since this writer was in the cab and counted the time of our wait at six total minutes).

The automatic switch which lets the SP&S on to Southern Pacific tracks at Beberg has a five minute delay. Our scheduled departure meant that we were to be in Beaverton more than five minutes and the train had to back up to Tektronix to reactivate the signal and switch. This time the train continued through Beaverton nonstop and on to the SP.

Slow running was in order through Tigard since again we were early but time was lost on the photo run-by at Wilsonville. The picture stop went off without a hitch as the passengers disembarked and spread throughout the countryside for their favorite photo spot.

As usual on any excursion down the Oregon Electric, the 85 foot passenger cars had to break an airhose running on the crooked trackage in Salem. After this slight delay the train continued on to Junction City with an on-time arrival.

The Scandia Limited was greeted by dancers and bands upon arrival at Junction City. The 445 passengers spread throughout the festival for an afternoon of eating, watching dancers perform, buying handicraft items, or like most of the excursion committee, head for the beer garden to relax in the warm summer sunshine.

Departure time was delayed slightly, but the box lunches did arrive in time for the train whereupon Roger collapsed in the "Mount Saint Helens", his nerves completely shot. The last major worry of the excursion, the box lunches, had arrived and now all that was left was the return trip to Portland.

The train arrived in Portland four minutes late. As the last passengers headed for their automobiles and the crewmen checked out at the roundhouse, the Third Annual Scandia Limited was past history. The better excursions are always operated by the Pacific Northwest Chapter seems to be the motto of the organization and the Fourth Annual should be even better than the Third Annual.

Scandia Limited, cont'd.

Again let us say - Roger you did an excellent job. We also want to thank the many members who contributed their time, money, and talent in making the trip a success. Irving Ewen and John Holloway worked hard on the flyer, Jack Holst and Chuck Storz put in hours getting the train ready with signs and numbers, ordering items for sale on the train, et cetera. It was truly a club effort which made the Scandia Limited a success.

#### NEWS BRIEFS

By Jack M. Holst

#### STEAM EXCURSION AT KLAMATH & HOPPOW VALLEY

Saturday, October 11, 1969 the Pacific Locomotive Association will sponsor a day on the K & H V. This railroad is something that all our members must see. It is a combination tourist line/logging railroad and operates a "Minarets" 2-8-2T and a 3 truck Heisler over 8% grades on switchbacks of its over two miles of track. P L A has chartered the entire railroad for the day and promises double-headed steam, night runs, photo runs, etc. to gladden the heart of any steam fan. Fare is \$8.50 and you get to Klamath, California (redwood coast area, about 7 hours from Portland) on your own. Special bus or plane may be available from the Bay Area. For tickets & details write to Pacific Locomotive Association, 3904 - 19th Street, San Francisco, California - 94114. Phillips, Ewen, Holst, Immel, and Holloway have all made the track this summer and can give you details that will make you drool.

#### THOSE CENTURY 636 DEMOS AGAIN

The Alco Products Century 636 demos which were on trial on the S P & S are back in Vancouver again after reportedly going east for trial on the Penn-Central. This time the Great Northern is "trying" them, but as the Billy Goat assigned them to the S P & S power pool it looks like the S P & S will be the one "trying" them again. They will only be around for a short time however, as Morrison-Knudson Contractors have purchased the units for a big dam construction project and they will eventually be moved out for that project (location not known to us). The units already carry the M-K logo.

## SEATTLE-PORTLAND RAIL SERVICE - ANY HOPE?

In a recent article in the Oregon Journal, columnist Doug Baker raked the Union Pacific over the coals lambasting their morning train to Seattle. He did not have any comment on the equipment used but directed his remarks to their schedule or in most cases, lack of schedule.

The equipment for the morning Seattle train is the "City of Portland" minus sleeper(s) which means that it can't leave until the "City" arrives. This writer works next to the north main line and from personal experience knows that only on rare (maybe once in two weeks) occasions has the train arrived on time. To see the 9:30 AM train go through Lake Yards at 12:30 PM borders on the ridiculous. It is no wonder that the railroads are complaining over the loss of passenger business; for who knows when the train is going to leave? There are several steps the railroads that operate the "pool service" should take to restore the Seattle-Portland service:

1. Forget about providing a connection for the "City of Portland". The morning train to Seattle could be sold on an appeal to businessmen to use it and get a full afternoon's work done in Seattle. Put the "City"'s passengers on the afternoon Great Northern Train.
2. Make a schedule that is more conducive to businessmen and day visitors to Seattle. With no worry about a connection with the "City" schedule the first train out at 8:00 AM - arrival in Seattle at 11:30 AM (by skipping some stops a possible 11:00 AM arrival could be maintained). In any case, run the train on time!
3. Provide just coffee shop-lounge service in addition to coaches. Most people are interested in a cup of coffee and a roll in the morning while at night most businessmen want a martini and a light snack. A car on the lines of the one currently used by the Northern Pacific would be suitable.

