

THE TRAINMASTER

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PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

CHAPTER OFFICERS

president	ROGER W PHILLIPS	3733 N E 15th Avenue Portland Oregon - - 97212	282-7691
vice-pres	JOHN D HOLLOWAY	500 River Road, Apt 64 Gladstone Oregon - - 97027	655-3200
secretary	ROBERT D WILLIAMS	10400 N W Leahy Road Portland Oregon - - 97229	292-6210
treasurer	ROGER W SACKETT	11550 S W Cardinal Terrace Beaverton Oregon - - 97005	644-3437
chapter director	CHARLES W STORZ, Jr	146 N E Bryant Street Portland Oregon - - 97211	289-4529
director- at-large	KENNETH V DETHMAN	Post Office Box 1301 Portland Oregon - - 97207	227-2806
director- at-large	W KENNETH MC FARLING	7417 S E 20th Avenue Portland Oregon - - 97202	235-7032

CHAPTER NEWS LETTER
("The Trainmaster")

editor	EDWARD E IMMEL	755 - "A" Street Madras Oregon - - 97741	475-3215
production et cetera	IRVING G EWEN	4128 N E 76th Avenue Portland Oregon - - 97218	281-7098
circulation	CHARLES W STORZ, Jr	146 N E Bryant Street Portland Oregon - - 97211	289-4529

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

OP&E STEAM TRIPS BEGIN

Under fretful skies Saturday morning May 29, Yreka Western 2-8-2 # 19 departed the new Village Green station in Cottage Grove on time at 9:30am. This was the first public run of the Oregon Pacific and Eastern Railway's steam excursion operations. The opening day was attended by PNW Chapter members Chuck Storz, Ed Berntsen, Jack Holst, Al Haij, Al Zimmerman, Don Davison and Jim Gilmore of Portland, and Bill Bain of Lebanon. Also on board was Lee Hower, president of the OSU Railroad Club in Corvallis. OP&E President Willis Kyle, Vice President L.T. Cecil, Manager Mel Gowing and Agent Phyllis Moody warmly welcomed the opening day passengers, and operated a smooth trip in all respects. The well-run operation attests to the long hours the entire OP&E crew has put in during the last year getting things ready. Unfortunately, patronage has been low the first two weekends, but in time and with good advertizing coverage, this operation should catch hold. The 2½ to 3 hour trip is a bit long for many vacationing families, and because of this OP&E patronage may suffer, as did the Vernonia, South Park and Sunset Steam Railroad which closed its Banks to Vernonia steam operation in 1969.

New facilities for the steam trains include a wye and depot at the Village Green, which will include a gift shop when completed, and a loop track at Culp Creek with a "rubber" switch which can be "trailed-through" without being hand-thrown by the train crew, enabling non-stop return trips, and the train alternates directions rounding the loop. A short, steep grade on the north curve offers the best location on the line for recording the steam engine working hard. The first train on Saturday consisted of Engine 19, three ex-SP commute coaches and the PNW Chapter's ex-Canadian Pacific open-air observation car PNWC 598. All cars have been repainted silver with a wide blue strip above the windows. The open car will retain its AAR reporting marks PNWC 598, the name "Miln D. Gillespie" and an 18" NRHS decal on each side. The 2pm run on Saturday included Mr. Lyles ex-SP business car "Santa Rose" on the rear

One sidelight to the opening weekend, in which NRHS assisted the OP&E: After Saturday's operations, OP&E roundhouse forces discovered their grease pump can was broken that is used for heavy grease to lubricate axles and side-rod pins on engine 19, and to lubricate these parts for Sunday's operations would be a real problem. A quick phone call to Harold Mehlig in Portland, former vice president and general manager of the VSP&SSRR, developed that he had three pump cans and one of them might be suitable. Mr. Mehlig kindly consented to drive out to Banks late Saturday night to get the cans and some extra grease for loan to the OP&E. PNW members Al Zimmerman and Ed Berntsen drove back down to Cottage Grove early Sunday morning to deliver the cans and grease.

The Pacific Northwest Chapter very much appreciates the Saturday speeder inspection trips that Mr. Gowing has operated for members this spring, and we have found the OP&E to be wonderful people in every contact from numerous phone calls "bugging" them about details of planned events and operations, to working out the lease of open car 598. Mel Gowing and Phyllis Moody even joined NRHS as PNW members the opening day (along with Bert Becher of Ashland whose business is building steam locomotives). We strongly urge everyone to make several trips this year to both ride and photography the OP&E steam trains. This railroad deserves our support.

BACKGROUND TO THE OP&E STEAM TRIPS:

The OP&E operates a 23 mile dieselized freight railroad from its Cottage Grove connection with the Southern Pacific's Biskyou line, up the Row River and along Dorena Lake to Culp Creek in the Bohemia Mining District, serving two large lumber mills and a scrap yard. Scenery is excellent along the entire route, and several covered bridges greet motorcadgers on the paved road to Culp Creek which generally follows the railroad all the way, offering many excellent photo opportunities. The line was owned by Georgia Pacific until the summer of 1970 when GP closed down its log train operation on the line and sold the railroad to the Row River Investment Company, principals of which are Bohemia Lumber Company and Willis Kyle, who is also president of the Yreka Western Railroad in Northern California.

Ed Berntsen



"Old Slow and Easy" eases around the balloon track at Culp Creek, Oregon on opening day. Note newly laid roadbed.

Photo by Al Zimmerman



Crossing Rat Creek at Harms park, No. 19 makes its way towards Culp Creek on opening day, May 29, 1971.

