

## NOVEMBER MEETING:

The November meeting of the Pacific Northwest Chapter, National Railway Historical Society will be held on November 20 at 8:00pm, Room 208 Union Station, Portland. The program will consist of movies and slides of the McCloud River Railroad's #25 and the Yreka Western Railway's #19 in steam on the McCloud. Members are also requested to bring any two (2) slides that you consider your favorite for a showing and explanation. Also at the November meeting will take place the election of officers for next year.

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## LIBRARY NOW OPEN TO MEMBERS:

The library of the Pacific Northwest Chapter is now open to members twice a month. Members can browse and/or check out material on the 1st Friday of each month 7-9 pm and beginning at 7pm meeting nights. If you haven't visited the library yet try to make one of these open nights since it is full of railroadiana.

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## NOMINATIONS FOR NEXT YEAR'S OFFICERS:

The following have been nominated as officers for next year:

PRESIDENT: ROGER W. PHILLIPS  
 VICE-PRESIDENT- JOHN D. HOLLOWAY  
 SECRETARY - ROBERT D. WILLIAMS  
 TREASURER - ROGER W. SACKETT  
 DIRECTOR (NATIONAL) - CHARLES W. STORZ Jr.

DIRECTORS AT LARGE: (LOCAL CHAPTER)

KENNETH V. DETHMAN W. KENNETH McFARLING

In addition to the above nominations from the floor will be accepted at the Nov. meeting.

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FUTURE ARTICLES IN THE TRAINMASTER:

The chapter has been offered free printing of the feature articles in the Trainmaster providing they could be supplied one year at a time. The saving in money is too great to pass up this offer although much hard work is involved in producing one year's articles at one time. The publication is in need of the photos for the following articles which must be set up and printed before January 15th, 1971. If you have some photos please bring to the November meeting or mail to room 1, Union Station. All pictures will be returned after we have made the negatives for printing from them.

## TM Articles cont:

January: Union Railroad of Oregon  
 February: Compressed Air Locomotives  
 March : " " "  
 April : Willamette Valley Electric Power and Railway Company  
 May : Klamath Northern  
 June : City of Prineville  
 Sept : Willamina and Grande Rhonde  
 Oct : City and West Portland Park  
 Nov : Great Southern

Any photo on the above articles will be considered for use. Not only early photos but present day operations are needed. Remember the deadline for photos is January 1st 1971.

## THE MINILINER:

Effective October 12, 1970 the Burlington Northern removed the sleeper-lounge Mt. Hood and the full diner as well as the former SP&S local coach from # 21&21 between Portland and Spokane. At this time GN car #1145, a combination half-diner coach, was placed in service to handle beverage and food service. The GN car is one that was once used on the International between Seattle and Vancouver BC. Your editor remembers it as having the best veal outlets of any railroad diner. As presently used one side of the diner-coach is for meal service and the other side serves the beverages.

Also removed was the former SP&S dorm-baggage car (ex KATY) and the heavyweight stripped former RPO car being used in mail service. It was replaced with a single RPO-baggage. The crew is now assigned sleeping car space in the Chicago-Portland Empire Builder sleeping car.

The consist of #22 out of Portland will be six cars including North Coast Limited dome coach and sleeper which is cut out at Pasco. Empire Builder dome coach and sleeper as well as baggage car and coach diner will continue on to Spokane

## PACIFIC NORTHWEST GETS A NEW ELECTRIC RAILWAY:

On the Canadian side of the glacier-strewn border between Alaska and British Columbia trains will soon be carrying thousand-ton loads of copper ore at 40 miles per hour through a ten mile tunnel to a concentrator 30mi. W. of Stewart and 2,500 feet above sea level. For some reason the site is called Tide Lake. Stewart is at the head of Portland Canal, a fjord which forms part of the international boundary between Canada and Alaska. A twelve year old map of British Columbia indicates a short railway extending northward from the port; but Granduc Operating Company (a subsidiary of Newmont Mining Corp) plans to truck concentrates from concentrator to shiploading site.

Between the portal of the ten mile tunnel and the concentrator building the track is housed in a snowshed 380 feet long, including 50° of central angle. That means probably a 15° curve which is easier to pass than the Albina leg of the Steel Bridge approach.

Swan Wooster, a firm with offices in Portland, as participated in the design and construction of the mining plant. The Tm will try to have photos in a future issue.

