

# The



# TRAINMASTER

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



Please send correspondence and contributions to Room 1, Attn. TM Editor, PNWC-NRHS, Room 1, Union Station, Portland, OR, 97209-3715

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## MARCH MEETING PROGRAM

"U.S. PASSENGER TRAINS IN THE DECADE BEFORE AMTRAK" by Gil Hulin of Eugene.

## CHAPTER TIMETABLE NO. 306 MARCH 1988

BOARD OF DIRECTORS MEETING, March 10, Thursday, 7:00pm, at the Columbia Gorge Model Railroad Club on the corner of N. Vancouver Ave. and Russell Street. All Chapter members are welcome to attend.

MONTHLY MEMBERSHIP MEETING, March 18, Friday, 7:30pm, at the Portland General Electric Auditorium on SE 17th Avenue between Powell and Holgate. MAJOR AGENDA ITEM: ELECTION OF NEW CHAPTER PRESIDENT (see candidates' statements elsewhere in this

issue. Remember, only paid up 1988 members may vote. Goodies between business meeting and entertainment. Please come prepared to put some money in the "kitty" so we can continue to have refreshments. "Newsreel" before the program: bring up to SIX slides of current railroad events. This month's program is: "PreAMTRAK Passenger Trains" by Gil Hulin.

WEEKLY NO-HOST LUNCHEON, every Saturday, 12:00 Noon at the Semaphore Restaurant at the corner of SE 17th Avenue and Holgate Blvd. Our groups sits in back. Come on down!

NOTICE-PROGRAMS NEEDED FOR LATER IN THE YEAR. Anyone who is willing to present a program (slides, film, etc.) at a Chapter membership meeting, please contact Hugh Robertson at 252-3315. Choose your month, subject and let Hugh know.

## EVENTS OF INTEREST TO RAIL FANS

MT. RAINIER SCENIC RR SPECIAL TRIPS, April 23 & 24. For information and coordination of accommodations, call Activities Chair: Jim Edgar at 236-7271.

Western Rail Riders excursion to Montana via scheduled AMTRAK trains, April 28-May 1. Portland to Seattle via Rainier, Seattle to Havre via Empire Builder, possible shop tour, 2 nights at Isaac Walton Inn, return to Portland via Empire Builder. Contact Marie Swaggerty (654-4227) or Doug Crites (254-0786) evenings or weekends for details.

Chapter Spring excursion: GREAT NORTHWEST RAIL ADVENTURE, May 7 & 8, 1988. Portland to Spokane via Pasco, spend the night in Spokane. Sunday Spokane to Seattle and then return to Portland. See complete description and application elsewhere in this issue.

NRHS National Convention: "GARDEN STATE IN 88" is scheduled for July 23-31, 1988. Brochures available in April. Refundable pre-registrations available for \$10 from Tri-State Chapter, NRHS, at P.O. Box 2243, Clifton, NJ, 07015.

## PRESIDENT'S CORNER

by Doug Auburg

As I announced at the February Board and Membership meetings, I find that I must resign my office, effective at the March 10 Board Meeting. I have been assigned to a new supervisory position at work and find that I will have to spend too much time on it to be

## PRESIDENT'S CORNER

by Doug Auburg

As I announced at the February Board and Membership meetings, I find that I must resign my office, effective at the March 10 Board Meeting. I have been assigned to a new supervisory position and find that I will have to spend too much time on it to be able to continue effectively as your president. Unfortunately, this promotion was not in the wind when I decided to run for office last October, or I would not have run. I gave the Board a month's notice so that they could proceed with the process of holding a replacement election.

It may come as a surprise to you, as it did to me, that the Chapter's By-Laws do not allow for the automatic promotion of the Vice President in the event of a vacancy in the Presidency. In any case, the Board nominated two highly qualified candidates: V.P. **Bob Hoffman** and Museum Committee Chair **Dave Stimac**. Their election statements are contained elsewhere in this issue. The election will be held at the March Membership Meeting.

I have enjoyed the past 14 months as your president and under different circumstances I would have continued through this year and run for re-election for a third term next Fall. Even though there has been some controversy, I continue to believe that we have been making solid progress toward the Chapter's goals.