Photo by Al Zimmerman



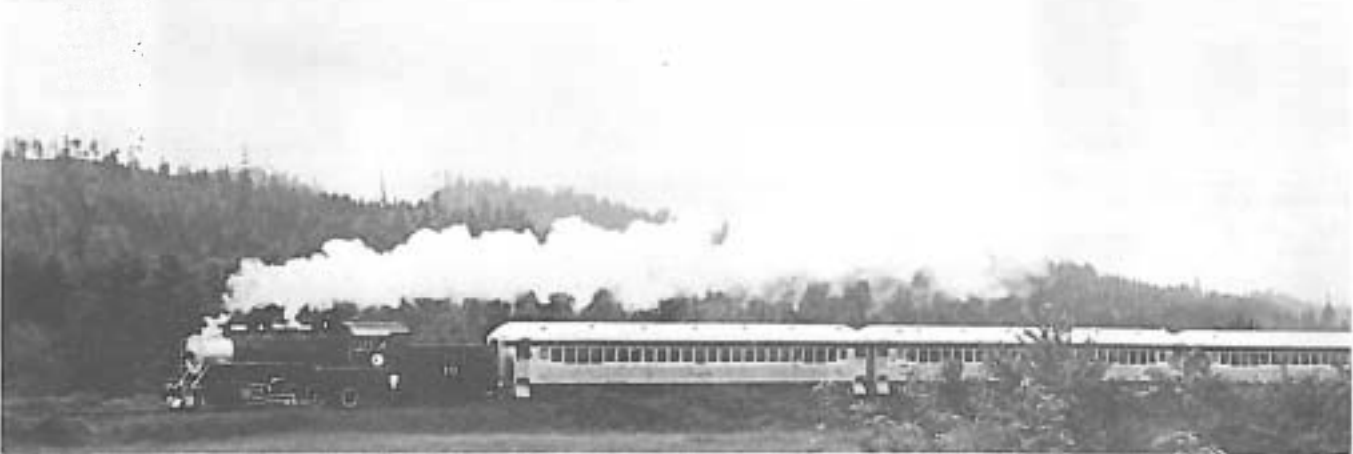
Y.W. 2. 8 2 H. 19 rounds a picturesque curve along Eorena Lake, Oregon, with its five-car train on the second trip of opening day of operation, May 29, 1971, on OP&E Railway.
Photo by Al Zimmerman



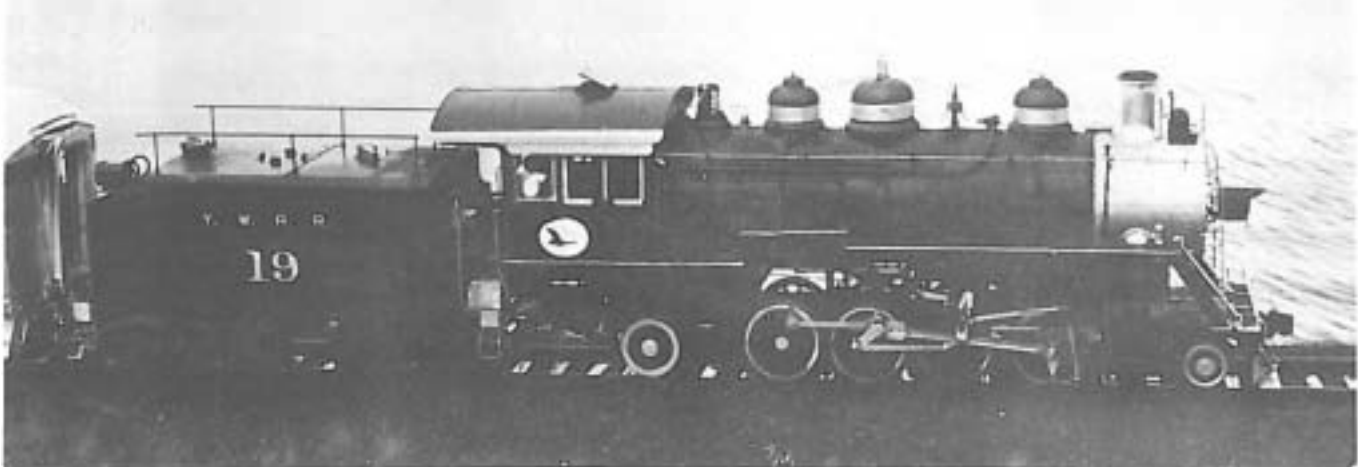
Just as the heavy shower activity lets up for a moment, No. 19 drifts across the Cottage Grove-Culp Creek highway with whistle screaming. The resounding echoes in the valley below are superb.
Photo by Al Zimmerman



Breaking out of the trees, No. 19 eases around a curve with Dorena Lake in the foreground. This spot is good not only for camera bugs, but also for fishermen.



With a beautiful smoke plume trailing back over its train, No. 19 drifts through a misty rain near Dorena, Oregon on its way to Culp Creek, May 29, 1971.



Still lettered for the Yreka Western, OR&E No. 19 skirts the edge of Dorena Lake on its return trip to the Village Green depot at Cottage Grove, Oregon.

All photos this page by Al Zimmerman

RAILROADING IN CENTRAL OREGON

With only the mainline of the Oregon Trunk Railway passing through the area and the home of the City of Prineville Railway, one would have little idea that Central Oregon has a short, but colorful history of railroading. In fact the railroad did not come to Central Oregon until 1910 when two lines were built but some of the railroad left the area in 20 years when one of the railroads was pulled up. The story does not start in Central Oregon but begins in the neighboring Wasco and Moro counties.

On March 4, 1897 the Columbia Southern Railway was incorporated by the Union Pacific to build from Biggs, on the Columbia River, to Prineville via Antelope. A branch was also proposed from Antelope to Canyon City. Once the road was chartered construction was fairly rapid. The line was opened to Wasco on October 6, 1897 to Moro, January 13, 1899 to Grass Valley, March 27, 1900 and on to Shaniko on May 18 of that year. The town of Shaniko was created and promoted by Moore Brothers of The Dalles as a terminal site for the railroad. The town was laid out with wide streets, waterworks, sewers, and other facilities. The Shaniko Warehouse Co. built extensive warehouses, and the railroad shops were completed in 1902.

The objective of the railroad was to have been Prineville, passing through the eastern section of Jefferson County. Surveys were made and announcements of further construction posted but the railroad continued no further. The primary obstacle to extension southward was the high cost of building and operating a line down the steep grade to Antelope and thence on down Antelope Canyon. As late as 1904 advertisements appeared in newspapers for the sale of lots in Laidlaw (north of Bend) which was described as the future terminus of the Columbia Southern.

