



pacific northwest chapter

THE TRAINMASTER

NOVEMBER '1983

NUMBER 255

Pacific Northwest Chapter
Room 1, Union Station
Portland, OR 97209

CHAPTER TIMETABLE

Friday, Nov 18
7:30pm

The regular monthly meeting of the Chapter will be held at the Union Pacific Clubhouse which is located at the intersection of North Interstate and Russell Streets.

The main program will be a 16mm film of Pennsy steam entitled "Clear Track Ahead". There will also be the regular newsreel feature which is composed of slides of recent events contributed by Chapter members. Remember - a limit of six slides per individual.

During the meeting the annual election of officers will take place. This the minutes of last months meeting on Page Two of this issue for the nominees.

Friday, Dec 16
7:30pm

The December business meeting will be held at the Union Pacific Clubhouse. To be discussed and voted on is the budget for next. No program at this meeting.

Saturday, Jan 7
All Day

Snowfall Special - a special Amtrak train being operated for the Chapter departing Portland at 8:00am for Chemult and return to Portland about 9:00pm. This train is for those that want to see winter rail-roading in the Cascade Mountains. Dinner at the Eugene Hilton on the return portion. A mailing will be made the middle of November with more information.

Friday, Jan 20
7:30pm

The regular monthly meeting of the Chapter will be held at the Union Pacific Clubhouse which is located at the intersection of North Interstate and Russell Streets.

SUMMARY OF MINUTES OF THE REGULAR CHAPTER MEETING - OCTOBER 21, 1983

The meeting was called to order by President Ben Fredericks at 7:40 PM in the auditorium of the Georgia Pacific Museum.

Annual Chapter Banquet: Jim Whaley advised that the annual Chapter banquet will be at the Imperial Hotel on Friday, January 20, 1984. The price will be \$7.95 a person. Seating will be the same or similar as the last banquet except that it may be necessary to seat some people in another room if the main banquet room will not hold all who come.

Georgia Pacific Museum Display: Terry Parker reported that the video tape for the display is still being put together and is now ready for final editing. The display is open tonight for the members attending the meeting to see.

Chapter Bylaw Revision: Al Viewig reported that more changes, both major and minor, have been made to the proposed new Chapter bylaws at a special meeting and at the last board meeting. The latest revision will be sent to the membership in a special mailing before the November meeting. President Ben Fredericks advised that the proposed bylaws would be open to more changes at the November Chapter meeting and would be voted on at the December business meeting.

Nominating Committee Report: Nominating committee chairman Pete Dorland presented the committee's recommendations for Chapter officers for 1984: President: Ben Fredericks; Vice President: Roger Phillips and Jim Whaley; Secretary: Chuck Storz; Treasurer: Larry Miller; National Director: John Holloway and Walt Grande; Chapter Directors-at-Large: Dave Van Sickle, Larry Hodson, Alan Viewig, Mary Lou Weaver, Vija Keeler, Richard Carlson, Randy Nelson, and Bud Kirsch. Nominations from the floor for Chapter Director-at-Large were: George Lavacot, Terry Parker, Ray Myers and Duane Cramer. Election of Chapter officers and directors for 1984 will be at the November Chapter meeting.

Spokane Excursion: Ben Fredericks reported that 719 passengers were on the Chapter's second circle trip to Spokane and Seattle. Amtrak furnished all ex-Santa Fe equipment for the train. There were photo run-bys at Boardman and Mason. Arrival in Spokane was at 5 PM. The hotel checkin at the Davenport went smoothly. School buses took the passengers from the train into Leavenworth. There was a short delay in Seattle to refuel one of the Amtrak locomotives.

Chemult Excursion: Ben Fredericks advised that the Chapter is working on a one day excursion to Chemult, OR and return on January 7, 1984 with a possible stop at Eugene for supper. The trip is still tentative pending approval from Amtrak.

Locomotive 4449: Doyle McCormack reported that most of the material for rebuilding the 4449 is on hand except for the driver tires which are coming from England and springs being made by Benz Spring Co. The firebox side sheets are being installed. Doyle said that the rebuilding crew will meet the scheduled mid-March completion date. Installation of some of the driver tires will be scheduled on a Saturday following a regular meeting so that Chapter members can see how it is done. Trip to New Orleans: Ben Fredericks reported that the Gulf Coast and Arizona Chapters will be involved in marketing the trip. Rolling stock for the trip will include a number of ex-S.P. Daylight cars.

