

# The



# TRAINMASTER



Official Publication of the Pacific Northwest Chapter, National Railway Historical Society.

AUGUST 1986

Number 288

ALAN VIEWIG - Editor, 812 SW Washington #910, Portland OR 97205 Phone (503)228-8655

## CHAPTER TIMETABLE OF EVENTS

- |              |           |        |   |
|--------------|-----------|--------|---|
| 7 AUG 1986   | Thursday  | 7:00pm | AUGUST BOARD MEETING - not the starting time of 7pm for the Board meetings. All welcome to the Columbia Gorge Model Railroad Club clubhouse at N Russel and N Vancouver in Portland. Please do check in with the President if you wish to address the Board. Much goes on at these meetins.   |
| 15 AUG 1986  | Friday    | 7:30pm | AUGUST REGULAR CHAPTER BUSINESS MEETING at the PGE Auditorium on SE 17 between Powell & Holgate. NO SNACKS due to the snack-makers being off for a summer vacation. NEWSREEL involves members with up to six recent rail related 35mm slides. Check in with the Membership Hospitality table to find out how to load the projector tray. If you are not a regular in attendance, check in with the Membership Hospitality table to be sure you find a friendly soul to talk with. Unsure if there is to be a program. |
| 11 SEPT 1986 | Thursday  | 7:00pm | SEPTEMBER BOARD MEETING - note the starting time of 7 pm. See August Board note for details.  |
| 13 SEPT 1986 | Saturday  | early  | AMTRAK EXCURSION TO MADRAS thru the famed Canyon of the Deschutes River. Watch your mail for many details of ticket price and the like. One day, RT.  |
| 19 SEPT 1986 | Friday    | 7:30pm | SEPTEMBER REGULAR CHAPTER BUSINESS MEETING at the PGE Auditorium on SE 17 between Powell & Holgate. The snack-maker & provider will be back in biz & your healthy contribution will provide for better snacks in following months. NEWSREEL and PROGRAM.  |
| 20 SEPT 1986 | Saturday  | early  | AMTRAK EXCURSION TO MADRAS and return, just like the week before. Again watch for mailed details.   |
| 27 SEPT 1986 | Sat & Sun |        | AMTRAK EXCURSION TO SPOKANE & SEATTLE & PORTLAND with fancy hotel in Spokane and maybe chartered ferryboat ride along the way. Watch the mail for ticket details and start saving your coins now.   |

Each & every Saturday some members gather near the roundhouse at the Semaphore Rest. for no host lunch at noon. Good time & good people attend, so why not join them?

Room 1, Union Station, Portland, Oregon 97209 (503) 226-6747

## PACIFIC NORTHWEST CHAPTER 10 JULY 1986 BOARD OF DIRECTORS MEETING

The meeting was called to order by President Rich Carlson at 7:50 PM.

The minutes of the June 26th board meeting were approved as read.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts:

GENERAL Account \$26,321.77  
CDIC Account 16,0522.96

Of the available funds \$7,526.44 are designated and \$34,848.29 are undesignated.

Finance Committee: Larry Miller reported that the committee has reviewed and approved the treasurer's financial statement for the first half of 1986. The finance committee made the following recommendations to the board: 1) The the Chapter should have a policy governing the use of Chapter equipment by Chapter members for non-Chapter activities, 2) A strong recommendation that the Chapter not spend money on a light rail booklet.

Rolling Stock Committee: Bob Hoffman presented a request for funds for \$3,179.68 to cover brake jobs on cars Mt. Hood, 3300, and 6200, the work having been done by M.K. Bob proposed that the Chapter buy ex-Amtrak coach 4400 for parts from George Lavacot for \$1500. Bob also requested \$988 to buy eight Lexan windows for car 6200.

Excursion Committee: Steve Howes advised that the committee is waiting for a final price from Amtrak on the Spokane and Madras trips. The excursion newsletter has been mailed. The trip brochures are in the computer waiting only for price to be completed. Ben Fredericks of the public relations committee is ready to place ads in The Oregonian and The Columbian. Members of the board expressed concern about any delay in notifying our customers about the excursions due to the short lead time. Moved by Kerrigan Gray, seconded by Al Viewig, that the excursion committee be instructed to send out an advance one page notice on the excursions as soon as possible. Motion passed. Steve Howes furnished the board members with copies of rental rate and condition sheet for the car Mt. Hood.

Membership Committee: Mary Lou Weaver advised that the new membership directories will be given out at the July 18th meeting.

Museum Committee: Mary Lou Weaver presented the following report: "The museum committee recommends that the Board adopt as its primary goal for the Pacific Northwest Chapter the establishment of a rolling museum of railroad history. This museum would consist of:

- 1) Operational rolling stock appropriate to Oregon and the Pacific Northwest
- 2) Interpretive exhibits about railroading and its impact on our past, present and future
- 3) An ongoing educational program which would include:
  - a) Activities promoting rail travel and safety
  - b) Preservation of historical materials of railway transportation
  - c) Research and publications on related topics
  - d) Cooperation with other museums, historical societies, railroads, railroad oriented organizations, and educational institutions to interpret and commemorate historical railroading events
  - e) Recruiting and training people to present to the public a 'living'

memorial to the efforts and achievements of those who built, maintained, and operated the railroads of the Pacific Northwest"

This report also requests the board's mandate to the committee to prepare a five-year plan and that action be taken in time to plan future work before it is necessary to prepare the committee's 1987 budget.

Concessions Committee: Marilyn Rehm reported that she is looking into the possibility of a Light Rail T-shirt suggested by Terry Parker. Marilyn requested that locked storage be provided in Room 1A for some concessions items.

Policy and Planning Committee: Doug Auburg reported that no more meetings are planned until the museum committee receives some direction from the board.

Activities Committee: Tom Brewer stated that he needs a decision on whether January or February will

be the month for the 1987 Chapter banquet.

Library Committee: Bob Slover reported that the committee met on June 22 and set up the following areas of responsibility:

- 1) Review and acquisition of new material
- 2) Indexing and cataloging of new material
- 3) Setting up storage facilities
- 4) Checking out & maintaining library material
- 5) Research
- 6) Correspondence

The committee has tentatively set up a policy for members to call Room 1 to request material which would then be checked out at the next business meeting. Books would be checked out for 30 days. If no request was received for a book while it was checked out it could be renewed for another 30 days. The committee is trying to determine the best hours to ave the library open. the next committee meeting will be on Monday, July 28, at Room 1.

## OLD BUSINESS

WIG WAG Signal: Rich Carlson reported that the SP wig wag signal has been removed from the SP right of way and is stored at Gordon Zimmerman's place.

Insurance Appraisal: Rich Carlson advised that insurance representative Bob Schoepper will do a free appraisal of the chapter's insurance policies.

Cars in Silvas, Ill.: Rich Carlson reported that he is still working on obtaining insurance which will satisfy the Union Pacific in order to move the cars in Silvis, Ill. The Chapter will have to obtain insurance in order to move the cars. The board requested that Rich call the private car owners association to see if their insurance will cover.

Cars Red River and Twin Grove: Rich Carlson reported that he is waiting to hear from the SP on moving the cars Red River and Twin Grove.

O & C Celebration: Al McCready presented the following resolution in connection with the celebration of the completion of the O&C RR: "Resolved that the Pacific Northwest Chapter NRHS pledges full cooperation to the Oregon Historical Society and other appropriate organizations in planning a suitable celebration including a possible rail excursion over the Siskiyou Route in commemoration of the completion of the Oregon and California RR at Ashland, Ore., in December, 1987." Moved by

Kerrigan Gray, seconded by Doug Auburg, to adopt the resolution as presented. Moved by Doug Auburg, seconded by Al Viewig, to amend the motion by adding the words underlined above. Amendment passed. Main motion as amended passed.

Policy Book: Doug Auburg reported that he and Dave Van Sickle are working on the policy book but that it will not be completed for a couple of months.

Track Sub-Leasing: Rich Carlson questioned the status of privately owned cars parked on the Chapter's leased tracks in the Brooklyn Yard. Moved by Doug Auburg, seconded by Al McCready, that an agreement be drafted covering the storage of privately owned cars on the Chapter's leased SP track or that a sample of an existing tracking agreement be obtained. Motion passed.

Rich Carlson will check with Bob Melbo about the existence of a lease dating from 1981 covering Chapter use of the Brooklyn roundhouse.

Leasing of Chapter Passenger Cars: Moved by Doug Auburg to adopt the leasing proposal and rates as formulated by the excursion committee. Motion died for lack of a second. Al Viewig stated that he has received information from two sources indicating that the proposed \$300 a day charge is too low for the Mt. Hood. Moved by Al McCready, seconded by Jack Pfeifer, to charge \$500 a day for the Mt. Hood on trains and \$250 a day parked. Moved to amend by Doug Auburg, seconded by Kyrian Gray, to charge \$400 a day for the Mt. Hood on trains for the second and additional days. Amendment passed. Main motion as amended passed. All other passenger equipment: Moved by Kerrigan Gray, seconded by Doug Auburg, to accept the "other equipment" rates proposed in May. Motion passed.

#### NEW BUSINESS

Light Rail Album: Rich Carlson presented a proposal from the publications committee to publish an album on the Tri-Met light rail line at a cost of \$12,000 provided that Tri-Met gives permission to sell the album on its property and/or on trains. Moved by Kerrigan Gray, seconded by Al McCready that the board

recommend against the album. Motion passed. The proposal will be referred to the general membership for final action.

Railway Equipment Co. Sign: Rich Carlson reported that he has talked to the owner of the building with the Railway Equipment Co. sign. The building has been given historic status. Rich has located a sign company which will donate a move of the sign if it is given to the Chapter.

