



pacific northwest chapter

THE TRAINMASTER

November 1979

Chapter Phone No.: 226-6747 (226-NRHS)

Number 226

PACIFIC NORTHWEST CHAPTER TIMETABLE

Friday REGULAR MONTHLY MEETING

Nov. 16

7:30 PM

The last regular meeting of 1979 for the Pacific Northwest Chapter will once again be held at the Bonneville Power Administration auditorium in their building located at 1002 NE Holladay St., between 10th and 11th Avenues (across NE Holladay from the Lloyd Center Sheraton Hotel). The November meeting will start at 7:30 pm, just like last month. Everyone must sign in and sign out at the guard station near the building entrance. Program--"SP&S Night." The program will begin with a slide show presented by Chuck Storz covering Spokane, Portland, and Seattle Railway equipment with emphasis on diesel locomotives. Following this will be an outstanding 16mm color movie filmed by Elwin Howard on SP&S steam in the early 1950's. Mr. Howard was a conductor for the SP&S at the time, and his film features scenes of 4-8-4's, 4-6-6-4's, and 2-8-2 539, which now resides in Esther Short Park in Vancouver, Wash. ("Newsreel" before the program. Refreshments between Chapter business session and the program.)

The 1980 "Steam on Southern Pacific" calendar will be on sale to PNW Chapter members at a reduced rate and no limit on the number that may be purchased during this month's meeting only.

Friday JANUARY REGULAR MEETING

Jan. 18

7:30 PM

Program will be "Australia--'79." Meeting location to be announced. Be sure to read THE TRAINMASTER for details. (No meeting in December.)

MORE ON MILWAUKEE ROAD

On October 31st, the Chicago, Milwaukee, St. Paul, and Pacific ceased operations west of Miles City, Mont., and on 2,200 miles of track in South Dakota, Iowa, Wisconsin, Illinois, and Michigan. However, service on these lines should have been resumed by the time you read this. On November 2nd, Congress passed a bill providing emergency aid to the bankrupt railroad, and President Carter signed this legislation November 4th. The legislation clears the way for a federal judge in Chicago to lift an order that had allowed the track to be abandoned.

The bill, which took effect with Carter's signature, sets a deadline of Dec. 15 for a group of employees and shippers to devise a workable plan to take over ownership of the railroad and keep the western lines open. If they fail, the Milwaukee can begin to sell its properties.

ALL ABOARD ON THE OREGONIAN

by Gil Hulin

The Oregonian, a name that today is best associated with the state's major newspaper, 60 years ago was also assigned to three daily passenger trains operating to and from Portland.

Two of the three trains were Southern Pacific Nos. 53-54 between Portland and Oakland. This Oregonian began service in 1918, and while the numbers and terminals changed over the years, the name nevertheless lasted until 1946.

The third Oregonian is the least known of the trio, being Great Northern's Seattle to Portland train No. 357. The September 1919 Official Guide provides the only reference in my timetable collection to this name, and this Oregonian was a one-way run as its return to Seattle as train 356 was called the Washingtonian.

Southern Pacific's better known Oregonian remained as trains 53-54 between Portland and Oakland from 1918 until April 1927, when with the opening of the Cascade Line via Klamath Falls the Oregonian was renumbered 13-14, although continuing to operate over the Siskiyou Line.

Four years later the Oregonian was cut back to a Portland-Ashland train on account of the depression, while being renumbered 33-34, effective May 1, 1931. Nineteen months later, in December 1932, the Oregonian was renumbered once again to 329-330. During the following months from late 1932 into 1936 Oregonian trains 329-330 were independent south of Eugene, but at various times one or both trains were combined with West Coast trains 15-16 between Eugene and Portland.

On May 1, 1936, Oregonian trains 329-330 again became separate trains for the entire route between Portland and Ashland, but only for 13 months. On June 13, 1937, the Oregonian name was applied for the first time to Cascade Line service as trains 17-18 between Portland and Oakland took over the old Cascade equipment and numbers, and the new all-Pullman Cascade became trains 23-24. At this time Portland-Ashland trains 329-330 were renamed Rogue River, an arrangement that lasted until all passenger service on the original Siskiyou Line was discontinued in 1955.

Southern Pacific's Portland-Oakland trains 17-18 were discontinued on November 14, 1946, ending 28 continuous years of Oregonian service through the state.

How long Great Northern's Oregonian retained the name is unknown, for the Sept. 1919 Official Guide is the only use of this name that we have uncovered. In fact, this particular Guide is the only listing we find of any Portland-Seattle named trains.

