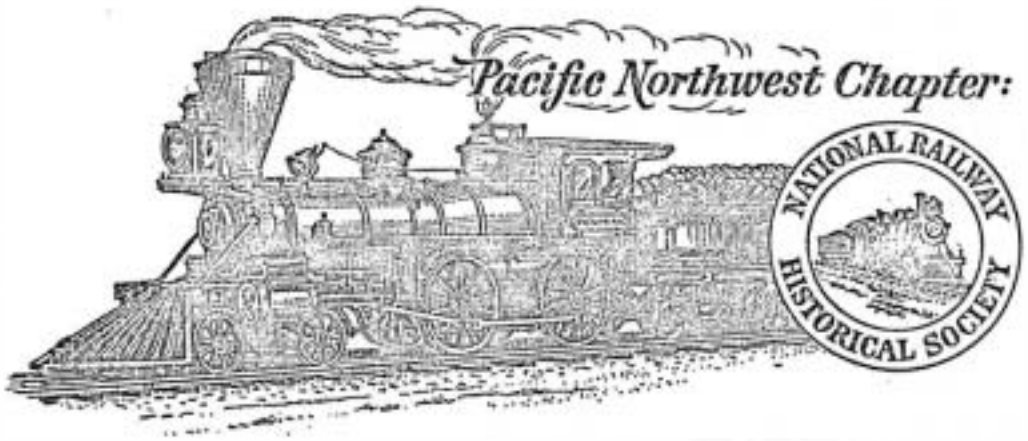

THE TRAINMASTER

FEBRUARY 1969 Number 122

Pacific Northwest Chapter, National Railway Historical Society, Room 1, Union Station, Portland, Oregon 97209.

Charles Storz, Jr., President
146 NE Bryant, Portland, Oregon
289-4529

Roger W. Phillips, Vice-President
3733 NE 15th, Portland, Oregon
282-7691

Kenneth McFarling, Secretary
7417 SE 20th, Portland, Oregon
235-7032

Roger W. Sackett, Treasurer
1795 SE Madhatter Lane, Beaverton
644-3437

John M. Holst, Chapter Director
12930 NE Tillamook, Portland, Oregon
255-0631

Alexander B. Ceres, Editor
THE TRAINMASTER
1547 SW Hall, Portland, Oregon
228-2840

FEBRUARY MEETING

The February meeting of the Pacific Northwest Chapter, NRHS, will be held on Friday, February 21, 1969 at 8:00 p.m. in Room 208, Union Station, Portland.

CHAPTER CALENDAR

February 21, 1969	Regular Monthly Meeting. Room 208, Union Station. 8:00 p.m.
March 21, 1969	Regular Monthly Meeting. Room 208, Union Station. 8:00 p.m.
April 18, 1969	Annual Salem Meeting. Time and place to be announced.
June 21 & 22, 1969	RAILCON '69. Portland, Oregon.

PRESIDENT'S MESSAGE

The Chapter is in need of program material for presentation at our monthly meetings. Slides and movies are always good. If you have some other type of presentation in mind, don't hesitate to propose it. Call Roger Phillips at 282-7691 if you can present a program. The Chapter will arrange for projection equipment if you do not have your own.

The Chapter also needs something else: participation by more members in its programs and activities. Item: The Chapter Library in Room 1 needs a large amount of work to make it usable. Item: Observation car 598 needs continuing cleanup and maintenance. Item: THE TRAINMASTER can use more material than has been available lately. Item: Other Chapter publications such as motive power rosters and railroad histories would be possible if enough volunteer manpower was available. If you can help with these Chapter activities, or if you have a suggestion for something different, I invite you to call me. The Chapter's accomplishments can be increased only if there is more participation.

During January the Chapter was issued a bulk mailing permit by the post office. THE TRAINMASTER, excursion notices and other large mailings can now be sent at considerably lower cost. By March or April THE TRAINMASTER will be mailed via the bulk permit.

CHUCK STORZ
President

EXCURSIONS - LOCAL AND NATIONAL AS RECEIVED

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WINTER WONDERLAND
Scenic Railroad Tour To
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Saturday - Sunday. March 1 & 2, 1969.

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1435 mile scenic round trip
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SUNSET TOURS
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EXCURSIONS - LOCAL AND NATIONAL AS RECEIVED (continued)

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** Fare includes all transportation and hotel lodging. It does NOT include meals.