In 1907 the Columbia Southern was absorbed completely into the Oregon Railway and Navigation Company (UP) and operated as a branch line. The final decision not to extend the line was probably made since the possibility of an easier line up the Deschutes River made more sense. Why haul the freight uphill into Shaniko and back down to the Columbia River? The railroad operated a mixed train three times a week into Shaniko where the facilities consisted of a two-stall engine house and a hand-operated 66 foot turntable. The line did a lot of business since at one time Shaniko was the greatest sheep shipping town in the world (so it was claimed). When the sheep ranchers died out the excuse for the existence of the line died out too and the line was cut back to Grass Valley in 1943 and the whole branch abandoned in 1967 after a flood washed out most of the line.

While the building of the Columbia Southern did not bring a railroad to Central Oregon it did bring it 75 miles closer. Cattle were driven to Shaniko along with wagons carrying the wool from thousands of Central Oregon sheep. Freight was moved inbound through Shaniko. Passenger's destined for Central Oregon would leave Biggs on the Columbia Southern at 1:20pm and arrive in Shaniko at 5:00pm. From there an overnight stage made the run to Prineville. A stop was made on the way at Hay Creek which was then the major settlement in what was to become Jefferson County (Jefferson County was once part of Crook County, which in turn was once part of Wasco County. Jefferson County was created in 1914)

In 1909 James Hill formed the Oregon Trunk Railroad to build from the Columbia River and up the Deschutes River to Bend. In the meantime the Union Pacific organized the Deschutes Railroad for the same purpose. Hill sent John F. Sampson (in reality John Stevens, Hill's chief engineer), a sportsman, to the Deschutes, loaded heavily with fishing equipment so that no one would suspect his real purpose. Sampson had \$150,000 with him that he used to buy options on the east bank of the river for construction of the railroad. As soon as Hill announced he was going to build to Bend, Harriman joined the battle and the race up the canyon was on. The Harriman that constructed the railroad was the same one

who in 1906 while standing in front of the Meloy Building in what was to be Madras, declared, "You people will never see a railroad through Central Oregon. There is not enough tonnage to justify one". Apparently Mr. Hill had changed Harriman's mind and Central Oregon was to get two railroads!

At South Junction the two railroads split up once again after calling a truce in their battle when the canyon proved to have no room for two railroads in its width. Harriman continued his railroad up the Mud Springs Valley while Hill built up the east bank of the Deschutes. In 1910 Harriman was building through many of the homesteads in the valley and quite a few of the settlers worked on the road with their teams. A story goes that one of Hariman's foremen fired a farmer who seemed to be dragging too much. The farmer turned around and threw the foreman off the land since he was the one who owned the property. From then on the foremen were more careful who they fired.

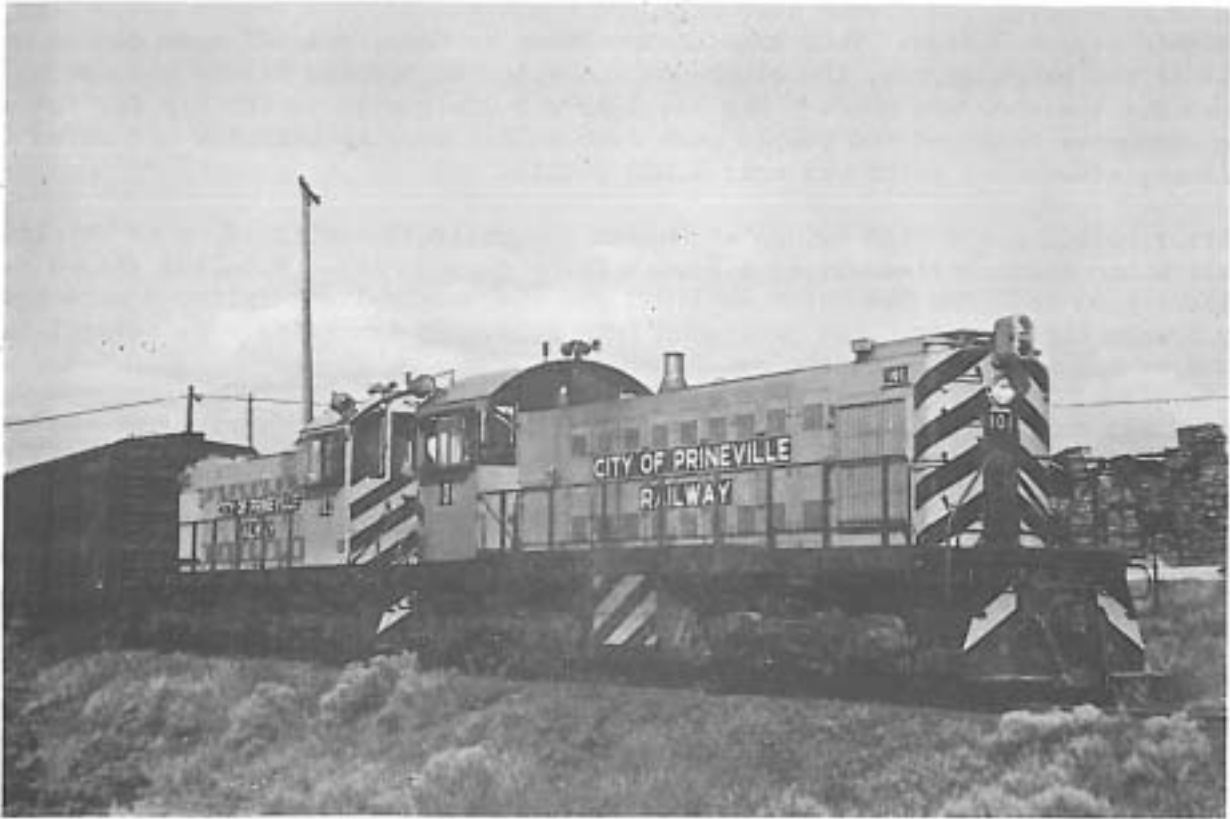
The city of Madras had been incorporated in 1910 and when the railroad approached they were sure the line would have to be constructed through the town but such was not the case. The Madras Townsite Company asked too much for the right-of-way and Hill stayed on the outskirts of town. Hill had constructed his line up the Deschutes with stations at Coleman, Mecca, Vanora, Pelton and finally reaching Madras on February 15, 1911 .

