



pacific northwest chapter

THE TRAINMASTER

PACIFIC NORTHWEST CHAPTER Room 1, Union Station Portland, Oregon 97209

March 1981

Chapter Phone No. 226-6747

Number 238

PACIFIC NORTHWEST CHAPTER TIMETABLE

Sat, Sun
March 14, 15
10:00am-
4:00pm

Amtrak's "Family Days" at Portland's Union Station. The Pacific Northwest Chapter will have its private car Mt. Hood on display along with distributing information on Chapter activities. See information elsewhere in this issue for more on "Family Days".

Friday
March 20
7:30 pm

REGULAR MONTHLY MEETING to be held at 7:30pm

The March meeting will be held at the Union Pacific Clubhouse located at the south end of the Albina Yards. The clubhouse is located one block south of the intersection of N. Interstate Avenue and Russell Street on the west side of Interstate Avenue. Take Tri-Met bus No. 2 or 3.

The March meeting will begin with the monthly newsreel followed by a 16mm movies of steam in Australia. Member Jeff Asay will then show movies of the 8444 and 4449 in eastern Oregon and in California. Note the new starting time of 7:30pm.

Friday
April 17
7:30pm

REGULAR MONTHLY MEETING

The April meeting will be held at the Union Pacific Clubhouse. The program will feature movies from the archives of Dave Davison.

Sat, Sun
April 25, 26

STEAM EXCURSION

The Pacific Northwest Chapter will operate a steam excursion behind #4449 to Sacramento. Overnight in Klamath Falls.

Sat, Sun
May 16, 17

STEAM EXCURSION

The Pacific Northwest Chapter will operate a steam excursion behind #4449 from Sacramento to Portland. Overnight in Klamath Falls.

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - FEBRUARY 20, 1981

The regular meeting of the Pacific Northwest Chapter was called to order by President Ben Fredericks at 8 pm in the Union Pacific Clubhouse.

Swap Meet: Terry Parker reported that the sale of tables for the meet is going well. Volunteers should sign up tonight to help with 1. Hauling merchandise from room 1 to the meet, 2. Manning the Chapter's tables 3. Manning the admission desk and 4. Security duty.

Car Mount Hood: Ed Immel reported that the car has been inspected by the S.P. and that everything is in good order except that current lub dates are needed.

Locomotive 4449: Ed Immel reported that repairs are going well and that the FRA inspection was completed with no problems. The members who have turned out at the roundhouse have done a good job. Car 76 is having one wheel set repaired.

4449 Excursion to Sacramento: Ed Immel advised that the cost of tickets will be about \$75 per leg (Portland to Klamath Falls or Klamath Falls to Sacramento). This does not include overnight lodgings in Klamath Falls or return transportation. Bus connection to the motels in Klamath Falls and lunch are included in the ticket price. Seven coaches and a lounge car have been requested for the train.

Ben Fredericks reported that Treasurer John Holloway is investigating the Columbia Daily Income Fund as an investment for part of the Chapter's savings.

Ben Fredericks read a letter describing Amtrak's Family Days to take place in Portland on March 14 and 15. Activities will include short train trips for a small fare. The Chapter will provide a display in the Union Station. Members interested in helping were asked to sign up tonight.

Chapter Meeting Time: President Ben Fredericks proposed the idea of beginning meetings at 7:30 pm, one half hour earlier than has been customary. Jim Whaley moved that the meeting time be changed to 7:30 pm. Motion seconded and passed.

May meeting date: Ben Fredericks pointed out that the normal date for May, the 15th, will cause problems due to the return 4449 excursion leaving from Sacramento the following day and proposed that the date be moved to May 22. Doug Auburg moved that the May meeting be held on the 22nd. Motion seconded and passed.

Doyle McCormack suggested that the Chapter write to the Burlington Northern for a steam locomotive bell from a GP-7 or GP-9 to replace the bell missing from the SP&S #700.

Terry Parker advised that the March program will begin with the newsreel followed by a Union Pacific film and movies by Jeff Asay of UP 8444 and SP 4449.

Respectfully submitted,

Chuck Storz, Secretary

A NARRATIVE GUIDE TO THE MUSEUM OF RAILROAD HISTORY
CALIFORNIA STATE RAILROAD MUSEUM

The new Museum of Railroad History is the largest and most complex phase of the California State Railroad Museum, which is located in Old Sacramento State Historic Park. Built under the direction of the California Department of Parks and Recreation, this structure provides visitors an opportunity to be entertained and educated while viewing the panorama of California's railroading past.

The museum is the largest of its kind in the world. It houses twenty-one pieces of historic railroad rolling stock, hundreds of authentic artifacts of railroad history and folklore, and many thrilling exhibits and displays.