HIGH IRON COMPANY, INC.
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FEATHER RIVER
WINTER WONDERLAND
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BAY AREA ELECTRIC RR ASSN.
San Rafael, California

REGIONAL NEWS

S. P. To Make Changes

The Southern Pacific Company is planning to make extensive changes in passenger train schedules effective March 23, 1969 which will involve trains on most of their routes.

Essentially, the changes will involve inauguration of new schedules which will afford connections at San Francisco between Trains 98-99 COAST DAYLIGHT and Trains 11-12 CASCADE for passengers who are traveling between the Pacific Northwest and the Los Angeles area.

The only previous connections for through traffic moving between these areas involved the use of Trains 51-52 San Joaquin DAYLIGHT making connections with Trains 11 and 12 at Martinez, Cal.

The primary reason for this change is to overcome the problems which have been connected with the extremely early departure time (5:40 am) which was necessary on Train 51 from Los Angeles for Northbound passengers in order to make connections with S. P. Train 12 at Martinez and its transfer to UP #457 leaving Portland at 9:45 am.

So that you will know of the new schedules and the changes which will result from the establishment of these new timetables, we are showing below an outline of the planned revisions:

1. Northbound passengers from Southern California can use Train 99 leaving Los Angeles 8:30 am with arrival San Francisco 6:15 p.m. where connection will be made with Train 12 CASCADE departing at 7:00 p.m.

   Train 12 will be scheduled to arrive Portland at 12:40 p.m. (instead of present arrival 8:50 a.m.) and will make connection with GN #459 leaving at 1:30 p.m. (instead of with UP #457 at 9:45 a.m.) for passengers enroute to Seattle.

2. Southbound departure of Train 11 CASCADE from Portland will remain at 4:15 p.m. the same as at present. Therefore Seattle passengers will continue to use NP #408 arriving Portland at 4:00 p.m.

   Train 11's arrival at San Francisco will be 9:40 a.m. where connection will be provided with Train 98 COAST DAYLIGHT leaving at 10:15 a.m. with arrival in Los Angeles 8:05 p.m.

3. Trains 98-00 will continue to connect at Los Angeles in both directions with Trains 1-2 SUNSET for passengers who desire to continue their trips without layover to Arizona, Texas and Southeastern points.

4. Trains 51-52 San Joaquin DAYLIGHT will continue to connect with Trains 11 and 12 for passengers traveling between the Pacific Northwest and San Joaquin Valley points such as Merced, Fresno and Bakersfield.

   Southbound passengers enroute from the Northwest to San Joaquin Valley points will continue to connect with Train 52 at Martinez.

REGIONAL NEWS (continued)

S. P. & S. Railway In 1968 Invests With Confidence

W.J. Crosbie, General Passenger Agent of the Spokane, Portland & Seattle Railway Company in Portland, has provided OREGON VOTER with a digest of the rail line's moves ahead in 1968, in the company's heavy investment for physical improvements and modernization in the interest of passenger and freight service and safety. Here are the projects put underway during the year, each item of which shows confidence in preparing for the years ahead:

1. Purchased four 3600 HP road freight and two 1500 HP road switcher class DE locomotives.
2. Relaid 10.5 track miles of new rail and festenings and 5.0 miles secondhand material secondary main tracks.
3. Completion of about one-fourth of the first half phase of 96 miles of CTC (Centralized Traffic Control) installation between Vancouver and Wishram, Washington.
4. Completed 0.6 mile line change involving replacement of 800 ft. railroad bridge, with 350 ft., concrete tunnel for highway grade separation.
5. Constructed 0.7 mile main track wye connection between Terminals Division and Sixth Subdivision, Willbridge, Oregon.
6. Replaced 60 ft., beam-type track scale with electronic coupled-in-motion type at Vancouver, Washington.
7. Filled main line bridge and extended adjacent siding 1/2 mile at Beaverton, Oregon.
8. Installed data communicating equipment at all interline connections for direct data exchange with central processing unit.
9. Filled 2,136 ft. steel viaduct portion of the double track Columbia River Bridge entailing 250,000 cu. yds. hydraulic dredge fill material.

OREGON VOTER

NATIONAL NEWS

The First Scavenger Special

To cover the route of the projected Western Pacific garbage train which will haul San Francisco refuse to Herlong, Lassen County, California, where it will be dumped, the Western Pacific ran the first Scavenger Special on the week end of Saturday-Sunday, January 18-19, 1969, which carried the important officials of San Francisco's two garbage collection companies - Sunset Scavenger Corporation and the Golden Gate Disposal Company (which recently changed its name from the more poetic Scavengers Protective Association).