The above suggestions would put more passengers on the sagging Great Northern train while boosting patronage on the morning Union Pacific train. For the most part the present Northern Pacific train has a good schedule and equipment. The Union Pacific might complain that they don't have the necessary equipment to run a new train from Portland to Seattle but I'm sure that any day one can count enough spare equipment in the storage yards to make up a 7 car train. Seven cars would be sufficient to handle the business.

Other suggestions might be for the Northern Pacific to lease their spare RDC's to a pool of equipment just for use between Portland and Seattle. There are enough surplus RDC's in the United States that a large pool could be assembled for this service. RDC's have proved



Members Page, cont'd.

their ability to cut schedules and maintain service - a three hour service to Seattle using RDC's is an easy possibility. The engines now used to haul passenger trains could be released for freight service.

A far out suggestion would be for the government to sponsor a "Turbo" train service such as that now currently being operated between New York City and Boston. In any case, the train service between Portland and Seattle can be saved by redirecting the market, new schedules, and minimum creature comforts.

#### PACIFIC GREAT EASTERN ADDS NEW ENGINES

The PGE has acquired four new 3,000 hp diesels from Montreal Locomotive Works - Worthington Ltd of Montreal. Each locomotive weighs 180 tons and cost \$300,000. The additions bring PGE's fleet to 59 engines; 29 engines at 1,800 hp, 25 at 1,600 hp, three yard engines at 1,000 hp, and the 4 new ones at 3,000 hp.

The company also announced that for the first time in their history carloadings are expected to reach 100,000 this year. Not bad for a line that ten years ago was virtually bankrupt.

To house survey and drilling crews working on the Fort Nelson extension PGE's Chief Engineer, Harry Minshall, has developed a mobile camp using 9' by 12' tents. For quick removal to a new site, the tents are folded into a wooden base, which resembles a car-top carrier. Four rings welded to the base provide a secure connection for the sling used in moving the unit by helicopter.

The camp, which left Vancouver for Fort St John by rail in mid-July was to be flown north of there to Gutah Creek. Upon completion of the work at Gutah Creek, the camp will be moved north to the Fontas River and then on to Ellah Creek. All points are on the route of PGE's 250 mile extension to Fort Nelson. The work involving test drilling, is being done to locate a solid foundation for the new line.

NATIONAL RAILWAY HISTORICAL SOCIETY  
PACIFIC NORTHWEST CHAPTER

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BURLINGTON SUSPENDS PASSENGER SERVICE

The Burlington Railroad made a few enemies earlier in August when half a dozen passengers and 200 sacks of mail were unloaded at Hemingford, Nebraska. The railroad had got the okay from government officials to discontinue operation of trains 41 and 42 between Omaha, Nebraska and Billings, Montana; whereupon they terminated the trains immediately dumping the passengers and mail at Hemingford.

They must have dumped some wrong passengers since the United States Supreme Court ruled that the railroad was to continue operation of the trains until Sunday August 24th. A motion for rehearing of abandonment has been filed but would probably be too late to prevent the discontinuance of trains 41 and 42.

"CITY OF PORTLAND" PUT ON NEW SCHEDULE

Union Pacific's City of Portland was put on a new schedule effective September 7, 1969. Below is the new schedule through Oregon:

		# 106		# 105
PORTLAND	leave	3:30 PM		9:15 AM
HOOD RIVER	flag	4:44		7:59
THE DALLES		5:15		7:30
HINKLE	arrive	6:50	leave	6:10
	leave	6:51	arrive	6:09
PENDLETON		7:26		5:30
LA GRANDE	arrive	9:35	leave	3:25
	leave	9:40	arrive	3:20
BAKER		10:40		2:20
HUNTINGTON		11:59 PM		1:06 AM