Museum Proposal: Moved by Dave Van Sickle, seconded by Doug Auburg, to accept the Museum Committee report (detailed earlier in these minutes) in principle, to request that a specific plan be developed regarding equipment to be used and materials needed for a museum train, and to develop a plan for implementing the proposal. Motion passed.

Private Use of Chapter Cars: Moved by Doug Auburg, seconded by Kerrigan Gray, that it be board policy that Chapter equipment not be used by Chapter members or non-members for private events without board approval. Motion passed.

Rolling Stock Business: 1) Moved by Dave Van Sickle, seconded by John Holloway, to approve the cost of air brake work on cars Mt. Hood, 3300, and 6200, for cost of \$3,179.68. Motion passed. 2) Moved by Al Viewig, seconded by Dave Van Sickle, to approve \$988 for eight Lexan windows for car 6200. Motion passed. 3) Moved by Doug Auburg, seconded by Kerrigan Gray, to purchase ex-Amtrak car 4400 from George Lavacot for \$1500 for use as parts and scrap. Motion passed.

Smoking Car on Excursion: The excursion committee presented a request from Irv Ewen to omit the "smoking" or "non-smoking" boxes from excursion ticket order forms due to ticketing problems caused by use of the boxes. Doug Auburg moved, seconded by Kerrigan Gray, that smokers be instructed to use the lower vestibule of designated cars. Motion passed.

Present: Board: Auburg, McCready, Kerrigan Gray, Viewig, Storz, Carlson, Kyrian Gray, Holloway, Van Sickle, Dorsett, Pfeifer. Members: Nowell, Brewer, Hodson, Rodabaugh, Hoffman, Parker, Edgar, Rehm, Howes, Larry Miller, Slover, Weaver.

Meeting adjourned 10:32 PM.

Respectfully submitted,

/s/ Chuck Storz, Secretary

## CUT OUT + PASTE IN YOUR MEMBER DIRECTORY

#### PLEASE ADD:

Kennedy	Stanley C.	1000 SE 12th Ave.	Portland	OR	97214	(503) 234-0509
Kennedy	Beth I.	Stanley C. Kennedy				
Meyer	John C.	6320 SE Jennings Ave.	Milwaukie	OR	97267	(503) 654-5176
Moffatt	Lois J.	P.O.Box 16304	Portland	OR	97216	(503) 760-6129
Stadter	Gregory E.	1005 SE 136th Ave.	Vancouver	WA	98664	(206) 696-2889
Stevens	Eric E.	2245 NW Overton	Portland	OR	97210	(503) 229-7120
Swanson	Mary E.	483C North Harvard	Portland	OR	97203	(503) 285-1928
Timmings	Ruth A.	5216 E. Burnside #3	Portland	OR	97215	(503) 234-1210
Vandiver	Robert F.	11 SW Curry #7	Portland	OR	97201	(503) 223-2327

## MINUTES OF THE 18 JULY 1986 CHAPTER REGULAR BUSINESS MEETING

The meeting was called to order by Vice President Doug Auburg at 7:35 PM in the PGE auditorium.

The minutes of the May meeting were approved as read. (There was no June business meeting due to the picnic.)

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts on 6/30/86:

GENERAL account	\$26,321.77
CDIC account	16,052.96

Of the available funds, \$7,526.44 are designated and \$34,848.29 are undesignated.

Vice President Doug Auburg reported on the following:

1. President Rich Carlson has sent a letter to AAPRCO to try to arrange for the insurance needed in order to move the cars the Chapter has purchased in Silvis, IL.

2. Jack Pfeifer has resigned as excursion personnel director. Steve Howes will take over the position.

3. The Chapter board has recommended the purchase of ex-Amtrak car #4500 from George Lavacot for \$1500 for parts and scrap.

Deposit on Rooms for Vancouver Trip: The Chapter has requested a refund of the deposit on rooms on the ship Pegasus due to the cancellation of efforts to run a trip to Vancouver, B.C. (per VP Doug Auburg). It now appears that there will be a problem getting the refund due to financial problems of the ship's owners. Receiving the refund is in question at this time. Legal action may be necessary. The deposit amounts to almost \$18,000.

excursion Report: Excursion Committee Chairman Steve Howes reviewed the excursions to Spokane and Madras to be run in September. An edition of the excursion newsletter has just been mailed. An advance notice flyer on the September excursions is to be sent to the excursion mailing list. The committee is still waiting for Amtrak to advise the costs for the September excursions. The Chapter's selling price cannot be set without this information.

Museum Committee: Mary Lou Weaver presented the Museum Committee's proposal to the membership: "The museum committee recommends that the Chapter adopt as its primary goal the establishment of a rolling museum of railroad history. The museum would consist of:

1) Operational rolling stock appropriate to Oregon and the Pacific Northwest

2) Interpretive exhibits about railroading and its impact on our past, present and future

3) An ongoing educational program which would include:

- Activities promoting rail travel and safety
- Preservation of historical materials of railway transportation
- Research and publications on related topics
- Cooperation with other museums, historical societies, railroads, railroad oriented organizations, and educational institutions to interpret and commemorate historical railroading events
- Recruiting and training people to present to the public a 'living' memorial to the efforts and achievements of those who built, maintained, and operated the railroads of the Pacific Northwest"

"This does not mean that we are not interested in a permanent location. It means we see this as a more

viable approach and as making the most efficient use of our resources and capabilities.

Car 4500: Larry Miller advised that ex-Amtrak Pullman car #4500 is at present owned by George Lavacot. It has four usable wheel sets, tightlock couplers, trucks and brake equipment. The rolling stock committee wants the car only for its usable parts. It is available for \$1500. VP Doug Auburg advised that the Chapter board has recommended purchase of the car. Moved by Ed Immel, seconded by Kerrigan Gray, that the Chapter buy car #4500 for \$1500. Terry Parker moved to amend, seconded by John von Gaertner, that the Chapter pay the car's owner 50% of the price now and 50% on Oct. 1, 1986 if he is agreeable. Amendment passed. Main motion as amended passed. George Lavacot stated that he is agreeable to the terms of payment.

Light Rail Booklet: VP Doug Auburg stated that the publications committee has recommended the publication of a booklet on the Tri-Met light rail line for the opening of the line and at a cost of \$11,000. The finance committee and board have recommended against publication of the booklet. Moved by Al Wert, seconded by Duane Cramer, that the light rail booklet not be published. Motion passed. Additional information: The publications committee recommendation was conditional on receiving permission from Tri-Met to sell the booklet on its property and/or trains. This permission was not received because of an exclusive agreement between Tri-Met and a party not known to the Chapter for sales of light rail souvenirs.

Moved by Mary Lou Weaver, seconded by Larry Hodson, to appropriate \$115 for a member of the Chapter to attend a workshop on operating non-profit organizations. Motion passed.

Moved by Terry Parker, seconded by Marilyn Rehm, that by August 7, 1986 the Chapter make payment for an commit to the movement of the two cars in Silvis, Ill, to Portland. John von Gaertner moved to amend, seconded by Randy Nelson, to change the date to the November 1986 board meeting. Amendment passed. Main motion failed on a show of hands.

Car Mt. Hood Leasing Fees: Steve Howes reported that information has been presented to the board by the excursion committee on proposed fees for the use of the car Mt. Hood. At the last board meeting the board adopted a fee schedule higher than that recommended. The board's higher fees will lose the Chapter five rentals of the car because the fees are too high for the market. Moved by Kerrigan Gray, seconded by Mike Ackley, that the Chapter adopt the lower fee schedule recommended by the excursion committee in place of the schedule adopted by the board and that revenues from the car be earmarked for its maintenance. Moved to amend by Randy Nelson, seconded by Kerrigan Gray, to remove the earmarking of funds provision. Amendment passed. Main motion as amended passed.

Fifty one members and guests signed the meeting register.

The meeting was adjourned at 9:05 PM.

Respectfully submitted,

/s/ Chuck Storz

Chuck Storz, Secretary

## NATIONAL RAILWAY HISTORICAL SOCIETY



V. ALLAN VAUGHN  
CHAIRMAN OF THE BOARD

320 WISCONSIN AVENUE  
OAK PARK, ILLINOIS 60302

July 11, 1986

Railroad Collection Librarians:

I hope that you will forgive our initial contact with your organization being such an informal "mass production" letter - we are just getting started in earnest with our Library of American Transportation project.

After housing a fragmented collection of books and periodicals in a church gymnasium in New Jersey for many years, the Library has moved into the Society's permanent offices in the Suburban Station Building in the heart of Philadelphia.

Our Library, while it will have conventional collections of rail historical data, will be progressed as a "super catalogue" operation which we plan to computerize. Having discussed the library format with the trustees of the Library, we arrived at the conclusion that inasmuch as nearly all railroad libraries have the standard works, why start yet another set of the same. We feel that to best serve the researcher and our own 153 local Chapters we would devote our efforts and finances to a research service library that would seek out "where it is" and develop lasting relationships with existing collections.

This initial contact is to ask your patience in supplying us with information regarding the material in your collection; its terms of availability, use fees, and the like; the availability of a catalogue [which we are prepared to pay for in all instances] - naturally, if your collection is closed to outside utilization we appreciate the information.

The concept of the central railroad history catalogue is very exciting to us and we feel it will best serve not only our own membership but enable us to assist institutions such as yours in best utilizing the materials entrusted to your care.

Thank you for your kind assistance.