The arrival of the railroad was quite an event for Madras, now a booming construction town of nearly 6,000 people. Madras in 1910 and 1911 was quite a town with 13 saloons operating along with the rest of the riff-raff that followed the construction gangs. The town of Madras decided to hire two policemen to maintain law and order. One was to be the night policeman the other the day policeman. The two men-- A.J. Weston and Bogue Harper were both large men and both hardboiled since they had considerable experience around saloons and could handle the rough elements. The two men got into an argument over who was to be the night man who was to be the day man. To settle the argument they had a shoot-out on the main street in the middle of the day. There were several shots fired and both men were hit; one through the right side, the other was hit on the head and hand several times. After the shooting one of them quit and was replaced by Frank Stangland who was to make Madras police history by cleaning up the red-light district single handed. (no one has been able to say how big this red-light district was s o Mr. Stangland's fete may have to be put in a correct perspective).

February 15, 1911 turned out to be an ideal day as Hill's line was completed to Madras. The weather was beautiful with most of the people in shirt sleeves and a parade that was as long as the main street of town. There were an estimated 6,000 people in attendance for the pot roast and speaking which included many railroad men from St. Louis, Chicago, St. Paul and other cities.

The head cook for the pot roast was S.J. (Beany) Sellars, one of the saloon keepers. He did a good job roasting about two tons of beef; cooking beans, potatoes, and other vegetables in the ground pit, salad by the barrel; also coffee by the quantity and around 900 loaves of bread. The coming of the railroad was the biggest celebration Madras was to see for many, many years.

In the meantime Harriman was building up Mud Springs Valley with stations at Gateway, Paxton and then Madras. At Paxton a large warehouse was constructed to ship out the grain from the surrounding area. When the railroad reached Madras the railroad had to pause while a large bridge was constructed over Willow Creek (in who's canyon the Oregon Trunk ran). Harriman and his Deschutes Railroad also wanted a celebration when they entered town but anything he could come up with would be anticlimatic compared with Hill's arrival. Harriman decided he would stage the first circus ever held in Central Oregon.



CITY OF PRINEVILLE diesels 101 and 102 switch the COIN Milwork spur in Prineville on a June afternoon in 1969. After dinner, the pair of Alcos will take the day's train to Prineville Junction and back.

Photo by Gil Hulin



CITY OF PRINEVILLE "Friday Night Mixed" heads into the sunset near O'Neil. The ex-UP coach and two cabooses provide free rides for local groups on Fridays during the summer.

Photo by Gil Hulin

On May 10th the circus train arrived at the Deschutes Railroad depot on Agency Plains (the high plateau above Madras). The townspeople furnished considerable road construction on the old grade from the depot, several water wagons, and about forty head of horses to help bring the circus down from the depot and on to a vacant lot behind the Madras Main Street Garage. They had to strengthen bridges, cut off some curves but with the aid of the extra horses, the elephants and water wagons the circus got set up and on the next day the show was held. May 11, 1911 was designated as the day for the arrival of the Deschutes Railroad and people came from as far away as Lakeview and Burns to see the circus; attendance which was near 4,000 people.

After building the high bridge at Madras the railroad continued on to Metolius, a town which had once started out as a German farming community. Metolius gained new importance when both the Deschutes Railroad and the Oregon Trunk Railroad once again joined tracks north of town and proceeded into Bend. At trackside rose several large warehouses and a 6-stall roundhouse.

At first the railroad was to have gone to Prineville after arrival at Madras but the price Prineville wanted was too high and the railroad bypassed it and headed through the town of Opal City. Opal City was another planned town that was built by a corporation to make money. When it looked like the railroad was going to go through Prineville the town had visions of being connected with the railroad there. The original plat for Opal City shows the Opal City - Prineville Electric Line running up the main street on its way to Prineville. The line however, never got beyond the planning and dreaming stage.

In 1912 the railroad that was to have gone through Prineville had changed direction and was heading through Opal City. It was generally known that the end of the railroad would be at Opal City for some time as a bridge had to be constructed over the Crooked River before the railroad could continue south. So the site of Opal City became a thriving tent town.

The first business establishment was a restaurant which consisted of a tent that covered a large platform. There followed the tent city of saloons and other establishments that catered to the construction men. The original owner of the restaurant felt that the town was too rough to raise a family, sold out and moved on.

The bridge over the Crooked River was a magnificent piece of work, being 340 feet long and 320 feet over the river. It was constructed from both ends simultaneously. The steel for the south end was transferred across from the north on cables, and when all was in place, the two ends were riveted together in the middle. The bridge at that time was the third highest and seventh of its kind ever built. To get men from one side of the river to the other, two long rope ladders were slung over the side of the canyon, up and down which the men climbed. After construction of the bridge was finished the track moved south and Opal City returned back to its peaceful days where today all that is left is an abandoned school house and a railroad sign reading "Opal City" next to the little-used siding.

In November of 1911 the first train arrived in Bend and the Oregon Trunk was completed. On July 10, 1923 the Union Pacific granted trackage rights over 24.36 miles of their line between South Junction and Metolius to the Oregon Trunk who shortly abandoned their line through Venora, Pelton, Coleman and Mecca. In 1935 the Oregon Trunk gave trackage rights to the Union Pacific over its line between Oregon Trunk Junction and North Junction whereupon the UP abandoned their line on the east bank of the Deschutes River.

One of the towns abandoned was Vanora. Vanora was built in 1911 and named after Ora Vantassel. Vanora was a busy place with two stores, a post office, a grade school, a near-bear joint, the Vantassel residence, and a grain warehouse that was used to collect

grain for shipment out by train. In 1923 when the railroad was abandoned the town of Vanora died. All that remains today is the foundation of the old school house.