After purchasing a ticket, visitors enter a comfortable lobby. There is a lounge, a coat and parcel room, and an information center, as well as displays of railroad artifacts and graphics. A wall of back-lit images extends upward through the ceiling to a second floor. Visitors follow a ramp to the orientation exhibit, a spacious room filled with hundreds of the sights and sounds of railroading -- images that change and merge across the sculptured wall surface while railroad songs and the sounds of steam engines fill the room.

Visitors then step into one of two identical (145-seat) theatres, where a 12-minute motion picture further orients them. At the film's end, the movie screen rises to reveal the Sierra Scene -- a 10,000 square foot, full-scale diorama of an 1860s railroad construction scene in the high Sierra, which is a life-size extension of the last scenes of the film. The lifelike diorama includes a snow shed, a tunnel, and the steam locomotive Governor Stanford, built in 1852. Visitors leave the theatre and walk through the diorama, stopping to examine exhibits dealing with such subjects as the Sacramento Valley Railroad (California's first railroad), the Central Pacific Railroad, people who built the Transcontinental Railroad, the Big Four, and the famous Gold Spike ceremony.

A tunnel through simulated snow-covered granite walls is the route by which visitors leave the Sierra Scene and enter the Great Hall. Across the hall, a most impressive exhibit looms above them. A narrow-gauge freight train is elevated twenty-four feet above the floor, on a bridge between the main hall and the six-stall roundhouse. The elevated 1920s train consists of Nevada Short Line Railways Locomotive No. 1, two freight cars, and a red caboose.

To their right on the ground floor, visitors see a narrow-gauge passenger train. At its head is the exquisitely restored locomotive Sonoma, followed by an 1874 combination car and the Silver State, a lavishly decorated coach.

To the left is a standard-gauge passenger train from the 1870s with its Virginia and Truckee Locomotive No. 12 -- Genoa -- and a Virginia and Truckee combination car. This train is on an authentic 1884 Phoenix Iron Works bridge; nearby exhibits demonstrate railroad construction methods and technology.

Visitors walk between the two passenger trains to the center of the museum, and can choose from several exhibits. Ahead is the roundhouse, to the left is the Mirror Volume, and to the right is the People Garden -- an area containing nine life-size mannequins that are dressed to depict various railroad occupations such as the engineer, the conductor, and the track worker, all with appropriate attire and tools of their trades. Visitors can sit and relax here, or examine exhibit cases of people-related artifacts.

Nearby is the architecture exhibit. Against the north wall of the building, a four-fifths scale facade of a two-story passenger station includes a waiting room and a ticket office, with living quarters upstairs for the station agent. Once inside the waiting room, visitors can look into the ticket and telegraph offices, which appear to be in use and are furnished as they might have been in the 1930s. A facade of a mission-style station is to the left; it contains graphics depicting other styles of railroad architecture.

Further along the north wall is the Name-Train Exhibit, with many artifacts illustrating the design of the name trains and the competition and promotion to encourage passengers to travel on such famous trains as the Challenger, the California Zephyr, The 49er, and the Super Chief. A large wall displays the trademarks and drumheads of the famous flyers. On the wall is an exhibit case created out of the side of a genuine stainless steel diner lounge car. The visitors, walking along the side of the car, will look through the windows and see timetables, china, pamphlets, advertising, and other materials from the grand era of railroad travel.

Opposite the streamliner exhibit visitors can observe the Gold Coast, a private car built in the 1890s, but restored to its appearance circa 1948 when it was owned by the famous journalist and author Lucius Beebe. Its elegant dining room, bedroom, and observation lounge reflect an era when private cars, or land-yachts, crisscrossed the country visiting such famous resorts as Saratoga and Palm Springs. Colorful exhibits tell the story of the golden age of private cars.

Partially under the bridge that supports the narrow-gauge freight train is the agriculture exhibit -- a 1924 refrigerator or "reefer" car, standing by a produce loading platform. Atop the car, a mannequin is seen dropping a 300-pound ice block into the car's ice compartment. Inside the reefer, visitors will feel a cool draft provided by a hidden air conditioner. They will see a multi-screen audiovisual program at one end of the car that tells of the relationship between railroads and agriculture. Platform displays further expand this story.

From the reefer car, visitors step into a gallery space under the bridge to learn about lumber industry railroads. Distinctive logging locomotives, specialized rolling stock, sharp curves, and steep grades are illustrated with artifacts, graphics, and a large, scale-model logging scene. An audiovisual program shows logging engines, such as the shay, at work in the forests of northern California.

Commerce is the subject of the next exhibit -- a railroad car game-board that provides hands-on experience matching commodities with appropriate railroad transport: oil with a tank car, coal with a hopper car, and lettuce with a reefer. Through trial and error, visitors learn which cars would carry sugar beets, wheat, milk, lumber, and automobiles.