Yours very truly,

This letter was sent to 218  
college and university libraries  
shown to have railroad  
vav collections, along with  
railroad technical groups

## LIBRARY COMMITTEE REPORT

by BOB SLOVER

Library materials that have been ordered are starting to arrive. Three recent arrivals are:

The Canadian - photographs of the train in service, along with historical notes and equipment information

Memoirs of Three Railroad Pioneers - collected memoirs of Mark Hopkins, E. H. Harriman, and James J. Hill

The Shasta Route - an account of the development of the railroad between Sacramento CA and Portland

A Thank-you to those who have returned library materials. Books and tapes that have been checked out over 30 days can be returned at Room 1, at any Board or Membership Meeting, or by calling Bob Slover (692-4782).

A list of books that can be checked out will appear in the next TRAINMASTER. Leave a message at Room 1 or call Bob Slover if you have a request.

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## MEMBERSHIP COMMITTEE REPORT

by DARLENE MORRISON

The Membership Committee is pleased to report that new Chapter Directories are now available. Those who attended the July Regular Chapter Meeting received their copies. Directories will be available again at the August meeting in order to save mailing costs.

Due to the expense of printing and distributing directories, we hope to wait until 1988 to print another. We have double spaced the current one and will print new members' addresses and address changes each month in the TRAINMASTER. If you do not want your address change printed, you must notify the Committee Chairperson at the time you send in the change.

Our apologies to a small group of members who joined last November. They have been receiving all of the benefits of membership, but they were inadvertently omitted from the directory. Their names and other information will appear in the TRAINMASTER along with names of new members this month and next. (We're proud to have 551 members at this writing.)

We are saddened by the loss of two members recently. DORIS LeRENE ALLEN was an active member and accompanied us on several excursions.

CLARENCE "PETE" MAY died July 6th. Pete was a publisher and historian with a special interest in both Canby, where he was born, and Klickitat County in Washington, where he lived for the past 30 years.

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## MUSEUM COMMITTEE REPORT

by MARY LOU WEAVER

The Museum Committee has presented to the Board the following recommendation:

The Museum Committee recommends that the Board adopt as its primary goal for the Pacific Northwest Chapter the establishment of a rolling museum of railroad history. This museum would consist of:

- 1) operational rolling stock appropriate to Oregon and the Pacific Northwest
- 2) interpretive exhibits about railroading and its impact on our past, present, and future
- 3) an ongoing educational program which would include:
  - a) activities promoting rail travel & safety
  - b) preservation of historical materials of railway transportation
  - c) research and publications on related topics
  - d) cooperation with other museums, historical societies, railroads, railroad oriented organizations, & educational institutions to interpret & commemorate historic railroading events
  - e) recruiting and training people to present to the public a "living" memorial to the efforts and achievements of those who built, maintained, and operated the railroads of the Pacific Northwest

A brief description of the above items was presented at the July regular chapter meeting, however, the committee plans to give a more thorough presentation at the August regular chapter meeting along with an opportunity for questions and comments. If you cannot attend the August meeting, you are welcome to send your comments to the Museum Committee at the Room 1 address.

## ARE YOU SUGGESTING WE TAKE OUR ROLLING STOCK AND 4449 AND MAKE A TRAIN TO CALL A MUSEUM?

No, what we are suggesting is to decide on an overall consist of probably 30 cars and 5 or 6 engines from which we would put together a train which would be appropriate to the occasion. The total consist would be made up of coaches, exhibit cars, representative freight cars, and other equipment such as caboose, diner, business car, etc., all of which would be appropriate to the Pacific Northwest. Each piece of equipment would be as fully restored as possible, focusing on what rail travel in the past was like, including costumed "employees" whenever possible. Exhibits would be interpretive, educational, active, and fun.

## WHERE WOULD WE GO AND WHY?

This rolling museum could be available for celebrations, fairs, marking historic railroading events, school district programs, visiting other museums, and other appropriate activities in addition to being on display at a permanent site. It would encourage tourists to visit Portland while providing a unique attraction everywhere it traveled.

## DOES THIS MEAN WE DON'T WANT OR NEED A "REGULAR" MUSEUM WITH A BUILDING AND DISPLAYS ?

No, on the contrary, this museum train would provide an excellent beginning for a larger museum in the future if the opportunity and resources are available. We are actively looking for a permanent display site in Portland.

## WHAT DOES THE COMMITTEE SEE AS THE NEXT STEP ?

We are beginning to develop a 5-year plan with input from other committees. This plan would be presented to the Board as soon as possible.

## WHY ARE YOU IN SUCH A HURRY ?

This plan needs to be considered in our budgeting for 1987 if it is adopted.

CONTINUED →

MUSEUM CTE REPORT  
CONTINUATION

WHAT ARE THE IMPLICATIONS FOR THE CHAPTER IF  
IT ADOPTS SUCH A PLAN ?

(MARY LOU WEAVER takes sole responsibility  
for this particular answer)

If we want to establish a rolling museum, we must focus our resources on that goal. This means we may have to sell, scrap, lease, or loan for display the inventory which does not fit into the plan. We will not be able to purchase every piece of rolling stock we are offered. Our committees must work together with a common goal in mind.

We will need money, money, and more money. We will need to ask for grants and corporate donations as well as doing our own fund raising. We need a Board who can take the leadership for this fund raising, and we will need to hire some help with marketing, designing displays, grant writing, etc. We need fiscal planning.

We need to elect Board members on the basis of their qualifications to help us reach this goal. Being on the Board will no longer be a matter of just donating your time for meetings and offering your vote on whatever comes up. It will require a belief in the project, willingness to sell others on the idea, willingness to donate time and money, and a spirit of cooperation.

The Board as a whole needs training in their management and fiscal responsibilities. They need to find ways to foster an atmosphere of trust at meetings so that members feel comfortable sharing opinions and brainstorming. They need some training in conflict resolution and in planning (from an organizational viewpoint).

We must have a president next year who can convince people to give just a little bit more than they think they can, but make them feel good about doing it. We need leadership policies which improve communication and fit our long range goals.

Fortunately, we have a good beginning with the rolling stock we own or have available. Beginning a museum project with a sound plan for the future puts us in an excellent position to ask for donations of equipment we want. We have a small but active group of people who are knowledgeable about restoring equipment and are willing to learn more. We have people who know how to get a train from here to there. Our reputation with railroads and other groups is excellent due to our past efforts.

We have a very long way to go, but I believe wholeheartedly in this project. I close my eyes and I can see a museum that is what it wants to teach you about and to preserve. I can see exhibits that help you understand the economic impact of railroads on the Pacific Northwest or allow you to share a little of the life of the minorities that helped build the railroads ... and so much more. I encourage you to try it and let me know what you see.

WHAT ABOUT THE OTHER GROUPS IN THIS AREA THAT  
ARE THINKING OF BUILDING A RAILROAD MUSEUM ?

The committee is convinced that this approach is the best way to bring about cooperation between these groups rather than competition and, at the same time, keep the City of Portland's 3 engines as a resource for the city. We have shared these ideas with members of other groups and the response has been favorable.

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LIGHT RAIL NAME ANNOUNCED

(Dated 25 July 1986 & Provided by Tri Met)

It's MAX -- Metropolitan Area Express.

The people have spoken, and they have helped to name their \$214-million light rail system.

This is how Tri-Met General Manager James E. Cowen announced the winning name for Oregon's new, 15-mile ribbon of rail linking Portland and east Multnomah County, during noon-time ceremonies before a Yamhill Plaza audience.

Cowen was joined by the Oregonian executive Joseph Bianco, whose newspaper sponsored the contest asking readers to evaluate six names proposed by Tri-Met employees or to submit their own names. Tri-Met's light rail line is scheduled to open September 5th, 1986.

Tri-Met received more than 5,000 entries. Tri-Met involved still more area residents in the process by submitting finalists' entries to evaluation by citizen focus groups and more than 400 respondents in a tri-county opinion survey.

After promising to send every person who voted or submitted a name one free Tri-Met day pass good anywhere on the light rail/bus system, Cowen introduced the winning name's author, Jeff Frane a Tri-Met employee. Also recognized at the short naming ceremony was Donna Anderson of Gresham. She was chosen by lot from among those voting for MAX.

Noting that entries had come in from over 5,000 individuals throughout Clackamas, Multnomah and Washington Counties, Cowen said, "they were 98 percent upbeat, positive names reflecting great pride in the community and the light rail line. The people own this system, now they've participated in naming it; they sense it's their gift to the future of our region."

The top contenders among other names suggested were "Light Train," "The MET," "The Roseliner," "The Link," "Tri-Lite," "City Train," "The Flyer," "Met Rail," and "The Rose."

Serving as master of ceremonies for the name unveiling was Jonathan Nicholas, columnist for The Oregonian. Providing some flair for the announcement was the John McKinley Dixieland band.

Cowen noted the possibilities of marketing the light rail line by using MAX. "I can already hear people using the name much as they use 'The Schnitz'," Cowen said, "as in 'I'll catch the MAX at Pioneer Courthouse Square' or 'the MAX will be along in five minutes.'" Cowen also suggested ease and simplicity in signing and schedules ... even to the marketing of discount tickets by the "MAXpack," or listing instructions for using light rail as "MAX Facts."

When the "Name the Train" contest was announced by The Oregonian in June, the guidelines asked for monosyllabic, easy-to-pronounce names that would be catchy and help people easily identify the light rail line; a name which would lack a bureaucratic sound and be relevant to the entire region not just to Portland, Cowen noted.

"MAX fits all of those descriptions," Cowen proclaimed, "Like the light rail line itself, it's a winner! Ride it to the MAX!"

MODEL RAILROAD OPEN HOUSE

In connection with the annual convention in Portland of the Union Pacific Historical Society, August 14-17, Chapter member Jack Pfeifer is having an open house Sunday, August 17th, 1:00 PM to 4:00 PM, for anyone wishing to see his HO Union Pacific layout in operation. This layout fills an entire basement; consists of 650 feet of track with full scenery and requires seven operators when fully operational.