While my new job won't allow me to volunteer the time necessary to effectively carry out the office of Chapter President, I do intend to remain active in Chapter activities. I hope to see you all active in those Chapter activities which interest you most, whether that be research in our sizable library, crawling under one of our cars helping with its restoration, making contributions to the Trainmaster, attending monthly meetings, or whatever other Chapter function interests you.

Incidentally, I'm happy to report that the long dormant SP&S Motive Power book, which was started about 20 years ago by the late Jack Holst, has been revived. Chuck Storz reports that he has received the manuscript back from the publisher who had had it for the last 10-15 years. The Publications Committee will be guiding this project to publication in the next few months.

You will note in the list of Committee Chairs that the position of Finance Committee leader is again vacant. Finance Chair **Linda Hoffman** had taken the job in hand and was doing a good job. Unfortunately, she called to say that she had gotten a job in Seattle and would be moving before the end of February to take it. Naturally, considering the distance involved, she had to resign. Good Luck to you Linda!

## CANDIDATES' STATEMENTS: (Order determined by lot)

BOB HOFFMAN

It is unfortunate that our Chapter needs to hold another election for president in the middle of a term when many programs are progressing well under the present leadership and board.

If I am elected, I will continue to promote new programs when the need arises and encourage the development and improvement of existing programs for the benefit of the Chapter in carrying out our goals of historic preservation, education, etc.

We need to continue to find new ways to finance our programs, look for a suitable home for our rolling stock, library, historic documents, etc. We also need to expand our Museum Committee work, including the car 76 museum car and working with the NRM. We must continue to improve our rolling stock as well as provide for the Chapter's fun activities. We need to support of each and every member, whether they pay dues only, work on committees, re-store our rolling stock, write articles, or whatever.

As your vice president, I have been involved in many Chapter activities and would like to take a more responsible position of leadership as your president.

Let's all pull together to make our Chapter continue to

## DAVID STIMAC

I wish to thank the Board of Directors of the PNW Chapter for my nomination and I invite the membership to afford me the honor of serving as their President.

All of my friends and fellow members of the PNWC share a love of trains. I took my interests a step further than most; I am employed as a locomotive engineer with the Union Pacific Railroad.

I joined the Chapter in 1972. The history of the Chapter and the lessons to be learned from it are part of how I view the administrative action which must be taken to ensure our future.

If elected, my goals will include:

1. Finding a permanent home for the Chapter collection in the form of an active railroad museum.
2. Activities priced for the membership in addition to our other fund-raising projects.
3. Maintaining the traditions which make our public-oriented activities fun and educational.

I have a great deal of faith in the Chapter and I would ask the Chapter to have faith in me.

## COMMITTEE REPORTS

### Activities Committee (Annual Banquet Overview) by Jim Edgar

What, you missed it? Well, you're not alone so did the Chapter President! Anyway, you missed out on a very enjoyable and sociable evening at the Mallory Hotel on Saturday, January 23. Starting with a video presentation on the "Grand Parade of Steam" at Expo 86, during the cocktail hour; then, following a fine dinner, Vice President **Bob Hoffman** introduced his fellow officers and board members. Rich Carlson, National Director had the privilege of introducing a Chapter member who earned his 50 year pin from the NRHS. Receiving his pin and a standing ovation was Mr. **Harold Rice**, who joined the Washington, D.C. Chapter in 1937. He transferred to the Pacific Northwest Chapter later. Washington's loss was certainly our gain.

**Chuck Storz** announced the Jack Holst Award winner, but since neither the presenter nor the recipient were in attendance, the award will be presented at a future Chapter meeting.

Our entertainment, to continue the evening, was a slide show dating from the 1930's and 40's, mostly steam trains, put on by member **Jim Whaley**. There was considerable low key discussion by the guests to identify some of the locations or whatever the slides contained. And due to the generosity of **Hobby House**, **Tammies Hobbies** and **Jim's Whistle Stop**, in addition to our own Concessions Committee, several of the 57 folks present took home a door prize. Enjoyed by all, but we missed you!!!

### Excursion Committee Update by Kerrigan Gray

The Fifth Annual **Great Northwest Rail Adventure** is on track and on time.

We have just received word from AMTRAK district headquarters in San Francisco that Washington DC has approved the route and pricing structure, so we are on target.