When the special got to Herlong, a red can (Sunset Scavenger Corporation) of San Francisco garbage and a yellow can (Golden Gate Disposal Company, ne Scavengers Protective Assn.) of S.F. garbage were dumped at the new dump site in a symbolic ceremony. The special train went to Winnemucca where it arrived at 9 p.m. and was turned to return to Oakland. There are presently no turning facilities at Herlong, Lassen County, California, the future home of San Francisco's garbage.

THE CALIFORNIA ELECTRIC
RAILWAY REVIEW
Rio Vista Junction, California
February 4, 1969

NATIONAL NEWS (continued)

More On The Muskingum Electric Railroad

To supply its 880-MW Muskingum River Power Plant in southeastern Ohio with bituminous coal fuel from its captive Muskingum Mine, the American Electric Power Company, through its subsidiaries Ohio Power and Central Ohio Coal, has built the 24-km-long Muskingum Electric Railroad. The new railroad is the first in the Western Hemisphere to install a 25-kv 60 Hz electrification system. This voltage and frequency were recommended by the Assn. of American Railroads and the Edison Electric Institute as being the most appropriate for future mainline electrification projects in the U.S Commercial frequency at 25 kV has already been applied successfully on a number of European railway systems.

Locomotion units - Motive power for the railroad is provided by two GE E-50 locomotives, each of which is rated at 3700 kW at the rails.

Catenary system - A simple catenary system, with individual wood pole masts spaced at 61-meter intervals is used for carrying the electric energy. Power is supplied directly from Ohio Power's 138-kV transmission system by a single substation equipped with a 10,000-kVA 138/25-kV single-phase transformer and the necessary automatic switching and control equipment.

Train automation - The trains will be automatically controlled - including the loading, unloading, and terminal-to-terminal operating cycles. The control system includes automatic speed regulation, train control, switching, locomotive monitoring, and failsafe features.

American Electric Power believes that the Muskingum Electric Railroad, because of its notable features, provides for industry a model of the latest developments in electric railroad technology.

Atlanta Chapter's HAT BOX
(via) Old Dominion Chapter's HIGHBALL
January, 1969

Wanamaker, Kempton & Southern

The Wanamaker, Kempton & Southern shut down operations for good in early November. The equipment is to be auctioned off after the first of the year and the track is to be dismantled for scrap. (Ed's note: This Pa. tourist operation owns the twin to the V.S.P.&S. Prairie.)

LOCOMOTIVE NOTES
Natick, Ma.
December, 1968

Chicagoland Railroad Scene

The Chicagoland Railroad Scene is highlighted by the grant of U.S. Funds to enable the ICRR to lease and operate new bilevel electric suburban trains. Actual ownership would be vested in a civic authority of a number of south suburban communities called the Chicago South Suburban Mass Transit District.

THE RAILROAD CAPITAL
The RR Club of Chicago, Inc.
February, 1969

NATIONAL NEWS (continued)

C&NW Says Profit From Commuters Set A Record Again in '68

The Chicago & North Western Railway said its 1968 commuter operations earned a record profit for the sixth straight year.

The Northwest Industries Inc. subsidiary said estimated net from its suburban commuter service exceeded $2.5 million, up more than 10% from 1967's record $2.25 million.

Patronage and revenue also set highs last year. The road's three commuter lines - extending north, northwest and west from downtown Chicago - carry 90,000 riders a day. Last year, the road said, more than 25 million riders generated over $19 million in revenue; a year earlier, the road had commuter revenue of $17.8 million.

The North Western's commuter-carrying success seems to contradict the railroad industry's axiom - recently expressed by Penn Central chairman Stuart Saunders - that "nobody ever made money hauling commuters."

Although other railroad executives often contend the road's figures must be "mythical," "fictitious" or based on faulty accounting, independent investigations of the company's commuter accounting records have led to the conclusion that, if anything, the line went too far in allocating operating costs to its commuter lines.

WALL STREET JOURNAL
January 17, 1969

The Flying Scotsman Restored

The Flying Scotsman, a very famous steam train, owned by a British millionaire, Alan Pegler, has been restored back to its original condition. It is being brought over to this country in late September/October, 1969, and will run from Boston through Hartford, New York, Philadelphia, Charlotte, Atlanta, Dallas and Houston, staying a few days at each stop over a six week period.