All interested Chapter members and their families are invited. Jack lives at 11325 S.W. Timberline Drive, Beaverton. From Highway 217 go west on Denny Road one block, then south on Bel-Aire Drive six blocks to Timberline.

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CHAPTER MEMBERS THANKED FOR REMEMBRANCES

The following note comes to us chapter members from Mrs. Freda Grande:

"Dear PNWC members:

"Thank you so much for the Memorial gift honoring Herb. Your group was one of his favorite groups and he sorely missed not being active over the last couple of years, but getting around was just too difficult.

"Thanks again for your kindnesses over all the years.

"Sincerely,

/s/ Freda Grande

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LIGHT RAIL REPORT

by Chuck Storz

The September 5 opening date for Tri-Met's Portland to Gresham light rail line is fast approaching. Operator training runs are scheduled from 7 AM to 11 PM Monday through Friday and from 8 AM to 4 PM on Saturday and Sunday. If you wish to see or photograph trains, the operation is mostly on the eastern part of the line from Gresham to either Gateway station or the crossover just west of 102nd Ave. The line is now operational from Gateway to the Coliseum station at the foot of Holladay Street. Test operations should be going as far as the Coliseum station by the time you read this. Two cars have been towed across the Steel Bridge and are in test operation on the downtown Portland loop. The Steel Bridge is due to have power by mid-August which will fill the only gap left in the system.

Here is more information on Tri-Met's light rail cars. Length over the anti-climbers is 86 feet 11 inches, and overall width is 8 feet 8 inches. Each articulated car has three trucks with the two end trucks powered. The cars have blended dynamic/spring applied disc brakes (the disc brakes are released by the action of hydraulic cylinders - no air involved). Each car weighs approximately 87,090 lb. (43 and 1/2 tons). Passenger capacity is 76 seated and 180 standees (total of 512 for a two-car train). Maximum service speed of the cars is 55 MPH. Minimum turning radius is 82 feet. Next month we hope to have more technical details.

oo0000oo

WATCH THE CHAPTER'S MAILING ADDRESS

We recently were informed that some mail addressed to the Chapter as follows was returned to the sender as undeliverable:

Pacific Northwest Chapter NRHS  
Editor, "The Trainmaster"  
Room 1, Union Station  
Portland OR 97209

The mailing was sent back to the sender with the following penciled in on the front cover:

800 N W 6th  
Portland OR

Thus be alert if you find that the mail is not getting to Room One and notify our chief stamp collector and Postal System supporter, President Rich.

oo0000oo

WASHINGTON, D. C., CHAPTER BY-LAW CHANGES

It appears that the NRHS Chapter of our nation's capital city is annoyed that the series of by-law changes that they submitted to National in the Fall of 1985 might not be acted on until another year. It sure would be fun to see what those "legislative" types have been up to.

(Copies of the National by-laws are in Room ONE.)

oo0000oo

N R H S 1987 C O N V E N T I O N

The 1987 Convention will be held in Roanoke, Virginia beginning on 28 July and winding up 2 August, 1987. Hotel Roanoke will be the headquarters. Engines 611, 4501, and 1218 will be on hand for the convention.

And the 1988 Convention might go to Somerset, New Jersey, for the last two weeks of July, 1988.

oo0000oo

BRIDGE BUFF NEEDS HELP

V. Allan Vaughn sent out a memo asking our members to try and assist a fellow in Missouri who is seeking some information on some bridges. He said: "If you're a bridge buff, then here's your chance to help a fellow fan. We have a letter from WILBERT WILLIAMS of 3115 Springtime Lane #207, Florissant, Missouri 63033, who is looking for data on the first five iron bridges over the Mississippi River built between 1865 and 1870: Burlington, Clinton, Sabula, and Dubuque, Iowa, and Rock Island, Illinois. Bill is doing research on pre-1900 spans on the Mississippi, from Memphis to McGregor, and the Missouri, Bismarck to the mouth."

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CHAPTER MEMBERS DESERVING PRAISE

The July issue of the Trainmaster was assembled by a crew consisting of MARILYN REHM, DAVID BROWN, and JIM EDGAR. Depending on your views of the contents or quality of that issue, maybe you should thank 'em.



# Light-rail claims first victim

By TOM HALLMAN JR.  
of The Oregonian staff

Tri-Met's light-rail system claimed its first victim Monday night when a 20-year-old Vancouver, Wash., man wandering along the tracks near Northeast 68th Avenue was struck and killed by a train traveling nearly 50 mph.

Albert Richard Ely Jr., 8424 N.E. 13th Ave., was thrown more than 50 feet and died at the scene of the 11:30 p.m. accident, said Henry Groepper, the Portland Police Bureau's public information officer.

The accident occurred when Ely, a saw operator for Vancouver Manufacturing, was on the Tri-Met right of way looking for a nail or a piece of wire to fashion into a cotter pin that he could use to repair a disabled car, Groepper said.

Ely had been a passenger in the car, which began shaking while being driven west on Interstate 84, Groepper said. The driver pulled the car off the road and discovered that a cotter pin

holding the rear-wheel assembly to the axle was missing.

While the driver and two passengers remained in the car, Ely went to look for something to use as a cotter pin, Groepper said. He said Ely climbed over a 3½-foot Tri-Met barrier wall and was wandering along the railroad tracks when train No. 123, making a test run to Gresham, approached. Ely's friends yelled to warn Ely, but he could not hear them because of freeway noise, Groepper said.

Ely's father, Albert Richard Ely, said his son and his friends were returning home after spending the evening in Portland.

"What can I say? I'm still trying to figure it out myself," Ely said. "He was a take-charge kind of boy who could fix things. "It wasn't even his car and yet he was trying to fix it. He was just a passenger trying to help out."

The operator of the train, Dale D. Depeel, 49, Tri-Met's driver of the year in 1983 and one of 32 light-rail drivers, was not injured, said Peter Grundfos-

sen, director of the agency's community affairs. No passengers were on board the train, which begins full-time service along a 15.1-mile route Sept. 5.

"He was operating at a high-degree of efficiency," he said. "The train lights were on, and he put the brakes on the moment he saw the man on the tracks. But at the speed he was going, it takes 800 feet to stop that machine. He had about 85 feet and there was just no way he could have stopped in time.

"He did everything he could have done to prevent the accident," Grundfossen said. "It's an industrial accident. The man should not have been where he was. It's no different than an accident that could take place on Southern Pacific Railroad tracks."

He said there are only two spots along the light-rail route where the train reaches speeds of up to 50 mph. Grundfossen said when the train travels through downtown Portland it will be moving the same speed as automobile traffic.

THE OREGONIAN, WEDNESDAY, JULY 30, 1986

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THE OREGONIAN, SUNDAY, JULY 20, 1986

## Suit could dump state railroad office off track

Compiled from staff and wire reports

SALEM — Refusal by Union Pacific Railroad to pay \$500,000 to the state of Oregon is threatening to close a division of the Public Utility Commissioner's office charged with regulating rail transportation safety, state officials said Friday.

"If they don't pay, we run out of money Oct. 1," said Dave Astle, assistant public utility commissioner in charge of the state's rail program.

Money paid by the railroads is used to finance railroad crossing and employee safety programs and track inspections. It is assessed on the basis of how much business the railroad does hauling goods in and through the state.

Seventeen people are employed in the division, which makes safety inspections on freight cars, railroad tracks and railroad crossings and also sponsors train employee safety programs.

Union Pacific filed a suit in federal court in Portland last month charging that the money it pays to the state violates a 1976 federal law prohibiting taxes that discriminate against railroads.

In filing the suit, Union Pacific refused to make a June 16 payment of \$250,000 charged by the state to the railroad for doing business in Oregon and is refusing to make a second payment of \$250,000 due Nov. 17.

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# RAILROAD MUSEUM

## NEWSLETTER

Volume 2, Number 4

Vancouver, Washington

July 1986

### UPDATE ON COMMITTEE ACTIVITY

Formed in September of last year, the 22-member Railroad Museum Committee appointed by Mayor Bryce Seidl has been studying the feasibility of a railroad museum in Vancouver. The committee divided into two subcommittees--one focusing on design and display, and the other focusing on potential sites.

The Design and Display subcommittee's task includes definition of potential physical scope, facilities requirements and museum displays.

The Site subcommittee has been studying alternative sites in Vancouver which might be feasible for a railroad museum development.

After several months of in-depth research, the committee is in the process of formulating its recommendations to the city council. Each subcommittee will present its findings to the full museum committee. A presentation will be made to City Council at a public meeting in the next few months.

Facilities of three different sizes and scopes are being analyzed for potential consideration.

**Selection 1:** This could be a "significant" railroad museum with over 100 years of railroading history on display in large buildings. The facility would include elaborate displays and an extensive collection of locomotives and rolling stock. There would be curatorial facilities, a spur track and all the amenities outlined in alternatives 2 and 3.

**Selection 2:** This could include an enlarged shop, storage and display buildings which would house four to six steam locomotives, operational diesels, and twelve to twenty-four additional railroad cars. More property could be acquired, and a restored passenger station and enlarged loop track for steaming up locomotives could also be a part of this facility.

**Selection 3:** A static display museum, with a combination of either shop and display buildings or shop and storage buildings, which could shelter approximately three steam and diesel locomotives and twelve assorted cars. The museum could also consist of a restored turn-of-the-century station house and a small loop track on which a locomotive could be steamed up.