In the railroad folklore exhibit, an authentic railroad building is used as a mini-theatre, designed for fifteen or twenty visitors at a time. Outside, a speaker plays a continuous selection of railroad songs -- "Casey Jones," "The Wreck of the Ninety-Seven," "Hobo Bill's Last Ride" -- and the area is decorated with graphics of folk artists and folk heroes. Inside, an audiovisual program tells the stories and plays the music associated with such legendary people as Casey Jones and John Henry, and tells of the influence of the steam locomotive on popular music -- "I can hear her whistle blow a hundred miles..." Here, too, is a small diorama of a hobo camp as well as displays of poetry and paperback novels with railroad themes of the sort that

were popular at the turn of the century. The folklore exhibit illustrates the overall intention to make this museum more than a static exhibit of equipment and artifacts. The railroad museum is to be a living museum, full of action and sound.

With folk music still in the background, visitors enter the roundhouse area. There, they see a thrilling, one-of-a-kind exhibit -- a forty-foot long, twelve-foot high cutaway model of a steam locomotive. Step-by-step programming explains how the locomotive works, beginning with a simulated fire in the fire box. Steam is produced in the boiler, then flows to the cylinders. The wheels turn, slowly at first, then faster and faster. The engine sounds build to accompany the motion. The effects are accomplished by illusion, using electronics and the polarized screen technique, but they explain simply and clearly the functioning of a steam engine and its various parts. It is a memorable educational experience.

In the roundhouse, visitors will see giant steam locomotives including Santa Fe's No. 1010, a large 2-6-2 that was used for Death Valley Scotty's record breaking high-speed run to Chicago in 1905. The Northwestern Pacific No. 112 is a ten-wheeler built in 1908 that spent much of its life in the north coast redwoods. The Union Pacific's No. 4466, a husky 0-6-0 switch engine, is located over a maintenance pit seven feet deep. Visitors can descend to examine the working parts of this 125-ton locomotive looming over them.

The only diesel locomotive in the museum is No. 6051, used by Southern Pacific to pull its famous streamliner, The Daylight, between Los Angeles and San Francisco. Visitors who walk through the engine room and cab can fully appreciate the complexity of the diesel locomotive. A nearby floor exhibit explains how the diesel engine drives an electric generator that powers the traction motors driving the locomotive.

At the other end of the roundhouse, ramps allow visitors to see two large, steel cars. The first is a Great Northern Railway Post Office Car, where an interpreter explains the one-hundred-year history of the railway mail service. A portion of this car is set up with mailbags, mail, and other related items, as if the car were in use. Visitors learn how mail was picked up "on the fly" while passing through a town and quickly sorted enroute, to be dropped at another town down the line. They can try sorting mail, placing the letters in the appropriate pigeon holes and mail sacks.

The next car is a heavyweight sleeper built in 1929 and named St. Hyacinthe. The car sways as if it is in motion; the curtains are drawn, beds are made up, lights are dimmed, and the sounds of rolling wheels and a distant whistle filter through the dark night. Lights flash by the windows as if from a passing train, and the red glow of a crossing signal sweeps by, accompanied by the sound of its bell. Visitors feel as if they are on a train that is rushing through the night. As they leave the car and come back to the real world, the final part of the museum visit lies ahead.

On their right, visitors will see the diminutive, jewel-like locomotive, the C. P. Huntington. Placed in a window setting, it is twenty-nine feet long, a 4-2-4T, and was built in 1863. This brightly painted engine is amply trimmed with shining, polished metals (including genuine gold leaf) and has the distinction of being Southern Pacific Locomotive No. 1.

Across from and contrasting with the diminutive C. P. Huntington stands the largest locomotive in the collection, the Southern Pacific cab-forward; it is almost 126 feet long and weighed more than one million pounds in working

order. This locomotive was the last new steam engine acquired by the Southern Pacific, and was used extensively on the tough mountain grades of the Sierra. No other cab-forward locomotives of this type exist anywhere in the world.

The visitors, now in a carpeted foyer, come upon a brilliantly illuminated exhibit called the Mirror Volume. A beautifully restored 2-6-0 locomotive, the Empire, is set into a large mirrored showcase that allows every part of the engine to be seen, while an audio program describes this colorful locomotive and its history on the Virginia and Truckee Railroad.

Visitors can walk into the mirrored area and around the side of the Empire, where they will see a huge exhibit case -- eight feet high and forty feet long. Here is the museum's extensive collection of artifacts that illustrate how the symbolism and mythology of railroads have permeated virtually every aspect of our lives. From advertising with a railroad motif to children's toy trains, from candy containers in locomotive shapes to railroad-themed games, puzzles, and children's books -- the list is voluminous. Hundreds of items fill the case, which extends the full length of the locomotive. The last display on the main floor is Thomas Hill's enormous historic painting, "The Last Spike."

At this point in the tour, the visitors can go upstairs and walk along the bridge for a closer look at the narrow gauge freight train or step out on the overlook for a birds-eye view of the turntable and the Sacramento River. Space on the second floor will be used to display a variety of special exhibits that may be changed from time to time.