The interior of the eight carriages coming with the train have been converted to shell exhibition spaces, offices and storerooms. There will also be an Edwardian observation car for entertaining VIP's.

Space is being offered to 25 British manufacturers on an exclusive basis.

Jeremy North, Managing Director
INTERNATIONAL DEVELOPMENT
EXPANSION & ACQUISITON, LTD.
New York, N.Y.

BRITISH RAIL

The announcement that Metropolitan-Cammell Ltd. has received a L200,000 ($480,000) order from Continental Oil (U.K.) Ltd. for 36 100-ton tank wagons for Class'A' products is one more example of the fact that British Rail is slowly turning to larger freight cars.

BRITISH RAIL (continued)

The reasons this did not occur sooner, and why British Rail persisted in the use of four wheeled "wagons" for so long when the large American type freight car, with its much higher load to tare weight ratio, would seem on the face of it to be so much more economical are rooted deep in early British railway history. During the period when the majority of railways were built in Great Britain, that is the period up to the late 1800s but before the invention of the internal combustion engine, the road system aside from a few turnpikes used by stagecoaches was practically non-existent. Roads were unsurfaced tracks and as British weather is notoriously wet, they were for the most part mud, impassable for heavy loads. Towns and villages were much closer together than they are in most parts of the United States and because of the lack of road communication, each village on the right of way was given its own freight yard. In consequence, stations were close together, seldom more than 6 miles apart in southern England, even on trunk routes.

Of course, with each station serving such a small area, it would have been very impractical to have large cars which could not have been filled to capacity in a reasonable time, for it must be remembered that most of the shippers in the country areas would be farmers, each forwarding a comparatively small amount of produce at a time, and each one shipping separately, for this was long before the days of agricultural co-operation. Also, on most lines in Great Britain, there was, until the upheaval in freight services under the Beeching administration, a stopping goods train every weekday, and it was much more economic to fill a wagon, ship it out and replace in with an empty than to pay demurrage on a large car standing idle awaiting completion of its load.

The same was true of incoming loads in that excessive demurrage would have been incurred due to the time taken to unload, given that the consignee probably only had one horse and cart to do the job with. There was, however, another reason. Most of the incoming freight into a small country station, at least during the winter, would be coal for house heating. This was, and still is to a large extent, handled by coal merchants who owned their own small businesses and whose volume of trade simply did not justify the purchase of coal in more than 15 to 20 ton lots.

As mentioned earlier, the freight structure of British Rail has been drastically revised. The old limitations on road traffic no longer apply, and in the course of the last 10 years a great number of small freight yards have been closed and freight has been consolidated into large yards serving a much wider area. It seems likely that in the future there will be a considerable increase in the number of large freight wagons in use. Already the containerized Freightliner service is using flat cars 80 feet long for its Inter-City runs, and more and more block trains are appearing. The new tank cars mentioned above, for example, will be used to form two 18 car trains. New therma power stations are served by trains of bogie hopper cars which dump on the move, though the use of large cars in the coal trade is restricted because so many of the older mines have sidings with low and narrow clearances and sharp curves which just cannot accept large cars. Modernization will no doubt solve these problems, though the problem may resolve itself as many of the older mines are being closed.

John E. Greenaway
February, 1969

LETTER FROM ED

Enclosed is a possible story for THE TRAINMASTER. Have got most of my pictures of the trip to Japan and am now in the process of putting together a program. Should have it in shape for the March meeting.

Ed Immel
HQ MACV J3-02
APO San Francisco, Calif.
96222

A Ride On The World's Fastest Train

In 1964 the Japanese National Railways opened their New Tokaido Line between Tokyo and Osaka a distance of 552.6 Kms (331 miles). The line was built to standard gauge, straight as possible, no grade crossings and new equipment that was designed to cover the 331 miles in 3hrs. and 10 minutes. After 4 years the line has had a good breakin period and has proved to be more popular than was expected. In fact, the Japanese National Railways in planning to expand the present line to a distance of almost 600 miles. In December, 1968, I was in Japan and scheduled a ride on the line.