When Hill and Harriman bypassed Prineville the town was thrown into a near-panic. No one would pass up the most important town in Central Oregon but pass it up the railroad did, 19 miles away. Prineville was concerned that Redmond would take over as the major town in the area since Prineville had no railroad; the rails must come to Prineville. On February 24, 1916 a mention was made in the meeting of the city council that the town issue a bond measure for construction of a railroad since attempts by private individuals had met with failure. So on March 28, 1916 an election was held to authorize the city to issue \$100,000 in bonds for the construction of a railroad to the Oregon Trunk. The vote was 355 to 1 in favor of the proposal.

However, another election was held later on in the year when the city council reported that there had been no bids for the city bonds. In the next several years the city had to go to the voters several times for additional money since there had been a large increase in the cost of building the railroad. In the end the city issued \$285,000 in bonds. The rails were leased from the Oregon Trunk and the Oregon-Washington Railway and Navigation company. On April 10, 1919 passenger service was started on the line and the railroad was under way.

The City of Prineville Railway had remained city owned and operated for the remainder of its history. For its initial investment of \$297,858 the city has received a net gain of \$1,030,701 (up to 1964). The line now has two modern diesel engines and operates two trains a day between Prineville and Prineville Junction on the Oregon Trunk Railway. Each Friday night during the summer the railway attaches an air-conditioned coach that was purchased from the Union Pacific and gives free rides to town citizens over "their" railway.

ROSTER OF MOTIVE POWER OF THE CITY OF PRINEVILLE RAILWAY (1971)

101	ALCO Diesel	blt 1950	6 cyl	40"dr	199,000 wght.
	purchased new for \$81,000.				
102	ALCO Diesel	blt 1941	6 cyl	40"dr	199,000 wght.
	blt for SP&S Ry #10, bght January 1961 for \$23,095				

Thus in a few short years Central Oregon went from a place with no railroads, to having two and then quickly back to one. Today the Oregon Trunk Railway is a heavy-duty mainline that carries local and through traffice of both the Union Pacific and the Burlington Northern, its co-owners. Most of the tonnage in Central Oregon comes from the sawmills and packing houses at Madras; the potato plants at Metolius; the sawmills at Redmond and traffic generated by the City of Prineville Railway.

Passenger traffic had once been operated by both the UP and SP&S but that form of travel gradually diminished to the point that all that was left was a noctural mixed train that did most of its business during fishing season. As part of the implementation of Amtrak the OT Mixed was allowed to die on May 1, 1971 to end one of the last true mixed train operations in the West. In just over 60 years passenger service on the Oregon Trunk and come and gone. It left with little fanfare and the passing was noticed by only three railfans on that last trip.

 Number 146 - June 1971
MINUTES OF THE MAY MEETING:

The meeting was called to order by President Roger Phillips at 8:05 pm. The minutes of the April meeting were approved as read. Roger Sackett gave the financial report which was followed by some discussion on expenditures over the last year.

Ed Berntsen reported that car 598 arrived at Cottage Grove on May 9 and that the OP&E will operate steam in freight service May 27 or May 28. Ed also circulated a petition for the preservation of an ALCO PA passenger diesel at Steamtown USA.

Jack Holst reported that the Shay (Peggy) passed her hydrostat test. Jack plans to attempt to steam up the locomotive on May 31. He estimated that another \$250 will be needed to complete restoring the Shay, mostly for rebuilding the cab.

Jack Holst reported on Chapter publications. Revision of the Railfan's Guide to Oregon is partially complete. No late information is available on the SP&S motive power book.

Al Zimmerman proposed a library budget of \$90.00 for the coming year. He reported that the library committee hopes to make the library self-supporting through the sale of surplus magazines. Charles Messecar will donate current copies of Trains to the library.

Roger Sackett moved that the Chapter buy a copy of Mike Koch's Shay locomotive book. Seconded and passed.

Ed Immel proposed a budget of \$250 for the Trainmaster for 1971-72. The largest cost item (28% last year) was for offset negatives. Ed asked for help in locating an economical source for negatives. Ed also announced that there will be a special mailing to announce details of the June meeting in Central Oregon.

Excursions: Roger Phillips announced that he has applied to the Burlington Northern for a Scandia Limited trip for this year. Ed Immel said that he is working on a special trip on the OP&E for sometime in October, which would include a special Amtrak train to either Eugene or Cottage Grove.

The meeting was adjourned at 9:00 pm.

Program: "Long Bell Night". Mr. R.P. Miller of the Long-Bell Division of International Paper Company showed his 1926 film of Long-Bell logging and railroad operations at Ryderwood, Washington. Ed Berntsen narrated a 1948 film taken by Harvey Gilman of Long-Bell operations out of Weed and Tennant, Calif.

Chuck Storz
Acting Secretary

The Pacific Northwest Chapter welcomes the following new members to the Chapter:

Ron Brinton	Box 70	Baker, Oregon 97814
Frank T. Bayliss	Box 220	Eureka, California 95501
Gordon Leavey	3903 E. 12th	Vancouver, Washington 98661
Mel Gowing, Manager,	Oregon, Pacific & Eastern Ry.	Cottage Grove, Oregon

THIS N' THAT:

The Nezperce Railroad, operating 13,5 miles of track from Nezperce to Craigmont, Idaho, south of Lewiston, has acquired three surplus U.S. Air Force GE diesels from the Odgen, Utah area. USAF 7929 (specifications unknown) arrived Lewiston May 28; USAF 8560 (GE #27698, blt 1944, 45 ton) from Hill AFB, Utah, arrived Lewiston May 26, and USAF 8573 (GE # 27711, blt 1944, 45 ton) from Hill AFB, arrived May 25. All were shipped via UP and Camas Prairie Railroad to Lewiston, and are undergoing refurbishing and repainting (new colors of bright orange) at CPRR's East Lewiston roundhouse. Nezperce RR General Superintendent J.R. Jasper advises the three engines were purchased to replace their two small Plymouth diesels and provide better service for shippers. All three GE engines are expected to be in operation on the NEZP about June 15. One Plymouth will be retained as a switch engine, and the other will be cannibalized for parts.....