Back on the ground floor, visitors will leave through a courtyard leading to the museum gift shop, the library, and the hardware exhibit in the Big Four Building. Visitors can also walk over to the C.P.R.R. passenger station (about one block south) where a variety of rolling stock will be on display.

RAILFAIR
CALIFORNIA STATE RAILROAD MUSEUM

MAY 2 - 10, 1981

"Gonna take a sentimental journey..."

That's what will happen May 2 through 10, 1981 in Old Sacramento, California, as the grand opening of the California State Railroad Museum is celebrated with the first American railfair in 32 years. Called Railfair Sacramento 1981, the show will begin May 2 with the grand opening ceremonies for the State Railroad Museum. The \$14 million museum will house 21 historic locomotives and cars--some of them more than 100 years old--and will provide over 40 interpretive exhibits of railroading in the west.

The 9-day railfair will also include a pageant featuring historic locomotives under steam, as well as skits, songs, and dances. The museum's turntable, 80 feet in diameter, will be used as the center stage of a "theater in the round." The pageant will be put on several times a day during the railfair's 9-day run.

CENTRAL PACIFIC RAILROAD PASSENGER STATION

This large, open train shed, with three tracks under its roof, is located on Front Street in Old Sacramento. It is an accurate reproduction of the Central Pacific Railroad's passenger station, built in 1867. The station was the western terminus of the first transcontinental railroad. For 13 years, it served the first railroad to carry passengers, freight, and mail across the Sierra Nevada and the Rocky Mountains.

In 1879, a new passenger depot was constructed just south of the Central/Southern Pacific Sacramento shops, and the old station was demolished in June 1880.

Exhaustive research on the site in the early 1970s revealed some of the original structural materials underground, and the station was rebuilt on its original site, using accurate parts such as square nails. Opened to the public in July 1976, the station has been visited by more than half a million people.

The reconstructed station helps to tell the story of early California railroading and its importance to the migration west. The station's waiting room, telegraph office, and small restaurant have been brought back in great detail.

Programs for visitors are conducted by park staff and volunteers dressed in clothing of the interpretive period--1876, the nation's centennial. An electronic tour guide system offers an extra opportunity to learn about railroad life in Sacramento in the late 1800s. Visitors can carry portable "sound wands" (audio receivers) that pick up the sounds and history of western railroading. Using the wands, visitors can take self-guided tours, stopping at various viewing sites and listening to information on what they are seeing.

BIG FOUR COMPLEX

This complex of buildings housed the offices of the Central Pacific Railroad. It was company headquarters for the "big four"--Leland Stanford, Mark Hopkins, Collis P. Huntington, and Charles Crocker--the founders of the Central Pacific and the later Southern Pacific Railroad.

The complex includes the Huntington-Hopkins hardware store, the Stanford Brothers building, and the Dingley Spice Mill building. Built in the 1850s, the Stanford and Huntington buildings were moved from the south part of Old Sacramento to their current location in 1969. They are an integral part of the Museum of Railroad History.

The Stanford building has been restored to its original specifications. It will house the museum's administrative offices, as well as a flexible exhibit space for changing railroad exhibits.

The Dingley Spice Mill is also being remodeled; it will house the museum's gift shop.

The Huntington-Hopkins building will include a museum as well as an operating hardware store from the period of the mid-1800s, on the site of the original hardware store. Its second floor will be one of the most extensive reference libraries of railroading in existence. The library, open to the public, will be a major scholarly research center for railroad history. Voluminous historical documents related to California railroads are being stored in the building's archives, under conditions of controlled temperature and humidity.

A bridge from the railroad museum building's mezzanine will connect with two rooms at the back of the Huntington-Hopkins building. One room is an art gallery, for display of railroad-oriented art work; the other is the "big four" conference room, the office of the Central Pacific Railroad, where the idea of the transcontinental railroad was proposed.

ARTIFACTS

In addition to the major pieces of railroad rolling stock, the railroad museum will display one of the world's best collections of railroad artifacts that form a tangible link to the past.

The artifacts were collected during an intensive nationwide search over a period of two years. Many of them were purchased (with a budget of about \$200,000), but one-third were donated.

Most of the artifacts selected were chosen because they represent railroading in the west. They were also selected because of their quality or rarity. Railroad enthusiasts do not go to a museum to see artifacts that are inferior to those they have at home. In terms of quality and depth of interpretive coverage, the curators feel that the museum's collection is the best in the nation.

The most conspicuous piece in the collection is Thomas Hill's famous painting, "The Last Spike," which commemorates the completion of the transcontinental railroad. This famous oil on canvas is 157 1/4-inches wide and 85 1/4-inches high.