### Positive Tourist Benefits

Between the Fort Vancouver National Historic Site, renovated Officers' Row, and the railroad museum, Vancouver possesses the potential to be a major tourist destination. Traffic counts indicate that on a weekday in the summer months (June through August), typically 94,000 cars pass over the Interstate 5 bridge in a 24-hour period. Visitor count at the Fort Vancouver National Historic Site is in the neighborhood of 28,135 per month. A railroad museum on a large scale would prove a draw to the region for visitors up and down the West Coast. Benefits to the region would be numerous. Both the Winter Olympics in Calgary, Alberta in 1988 and the Washington State Centennial in 1989, will bring tourists up the I-5 corridor through Southwest Washington. A first-class railroad museum facility will bring them to Vancouver. Presently, Southwest Washington is an area only minimally dependent on tourism compared to other portions of the state. Figures released from the

State of Washington Department of Trade and Economic Development indicate:

- \* tourism in Clark County generated \$92 million dollars in payroll
- \* employed 1,100 people
- \* added \$2.5 million to tax receipts

A focus on historic Vancouver and Southwest Washington and opportunities for recreation afforded by the Columbia Gorge and the Columbia River could showcase the many attractions that are available to visitors and residents alike. Vancouver has the opportunity to create a unique landmark--there is no other railroad attraction in the area similar to what is envisioned for Vancouver. Such a museum would be the finest interpretive railroad museum in the Pacific Northwest and would preserve for generations to come the rich history of the railroad and men and women who made that history happen.

## THE TRAIN LINE

by Doug Auburg

For our look back in history this month, we'll start off with some very interesting personal notes from Chapter member Jack Runciman of Gleneden Beach Oregon. Jack responded to my request of last month for input from members. Jack is a retired engineer from the Portland Terminal Company. He started as a fireman in September of 1941 and has kept a diary of important events in his time book ever since. Jack provides the following interesting data about the Terminal Company, Union Station and the railroads of the area:

1. April 1, 1925--There were 46 trains per day in and out of Union Station (some joint service). Information is from the Northern Pacific Terminal Co. (N.P.T.Co.) Union Station Time Table.
2. 1944--4,800,000 passengers in and out of Union Station.
3. Shasta Daylight trains started coming into Union Station on July 10, 1949. The Terminal Company handled their ALCO engines.
4. N.P. ran the last steam engine into Portland. N.P.T.Co. handled all N.P. engines.
5. The N.P.T.Co. changed its name to Portland Terminal Company (P.T.RR.Co.) on November 1, 1965.
6. The Milwaukee Railroad began running trains into Portland for the first time on March 22, 1971.
7. AMTRAK took over passenger trains on May 1, 1971.
8. Railway Express Co. closed for good in November, 1975.
9. Portland Terminal Co. celebrated its 100th anniversary on August 28, 1982.
10. All P.T.RR.Co. engines put on standby in December, 1983 and are for sale. Terminal Co. crews now use U.P., S.P. and B.N. engines.
11. P.T.RR.Co. Round House at Guilds Lake was demolished in September, 1985.

Thank you so much, Jack, for sharing these personal pieces of history from your life.

Now for a little look into the magazines for the remainder of this month's article. For this month I'm going to limit my subject to the 1936 Railway Age articles and editorials.

For most of us, well for me anyway, 1936 is a year with no personal impact because we hadn't been born yet or weren't old enough to know very much about the world beyond our own homes and neighborhoods. Everyone knows the U.S. and world were in the midst of The Great Depression at that time. In fact, right in the middle of 1929 is taken as the beginning and 1940/41 as the end. But what else was happening in that particular year that might get a lot of coverage in the Railroad press? The race for the presidency of the United States, that's what. More, specifically, the Franklin D. Roosevelt's campaign for re-election to a second term.

Whether you agree with his policies, programs, etc. or not, I doubt if anyone could argue that any single President of the Twentieth Century has had a greater impact on the social fabric of our Republic or its economic system. Many of the things we take for granted today were being fought over during this period. Things like "collective bargaining", "Social Security", "social welfare programs", and even "unemployment insurance" were, for the most part either just political theories or available only to a few.

I hadn't ever thought about this period in the "present tense" before. By that I mean that I had always read about it in history books. These books were, of course, written after the fact and therefore with the perspective of "past events." However, reading the various editorials in the 1936 Railway Age gives one the perspective of "now" and the "future" election. I think its fair to say that the railroads are now and have been among the most conservative of American industries. This attitude is certainly borne out in reading their industry magazine's statements and discussion of what "was at stake" in the 1936 election. Of particular interest is the language in which the arguments are framed.

In the Chapter's collection of Railway Age magazines, there are three editorials that illustrate these points as well as the time before and immediately after FDR's decisive election victory. The first, entitled "The 'Class Struggle' and Capitalism" can be found in the August 29 issue. The second entitled "Today's Great Opportunity For Far-Sighted Leadership" comes from the October 10 issue, and the final one entitled "The Election" is in the November 7 issue, just after the election.

The first characterizes the election as 'approximating' the class struggles between the proponents of Capitalism and Socialism. Comparisons are drawn directly to the Russian Revolution, the rise of Fascism in Italy and Nazism in Germany, the Spanish Revolution and the recent success of Socialists in France with the upcoming election in the U.S. A topic sentence is typical of the tone: "Radicals, on the one hand, including labor union leaders, and most business men, large and small, on the other hand, instinctively recognize that the political campaign in the United States this year is approximating a 'class struggle' between those favoring capitalism and socialism, and are lining up accordingly." The article then goes on to discuss its view of the possible dire consequences of the rise of a potential 'labor' party by 1940.

The second article deals with management theory in operating a railroad, or other industry. It recognizes that many, or most, of the complex operating rules are the direct result of some railroad manager's past practice of obtaining work from his labor force without proper compensation. (Perhaps an early statement of the truism that most union shops are the result of poor management.) The editorial then goes on to extend these issues to the upcoming election. The actions of an ICC Commissioner are compared to those of that over anxious railroad manager in extorting extra work product. An argument is made for high ethical standards in working with employees as a conclusion.

The final article was written within hours of President Roosevelt's smashing re-election. While not backing down, it does take a path of reconciliation by concluding: "Most business men ... opposed Mr. Roosevelt's re-election. They have been soundly beaten. There is only one thing they can now reasonably do--accept the result philosophically, continue to oppose government policies they consider unsound ..." "Meantime, they may well ponder the question why the views of business men regarding government policies affecting business had so little influence on most voters."

This may be of little interest to many, or most, of you. Let me suggest, however, that it is instructive to read the honestly held views of our forebearers, compare their predictions which what has actually happened during the intervening fifty years, and finally decide how effective they were as fortune tellers. Can we apply any of this data to the predictions of today's politicians, business, and/or labor leaders? If so then such historical reading may be of value.

### WHYTE'S LOCOMOTIVE CLASSIFICATION CHART

0-4-0		Switcher
0-6-0		"
0-8-0		"
2-4-0		Porter
4-4-0		American
2-6-0		Mogul
4-6-0		Ten Wheeler
2-8-0		Consolidation
2-10-0		Decapod
4-10-0		Mastodon
0-4-4		Forney
2-4-2		Columbia
2-6-2		Prairie
2-8-2		Mikado
2-8-4		Berkshire
4-4-2		Atlantic
4-6-2		Pacific
4-8-2		Mountain
2-10-2		Santa Fe
2-10-4		Texas
4-6-4		Hudson
4-8-4		Mohawk
6-4-4-6		Pennsylvania
2-6 + 6-4		Articulated

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July, 1986

# Gulf Coast RAILROADING



## THE MAKING OF A TRAIN FAN ON THE O - W R AND N

by RAY S. HEWITT

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I became a train fan at an early age and in an unlikely place. It was in Milton, Oregon (now known as Milton-Freewater), on a branch line of the O-W R and N, where the traffic was not heavy, the trains were relatively short, the engines were small -- by today's standards anyway, and the landscape was something short of spectacular. In fact before I went to college I had ridden a train only three times, and my total mileage was slightly over 400.

I suspect that what really grabbed me, and grabbed me hard, long before I had reached the age of six, was sheer noise and spectacle, beginning with the whistles that floated in from the depot, a mile to the north. There were whistles for the main street crossing a block east of the station and for the industrial crossing a quarter-mile west, and whistles for the order board itself.

The station and its inevitable companion, the water tank, stood near the north end of Milton, where fruit packing houses lined the track, crowded against the limits of the twin city, Freewater. Directly north of the track was the two story Fruit Growers Union packing house, which formed a perfect sounding board for the whistles. It was a thrill to be at the station and hear the four whistle blasts of the arriving train bounce, amplified, off the walls of the Fruit Growers Union, followed by a couple of seconds later by two short toots after the order board responded.

Add to the whistles the whish of escaping steam, the clanging of the bell accompanied by the double "hist, hist" at every lift of the steam-driven bell, the rush of escaping air from the brake system, and the rhythmic "huh-huh, huh-huh" of the air-pump exhaust. Add in the gray smoke mixed with steam as it ascended from the stack, and you can see why I wanted to become an engineer. But so did all my young friends. That ambition was pushed aside when we saw the first airplane fly over the town, and all of us turned to making toy airplanes out of fruit box scraps and vibrating our tongues in imitation of airplane engines.

The excitement of people climbing and descending the coaches' steps, the rattle of the steel tires of the baggage carts, the cries of welcome and the goodbyes were only a backdrop for what was a magnet for small boys: the clang of the lid on the tender's water tank, the steering of the water spout into the hatch, the pull on the rope that sent the water splashing into the hole, and the tank indicator dropping down the wooden sides of the tank, high above us on its massive wooden pillars.