The Excursion Task Force met Sunday the 21st at the Semaphore Restaurant and accomplished the labeling and mailing of the brochures. Kyrian and Bill Carter have been instrumental in reducing the mailing list to the people who have traveled with us on our excursions since 1984, excluding those who only took the New Orleans Daylight.

This has cut our mailing tasks in half and ensures we are reaching those person who have been on recent excursions.

The big push now is for all of us to take brochures to work, neighborhood stores, etc., to help make this trip a fund-raising success for our Chapter.

As the future of excursions with AMTRAK or the railroads is always in question it is very important we seize the moment and do all we can to raise enough funds to carry us through the year.

It is always very easy to spend money and we do manage to put quite a bit into our rolling stock and Chapter acquisitions, such as the Jack Holst collection.

The difficult part of all these activities is raising the funding, so we all need to go the extra distance to help. In a sense we are all part of the excursion process, even if we are not on the train for this one. Without the efforts and support of our entire membership, there would not be any successful excursion activity. Without the excursions raising funds, there probably wouldn't be any activity worth talking about in the Chapter. So let's all get out there and sell this trip!!

The car host list will be made available in the near future so everyone can make plans.

Remember the new car host policy, as adopted by the general membership, will be in effect for this trip. There are some people at the top of the list who either do not have CPR or have not attended at least four meetings in the previous twelve months. It is your individual responsibility to make sure you are qualified to go if your name is up!

If you decide to wait until the last minute, 'I didn't know' isn't going to be an acceptable excuse!!

Jerry Webb, Freda Webb, and Ruth Dexter of the Excursion Committee are the keepers of the Car Host roster. Anyone who has any questions about the list, your place upon it, or the policy and how it is applied please feel free to contact the Keepers and anyone else on the Committee.

Now let's all roll up our sleeves and have a Great Northwest Rail Adventure Mother's Day Weekend!!!

### CPR TRAINING (EXCURSION COMMITTEE ANNOUNCEMENT)

The Excursion Committee wishes to notify all Chapter members that arrangements have been made for 'CPR' recertification training on Saturday afternoon at 2pm on April 2, 1988. It will cost each participant \$5.00, and you will come away with a Heart Assn. card certifying you for one year. An extra mannequin will be available for practice by those not all that familiar with techniques. This will be adult CPR and choking training, not infant. This is primarily for those on or wishing to be placed on the Chapter Car Host List, but other in-

terested members are welcome. You must register ahead, as plans for equipment must be made. Registrations will be taken at all Chapter events during March, or by phone to the answering machine at 236-7271 - Jim Edgar, Activities Chair. The training will take place in the dance studio at NE 44th and Sandy Blvd, in Portland. Sign up now!

### **Library Committee**

by Walt Grande

Many books and articles on railroading in the Pacific Northwest have appeared in the last six months, probably the largest number in any six-month period in the history of the Chapter. To make these books and articles known to you, our membership, we shall prepare a list of these books and articles on a quarterly basis. We shall also recommend that the PNW Chapter purchase the books mentioned.

### **RECENT BOOKS ON PACIFIC NORTHWEST RAILROADING:**

"TO THE COLUMBIA GATEWAY--THE OREGON RAILWAY AND THE NORTHERN PACIFIC, 1979-1884" by Peter J. Lewty, published by WSU Press, Pullman, WA, 1987. Price: \$15.95 soft cover, \$25 hard cover, plus \$2.00 shipping and handling. See Book Review.

"DAYLIGHT REFLECTIONS" by Nils Huxtable, published by Western Steamscapes, West Vancouver, BC. Price: \$44.49 from PNW Chapter Concessions. An all color photographic essay on the SP Daylight trains, including the recent trips behind SP4449 to Sacramento and New Orleans. Beautiful.

"THE SOUTHERN PACIFIC IN OREGON" by Austin and Dill, published by PFM, Edmonds, WA, 1987. Price \$47.50. Excellent coverage of the SP in Oregon, with many fine photographs and maps.

"EARLY OREGON DAYS" by Edwin D. Culp. Published by Caxton, Boise, ID, 1987. A sequel to Culp's earlier book on railroading in Oregon.

"GREAT NORTHERN RAILWAY--A HISTORY" by Hidy, Hidy, Stone & Hofsommer. Published by Harvard University Press, Boston, MA, 1988. Price \$35.00 plus \$1.75 S&H. Hofsommer has completed a long dormant corporate history of the Great Northern Railway.