There are two kinds of trains on the line: the HIKARI - a super limited express that makes two stops between Tokyo and Osaka (Nagoya and Kyoto) and the KODAMA - a limited express that may make up to 10 stops between Tokyo and Osaka. I had chosen to ride first class on a HIKARI to sample the best type of service available. The train itself is an electric train set made up of 14 cars with control cabs on either end. The train consists of the control cab which is part of a second class coach (3-2 seating) followed by a number of second class coaches each holding 100 passengers. There is a buffet car following the first set of second class coaches; after which come several cars of first class accommodations (2-2 seating); then another buffet car; followed by some more second class coaches with the last one having a control cab like the front end of the train. Actually both ends are "front ends" it just depends upon which direction one is traveling.

My ticket was bought at the reserved seat advance sale window for the line at Tokyo Central Station. I asked the agent for a seat on the 9:00a.m. HIKARI, first class to Osaka on 4 December, 1968. He inserted some long (4") keys into a machine on his desk that contained the proposed trip data. Several seconds later the machine started printing out a ticket, came (ticket) out of the top of the machine. The ticket had assigned me a car number, seat, train number and also included the fare which came to ¥6,700 (¥360 to the $). The machine also kept a carbon copy of the ticket in case any question arose later and to help maintain an audit record. This automated reservation system is used throughout the JNR system and not only handles reservations for the New Tokaido Line but also assigns parlor, reserved seat and sleeping car space for the major portion of the JNR system.

The train was at the correct track at 9:00 and was spotted at the exact spot indicated by the arrows on the station platform. The departure tracks were newly constructed for the line since the JNR system is 42" gauge while the new line is standard gauge. I found my seat in the first class section and the train departed at exactly 9:00. No sooner had the train started moving than the departure sign for our train was being electrically changed for the following train.

LETTER FROM ED (continued)

The train moved quickly out of the station and started gaining speed on the reserved tracks out of Tokyo. I had barely settled down when a young hostess brought around a cart with prepackaged meals, coffee, beer, etc. The seats themselves were quite comfortable; had footrests and reclined. A small tray could be brought into use from its pocket on the side of the seat. One thing caught my eye, however, and this was the fact that the carpeting was confined to a narrow strip down the center of the car while plain tile flooring was laid under the seat.

The track right-of-way is elevated most of the way through Tokyo and once it reaches the countryside it takes the shortest route overland going through tunnels, over bridges, cuts and fills. The ride is very smooth but a little on the noisy side because of the lightweight construction of the train set. I thought that the Santa Fe's great dome car and many sleeping cars along with some coaches that I have ridden in the United States were superior in their noise level and riding comfort.

As 11:00 approached I decided that it was time for lunch and started out for the buffet car. The car has 13 seats facing the window and a standup counter that can accommodate as many people as can be crowded into the available space. The crew consists of two cooks and two young waitresses to handle the people. The car is set up for a fast turnover in food sales and also handles the bar service for the train. With two buffet cars to a train set that makes for 26 seats to be used by almost 1,000 passengers. Fortunately many of the passengers eat from the little carts that come through the cars. In the buffet car is also the telephone booth for train-to-regular-telephone service. The menu for the car is printed in both Japanese and English but has a limited selection since the meals are cooked in an infrared oven on the train. I ordered a hamburger steak and a quart of beer which was delivered in short order. At one end of the car is a speedometer which hovered around the 215 kph mark throughout my meal.

Arrival at Osaka (actually called Shin-Osaka with the word Shin meaning "new" or New Osaka Station) was three minutes late because of some track work around Maibara. The new station was constructed especially for the New Tokaido Line and contains a hotel, department store and many speciality shops spread throughout its four floors. The Osaka subway system and the JNR suburban trains both serve the station and provide fast service into downtown Osaka.

My impression of the New Tokaido Line would have to be that it was just about what I expected. The noise level and riding comfort left a little to be desired, but this has to be compared with the 125mph speeds enroute. The buffet car actually proved to work out quite well in spite of its small size since you did not plant yourself down for an hour to eat like a diner in the United States. From the pictures of the new service between Washington and New York I would have to say that the equipment for this service is superior to the Japanese train sets. The service has done what it was designed for and has stood up very well during the last four years. Lets hope the eastern service can do as well.

PUBLICATIONS AVAILABLE

Railfan's Guide To Oregon

Still Available! 50¢ a copy - postpaid. Send orders to Room 1, Union Station, Portland, Oregon.

Drawings of historic trains

Humble Oil Company has available free a number of black and white drawings of Historic Trains. Included in this series is a picture of Casey Jones' engine about to crash into a freight train near Vaughn, Miss. the morning of April 30, 1900. Copies: Humble RR Sales, Humble Bldg, Houston, Texas 77002.