.....Union Pacific's famous 8444, the 4-8-4 which has been in excursion service across the UP system for about ten years, moved from Cheyenne to Omaha shops May 15-16 and is now undergoing complete repairs and refluing, according to CTC BOARD, a railfan newsletter published by Dean Lewis in Castro Valley, California. The repairs will render the engine good for continued excursion service through 1976 (and we hope UP will see its way clear to bring the engine to Portland for another Hinkle excursion like that operated by Pacific Northwest Electric Railway Association in September, 1966). UP 8444 last operated on the head end of the last run of UP's "City of Everywhere" streamliners 103 and 104 Cheyenne to Laramie and return on May 1.....

EMD 4200 hp SD-45X demonstrator diesel 4201 passed through the Northwest on Memorial Day weekend in service on the Burlington Northern and the Southern Pacific, apparently heading for testing on the SP in California. The engine left Minot, ND on BN hotshot freight 197 May 28, arriving Portland 6:10pm May 29 on #197, and was delivered to the SP, leaving Brooklyn (Portland) on SP's SMW manifest to Roseville. Engine consist on BN 197 was BN 5711 (ex GN U33C), BN 6407 (ex-NP SD45), EMD 4201 (SD45X), and BN 5404 (ex-GN U25B) Gavin to Havre, and BN 6455 (ex-GN SD45), and BN 5711, BN 6407, EMD 4201 Havre to Portland (Ed Berntsen).....

California Western Railroad informs the traveling public that they are not joining Amtrak and will continue to operate their full schedule of gas and steam powered trains this summer.....

The Coopy Falls and Gribble Creek Railway wanted to join Amtrak but was turned down since none of their 43 1/2 inch cars would operate on any other system. Manager John Holloway was quoted as saying since that failed they want to be included in the Rock Island merger (what ever that consists of).....

.....Ever since Swiss Air came out with their railfan's holiday to Switzerland they have been joined by several other airlines in offering special packages for rail buffs. Lufthansa now offers a railfan's holiday to Germany and Austria. Qantas Airline of Australia also has a fly and raitour of Australia. It includes a trip across Australia on the Indian-Pacific Express all for the complete price of \$1695 from San Francisco.....

There is still one complete train painted in SP's "Shasta" colors and anyone can ride it (except maybe Jack Holst). The miniture train at Oak's Park in Portland is still painted in the red-orange-silver and black colors of the SP.....

.....Council Crest streetcar #506 which was taken down from its resting place by Tri-Met is still in the Tri-Met shops awaiting restoration. Plenty of dry-rot makes the rebuilding job a real task.....

My spy from "down under" informs me that all steam service will end on the New South Wales Government Railways March 1972. This is the last chance railfans can get shots of the big 4-8-4+4-8-4 Bayer-Garretts in action. The government railways is shopping a number of locomotives for the New South Wales Rail Transport Museum, which was formed in 1961. The group has obtained use of one of the roundhouses at Enfield Railway Yards for display of their acquired equipment. Your editor saw this operation near Sydney and was very impressed by the condition of the equipment already obtained. The NSW Government Railways is keeping 35 steam locomotives of different classes for the museum and of these 14 are kept in operating condition. They range from some ancient locomotives to several of the 38-class which were featured in Trains magazine a few months ago. I hope they save the little 0-4-0 shop switcher that was used at the other two roundhouses at Enfield.....

Does anyone else have information on the railway collection that is being put together by the Japanese National system? I understand that it too will include many classes of locomotives; some operating.....

.....our slogan for the month: "Make Al Haij happy, buy your new car in PE Red!"

WHERE TO RIDE A STEAM ENGINE IN THE PACIFIC NORTHWEST THIS SUMMER:

- Cottage Grove, Ore: Oregon Pacific & Eastern Railway operates a 37 mile trip from the Village Green restaurant-motel complex adjacent to Interstate 5 in Cottage Grove, leaving 9:30am and 2pm, Saturdays, Sundays and Holidays, Memorial Day through Labor day for a 3 hour trip. Scenery is superb up the Row River, along Dorena Lake, and through the lush forested Bohemia logging and mining district to Culp Creek and return. Train consists of Yreka Western 2-8-2- No. 19, several ex-SP commute coaches, and PNW Chapter's ex-Canadian Pacific open-air car #598. Fares \$3.95 for adults; \$1.95 kids 3-12; 25% off for families. Oregon Pacific & Eastern Ry. 101 South 10th St. Cottage Grove, Oregon 97424. Phone (503) 942-3368.
- Portland, Oregon: Portland Zoo Railway will once again have its 4-4-0 "Oregon" in service on weekends for trips between the zoo and Washington Park. This half-size engine travels the most scenic zoo railway in the world. Fares are adults \$.60 and children \$.35.
- Snoqualmie, Wash Puget Sound Railroad Museum operates Sundays and holidays Memorial Day through Labor Day, and Saturdays during July and August using Weyerhaeuser 2-6-6-2 Mallet No. 6. Trips leave hourly 11am-5pm (more frequently when traffic warrants) for 1½ miles round trip between Kimball Creek station to museum display and return. Museum includes the largest collection of railroad equipment in the Northwest, including steam locos, interurban and streetcars, freight and passenger equipment totaling about 50 pieces. Picnic facilities available. Located off US Hwy. 10 (Interstate 90) between Snoqualmie and Snoqualmie Falls on state route 202. Fares \$1 for adults; \$.50 kids under 16; \$2.50 for the whole family. Puget Sound Railway Historical Association, P.O. Box 3803, Seattle, WA 98124.
- Victoria, BC Victoria Pacific Railway is completing refurbishing former Comox Logging 2-8-2 No. 16 during June, and expects to begin operating about July 1 (Dominion Day) over six miles of the Canadian National trackage from the Colwood area of Victoria (CN milepost 5.4) on Vancouver Island. Trains will leave hourly on the hour daily until mid-September, operating 10am-6pm Mondays through Thursdays and 9am-9pm Fridays, Saturdays and Sundays. Fares \$2 for adults; \$1 for kids 12 and under. Victoria Pacific Railway, P.O. Box 1658, Victoria, B.C.
- Tacoma, Wash Camp 6 logging museum operates former Klickitat Log and Lumber Shay # 7 continuously 11am to dusk on Saturday, Sundays and holidays, Memorial Day through Labor Day on ½ mile loop of track that includes a wye and timber trestle. Many well-displayed items of logging equipment on hand, including bunk cars from Rayonier Camp 14 north of Hoquiam and a monstrous Lidgerwood log skidder and loader from Weyerhaeuser at Longview. Fares 50 cents adults; 25 cents kids 12 and under; kids under 6 free with parents. Museum operated jointly by Tacoma City Park Board and Western Washington Forest Industries Association. Camp 6, Point Defiance Park, Tacoma, WA 98407. Phone (206) 752-0047