Other interesting items are some of the actual surveying instruments used by Theodore Judah, first engineer of the Central Pacific Railroad, when he surveyed the route over the Sierra.

Many of the artifacts were collected to interpret a specific theme. For instance, the museum owns the country's finest collection of posters advertising motion pictures having a railroad theme. This collection can never be duplicated elsewhere because representatives of the railroad museum went to the poster printers in the Los Angeles area, searched through their stock for posters with a railroad theme, and bought them all. The posters will be displayed in an exhibit on railroading as used by the entertainment industry.

There is also a collection of old records of railroad songs. There are even a few Edison cylinders featuring such snappy titles as "Please Conductor, Don't Put Me Off the Train," and "That Railroad Rag." The display of railroad records will also include the old equipment used to play them.

Railroads were very popular during the early years of steam. Every boy at some time wanted to be a railroad engineer. And businesses capitalized on the glamour of railroading by associating their products with railroading. For instance, the ads for Roundhouse Overalls featured a drawing of a roundhouse. There was a Railroad Mills Sweet Scotch Snuff, and the museum has a case of it. The Tasty Food Coffee Company of Brownwood, Texas sold two-pound cans of coffee that contained (together with the coffee) the pieces needed to make a toy locomotive or tank car: a notice on the cans said proudly, "Can be easily assembled by any child."

Displays in the museum will also contain toy trains, tools, scale models of locomotives and railroad ferries, lanterns, an ice cream mould in the shape of a locomotive, bells, dining car china, and the list goes on and on.

There will be something there for everybody.

AMTRAK'S FAMILY DAYS

Amtrak will be staging a major display of equipment at Portland's Union Station on March 14th and 15th. Equipment present will range from Superliner cars to Amfleet and some rebuilt head end power conventional cars. It will also be the first display of a rebuilt Santa Fe high level lounge car. The Budd Company will be showing the SPV2000 for the first time in the West. Also shown will be several private cars including the Pacific Northwest Chapter's Mt. Hood. As part of the display Amtrak will be operating a push-pull passenger train of Superliner cars between Portland and Vancouver at a low price. About 30,000 people are expected to attend the event during its two day run. A similar event will be held the following weekend March 21 and 22 in Seattle.

WORK CONTINUES ON 4449

The restoration work on #4449 continues as the many little things that have to be checked on the engine are inspected: The boiler has passed its hydro test and the air brake equipment has been reinstalled. The air pumps have been overhauled along with the installation of new rings in the water pump. The set of new valve rings are awaiting placement along with repainting the engine into Daylight colors. Restoration supervisor Doyle McCormack has been pleased with what he has found in the engine and restoration is slightly ahead of schedule.

STEAM EXCURSION

The Pacific Northwest Chapter will be operating a steam excursion from Portland to Sacramento for the opening of the California State Railroad Museum. Details of the museum are printed elsewhere in this issue.

The trip will depart Portland's Union Station on Saturday April 25 with stops in Salem and Eugene. A water stop will be made at Wicopee. Passengers will be met by buses in Klamath Falls and transported to local hotels and motels. For passengers wanting to return to Portland on Sunday's Coast Starlight the buses will make this connection in plenty of time to make the train.

The steam train will depart from Klamath Falls around 8:00am with water stops at Black Butte and Redding. An early evening arrival is planned for Sacramento in time for passengers wanting to return to Portland on the Coast Starlight to have dinner and catch the Amtrak bus from Sacramento to Davis.

The return trip will depart Sacramento on Saturday May 16, making the same stops as the southbound trip, arriving in Klamath Falls early evening, where once again, buses will take passengers to their motels and hotels. The train will depart Klamath Falls around 8:00am on Sunday May 17 and return to Portland about 5:00 pm.

An official brochure will be sent to all those who receive The Trainmaster. For those wanting extra copies please send a self-addressed stamped envelope to the Chapter's Room 1 address. The flyer is expected to be mailed around the 12th of March. Included with the flyer will be list of hotels/motels in the Klamath Falls area. Please note that hotel/motel accommodations are not included in the price of the steam train ticket but must be secured by the traveler. The free shuttle bus will service most of the hotels/motels on the list.

RAIL STOCK GOES WILD

Even if you are not interested in the stock market, read this, condensed from Toronto Life: Joe Pope is one of those pesky share-holders you hear about more often in the United States than in Canada. He would turn up at the annual meeting, give the powers that be a good grilling and generally raise hell. For the longest time he was one of those whom the company officers preferred to dismiss as a nut case. But today he's something of a legend on Bay Street. Pope is pesky, but he is also very astute. By vigorously fighting for and taking advantage of his own and other minority stockholders' rights, he has made an extremely lucrative pastime out of making life miserable for Canadian Pacific Ltd.

