

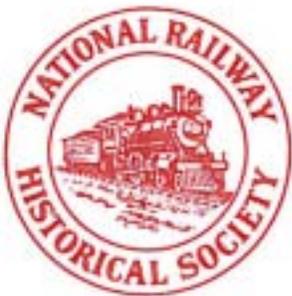
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THE TRAINMASTER

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Portland, Oregon 97209

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PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
(an Oregon Non-Profit Corporation)



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Articles which appear in "The Trainmaster" do not express the official National Railway Historical Society attitude on any subject unless specifically designated as such.

All exchange news letters should be sent to the Chapter's business address:

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"The Trainmaster" is sent to all Chapters of the National Railway Historical Society. Copies are addressed to the Chapter Director if no other address is available. Chapters wishing to have "The Trainmaster" sent to another officer or the Chapter editor should write to the circulation manager as listed above.





pacific northwest chapter

THE TRAINMASTER

Number 170

January 1974

PNW CHAPTER TIMETABLE

- Friday REGULAR MONTHLY MEETING (3rd Friday of each month)
- 18 January The Burlington Northern Safety Assembly Room has been reserved for the January meeting of PNW Chapter, NRHS. To reach the meeting place, proceed north from the intersection of N W 11th Avenue at Hoyt Street for about two blocks towards the Lovejoy ramp of the Broadway Bridge.
- 8 PM
- Program as announced by Walt Grande will include a slide showing on Colorado narrow gauge railroading from the 1930's thru the 1950's. Lines covered include the Rio Grande Southern, Denver and Rio Grande, and the Colorado and Southern.
- Refreshments to be served between the business session and the program, arranged for by Cora Jackson. A "kitty" will be present to receive contributions to help defray expenses.
- Every INFORMAL LUNCHEON
Saturday
- 12:01 PM This once-a-week event takes place at Yaw's Top Notch Restaurant, 2001 N E 40th Avenue (across the street from Vic's Hobby Shop). A large table is reserved at the north wall of the seating area on the west side of the building for the group.
- Neither rain nor sleet nor snow will keep some of the "regulars" from attending this non-official function of PNW Chapter, NRHS. No reservations are required.
- Friday REGULAR MONTHLY MEETING
- 15 February Unless otherwise noted this will also be held at the BN Safety Assembly Room. Reserve the date.

PACIFIC NORTHWEST CHAPTER

PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, 16 November 1973

The meeting was called to order at 8:15 PM by Chapter President John D Holloway in the Burlington Northern safety instruction meeting room.

The minutes of the October meeting were approved as read.

Ed Berntsen reported that a total of six Chapter members were on the October 27th trip to Seattle, Washington. A New Year's Eve trip on the Oregon, Pacific and Eastern will not be possible due to the Company's policy against night running.

New Chapter Library Room: Jim Gilmore reported that the painting is almost complete and that he is now building shelving. Ed Berntsen announced the donation of \$25.00 per month for one year to PNW Chapter by the Board of the Vernonia, South Park and Sunset Railroad towards rental cost of the new rooms. Chuck Storz stated that the Chapter Board would make a decision in the near future as to whether or not to continue renting Room 1 Union Station.

President John Holloway appointed Roger Phillips and Jim Gilmore as a committee of two to recommend the purchase of a suitable memorial item with the contribution received from the Burlington Northern in the memory of Jack Holst.

Ed Berntsen reported on the locations for NRHS National Conventions for the next three years; San Francisco - 1974, Knoxville, KY - 1975, and Philadelphia 1976.

Chapter Treasurer Roger Sackett moved to amend the Chapter By-Laws to increase annual Chapter dues to \$5.50 per year. Motion seconded by Leonard Woodford. Motion was passed on a voice vote of those present.

Ed Berntsen reported the recommendations of the nominating committee for Pacific Northwest Chapter Officers for 1974:

President	Roger W Sackett
Vice-President	Walter Grande
Secretary	Charles W Storz, Jr
Treasurer	James J Gilmore
Chapter Director	Cora Jackson
Chapter Director	Irving G Ewen
National Director	John D Holloway

There were no nominations from the floor. Ed Culp moved that nominations be closed. Motion seconded and passed. Ed Berntsen moved that a unanimous vote be cast for the recommended slate of officers. Motion seconded and passed on a voice vote.