## TRACK WATCHER KEEPS LONELY VIGIL IN DESERT:

(Mojave Desert, California) From the air it looks like a bright yellow bug creeping across the vast desert emptiness. It inches over miles of rolling sand dunes, clings to shoulders of barren mountains and spans "tinker toy" trestles. Charley (Roadrunner) Mendez has one of the loneliest jobs in the West. He is a Santa Fe railway track supervisor responsible for patrolling 250 miles of track in the middle of Southern California's big sand pile, the Mojave Desert.

Mendez rides the rail in his two-cylinder motor car - the bright yellow bug. He sees no roads, no cars, no houses, no towns, no people - just tracks, mountains, sand and sun. All he hears is the steady putt, putt, putt, putt or his motor car or stillness. He often sings or whistles to himself. "You got to do something to keep from going crazy" he said. "It is lonely, real lonely out here

He runs a 100 mile-a-day schedule staying overnight in a motel or a house in some remote desert community. In emergencies, particularly during storms, Mendez troubles his territory at night to make sure it is safe for trains to go through. The main cause of problems in this area are flash floods that come roaring out of the small canyons and off hillsides to wipe out thousands of feet of track.

Mendez' link with the world is a six foot antenna that sticks out of the roof of his rail motor car. He talks to engineers operating trains along his stretch of track and to dispatchers. When he reports that track is out, trains are rerouted around the trouble spots. He summons his two section gangs, at opposite ends of his stretch of track, to make repairs. When high water threatens a remote trestle, Mendez stands by around-the-clock to pass the word on whether it is safe.

During routine patrols, he travels 10 to 20 mph always alert for trouble. Over the noise of his motor car and even his own singing he is mentally tuned to the sounds of the rails. He can tell from the sound whether a rail is loose. He slams on the brakes when he hears or spots trouble - when a spike needs driving, a broken bolt needs replacement or the track is higher or lower than it should be. Minor problems he repairs. For major jobs he summons his section gangs, pinpointing trouble spots by mile posts along the rails.

He is alert for all trains in the area, getting off the track by lifting his 700 lb car out of the way with handles that slide out from underneath the car. As his car moves along lizards by the hundreds sunning themselves on the rails jump off the track, desert hawks soar overhead and coyotes and jackrabbits scurry across the desert terrain. It is not only one of the loneliest jobs there is but one of the hottest. That is why Mendez carries a 5 gallon jug of water and has reserve water stashed all along the track. Mendez likes his job, the clear air and beautiful flowers. He also likes the money - \$719 a month plus expenses, plus overtime.

Charles Hillinger, LA Times-Wash Post News Service

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## RAILPAX:

By next summer a new company will be operating the passenger trains in the United States. The National Railroad Passenger Corp (RAILPAX) is supposed to save the trains, but it will begin by looking as if it is trying to wipe them out. The corporation will take over the operation of passenger trains from the railroads who will be given

RAILPAX cont.

a choice of buying into the new corporation or taking a tax write-off. Railroads that don't elect to turn over their passenger service will have to continue running the present trains for five years before any move can be taken to eliminate the service. With this type of option it is expected that most, if not all, the railroads will get out of the passenger business.

While some of the more populous corridors (Seattle-Portland maybe?) will get more trains there will probably be less service on long runs. Much of the first elimination will be duplicate operations between major cities such as Seattle and Chicago. The new service will not necessarily be the retention of one of the present trains but would probably be a combination of several routes to provide the best service to the most cities with the fastest running time. Thus trains could be operating over routes that have never had service before or where service was eliminated years ago. Some trains may use a more scenic route in the summer such as the "California Zephyr" and a faster route during the winter.

The new corporation has at its aim to improve service by methods including using better equipment; adding sleepers, dining cars and other features that frequently are lacking; running trains faster; using shorter routes that mean quicker trips; coordinating schedules for good connections between trains and tailoring schedules more to the pattern of passenger demand.

The first outline of service will be made public by November 30th. In the next issue of The Trainmaster we will carry the proposal as it applies to the West. Hopefully service to San Francisco can be retained along with increased schedules to Seattle using RDC type equipment. Included in the funding of RAILPAX is \$200 million for new equipment which may see turbo-type equipment on many of the shorter haul services.