In the 1960s Pope was usually the only nonmanagement shareholder who turned up at the annual meetings of the Ontario and Quebec Railway Company, an obscure and antiquated entity incorporated in 1871. Few Torontonians have ever heard of the company, even though most of the people travelling by train in Canada's busiest transportation corridor (between Montreal and Windsor) for the past 96 years or so have been riding on the O&Q Line. In 1884, a series of unusual leases gave the Canadian Pacific Railway the right to run the O&Q Railway almost as if it were its own. The rent the CPR paid was a guaranteed annual payment of \$6 per share to O&Q shareholders, but their company never reported any earnings.

No one quibbled or even was very much aware of this special arrangement until Joe Pope came along. Turning from an earlier career as a securities trader at the Bank of Montreal and as the manager of the money market division of Burns Brothers & Denton Ltd. he set up his own little stock brokerage practice in Toronto in 1962. One of the stocks he specialized in trading was O&Q and one of his regular clients was CPR, to whom he would sell stocks and bonds at a small profit after buying them in London. But CPR, says Pope, wouldn't always agree to pay his price and sometimes he would be stuck with O&Q shares.

As he learned more about the company's special relationship to CPR, Pope's curiosity was piqued and he began to wonder whether the owners of O&Q common shares were not entitled to something more than a yearly rent of \$6.00 per share. "I would have been happy being a little bellboy for the CPR, buying things for them in London," he says. "But they were so mean, so chiselling, that they forced me to get curious about this thing and see if the shares I was stuck with were worth more."

In 1971, a lawyer friend of Pope's found the record of a transaction in which CPR had caused O&Q to sell a piece of its property (one-sixth of an acre on the site of the old CPR station at Summerhill) to Ontario Hydro in 1966 for about \$133,000. Pope was sure that he was onto something: "I was, and still am, unable to accept the premise that the tenant, CPR, may sell the property of its landlord, O&Q, and keep the proceeds." A few months later, Pope quickly began buying up, at \$103.25 a share, all the O&Q stock he could get his hands on, until he had collected for himself and his clients about 2,000 shares of the 20,000 shares issued. CPR, which in the early 1960s had owned 13% of the O&Q shares, had by this time acquired 55% and proceeded to pick up another block from the Royal Insurance Company of Canada at \$113 a share to increase its holdings to about 81%

The dramatic increase in value of the O&Q made it one of the fastest rising common stocks ever traded on the Canadian markets. Pope also became embroiled in what turned out to be one of the most expensive and complicated court cases in Canadian legal history. One fed the other. The O&Q stock rose from a 1960s low of \$80 to \$200, \$300 and - by mid 1974 - \$1200 on the basis of lawsuits being filed against CP by Pope and his new ally, the T. Eaton Company. What had happened was that Canadian Pacific decided to sell five O&Q properties (a total of 96.4 acres with a market value at that time of between \$8.5 and \$9 million) to its real estate subsidiary, and, at the 1973 O&Q annual meeting, used its majority interest in O&Q to approve the sale.

Pope and the Eaton pension fund then filed separate suits against CPR, in which they sought damages totalling more than \$500 million or an accounting of all O&Q properties transferred or sold since 1884. The trial, which because of its preparation involved did not begin until the fall of 1977, ran 45 sitting days and required a platoon of some 20 lawyers representing six parties in the various actions. The O&Q minority shareholders claimed Canadian Pacific had sold and leased millions of dollars of O&Q property without properly reimbursing the smaller company. They also maintained that the O&Q directors, who were all CPR nominees, should have consulted the minority shareholders when dealing in O&Q properties.

On the day before the judgement was handed down, O&Q shares were trading at \$1,700. In a judgement delivered in October, 1978 (which ran to more than 300 pages and took ten months to write), the Ontario Supreme Court mostly agreed with Pope and the Eaton pensioners. That day O&Q shares opened at \$2,500 and closed at \$3,200. The judge ordered an accounting of what the trial had revealed to be some 900 transactions made between 1884 and 1973 involving O&Q properties. Canadian Pacific and its real estate subsidiary were directed to pay the difference between the estimated market value of the properties sold and the book value at which many of the transactions were made, plus 5% annual interest. The judge also found that the CP-inspired general meeting of the O&Q shareholders in 1973 was illegal because proper notice had not been given. CP immediately appealed and a hearing is scheduled for spring 1981. O&Q shares continued to rise and, in 1979, shot up as high as \$15,000 a share!

Reprinted from the 470 Newsletter

ADMINISTRATION PROPOSES AMTRAK CUTS

The new Regan administration has proposed massive cuts to the Amtrak system. The plan calls for Amtrak trains to make 50% of their direct costs from the fare box by next year, 60% by the following year and 80% by 1985. This would mean massive ticket price increases. To reach the 50% level on the Los Angeles to San Diego trains fares would have to be increased by 141%. Washington to Cincinnati fares would have to go up 394%. The pages from Budget Director Stockman's note book look like pages from the Brock Adams era. The report says that trains are not needed since airplanes and cars have made the passenger train a thing "that belongs in history". Long distance trains serve only those that are on a land cruise and these can be accommodated by private cruise trains much like the Delta Queen. Amtrak is not fuel efficient since no one rides the trains. It is inappropriate for the government to subsidize travel when

when buses and airplanes provide transportation and pay taxes. etc, etc, etc.
 (Ed.note- one wonders if the administration thinks that gas is still 29.9¢ at the pump and Texas is knee deep in oil. Oh, the innocence of being in 1954.)