Great Northern train 357 originated in Vancouver, B. C. as the Owl at 12:01 am and reached Seattle at 7:30. Here the train spent five hours while sleeping cars from Vancouver and Bellingham were removed and a parlor-observation car added to the through coaches. At 12:30 pm train 357 continues south with the same number, but now called the Oregonian. After 22 intermediate scheduled stops train 357 was due to reach Portland at 7:10 pm.

Returning north, train 356 similarly operated as the Washingtonian between Portland and Seattle and the Owl between Seattle and Vancouver. A second pair of through trains, Nos. 358-359, the International Limited, also operated between Portland and Vancouver, while train 355, the American, and train 360, the Canadian, provided a third choice of Seattle-Vancouver service.

Additional Portland-Seattle service in 1919 consisted of two round trips each by Northern Pacific and Union Pacific for a total of six daily trains in each direction. But like later pool service along this route, the NP and UP trains were nameless.

.....
MILW LOCOMOTIVES LEASED TO UP--Thirteen Milwaukee Road locomotives have been leased to the Union Pacific following closure of Milwaukee's western lines. However, it makes us wonder if the UP will just have to send them right back again now that the Milwaukee will probably begin operations in the West again. In any case, some of these locomotives were seen at Albina Yard on Nov. 3rd: GP40's 2024, 2048, 2057, 2059, U36C's 5802, 5803, and several GP35's.

AGREEMENT REACHED ON SAN FRANCISCO COMMUTER SERVICE

On October 15th, the California Department of Transportation (Caltrans) and Southern Pacific reached an agreement in principle in their negotiations to retain and improve railroad commuter service between San Francisco and San Jose. T. R. Lammers, Caltrans district director, and Alan D. DeMoss, Southern Pacific vice president of operations, chief negotiators for their respective organizations, said in a joint announcement that while many details remain to be worked out before a contract can take effect, implementation of the contract would assure continuation of the Peninsula passenger train service for at least the next ten years." The contract, when completed, will require ratification by all participating agencies and concurrence of the Interstate Commerce Commission and the California Public Utilities Commission.

"The agreement is a result of long and detailed negotiations extending over the past several months," the Caltrans-SP announcement stated. "We think it provides the framework for a practical and workable plan to assure continuation of the service to the public." Caltrans has been working closely with the Metropolitan Transportation Commission and the San Francisco, San Mateo, and Santa Clara County transit agencies in a cooperative effort to preserve the commute service.

CANDIDATES FOR CHAPTER ELECTIONS THIS MONTH

Below we are printing the names of the Pacific Northwest Chapter members selected by the Nominating Committee to run for Chapter offices and board of directors positions, as required by Chapter By-Laws. Nominations may be made from the floor during this month's regular meeting, provided that the nominee has given his or her consent. This is not a ballot. Ballots will be distributed at this month's meeting. (*indicates incumbent)

OFFICERS	DIRECTORS-AT-LARGE	
President-Ed Immel*	Duane Cramer*	Ben Fredericks
Vice Pres.-Terry Parker*	Don "Dave" Davison	Doyle McCormack
Sec.-Chuck Storz*	Pete Dorland	Jim Schmidt
Treas.-John Holloway	David Duncan	Bob Slover
Nat. Director-Roger Sackett	Irv Ewen	Jim Whaley

UP TAKES OVER OPERATION, MAINTENANCE OF MILW BLACK RIVER-TACOMA JCT. LINE (from the October issue of UP Info)

Effective October 6th, Union Pacific took over operation and maintenance of the jointly owned track between Black River and Tacoma Jct. in Washington. The train dispatching control will now be under the direction of the UP dispatchers in Portland. The 26-mile route previously was under the control of the Milwaukee Road, which is undergoing reorganization.

Sixteen positions assigned exclusively to the joint line have been retained by Union Pacific. Former Milwaukee employees were offered first choice for these jobs and were hired as new UP employees. They are four train dispatchers, 10 track employees, and two signal employees. "We are pleased to welcome them aboard UP," said Thane Rogers, UP's general manager of the Northwestern District.

Rogers said UP has begun upgrading the route between Black River and Tacoma Junction. This includes installation of new ties and rail and adaptation of signals so maximum train speed can be increased from 40 mph to 60 mph. Presently, UP operates at least six run-through trains daily on this route, along with two locals between Argo and Kent, two locals out of Tacoma and two out of Seattle. Under joint ownership, the Milwaukee will also continue using the line.

SUMMARY OF MINUTES OF REGULAR MEETING, OCTOBER 19, 1979

The meeting was called to order by President Ed Immel at 7:45 PM in the auditorium of the Bonneville Power Administration building.