SCHEDULE OF EVENTS:

- Friday, Saturday and Sunday June 18, 19 and 20th Regular June meeting of the Pacific Northwest Chapter, National Railway Historical Society will be held in Central Oregon. Special mailing was made to all members and friends. The movie for Saturday evening's entertainment will be "The General", Buster Keaton's silent classic that was made on the Oregon, Pacific and Eastern Railway in the 1920's. Fitting memorial to the OP&E which is once again operating steam. The second film will be on the Pacific Great Eastern Railway's new line extensions in British Columbia.
- Sunday June 27 Whistle Stop Tours special train to Puget Sound. Will operate over the freight-only : rie Line near McCord Airforce base and return via the freight line to Olympia. Three meals included and transportation for \$25. Contact the Burlington Northern ticket office for details, phone 228-9111 ext 225 or 226
- Friday Sept 17 Regular September meeting of the Pacific Northwest Chapter, Burlington Northern Safety Conference Room, 11th and N.W. Hoyt Street.

LATE ITEMS:

- Correction on Nezperce item on page 11 of this issue. The correct numbers for the diesels, are all U.S. Army Transportation Corps instead of U.S. Air Force
- | | | | |
|------------------------------------|------------|------------|----------|
| All GE 45-ton B-B diesel electrics | USATC 7925 | - GE 27632 | Feb 1944 |
| | USATC 8560 | - GE 27698 | Sep 1944 |
| | USATC 8573 | - GE 27711 | Nov 1944 |

Don Dietrich

- Union Pacific operated a special train observed passing Vancouver, Washington at 1:55pm June 9, enroute from Albina yard Portland to Argo yard Seattle and return with UP's top management on an inspection of the railroad. The train consisted of UP 926 (E9A), 972B (E9B), 5505 coach, and business cars 101, 102, 105, 112 and 103.
- Effective June 10th the Amtrak train between Seattle and San Diego will have an extra sleeper to accommodate the expected summer crowds.

NOTICE

This is the last Trainmaster until September, 1971. The staff of the TM hopes that everyone will have a pleasant and enjoyable summer. Try to visit one of the museum operations in the area since they need the support of the public to stay in operation.

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FLASH! First AMTRAK excursion train in Pacific Northwest will operate to Tacoma and Olympia from Portland via BN rails Sunday, June 27, 1971. Trip leaves Portland Union Station 7:30 am; returns 9:45 pm. Intermediate stops and tickets on sale at BN stations in Vancouver, Kelso, Chehalis and Centralia, Wash. Trip includes dining at Top-of-Ocean Restaurant in Tacoma and Capitol and Brewery tours in Olympia. Route of trip Portland-Tenino-Yelm-Tacoma-Olympia-Gate-Centralia-Portland. Fare \$25.00 adults; \$18.00 age 5-11; \$12.00 under 5. Tickets from BN Ticket office, 426 American Bank Bldg., phone 228-9111 Portland, or write Whistle-Stop Excursions, 2100 - 26th St., Suite 202, Milwaukie, OR 97222.

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(Publ. note: Oops! Two different "wire services.")

PEGGY PROGRESS

Work on Stimson Lumber Co. Shay No. 1 ("Peggy") at Oaks Park has been moving along this spring in spite of unseasonal weather at times, and interruptions due to Railcon in Spokane, the opening of OP&E's steam train in Cottage Grove, etc. Although the crew will take a vacation June 19 to attend the Central Oregon meeting, work parties will continue throughout summer every Saturday afternoon.

As of this writing we have accomplished a great deal. New front and rear beams have been installed, the broken frame fixed, a deck installed under the water tank, "miles" of piping renewed, flues cleaned out and boiler washed, valve gear and bearings disassembled and cleaned and oiled, journals repacked, a new side welded into the water tank, and a myriad of smaller jobs.

A hydrostatic test of 187 lbs. of cold water was put on the boiler and no leaks were found in the boiler itself. We are now repacking some leaky valves and pipes we found, and hope to be ready shortly for a visit from the State boiler inspector. The next big project is replacement of the cab, which was burned several years ago when the engine was on display in the Forestry Building in Portland. Our gang has trained themselves as plumbers and Shay mechanics, and it looks like the next skill we'll acquire is carpentry unless other members who already have that skill show up.

When will we fire her up? This depends on two things: the boiler inspector and the number of workers we can get to turn out to help.

The list of members and friends of the Chapter who have helped out to date is quite lengthy, but we feel it important to publish in order to provide proper recognition for their long and hard work on the project. Especial thanks should go to Dick Samuels, a non-member who nevertheless has pitched in whenever we needed him, with the loan of his trucks, pushcar, railroad ties, welder, rollers, etc.

A member deserving special credit is "Woody" Woodford, who has hardly missed a session so far, and has constantly done the roughest and dirtiest jobs of crawling into the firebox, smokebox, and tender tank. Other regulars who have put in the most hours are Jim Gilmore, Roger Sackett, Jack Holst, Dave Stimac, Dave Davison, and John Holloway.