Financial Summary of Amtrak System and Routes
 Federal Fiscal Year 1980

Route	Revenues	Total Cost	Deficit	Revenues/ Total Cost
Was-Cincinnati-Chicago Trains 50,51	4,640,744	15,080,946	10,440,202	0.31
Was-Cincinnati Trains 32,33	1,310,795	6,137,666	4,826,871	0.21
Was-Martinsburg Trains 701-705	701,805	2,386,698	1,684,893	0.29
Chi-Detroit-Toledo Trains 350-355,373,374	5,908,375	18,195,150	12,287,775	0.32
Chi-Port Huron Trains 384,365	1,031,081	6,685,496	4,054,415	0.27
Chi-St. Louis Trains 300-308 (Portion of 301,304)	3,359,143	8,831,832	5,605,699	0.38
Chi-Peoria Trains 311,312	75,213	356,230	281,017	0.21
Chicago-Valparaiso Trains 312-324	345,295	1,349,395	1,003,100	0.26
Chi-Milwaukee Trains 330-337	2,339,675	8,555,652	6,215,977	0.27
Chi-Duluth Trains 9,10	2,758,155	9,427,699	6,669,543	0.29
Chi-Dubuque Trains 370-372	491,150	2,106,130	1,614,980	0.23
Chi-New Orleans Trains 58,59	8,497,392	17,784,722	9,287,330	0.48
Chi-Carbondale Trains 380,381,391,392	2,405,715	6,405,541	3,999,826	0.38
Chi-Quincy Trains 346,347,348	1,597,099	4,099,823	2,502,724	0.39

Financial Summary of Amtrak System and Routes
 Federal Fiscal Year 1980

Route	Revenues	Total Cost	Deficit	Revenues/ Total Cost
Northeast Corridor Metroliners Trains 100-127	40,416,566	67,753,597	27,337,031	0.60
NY-Philadelphia Trains 200-254	7,854,549	19,270,106	11,415,637	0.41
Phil-Harrisburg Trains 600-623	4,145,352	14,492,729	10,347,376	0.28
Springfield-New Haven Trains 400-413	1,364,592	6,072,468	4,707,876	0.22
NY-Harrisburg Trains 42-45	1,555,798	3,617,652	2,061,854	0.29
Other Conventions Trains 66,67,141-195,412,422	68,960,673	139,302,836	70,322,163	1.50
Total	124,317,550	250,509,467	126,191,917	0.50
Washington-Montreal Trains 60,61	9,134,979	20,802,243	11,747,264	0.44
NY/Wash-Chicago Trains 40,41,440,441	14,090,702	44,265,592	30,174,890	0.32
Phil-Pittsburgh Trains 46,47	602,227	2,152,539	1,550,312	0.28
NY/Boston-Chicago Trains 48,49,448,449	13,544,224	36,792,644	23,243,420	0.37
NY-Highera Falls Trains 62,65,70-79	12,349,252	31,756,956	19,407,704	0.39
Albany-Montreal Portion of Trains 68, 69	2,418,413	7,046,060	4,627,647	0.34
NY-Florida Trains 81,82,87,88	40,947,920	133,725,558	92,777,638	0.31
NY-Savannah Trains 89,90	10,108,960	20,001,632	9,892,672	0.51
NY-Newport News Trains 160,171,172,174	11,772,009	20,418,312	8,646,373	0.57
NY-New Orleans Trains 19,20	14,281,621	48,922,922	34,641,301	0.29

Route	Revenues	Total Cost	Deficit	Revenues/ Total Cost
Chi-Seattle Trains 7,8	14,265,376	40,107,985	25,842,609	0.36
Chi-Oakland Trains 1,6	24,371,106	73,966,616	49,595,510	0.33
Chi-Los Angeles Via Ogden Trains 35,36	4,371,617	13,954,179	9,591,562	0.31
Chi-Los Angeles Train 3,4	24,331,483	73,316,880	48,985,397	0.33
Chi-Laredo/Houston Trains 21-24	8,444,289	31,325,505	22,881,217	0.27
New Orleans-Los Angeles Trains 1,2	6,994,288	25,457,163	18,462,875	0.27
Seattle-Los Angeles Trains 11,14	20,181,380	56,564,939	36,383,559	0.36
Los Angeles-San Diego Trains 770-783	8,171,497	19,880,988	11,709,491	0.41
Oakland-Bakersfield Trains 708-711	1,762,666	7,709,926	5,947,260	0.23
Vancouver-Seattle Trains 793,794	797,250	15,641,647	2,744,397	0.05
Portland-Seattle Trains 796,797	803,436	2,016,743	2,013,397	0.29
Salt Lake City-Seattle Trains 25,26	5,182,637	16,215,728	11,023,091	0.32
Portland-Eugene Trains 751-753,756	121,174	736,129	641,946	0.16
Total	410,539,890	1,094,903,229	684,363,399	0.37
Total System Includes state train subsidies and corporate expenses	436,267,551	1,153,246,268	716,896,717	0.38