The departure was as dramatic as the arrival, because it was accompanied by the conductor's stirring "boooooard!" and "all aboard;" by whistle, bell, and more importantly, the crack of the stack, the uprush of smoke and steam; and sometimes, if we were lucky, by all hell breaking loose as the drivers spun wildly.

Perhaps I was drawn to the railroad by a subconscious awareness of how important it was to the community, which was and still is the heart of a major fruit-producing area of Oregon. Every summer about a hundred carloads of fresh cherries and a thousand carloads of fresh prunes went to eastern markets aboard refrigerated express cars. In the late summer and fall at least two hundred carloads of apples went

out. The railroad was absolutely vital to our economy: not merely for fruit, but also for wheat, hay, and livestock, and for bringing in nearly everything we needed from gasoline to hardware, new cars, clothing, and groceries.

My earliest recollection of the action at the station probably dates from the summer of 1918, when I was five years old. I remember a crowd of people on the platform looking at a string of several coaches full of khaki-clad men beside open car windows. Individuals were handing up goodies to the soldiers. As the train slowly pulled out, I focused upon a man holding up to the level of the window sill a lug of fresh fruit, where it could easily be grasped. A pair of arms reached out and took the offering, and the man walked away with a satisfied look on his face.

At some time during my early train-watching years I witnessed an exciting spectacle, the arrival of a tiny, antique locomotive at the head of what was surely a passenger extra.

It had a narrow boiler that sat low on the drivers and had a sharp upward taper just ahead of the cab. Its flaring smokestack was as large in top diameter as the boiler; a part of long rods sloped downward from the smokebox at a 45 degree angle to brace the massive cowcatcher (pilot) in position. It had a leading four-wheel truck and a double pair of drive wheels (which rail buffs will recognize as the wheel arrangement of the American type, 4-4-0) and a squarish cab to house the engine crew.

The appearance intrigued me, because it was different, but my excitement arose from the sounds rather than the sight. The engine stormed up to the station like a Scotch terrier invading a convention of cats -- a terrier barking with the voice of a dog ten times his size. Clouds of smoke rolled out of the stack; clouds of steam erupted from the safety valve and swirled from leaky joints, to wreath the front end in mist. Steam jets snarled out of the air-pump exhaust. But these sounds did not assault my ears a tenth as much as the whistle and bell.

My experience subsequent to those early years convinces me that as far as steam locomotives are concerned, the smaller the engine, the louder the whistle. In 1945 when I first heard the whistle of a Big Boy, the 4-8-8-4, which has been called the largest steam locomotive in the world, I was half asleep in a Pullman berth in Cheyenne. As the hulking giant steamed slowly past, it whistled, and I thought, "How polite!" It was as though the Big Boy was apologizing for being such a big brute. The whistle of this diminutive 4-4-0 racketed off the trackside packing houses, searched out every corner, penetrated every recess, and vibrated deep within my auditory canal. That was a noise that hurt!

The whistle was not all. After all, it sounded its code and then ceased. Not so, the bell, which pealed all the while, as it rocked back and forth, pulled by the rope in the hands of the tireless fireman. It was a most insistent bell.

The usual locomotive of my childhood had a bell that sounded its own name: "ell-bell, ell-bell," the most ordinary sound one could ask for -- not like the "jang-galang" from the spire of the Milton Methodist Church or the "muhl-nall-nee" of Central School's

bell when I was playing in the north yard at noon. It was more insistent than the "ning, ning, ning, ning" produced by the power-driven clapper on the front end bell of the early F-series diesels, and a good deal more harmonious. Over the distance of almost seventy years I can still hear the "mern-perl, mern-perl" from that little engine's bell, neither mournful nor clangorous, but musical and penetrating.

Before the train pulled out, luck upon luck for me, the drivers slipped wildly as the engine struggled to accelerate its load, and my ears were rewarded with a cascade of steamy chuffs.

Later, my father who had been at my side all the while, scornfully referred to that locomotive as the "Yakima Teakettle," but as for me, a rail fan was born at that moment.

Actually, the O-W R and N depot was a focal point for Milton and Freewater. All visitors came by rail and left the same way, unless they were from Walla Walla, in which case they probably arrived by WWVR, the interurban electric, which covered the twelve miles once every hour. When Cousin Onie came from Kokomo, Indiana, accompanied by Cousin Maude from Malvern, Iowa, we picked them up at the depot and returned them to the same spot a few days later. There was no other way: auto travel was out of the question and air travel for tourists had never even been heard of. The performers in summer Chautauqua progressed along their circuit by train; when we heard the whistle of the 3:15 we knew a new group of musicians and lecturers was arriving for the night's program and yesterday's artists were on their way to the next stand.

Arriving passengers alighted on a platform surrounded by parked cars, mostly Model T Fords, but some Chevrolets, Buicks, and Dodges, all of them touring models - with open sides and cloth tops. As well as cars, they saw an occasional buggy and a scattering of horse-drawn drays. They saw a throng of townspeople, ready to deliver or to meet passengers, to pick up express packages, or just to see what was going on. To use an expression of the decade of the Sixties, it was "where the action was."

I remember two passenger trains a day each way. Around 7:00 AM from the west, and 6:30 PM from the east, a short passenger train rolled in with two coaches in Pullman green. The locomotive was a small one with high drive wheels, probably an Atlantic type (4-4-2). The important trains of the day were the ones from the west around 9 AM and the one from the east at 3:15 PM (it was universally referred to as "the 3:15," rather than as an engine number or a train number - at least, by the townspeople, who paid not attention to the niceties of railroading). These mid-morning and mid-afternoon trains were really big! They had no less than three cars, including one baggage car and two coaches, all in Pullman green. During the fruit rush there would likely be an extra express car or two for shipping out unrefrigerated fruit. The locomotives were big too! They were 4-6-0 types. At least they were big until, about ten years later, I saw some Mallets on the main line of the Union Pacific with six drivewheels on each side instead of three.

While waiting for incoming trains most people would lounge on the platform, lean against the building, sit on an empty baggage truck, or use the wooden benches in the waiting room, where they could watch the station agent selling tickets, and hear the clicking of the telegraph. Some of the tickets, especially if the trip was to be a long one, would be long too, as much as a yard, in one continuous string. Outside, under the eaves, were fifty-gallon

wooden barrels painted red and marked "FIRE." During fresh fruit season there was sure to be one or more baggage truck piled high with wooden crates of strawberries or lugs of cherries or prunes - whatever was in season - for shipment to regional markets, such as the Willamette Valley or Pocatello, Idaho.

Freight traffic was less regular than passenger, of course. There was at least one afternoon freight eastbound each day, and one westbound. Since I recall seeing green flags and white flags on the boilers of many a freight locomotive, there were undoubtedly freights that escaped my notice. I recall some trains as long as 20 cars; the locomotives varied in size, but I remember seeing Consolidations (2-8-0 type) more often than not. All of the locomotives, both freight and passenger, had Stephenson valve motion. It was years after I had left home before I ever saw Waelschaerts valve action.

My first opportunities to haunt the station came when my brother and I took on paper routes. I ran a route for the Portland Oregon Journal, and he ran one for the Spokesman Review of Spokane. My papers came in on the mid-morning train and his on the 3:15. Since he helped me with my route and I helped him with his, we met both trains during that summer to pick up bundles as they were tossed out of the baggage car.

Since the station was such an interesting place, we would make it a point to arrive early, so as not to miss anything. And we were not the only ones. One day a couple of waggish loiterers decided to amuse themselves at the expense of the station agent. About 3:15 one of them rushed into the agent's office and shouted out, "The 3:15 has just run off the Nursery bridge!"

Breathlessly, Vincent Walker, the agent, ran outside to scan the track to the east, where a bridge crossed the Walla Walla River at the edge of Milton Nursery property. He - and we - saw the 3:15 puffing merrily toward us, with no sign of any problem.

Mr. Walker growled, "There's no wreck there. What's the matter with you?"

The wag replied, "No, I didn't say it was a wreck. I was just reporting that I saw the train run onto the bridge from far side and run off it on this side."

When there was nothing else to do, we boys looked over the railroad outbuildings, just west of the Shields Fruit Packing house, where there were sheds for coal and sheds for rail supplies and a section house, all UP yellow. Close to the section house were the handcar, the motorized speeder, and a trailer, as well as a length of spare rail, resting on a wooden trestle beside the track.

We always kept an eye on the locomotive that idled beside the station in the afternoon while waiting for work orders. We were impressed by its size, of course, and by the sounds it made. Often it was left untended, and we would approach the cab ladder, to look up and marvel at all the pipes, gauges, and handles. Those handles impressed us the most, since they looked like brakes, and it stirred our imaginations to think of a machine big enough to need all those brakes. We were somewhat disillusioned by the facts explained by the engineer, who, responding to our youthful hero worship, pointed out the throttle, the engine brake, the train brake, and the Johnson bar or reverse lever. What a letdown! The longest, most impressive lever of all was just a reverse lever and not a brake at all!

We could have climbed into the cab without permission

during the times the engine was untended, but we were held back by the sounds: occasional panting, and, once in a while, a sigh, as though the engine could see us and wanted us to keep our distance.

We did not dare get too close for another reason: we had seen spurts of hot, steamy water flow, without warning, out of a pipe which culminated in a multiple outlet just above the rail level, below the cab. Years later I learned that this water came from the boiler-injector overflow.

After the locomotive had set a while and the engine crew were ready to resume switching, one of them would turn a valve and the engine would begin to hiss while at the same time a stream of steam and smoke would erupt from the stack. It was, as I now know, the blower used to create a draft in the firebox.