Other members who have put in at least one day's work on the project are: PNW members Irv Ewen, Ed Immel, Al Zimmerman, Art Pashelke (who also has furnished many tools), Bob Hoffman, Roger Phillips, Noel Nelson, Ed Berntsen, and Ken Dethman; Non-members Dick Beeny, Tom Liethon, Ron Dahl, and Ron Harr.

---J. M. Holst, Mech. Chairman.

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AMTRAK began operating a tri-weekly North Coast Limited (running as BN trains 25-26) over the former NP route Spokane-Minneapolis June 14 westbound and June 16 eastbound. The train will leave Minneapolis Monday-Wednesday-Saturday, and leave Spokane eastbound Monday-Wednesday-Friday. Consist will include water-baggage car, coach, dome-coach, slumbercoach, travelers rest (lounge service only), North Coast Limited diner, and dome-sleeper-lounge (ex-NP "Booze in the Sky").

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Number 146 - June 1971

The Sensuous Railfan

By H

As my situation is somewhat unusual, I feel the need to share my experience with you, my fellow man. You see, I married a railfan.

My husband seemed sane enough when we met. We were working for the same firm and coffee breaks led to a date, and so on in the normal girl-boy relationship. It was after we had been dating for a while that conversation got around to hobbies (I knit.). He mumbled something about "railfan," the subject got changed, and I let it pass. The only type of fan I ever heard of were sports fans, so I assumed a railfan was a follower of some obscure sport, like La Crosse or curling. I should have known better.. It wasn't until one golden fall afternoon when, still thinking this was some exotic sport similar to Jai Lai, I asked when he was going to take me to a rail match. He looked incredulously at me until it dawned what I was saying. "Trains," he said. "Railroad trains."

Now I had been reading one of those "Hot To Get A Husband" manuals, and in Chapter 6, it stated: "Take an active interest in your prospective mate's hobbies." So I went to the local library and looked up railroads in the card file. The selection was not great: a treatise on "Roadbed and Bridge Construction," something on mixed trains by someone named Beebe, and The Little Train that Could. I settled for the book by Beebe and launched into a campaign to astound my beloved.

The next evening he came to call I couldn't wait to thrust my knowledge upon him. Late in the evening I casually asked "By the way, what is the difference between a steam locomotive and a diesel?" A glow appeared in his eye. At promptly 7 pm the next evening he arrived at my door carrying a slide projector, a box of slides, a large chart of a steam locomotive, and a pointer. I was then treated to a three hour lecture on "Locomotives, their Care and Feeding," topped off by a 10-minute written quiz (I made a 75). He left, beaming. I knew I had him as good as in church, but I was wondering if it was worth it.

Spring came. One balmy weekend he suggested a picnic in the Pennsylvania Dutch Country of Lancaster Country. He told me of the picturesque ride, the quaint Amish folk, and as he was leaving, added something about a railroad in the area. The ride proved scenic and Amish folk in their horse-drawn buggies were indeed quaint. Then as we neared the outskirts of Lancaster it happened: We were driving down a narrow country road approaching a railroad crossing (that would have given me the clue right there). Suddenly he screamed "There she is!" (I remember thinking "There who is") The car was now in a controlled skid. He scooped up the camera, opened the door, and as we slowed to 25 MPH, he was gone. Looking up from under the dashboard I witnessed a frightening spectacle: There was my beloved calmly kneeling beside the track while a great, black, wailing behemoth bore down on him. In an instant it was gone. Smiling, he walked back to the car and tossed his camera in the back seat. "Almost missed that one," he said.

At long last he presented me with a diamond ring. The wedding went off without a hitch and the honeymoon was marred only by screeching halts at various grade crossings. When we got back, life settled down. Trains magazine came once a month. I should have known better. One fateful day the flyer came in the mail.

The Sensuous Railfan (continued)

"Reading Ramble," it said, "from Reading to Gettysburg." When he first saw it, his face glowed. "Oh, well, I thought, "a train ride in Pennsylvania this time of the year might be nice."

"Ride it," he sputtered, "We're not going to ride it. We're going to chase it!" I remember thinking "Chase it? What on earth do we do when we catch it?"

I packed a flimsy black nighty since this was the first time we had been away since our honeymoon and staying in a motel still had a spicy connotation to it. We found a nice place to stay near the tracks just outside Reading. Early next morning I awoke, crept over to my sleeping mate, and began to awaken him as only a wife can. We were just about to share life's greatest moment when up the valley came that all-too-familiar sound: The moan of a steam whistle. It seems that the railroad had sent out a lone engine early in the morning to be at Hershey when the fan trip arrived. This had not been in the flyer. My beloved sprang from the bed and rushed to the window just in time to see a plume of smoke disappearing down the tracks. He came back muttering curses; the magic of the moment was destroyed.

And so it goes. I've learned to live with this rather unusual man. He's a good provider and father. After all, he could be a sky diver.

(Editor's note: Due to the sensitive nature of this material we are unable to divulge the identity of H, the author. We are permitted, however, to reveal that her husband is John Hilton.)

--This article reprinted from June, 1971, issue of Potomac Rail News, published in Chevy Chase, Md., by Potomac Chapter, NRHS,

The Cumbres and Toltec Scenic Railroad, operating a portion of the Cumbres Pass route of Rio Grande narrow gauge between Antonito and Chama in Colorado and New Mexico, will operate train excursions as listed below this summer, using nine ex-DRGW 480- and 490-series 2-8-2's, ten "passenger" cars, and much other freight and work equipment:

From Chama to Big Horn and return: July 3; August 9, 15, 22, 29; September 4.

From Chama to Antonito by train and return by bus: July 4 and September 5.

From Antonito to Cumbres and return: July 5, 11, 18, 25; August 1, 7; Sept. 6.

From Antonito to Chama by train and return by bus: August 8.

Round trip fares: Adults \$13.50; children \$4.00. For information write The Cumbres and Toltec Scenic Railroad, P.O.Box 789, Chama, NM 87520. On any non-scheduled day, the entire train can be chartered for \$2500.00 per day.

--Potomac Rail News, June 1971.