Source: Amtrak, "Reports Required Under Section 308 (a) of the Rail Passenger Service Act of 1970, as Amended", September 1980.

AMTRAK

MONTHLY SUMMARY OF SCHEDULE PERFORMANCE BY CARRIER

PERIOD OF: November 1980
 Month Year

CARRIER	TOTAL TRAINS SCHEDULED	TRAINS LATE	PERCENT ON-TIME		
			NOV 80	OCT 80	NOV 79
AT&SF	768	157	79.6	69.1	75.3
B&M	60	7	86.3	91.9	90.0
BN	445	93	79.1	80.0	77.6
CHESSIE	248	34	86.3	84.0	80.8
CN	60	16	73.3	72.6	95.0
CONRAIL a)	1081	218	79.8	77.0	58.7
CV b)	60	13	78.3	82.0	83.3
D&H c)	60	18	70.0	74.2	23.3
GTW	60	2	96.7	93.5	95.0
ICG	482	101	79.0	79.0	79.0
L&N	60	10	83.3	90.3	---
MILW	316	85	73.1	39.0	62.1
MKT	60	47	21.7	33.3	51.7
MP	236	39	83.6	85.8	64.4
NEC	3716	840	77.4	72.3	71.2
RFLP	242	11	95.5	96.8	91.3
SCL	301	21	93.0	96.8	81.1
SP	443	46	89.6	87.4	65.8
SR	60	1	98.3	98.4	83.3
TP&W	60	0	100.0	100.0	---
UP	180	11	93.9	94.1	77.8

- a) Due to Empire Service experimental express schedule, trains #70 and #75 are not included in the calculation of on-time performance.
 b) Twelve of the thirteen trains late on the Central Vermont were due to U.S. Customs and Immigration delays.
 c) Six of the eighteen trains late on the Delaware & Hudson were due to U.S. Customs and Immigration delays.

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

1981 CHAPTER OFFICERS

<p>President BEN FREDERICKS (503) 256-4503 16531 N E Hoyt Street Portland, OR 97230</p>	<p>Director-at-Large RANDLE ("PETE") DORLAND (503) 659-1274 14884 S E River Road Portland, OR 97222</p>
<p>Vice President TERRY PARKER 284-8742 1527 N E 65th Avenue Portland, OR 97213</p>	<p>Director-at-Large IRVING G EWEN 232-2441 2215 S E 37th Avenue Portland, OR 97214</p>
<p>Secretary CHARLES W STORZ JR 289-4529 146 N E Bryant Street Portland, OR 97211</p>	<p>Director-at-Large JAMES W SCHMIDT 253-4196 13525 S E Mill Street Portland, OR 97233</p>
<p>Treasurer JOHN D HOLLOWAY 246-5752 2201 S W Palatine Street Portland, OR 97219</p>	<p>Director-at-Large JAMES H WHALEY 244-7948 3106 S W Beaverton Highway Portland, OR 97201</p>
<p>Chapter National Director ROGER W SACKETT 644-3437 11550 S W Cardinal Terrace Beaverton, OR 97005</p>	

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

PACIFIC NORTHWEST CHAPTER MEMBERSHIP

Membership in the National Railway Historical Society and the Pacific Northwest Chapter is open to all persons 16 years of age and over who are interested in railroads and railroad history. Dues for the Pacific Northwest Chapter are \$15.00 a year. Membership includes six issues of the NRHS Bulletin (national publication) and nine issues of the Pacific Northwest Chapter's publication The Trainmaster. The Pacific Northwest Chapter meets on the third Friday of the month except during July, August and December. Meeting location and time are given in the monthly issues of The Trainmaster. Write to the Pacific Northwest Chapter at the address given on this page for an application or for more detailed information.

NAR 1981

THE TRAINMASTER STAFF

EDITOR

Edward E Immel (503) 233-9706
715 S E Lexington Street
Portland, OR 97202

CIRCULATION MANAGER

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

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

Room 1, Union Station
Portland, OR 97209

ISSN 0041-0926

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

Articles which appear in The Trainmaster
do not express the official National Rail-
way Historical Society attitude on any sub-
ject unless specifically designated as such.

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

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.

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