Excitement picked up around the station when the weedburner made its annual visit. It loomed up in a halo of blue smoke to the east; a short train emerged from the smoke, followed by section men on a motor car and trailer, hauling a water barrel, to extinguish the fires left behind. The weedburner consisted of a locomotive and two or three cars carrying fuel tanks and a burner car on the rear that projected flames upon the right-of-way, to discourage, if not consume, the weeds and brush that encroached upon the right-of-way.

Several mornings in a row we noticed an express car parked by itself on a seldom used siding south of the station. We learned that it was picked up later in the day by a regular train and then returned the next morning by another train. Eventually, after a coupler suffered a slight mishap, the car was due to be moved away for repair. My brother and I were waiting for the 3:15. So we were on hand for the show. A switch engine nudged the express car, but the car's coupler failed to latch. The jar sent the express car inching toward a derail about two hundred yards away, whose purpose was to prevent runaways from entering the mainline, where they could coast for miles on a slight grade to the west.

In a bit of a hurry, the switch engineer tried again to couple, again without success, but effecting a noticeable acceleration toward the derail. A brakeman pushed short lengths of two-by-four under the wheels without avail. The flanges crushed the wood to splinters as easily as though they were eggs. Another brakeman was trying to set the handbrake, but his effort was in vain. Obviously the brake was defective. One more attempt by the switch engine succeeded only in speeding up the car's pace from a walk to a trot. The derail was getting closer and closer as men came running from all quarters of the yard with sections of lumber to thrust under the wheels, but it was obvious that what they were bringing was too little and they were too late. Just when it seemed that derailment was inevitable, the station agent, Vincent Walker, staggered forward with a railroad tie in his arms, which he tossed on the rail ahead of the fleeing car. There came a bumping and clumping sound and a rocking of the car, but it stopped, and everybody sighed with relief.

As my brother and I reached high-school age, we dropped the paper routes, for we were old enough to get jobs in the fruit-packing houses during the summer fruit rush. It was during this season that the railroad's importance became unmistakable.

Lamb Fruit Company's packing house was a block east of the depot. Fruit Grower's Union, as I have said, was beside the depot. A half-block farther east were Shields Fruit Company and Dennison's. Each packing house had its own siding or sidings. On the opposite

side of the street from Shields, Milton Ice and Cold Storage Company had its own siding, too, to expedite the shipment of stored fruit and the icing of refrigerator cars. Cakes of ice rolled on overhead conveyors, to be shattered and tumbled into the car-end bunkers and combined with rock salt. From the four lower corners of each iced car came a gentle drip of salty water as the ice gradually melted, a visible symbol of the relationship of the railroad and the Walla Walla Valley fruit district. Without the ice the salt was useless, but without the salt the ice was ineffective. Both were essential, just like the supply of fruit and the railroad to bear it away.

Like the steady flow of melted ice came the progress of the fruit season. The unloading ramp beside each of the fruit houses was populated by a line-up of trucks full of fresh prunes. They were mostly Model Ts, to say nothing of an occasional Mack, with hard-rubber tires and chain drive, or, once in a while, a horsedrawn wagon. All these conveyances were loaded with 40-pound wooden apple boxes full of orchard-run fresh prunes. The boxes were transferred to the platform, stacked, weighed, and moved to a storage area, to await their turn for processing.

The entire community of Milton and its twin city, Freewater, were involved in the fruit rush, or so it seemed. After all, it took a lot of help to pick, transport, cull, pack, and ship one thousand carloads of prunes in five weeks.

I had heard that fresh prunes were marketed in the East under the name of California plums, but we knew better: after all, did not the labels on the lugs tell it as it was? They were Italian prunes! So, when Easterners insisted that prunes were simply dried and wrinkled plums, we smiled secretly.

At Fruit Growers Union the one who bossed the unloading platform was L. B. Kicker, principal of Central School during the school year. The highly paid nailers, who assembled the wooded fruit boxes, were probably local boys on vacation from college. The women who gathered around the endless belt to pick out the cull fruit were housewives earning extra money for the family. The cute girl who set the lids in place on the filled fruit lugs was a high-school senior. The young man who nailed on the lid was a year-round fruit worker. The boy who held down the other end of the lid while it was being nailed was a high-schooler like me. To move the lidded and stacked boxes by hand truck into the waiting refrigerator car and to stow them securely, there was a crew of husky boys from the McLoughlin Union High School football team.

Multiply this assembly line by two when the rush was in full swing and by four to account for the other packing houses in the station area, to say nothing of outlying packing houses in the countryside, and you have an idea of the scale of activity during prune season. All of this came to a head in the railroad sidings, where several reefers were being filled simultaneously. Neat stacks, about chest high, with lug ends parallel to the car ends, filled the floor except for air spaces between the stacks and a gap between the car doors, which was filled with wooden braces to prevent shifting of the load when the car jolted. Then the doors were closed, latched, and sealed, and the car was pushed away to be replaced by an empty.

Delay was not appreciated. If a switch engine was not handy to shift the cars, the loading crew hauled out a substitute, a heavy pole of polished wood, about eight feet long, with a sturdy steel tip designed to provide a levering action between the

rail and the tire of one of the wheels. A downward push on the handle provided an upward lift on the tire, enough to edge the car forward a couple of inches. This move, followed by as many others as were necessary, broke the inertia, and, if the hand brake were fully released, the weight of two or three halfbacks, tackles, or guards, was sufficient to roll the car slowly, ponderously into place.

Meanwhile, on the main track, just feet away from all this beehive of activity, passenger-train traffic continued as usual, unseen and unheard; unseen, because of the screen of reefers, loaded, empty, or in the process of being loaded; unheard because the workers had other things to do than listen for trains and because there were too many other noises: the hum of electric motors; the clatter of conveyor wheels; the thump of hand trucks on wooden floors; the rat-tat-tat of hatchet heads on box boards; intermittent yells, like "trucker!", summoning someone to haul away a stack of filled boxes; occasionally titters of girls on the assembly line and low chatter from women on the sorting belt.

But passenger trains were not ignored by the fruit industry. With the permission of management, a team of high-school-age workers dropped their regular packing-house assignments and scampered across the two tracks to the depot, to board every incoming passenger train, ramble up and down the coach aisles, and sell parcels of the same kind of fruit they were helping to process on the other side of the tracks - whatever was in season, whether cherries or prunes. They had no difficulty disposing of their merchandise; the passengers eagerly snapped up the offerings. After the train left, the young entrepreneurs settled up with the management for the cost of the fruit sold, pocketed their profits, and returned to their normal tasks.

During the height of the prune rush the incoming fruit would pile up on the receiving platforms faster than it could be processed, and therefore overtime work was necessary. The crews would return after supper to continue processing until the platform was cleared, even if it took until 11 PM. Overtime work might continue night after night for a week or so, during which there were usually two switch engines in the yard.

As dusk fell the engineers would turn on their dynamos and switch on the headlight, the tender light, and the running lights. The high-pitched whine of their dynamos would penetrate the evening air. When one heard the dynamos and smelled the taint of coal smoke, he knew that the prune rush had reached its climax. Switch engines were continuously on the run, shifting empties, collecting loaded cars, and assembling the loads into trains, ready to haul away.

When a trainload was ready, the engineer whistled off and the locomotive would shoulder its way ahead. The stack would bark, bark again, and then roar if the drivers should slip, as often they did. Two longs, a short, and a long blast would escape from the whistle to clear the way for the crossing. As the train gathered speed, so would the stack notes. Then, unexpectedly, the chuffs would slow down: the engineer was applying the air to test the brake system. When it seemed as though the train must stop, it began to pick up speed again: the brakes had released. Before long the sound of the laboring stack faded in the distance and the caboosie vanished over the Nursery Hill.

My first ride on a train came unexpectedly one sunny summer afternoon while the family was out for an afternoon spin in our Model T Ford touring car to

Pendleton, 34 miles away from Milton.

My brother and I had never made a secret of our enthusiasm for trains. We had a wind-up American Flyer train set which got a tremendous workout during Christmas vacations to the accompaniment of whistles and chuff-chuff noises that our throats and lips had practiced to perfection. No one could escape our glee when we saw a real-life train as the family toured the countryside. Perhaps we had just seen one or more of the trains that kept the mainline hot in the environs of Pendleton. Anyway, Dad drove to the Pendleton station and made his proposal: my brother and I to ride the late-afternoon train to Milton; the rest of the family to return to Milton in the Ford and pick us up at the station. My sister Lois was too small to accompany us boys.

What could we answer besides yelps of ecstasy like a couple of puppies turned loose to play with the kids? Dad put us aboard the train (two coaches - I don't remember whether there was a baggage car) with admonitions to behave ourselves, (which, the reader will surely understand, were completely unnecessary, because by then I must have been all of eight years old and my brother a year and a half older), and instructions to the conductor to put us off at Milton.

From the first turn of the wheels the trip was a delirium of excitement. The coach we chose was lightly occupied, and we could freely roam its length and change sides at will. Whether we amused or annoyed the adult passengers I don't remember. I was too carried away with delight to notice.

The branch line from Pendleton to Milton and on to Walla Walla followed the Umatilla River upstream for a mile or so and then turned, crossed the river, and entered the canyon of Wildhorse Creek through rolling hills that loomed high at first and then progressively lower along the 15 miles to Adams, twisting and turning as the creek made its convolutions; past small grain elevators at sidings like Havana and Blakeley, where wheat farmers deposited their harvest for the railroad to take charge of; reaching Adams, which is as tiny today as it was then beside its cluster of grain elevators, with the Blue Mountains looming up to the south, the range that UP's mainline traverses by way of Meacham Creek Canyon, Spring Creek, and the Grand Ronde River.