The meeting was adjourned at 9:15 PM.

Chuck Storz, Chapter Secretary

EUROPEAN TRAIN SERVICE FOR 1974

By Ed Immel*

If you are planning to make that trip to Europe during the summer of 1974 better get a Eurailpass since driving will be almost impossible; what with lower speed limits, non-driving days, and possible gas rationing. The outlook for 1974 in Europe points up to some major changes in a few aspects of rail travel.

For the first time, Kobenhavn will be served by a Trans European Express train (TEE) with the introduction of a new train named the "Morkur" which will run between Stuttgart and Kobenhavn. The Danish State Railways will also introduce expanded regular-interval services on their main lines. As an example, there are now trains running between Kobenhavn and Helsingborg at 23 and 53 minutes past the hour from 7 AM to midnight. From Helsingborg to Kobenhavn they leave at 28 and 58 minutes past the hour. This service is operated by "push-pull" trains that are powered by GM Diesels built in Sweden.

The TEE network will also be expanded to include a through Paris to Venice train on a 12 hour schedule. The Italians have put three new TEE trains into service with little or no notice; the "Adriatico" between Milan and Bari, the "Cycnus" between Milan and Ventimiglia on the Italian-French border, and the "Vesuvio" between Milan and Naples. The Italian trains are part of an order placed with Fiat in 1972 for luxury equipment to upgrade some first class services in Italy.

There will be expanded Rapido service which consists of two-car electric MU trains, shaped like jelly beans, that simply "fly" between major cities. For example, the 6:50 AM from Genoa to Rome averages over 70 miles per hour for the 309 mile journey. The Italians are also working on Europe's first really high speed railroad between Rome and Florence.

The international scene will feature a new Talgo sleeping car train between Paris and Barcelona on a run that cuts 4 hours from the present "Barcelona Express" time. The train will feature variable-gauge axles to accommodate the differences between the French and Spanish gauges. The train will have single, double, and tourist sleeping accommodations along with a bar and restaurant car.

Americans may be familiar with the Talgo design which was first built in the United States by American Car and Foundry Company, but never found a home here. The Spanish have taken to this articulated low-slung train as their answer to fast, luxury train service. The trains are probably the finest in Europe, but can suffer from a bad ride on non-welded rail.

England will also have a few items in store for the tourist this summer. One will be the opening of electrified service between London and Glasgow. This

* European Bureau Chief

"European Train Service for 1974", contd

has been a long time in coming, since you do not throw wire up on a 402 mile line overnight.

British Rail will also introduce new through service between London and Inverness in the northern part of Scotland. The rail services of Great Britain will still be available through the use of a Britrailpass which gives you a choice of 8 days of unlimited second class travel for about \$40 or the same number of days of unlimited first class for \$60. With the fast British rail service a railfan can really put a lot of miles of railriding under him in a short time (just ask your TM Editor who was there last summer!).

For you tidbit collectors: The through sleeping car between Teheran, Iran and Moscow will run twice a week instead of once a week as it is currently operated. Also, the Turkish State Railways confirm that the Beirut branch of the "Taurus Express" is still suspended in case you were planning to make that trip.

The above may not seem like much news to someone in the Pacific Northwest, but when you are designated "European Bureau Chief" you have to do something to justify your grandiose title.

DECEMBER TRAINMASTER

Although not one of the "regular nine" issues traditionally put out by PNW Chapter, we have for several years published a December Trainmaster. The December 1973 issue (which was to have been number 170) was not printed for several reasons, the principal one being financial.

The October issue, which featured "A Tale of Three Trains" and included several photographs, took a large bite out of the amount budgeted for printing. This happened even with the bargain rates extended to us by C L Rosenberry, the offset printer. For those who were not aware of it, the entire October and November Trainmasters were printed offset since the old faithful Gestetner went "belly-up".

Another factor was a lack of material (even our assistant editor "Phillup Space" didn't come through in the pinch). More contributors would be welcomed. Would anybody like to take the time to write a regular column such as "News of Members", "Extra Board", et cetera? Also, we have on hand already printed pictures of the Peggy Shay dedication ceremonies that took place during Rose Festival week at the Western Forestry Center last June. A story is needed to accompany these pictures. Outstanding historical events such as this should not go unrecorded.

editor