Respectfully submitted,
Chuck Storz, Secretary

THE COMING OF STANDARD TIME

Prior to the adoption of Standard Time on November 18, 1883, the only "time" that existed in this country was local time, commonly called "sun time", which was based upon the transit of the sun across the meridian, and which varied in the latitude of Boston, Chicago and Salt Lake City approximately one minute for every thirteen miles, or one second for every 1,140 feet of longitude. In Washington DC there is a difference of 7 seconds between sun-time at the Capitol Dome and sun-time at the Lincoln Memorial. Sun-time at the eastern and western extremes of Chicago differs by about 67 seconds. It differs about 30 seconds between the two ends of the San Francisco-Oakland Bridge.

So, of course, such a thing as true local or sun-time was never observed at all points in the country. This would have led to unending confusion because of longitudinal variation is constant. Moreover, owing to the eccentricity of the earth's orbit, there is a seasonal variation of several minutes, so that exact sun-time at a given points on the earth's surface in January will not correspond to exact sun-time at the same location in April or August or November. But each of the numerous cities or towns adopted a time standard which was based upon mean local sun-time at the city hall or some other designated location. Many another city or town adopted the time standard of one of its railroads or of the principal city in its area. Each railroad adopted the time standard of its home city or of some other important city on its lines.

For instance, the Pennsylvania Railroad in the East used Philadelphia time, which was 5 minutes slower than New York time and 5 minutes faster than Baltimore time. The Baltimore & Ohio used Baltimore time for trains running out of Baltimore, Columbus time for trains in Ohio, Vincennes time for trains running west of Cincinnati, and it scheduled some of its trains under New York time, Philadelphia time and Chicago time. The Michigan Central Railroad operated its trains on Detroit time. In the Chicago district of the New York Central and the Pennsylvania used Columbus time which was 6 minutes faster than Cincinnati time and 19 minutes faster than Chicago time. Generally speaking, the railroads running westward and southward from Chicago used Chicago time; those running westward from St. Louis used St. Louis time. When it was noon in Chicago it was 12:31 in Pittsburgh; 12:24 in Cleveland; 12:17 in Toledo etc.

The Union Pacific Railroad operated its trains by at least six different time standards - based on sun-time at Omaha, Jefferson City, St. Joseph, Denver, Laramie, and Salt Lake City.

The CHICAGO TRIBUNE listed 27 local times in Michigan, 38 in Wisconsin, 27 in Illinois and 23 in Indiana. There is no telling how many "local times" there were in the United States prior to the adoption of Standard Time, but we do know that there were at least

68 different times used by the railroads, and according to one authority, there were a few years prior to 1883, something like 100 different times in use by the railroads of this country. A traveler going from Maine to California, if anxious to have correct railroad time, was obliged to change his watch some twenty times during the journey!

In the railroad station in Buffalo, there were three time clocks, one set to New York time, by which the New York Central operated; one set to Columbus time, by which the Lake Shore and Michigan Southern operated; and the other set to local Buffalo time. The situation was even worse in Pittsburgh, where there were six different time standards for the arrival and departure of trains.

In Kansas City each of the leading jewelers furnished his own "standard time" and no two of these standards agreed. Each jeweler took his own readings and sometimes the range was as much as twenty minutes. He had his own customers who set their watches by his regulator and were willing to wager on the correctness of his time. According to one account, "the people of Kansas City never did have accurate information on the arrival and departure of trains, except as was gained by going to the edge of the hill and looking down on the railway station".

Of course, which such multiplicity of time standards throughout the country, passengers and shippers, and railway officers and employees who were responsible for the operation of trains, the sale of tickets and the making of schedules were confused and bewildered. Mistakes and errors were frequent and sometimes disastrous.

Proposals for a uniform time system were not new. As early as 1828, Sir John Herschel was urging the standardization of time in England. Later, its advocates appeared in the United States. Nothing ever came of these proposals until the railroads took the matter in hand. The railroad movement may be said to have its beginning in May, 1872, when an association of railway officers, a forerunner of the Association of American Railroads, held its first meeting at the old Southern Hotel in St. Louis. This was a meeting of railroad superintendents called for the purpose of arranging summer passenger train schedules. At the St. Louis meeting a permanent organization was formed which became successively the Time-Table Convention, the General Time Convention, the American Railway Association, and finally, the Association of American Railroads. The General Time Convention of October 11, 1883, at the Grand Pacific Hotel in Chicago definitely adopted Standard Time. Having voted overwhelmingly for the plan, the Convention issued a notice, directing that all railway clocks governing the operation of trains throughout the United States be set to the new standard at exactly 12 o'clock noon, Sunday, November 18, 1883.