Ben Fredericks reported that the nominating committee is proposing the following slate of officers for 1980: President, Ed Immel; Vice President, Terry Parker; Secretary, Chuck Storz; Treasurer, John Holloway; National Director, Roger Sackett; Directors-At-Large, Don Davison, Doyle McCormack, Duane Cramer, David Duncan, Ben Fredericks, Pete Dorland, Irv Ewen, Jim Schmidt, Bob Slover and Jim Whaley. President Ed Immel announced that nominations from the floor will be taken at the November meeting. Ed also asked the membership to make comments on Chapter activities on the backs of their ballots.

In connection with Chapter elections Ed Immel reported that the Chapter board has considered and decided against recommending adoption of an absentee ballot amendment to the Chapter's bylaws.

Excursions: Ed Immel reported that he has written to the Weyerhaeuser Co. requesting a trip on the Oregon, California & Eastern. VIA won't take the Mount Hood to Edmonton due to a very close connection for the return trip. Ed said that he has requested a trip to Jasper instead.

Terry Parker reported that the SP Steam Locomotive calendar is being printed now. Delivery has been promised by Oct. 24th. The calendar will be on sale to members at a discount at the November meeting. Ed Immel advised that a notice about the calendar will appear in the December '79 issue of the SP Bulletin.

Chuck Storz reported that the bylaw revision committee has completed its work and that proposed changes will be presented to the membership at the November meeting. The committee decided against increasing the spending limit permitted to the Board without membership approval.

Terry Parker reported that Duane Cramer has arranged a program of 16 mm color movies of Spokane, Portland & Seattle Ry. steam and diesel motive power for the November meeting.

President Ed Immel advised that the meeting location for November has not been finalized and that it will be announced in the November issue of The Trainmaster.

The meeting was adjourned at 8:35 PM.

Respectfully submitted,

Chuck Storz, Secretary

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

Room 1, Union Station, 800 NW 6th Ave.
Portland, OR 97209 (503) 226-6747

1979 CHAPTER OFFICERS

President EDWARD E IMMEL 715 S E Lexington Street Portland, OR 97202	(503) 233-9706	Director-at-Large DUANE CRAMER 1709 E 6th Street Vancouver, WA 98661	(206) 695-1640
Vice President TERRY PARKER 1527 N E 65th Avenue Portland, OR 97213	284-8742	Director-at-Large JAMES J GILMORE 12145 S W James Street Tigard, OR 97223	(503) 620-6530
Secretary CHARLES W STORZ JR 146 N E Bryant Street Portland, OR 97211	289-4529	Director-at-Large GARY S OSLUND 1908 N E Siskiyou Street Portland, OR 97212	287-4869
Treasurer ROGER W SACKETT 11550 S W Cardinal Terrace Beaverton, OR 97005	644-3437	Director-at-Large ROBERT SLOVER Route 1, Box 463S(A-1) Woodland, WA 98674	(206) 263-2269
Chapter National Director JOHN D HOLLOWAY 2201 S W Palatine Street Portland, OR 97219	246-5752		

oo-0000-oo oo-0000-0000-oo oo-000-000-oo oo-000-oo oo-000-o

Chapter Librarian - Jim Gilmore

Chapter Excursion Director - Roger Phillips

Chapter Sales Dept. - Chuck Storz

Northwest Rail Journal Editor - Walt Grande

Chapter Mechanical Superintendent - Bob Slover

Car Mount Hood Marketing - Dave Morris

THE TRAINMASTER STAFF

EDITOR

Bryan Leeder (503) 284-8040
P. O. Box 4901
Portland, OR 97208

The Trainmaster is the official publication of the Pacific Northwest Chapter NRHS.

PUBLISHER

James W Schmidt 253-4196
13525 S E Mill Street
Portland, OR 97233

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

CIRCULATION MANAGER

Charles W Storz Jr 289-4529
146 N E Bryant Street
Portland, OR 97211

Material from The Trainmaster may be used by other publications provided that credit is given to the source.

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

Room 1, Union Station
Portland, OR 97209

The Trainmaster is sent to all Chapters of the National Railway Historical Society. Copies are addressed to the Chapter editor or Chapter National Director. Chapters wishing to have The Trainmaster sent to another officer are requested to notify the circulation manager.

ISSN 0041-0926

T H E T R A I N M A S T E R
Pacific Northwest Chapter NRHS
Room 1, Union Station
800 N. W. 6th Ave.
Portland, OR 97209

NON-PROFIT
ORGANIZATION

U.S. Postage
PAID

Portland, Ore.
Permit No. 595