#### BEN HOLLADAY AND TRANSPORTATION IN OREGON:

Ben Holladay was best known in the Northwest by his dealings with the Oregon Central Railroad which brought in Henry Villard to take over when the railroad got into bad financial shape. Holladay and Villard were characters in not only a play about the railroads but also other means of transportation in the Northwest. Their empires included not only rail lines but also river ships and ocean steamers. Your editor became interested in the other ventures of these men and the following is an account of the ocean steamship operations of Holladay and Villard.

After having drained the profits from the gold rushes in California and Idaho the Pacific Mail Steamship Company withdrew from the coastal trade and concentrated on the trans-Pacific trade. The company sold its vessels (CORTEZ, OREGON, SIERRA NEVADA, REPUBLIC, PANAMA, FREMONT) to the California, Oregon and Mexico Steamship Company for \$250,000. In partnership with Edward Rust Flint, Ben Holladay (owner of the Overland State Company) placed his brother, Jesse, as agent-in-charge. Holladay realized that a rate war was in the worst interests of the established companies on the route between Portland and San Francisco and the rumor was that the California, Oregon and Mexico Steamship Company and the California Steam Navigation had fixed the rates between Portland and San Francisco at \$25 first class, \$15 steerage and freight at \$5 a ton although no one was able to document the agreement.

Ben Holladay cont'

The years between 1860 and 1870 were dominated by the towering figure of Ben Holladay. Holladay was aware of where the real profits lay and he equipped his steamers with fine bars and lounges where his passengers might enjoy themselves with the finest food and drink. The ships were reported to have earned between \$150 and \$200 a day on passengers drinking Holladay's own bourbon which his brother Joe manufactured. The profits rolled in and the money was used to tide over the Overland Stage Company during several years of bad Indian uprisings on the plains. The series of inland gold strikes in Oregon, Idaho and Montana spurred traffic through Portland and on the ships of Holladay and the California Steam Navigation Company from San Francisco. Ben Holladay had been described in the following manner:

Noisy and boisterous though he was, his energy and drive made him a man to be reckoned with. In business he was as tough as the situation demanded. He argued, fought, smashed and trampled on anyone who stood in his path. He had to have his way. Anything was fair, he believed, in war, love, business and politics. One of his bitterest rivals, Joseph Gaston of Oregon, once described him in print as "energetic, untiring, unconscionable, unscrupulous and wholly destitute of honesty, morality or common decency". It was the way a good many of his foes felt about him. Holladay knew this, and he drank to their good health in good scotch whisky.

Nevertheless, Ben moved mountains in an age when mountains needed moving. He got things done when pounding fists were more effective than a ready tongue. Feared and assailed by his enemies. Holladay was beloved by the people.

The California Steam Navigation Company was not loved by the business community either. The Oregonian once stated in an editorial that the California Steam Navigation Company was:

able to declare large dividends on account of the Oregon trade. Thousands were made on each trip with the old tubs, but no thought was given to dropping rates a cent. Prices were put up on the most flimsy pretext. The rate between Portland and San Francisco had been \$40 when Congress added an 80 cent tax on each passenger ticket. Whereupon the California Steam Navigation Company raised their fares to \$45 and the passenger was given to think the fare was raised \$5 in consequence of an Act of Congress.

Business continued good for several years with both lines feeding the needs of the gold strikes. The amount of gold shipped out of Portland between 1861 and 1867 was considerable with the Wells, Fargo and Company alone accounting for the following amounts:

1865 - \$6,200,000  
1866- \$5,400,000  
1867 - \$4,000,000

Many vessels left with \$300,000 aboard in the custody of the Wells, Fargo agent and occasionally the amount would be as high as \$750,000. Along with the gold, in 1883 Holladay's ship SIERRA NEVADA sailed once with \$90,000 in silver bullion in her safe.

Holladay would rest from his financial dealings by taking a cruise on one of his ships, the ORIFLAMME. Built in 1864 as a Navy gunboat she was subsequently con-

Ben Holladay cont'

verted to passenger operation and sent to China. Looking for vessels, Holladay came upon the ORIFLAMME up for sale and put her on the Portland, San Francisco run where it operated in general passenger and cargo service. but was also used as Holladay's private yacht (at 230 feet in length!) Many are the tales of parties that were thrown by Holladay which lasted from San Francisco to Alaska and return.