Detailed instructions and recommendations were issued, giving the

exact changes which were necessary for the many railroad companies to adjust their clocks and watches to the new standard, and similiar information was furnished to public officials throughout the country. It was realized that the success of the plan would depend largely upon the cooperation of cities and towns in adopting the new time locally. Newspapers and local public officials enthusiastically approved the change, and only here and there was there any local opposition.

There was those that felt that, by the adoption of Standard Time, they were being robbed of some of their daylight, or that they were compelled to reckon time "contrary to nature".

In a nationwide time change such as this, the railroads had no previous experience. The adjustment called for careful planning and preperation and the greatest of care and watchfulness by railroad men. Specifice orders were issued on every division, instructing every officer and every employee as to what should be done in making the change. Train crews on line were instructed in every instance as to what change to make in their watches. Members of each crew were also instructed to check their watches with the telegraph operator upon arrival at the next scheduled stop.

Sunday was selected because there were fewer trains in operation at that time and the change could be made with the minumum of inconvenience and the maximum of safety.

Many cities and towns located on the borderline between two time zones found it difficult to decide which time to adopt. Pittsburg and Erie, Pennsylvania were on the borderline between Eastern and Central time zones, and public opinion in those cities were divided as to which time should be used by business establishments, schools, churches, theatres, and citizens generally.

There were a few amusing incidents and a few slight hitches in changing from local to Standard Time. The mayor of Bangor, Maine, refused to recognize the new time on the ground it was unconstitutional. He even threatened to have the police prevent the churches from ringing their bells on the new time, but popular feeling ran against him and he did not carry out his threat. However, he continued to display the courage of his convictions, and Standard vs. Sun-Time became a first rate political issue in Bangor. The City Council voted for Standard Time; the mayor promptly vetoed the order, declaring that no one had power "to change one of the immutable laws of God".

There were many persons who favored some sort of standard time, but could not agree that the system adopted was the best. Some wanted the time throughout the United States to be uniform without any time zones. There were other who were convinced that a mistake was made in not adopting 24-hour time, thus abolishing the necessity of using

AM and PM. The DETROIT EVENING NEWS actually did adopt the 24-hour time and published its paper with headings reading 14 o'clock edition, 16 o'clock edition etc, proclaiming itself ahead of the times. The Cleveland, Mt. Vernon & Delaware Railroad was one of those carriers that adopted the 24 hour clock in its schedules. But a few months after Standard Time was adopted this railroad fell in line with other roads and published its schedules in the conventional style.

The American people soon came to accept Standard Time without questions, and its has since spread to other lands until today it is in almost universal use.

It is an interesting fact that the method of reckoning time instituted by the railroads in 1883, although adopted and used by the Federal Government and States, cities and towns through the country, was put into effect without federal legislation of any sort. It was not until thirty-five years later - on March 19, 1918, during the First World War - that Congress passed what is known as the Standard Time Act. But this does not means that government officials did not cooperate in making the Standard Time system a success. The contrary is true. All branches of the government cooperated whole-heartedly in the movement and, of course, regulated their own clocks by Standard Time.

from - A TREASURY OF RAILROAD FOLKLORE
edited by B.A. Botkin and A.F.
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supplied by Bruce Silverman

SHORT STUFF

There have been some changes in the train schedules at Portland in the last Amtrak timetable which is effective October 30th. The PIONEER's times have been adjusted to arrive in Portland eastbound 15 minutes earlier and 30 minutes earlier westbound. The result is to make it almost worthless for any kind of commuter travel between Portland and Seattle. A passenger must be to the station in Seattle at 6:45am and it leaves Portland at 4:00pm right in the shadow of the COAST STARLIGHT which leaves at 2:15pm. The big news is that running times on the Southern Pacific have been reduced due to raising the top speed of trains on some segments in Oregon from 70 to 79mph. The changes take place mainly between Albany and Eugene and south of Chemult. The other schedules in Portland remain the same.....Tri-Met started erecting its first section of overhead the first week in November. Most of the trackwork near Ruby Junction has been completed and the first car is expected to be rolled out of the Bombadier Plant in Barre, Vermont the middle of November. It will go to the AAR test track at Pueblo, Colorado for testing before being sent to Portland after the first of the year....Mystery steam locomotive seen off of Lake Road in Milwaukie.

PACIFIC NORTHWEST CHAPTER

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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 \$16.50 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 at the top of this page for an application or for more detailed information.

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