On the way to Adams and from there to Athena, a distance of seven miles, we watched both sides of the track, changing seats as need be to see and to triumph in our leaving in the dust the cars on the highway, which paralleled the rails most of the way to Athena. (The Pendleton-Athena track was taken up years ago, and now only the weed-infested right-of-way remains.)

After Athena the rails continued east, as they do today, through grain fields to the summit of the branch, then downhill to Weston Junction, uphill again and then down to Dry Creek Canyon. This terrain we had never seen before, because it was not visible from the highway; so we watched with wide eyes, eagerly anticipating the moment we would break over the summit for the drop into Dry Creek.

The track descends from the brow of the hill on a shelf dug out of the canyonsides and curves its way steadily toward the bottom; as it nears the creek, but still a good 30 feet above the creek bed, the rails make a U-turn on a high earthen fill that replaced a wooden trestle after it burned, early in the line's history. The fill is pierced by a concrete-lined tunnel for the highway. Then the track continues northward, dropping past Blue Mountain siding with its warehouse and elevator, to



reach the narrow fields that fill the canyon bottom, past Bade (another wheat-loading siding), on down the narrowing canyon until, at Barrett, still another wheat-loading siding, the canyon widens into the broad Walla Walla Valley and the track curves sharply east, heading in a straight line for Milton, about four miles away.

All this territory was fascinating to us. Why is it that I prefer hilly, curvy routes even today? Who knows? One measure of the challenge to railroading offered by the Weston Junction to Barrett section lies in the UP Employees' System Timetable No. 30, which restricts downhill trains between M.P. 24.0 (vicinity of the Weston summit) and Barrett to 10 m.p.h.

I think we traveled faster then, because all too soon we halted at Milton and dropped off the steps to await the arrival of our parents and our sister, who, to this day, 65 years later, remembers her envy and disappointment over missing out on that trip.

Years passed, during which my focus turned away from the rails as I attended high school, graduated, and went to work for Price-Ransom Chevrolet Co. during the midst of the Depression. Business was indeed slow, but a few people were buying new cars and there is where the railroad again entered my life. New cars arrived in oversized box cars - they were truly called automobile cars, as each one was large enough to hold four automobiles.

When word came that an automobile car had arrived, four of us, usually including one of the partners, loaded up a set of chain falls, a rolling floor jack, a pair of tongs, and an axe. We found the car near the station beside a sturdy timber platform with a ramp at one end. After placing a couple of gangplanks we easily maneuvered the first two automobiles out the wide door with the aid of the floor jacks and piloted them down the ramp.

Then came the hard part. The front end of each of the remaining two vehicles was propped high in the air, with its radiator cap almost touching the ceiling in order to provide floor space for the two cars which had been moved out first. One of us drove the tongs into the heavy wooded beam running the length of the auto car's ceiling. We hung the chain falls from a ring attached to the tongs, and we hauled away on the chain until all weight was off of the props (which held the front hubs and front axle immobile). Then we installed the front wheels, knocked out the props, and lowered away on the chain falls. Once the car was flat on the floor, we could easily maneuver it out the door, and we had only to repeat the process with the last car. I always enjoyed these excursions to the depot and the excitement of unloading all the shiny new Chevrolets.

Although the automobile business kept me from haunting the railroad station, it provided an unexpected bonus: my first ride in a Pullman car. A used car had been stolen from Price-Ransom Chevrolet Co. and recovered in Redmond, Oregon. I was the lucky one chosen to bring it back. The boss drove me over to Walla Walla's railroad station and dropped me off. A lone Pullman was waiting attended by a porter, its windows lit and the interior warm. I undressed in my lower berth, thoroughly intrigued with the snug curtain, the immaculate sheets, the hammock-like net for personal belongings, and the pale-blue night light that came on when I switched off the berth lights. I was too excited to sleep, but knowing I had a long drive in store the next day, I managed to doze until, about midnight, I felt a jar and looked out the window to see that now the Pullman was coupled to the rear of a freight train.

We pulled out slowly and rolled bumpily along, roughly paralleling the Walla Walla River, until we reached Wallula, where my Pullman was dropped off in the yards. All about were other sidings and many freight cars, and a switch engine chuffed restlessly back and forth, shunting cars. I wanted to sleep, but the switcher kept interrupting my catnaps as it dashed past every minute or so. Eventually I dropped off to sleep, to be awakened by the lurch of the car.

Wheels were rustling, rail joints were clicking like mad, and the car was swaying as though trying to swing me into a new position on the mattress. I heard occasional moans from a steam whistle far ahead and at times the raving of a locomotive stack. We had been coupled to the rear of the Spokane Limited, which was rushing down the Columbia to keep its appointment at Portland Union Station at 7 AM or thereabouts.

Before long the porter shook my curtain and warned me that The Dalles was just a half hour ahead. I dressed and, as the train stopped, I descended from heaven to earth. Ahead of me was a long bus trip to Redmond and a longer ride back to Milton in a good but thoroughly unromantic used automobile.

During my Chevrolet days passenger trains ceased running through Milton, and diesel began to crowd steam out of the news, if not, as yet, off the rails. Reports were circulating about a new diesel-powered streamlined train which UP was buying. This was about 1934 or 1935. Then came the train itself! It was sent on a demonstration tour, and the Milton-Freewater area was on the itinerary.

A huge crowd was on hand at the station when the glamorous new train, gleaming and polished, made its stop. No one got aboard and no one debarked, and we had to be content with the thrill of seeing for only a few minutes the newest thing in passenger trains. It consisted of a power car, with a cab sitting high atop the nose; a coach; and final car with a streamlined boat tail.

The train took off to the west, its engine sounding a bit like a truck engine in second gear, altogether unlike the ponderous "pum, pum, pum" of the municipal standby power plant. At Barrett siding the tracks turn south to follow the narrow, winding floor of Dry Creek Canyon for several miles. In the meantime many of the autos which had jammed the station area, including mine, had taken off by highway up Western Hill, to intercept the train as it made its way up Dry Creek and to see it in full cry. We need not have pushed our steeds so hard, because it was some while before the train hove into sight. I had expected a streamliner to zip along like an arrow. The diesel engine was racing, but the train was loafing along. Perhaps it was underpowered, but it is also a substantial grade and the track surely was not up to mainline standards.

Nevertheless I was proud of the fact that UP had chosen the Walla Walla-Pendleton branch to demonstrate the exciting new streamliner; subsequently, after it had become the City of Portland and made regular trips, more than once I loaded my car up with girls and fellows to drive 34 miles across the hills so that we could see the train swishing down the mainline toward Pendleton, on its way to Portland.

O-WR&N: the initials remind me of Milton and Freewater, the Walla Walla Valley, fruit packing houses, steam locomotives, bells, and whistles. Occasionally, when the bonds of winter were dissolving in the passionate embrace of a Chinook wind, if the wind was just right, I could hear a distant whistle from Dry Creek Canyon, and sometimes

the puffing of an engine as it labored up the grade, sending its sounds drifting across miles of snowy uplands, to drop down into the Walla Walla Valley. No matter where I am today when the Chinook wind blows, I seem to hear ghostly whispers of whistles and chuffs floating downhill.

O-WR&N! Early in my childhood I learned what the "N" stood for: Oregon-Washington Railroad and NAVIGATION Company. My brother and I were proud of that "N."

How many railroads could boast of NAVIGATION? Even though, as we were told, railroad boats no longer sailed the Columbia, they could do so, couldn't they? Eventually O-W R and N were ~~merged~~ into the UP System so completely that few people today know about O-W R and N. But the name still carries an aura of romance for me; it meant action, excitement, glamor, and it was the railroad that converted me into a lifelong fan of all railroads.



Pacific Northwest Chapter

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National Railway Historical Society

Excursion Update

by Ed Immel, Excursion Manager

Now for the Good News!

AMTRAK equipment is available to the Chapter for excursion service during the last three weekends of September. Here is some information on trips we are presently planning.

On the weekend of September 27-28, we plan to run another of our circle trips from Portland to Spokane and Seattle. Over night accommodations on September 27 have been arranged at the Ridpath and Sheraton Hotels in Spokane. On Sunday, September 28, we are planning to try something different. On past trips such as this we have always stopped in the town of Leavenworth for lunch. This year, we are trying to arrange for the train to stop at Edmonds where passengers will detrain and board a chartered Washington State Ferry for a luncheon cruise to Seattle along lovely Puget Sound. Passengers will then reboard the train at King Street Station in Seattle for the return to Portland. If this cannot be arranged, we hope to arrive in Seattle early enough so that passengers will have several hours to explore historic Pioneer Square and the waterfront. Many excellent restaurants are available for lunch and the famous Seattle waterfront trolley will be

available for sightseeing. On this particular trip, we are also trying to arrange for our train to travel Burlington Northern's 5th Subdivision between Pasco and Spokane. This is the Spokane, Portland and Seattle Railway's mainline which is soon to be abandoned. This route traverses many high bridges and canyon country. It is a very scenic route and is never seen by AMTRAK rail passengers.

On Saturdays, September 13 and 20, our plans are to again run our popular one-day trips to Madras up the spectacular Deschutes River Canyon. In the past, our Deschutes River trips have always been in the Spring. These trips will give travelers the opportunity to see the Columbia River Gorge and Deschutes Canyon in their beautiful Fall colors. Our train will travel from Portland along the north bank of the Columbia River, cross the bridge at Celilo and then travel on freight-only trackage to Madras. At Madras, during a short layover while the train is being turned, special entertainment will be provided for passengers.

Brochures outlining details of all planned excursions will be bulk mailed to everyone on the Chapter's mailing list in the near future. These brochures will describe exact time schedules and ticket prices. We hope to see you on board our September excursions.

WATCH MAIL FOR TICKET DETAILS