By the middle of the 1860's Holladays vessels were getting quite old and he did not have the money to replace them since his capital was being spent trying to develop several rail lines in Oregon. The Oregonian was still on the editorial rampage against unsafe ships, inadequate service, etc., when the directors of the Oregon Steam Navigation Company decided that what was needed to strengthen their operations was a new, fast vessel on the Portland-San Francisco route. The directors of the Company, which already had an extensive operation in the inland waters of the Northwest, chartered a subsidiary, the Oregon Steamship Company, to operate the proposed coastal service. The Oregon Steamship Company thought that the time was right for the new ship but wanted to keep the construction a secret to avoid any possible counter moves by Holladay. Daniel E. Bradford, a director of the company wrote:

I see Holladay often but he is a regular blower and my opinion is that he will run the ships he has for all they are worth and then he is done. Tilton (another director) thinks he wants money and he has not got the means to build new ships.

The Oregon Steamship Company had the new vessel built in the East and named it the OREGONIAN before it set sail for the Pacific Coast. Holladay immediately set about to make sure that the vessel never entered service and managed to get an agreement from the management of the Oregon Steamship Company, which had become strapped for money to complete the ship, not to operate the vessel in the Northwest. Subsequently, when the OREGONIAN entered San Francisco harbor she was tied up, and after a period of time entered the South American trade. The Oregonian complained that Portland capitalists had failed to give adequate support and had not encouraged the owners of the OREGONIAN, whereas, the truth was that the venture was launched with too little capital; and with the aspect of secrecy the Portlanders were not given a chance to back the company before the agreement was signed with Holladay.

In 1867 the California Steam Navigation Company, which operated with Holladay's California, Oregon and Mexico Steamship Company, a monopoly on California-Northwest trade, sold its ships to Holladay, from then on confining its field of operations to the inland waters of California. Holladay finally had complete control of the Northwest traffic.

Holladay combined his California, Oregon and Mexico Steamship Company the Anchor line of Patton, and the California Steam Navigation's operations into the North Pacific Transportation Company. Holladay chose this name since he felt it sounded better than one with California in it. California was disliked by many Oregonians since they felt that California was milking Oregon for their own advancement.

In 1875, there entered upon the scene another personality who was to force Holladay out of the transportation picture and eventually bankrupt him. Henry Villard was appointed as watchdog for a group of German financiers who had invested heavily in the Northwest, especially in the Oregon Central Railroad, which was controlled by Ben Holladay. Villard felt that if the Oregon Central were to be extended through the Willamette Valley the expected net earnings for the first year could be \$50,000, for



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ATTENTION

ATTENTION

ATTENTION

If you could not get tickets for Rockerfeller's New Years Eve bash take heart - there is a replacement. This year the Pacific Northwest Chapter will again run its New Years Eve trip to the entertainment capital of the West- Wishram, Washington on the shores of the beautiful Columbia River. Why spend piles of money trying to keep up with the jet set when for a few dollars you can be in with the train set at the Pastime Tavern.

This is the second time the ladies can participate in one of the Chapter's infamous private car trips. The ticket price this year includes not only transportation (220 miles of rail travel), all the adult refreshment one can drink, light snacks and foods, but complimentary champagne will be served to welcome in the New Year.

SCHEDULE: Depart Portland at 9:30pm on Burlington Northern Train #24 The Western Star, Thursday, December 31, 1970

Arrive Wishram, Washington before the end of 1970 to catch the festivities at Wishram's number one night spot; The Pastime. This is a place you will long remember.

While in Wishram the car will remain connected to steam for heating. Passengers may remain on the car or they can spend four delightful hours seeing the sights of historic Wishram.

Depart Wishram at 4:53am January 1st 1971 on Burlington Northern train #21 The Empire Builder. Breakfast will be available in the dining car.

EQUIPMENT: The lounge-sleeper Mt. St. Helens will be for the private use of the traveling party. If there is sufficient demand to warrant a second car a suitable piece of equipment will be operated in addition to the Mt. St. Helens.

NOTE: No space will be specifically assigned. We request that you be twenty-one (21) years of age or older.

FARE: \$16 per person or \$30 per couple. Fare includes rail transportation, free adult refreshment, snacks and complimentary champagne. Not included will be refreshments at the Pastime or breakfast in the diner.

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By all means include me in this years trip! Enclosed is my check for \$\_\_\_\_\_ for (#) \_\_\_\_\_ tickets at \$16 a piece or \$30 a couple.

NAME \_\_\_\_\_ Phone number \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

SEND ORDER TO: Pacific Northwest Chapter, NRHS  
Room 1, Union Station  
Portland, Oregon 97209

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