"SP STEAM LOCOMOTIVE COMPENDIUM" by Diebert & Strapac. Published by Shade Tree Books, 1988. Price: \$45.00. A complete roster of SP steam locomotives.

### **ARTICLES ON RAILROADING IN THE PACIFIC NORTHWEST**

"Rails Into the Wild" by Cheryl Coull, Beautiful British Columbia Magazine, Winter 1987, pp 4-11. The story of the British Columbia Railroad.

"Rocky's Desert Main Line" by Bruce Kelly, Pacific Rail News, Feb. 1988, pp 18-27. The story of BN's first subdivision across the Columbia Plateau (the old GN mainline between Spokane and Wenatchee.

"SP&S Class E-1 4-8-4 No. 700 Debuts" by Kenneth G. Johnsen, Pacific Rail News, Feb. 1988, pp 28-31. SP&S 700 makes its first recent appearance at Portland's Rail Fair.

"The Columbia Gorge" by Eric and Bruce Nelson, Mainline Modeler, Jan. 1988, front cover and pp 51-57. Railroading in the Columbia Gorge (to be continued in the February issue.

"Great Northern Electrics--Part I" by Noel T. Holley, Mainline Modeler, Oct. 1987, pp 26-33. The story of GN electrification over Stevens Pass in Washington's Cascade Mountains. Part II in November 1987 issue of the same publication pp 40-45.

"GN Y-1 Electric--General Electric's Engines" by Robert Hundman, Mainline Modeler, Nov. 1987. pp 58-61. Plans for a GN electric locomotives.

"Winter in the Idaho Panhandle" by Bruce Kelly, Trains, Dec. 1987, pp 30-38. A pictorial article on winter railroading in Northern Idaho.

"Yakima Flashback" by Jim Walker, Pacific Rail News, Nov. 1987, pp 20-21. Photographs of railroading in Yakima, WA.

"In the Path of the North Coast Limited" by Eric G. Nelson, Trains, Nov. 1987, pp 40-43. Story about the Washington Central--the line that took over BN's lines in central Washington.

"Journey to the End of Track" by Steve Patterson, CTC Board, Sept. 1987, pp 36-39. A trip by Budd car over the BC Rail system.

"3 Budds, 7 Days, 2446 Miles" by J. David Ingles, Trains Magazine, Feb. 1988. A trip over the BC Rail System by Budd car.

"BN's Northwest 'Funnel'" by Bruce Kelly, Railfan and Railroad, Dec. 1987, pp 48-53. BN's line between Spokane and Sand Point, Idaho, is one of the busiest lines on the Railroad

"Rogue River Valley Railway Plans" by Albin Lee, Narrow Gauge and Short Line Gazette, Sept/Oct 1987, pp 38-45. A brief history of the Rogue River Valley Railway in southern Oregon and plans for its equipment.

"BN--Pasco to Spokane--Background and Update" by Walt Grande, The Northwest's Own Railway published by the SP&S Ry Historical Society--Fall 1987, p 12-13. Article supplements articles appearing in other publications on old SP&S line between Pasco and Spokane.

"Bridge Construction of the Oregon Trunk Railway Part 1--The Columbia River Bridge" by staff of The Northwest's Own Railway, published by SP&S Ry Historical Society, Fall 1987, p 4-6

"Bridge Construction of the Oregon Trunk Railway--Part 2--The Deschutes River Canyon" by staff of The Northwest's Own Railway, published by SP&S Ry Historical Society, Winter 1987, p 3-6

"Oregon Trunk Mined" by Gil Hulin, Northwest's Own Railway, published by SP&S Ry Historical Society, Fall 1987, p 7-12. Reprint of article that appeared in the Winter 1972 issue of the SP&S Technical Society "Dope Bucket."

"It's Done--Rails Joined at Ashland" by Ray McKnight, Wheel Report, published by Oregon members of R&LHS, Fall 1987, p 1-18. Celebrates 100th anniversary of the completion of the O&C Ry at Ashland, OR, Dec. 1988.

### **Membership Committee**

by Fred Dorsett

Please welcome the following new members:

Tim Marsh, Box 2354CS, Pullman, WA 99165

Douglas & Pat Barbour, 3635 SE 157, Portland, Or 97236

Dennis M. Linsky, 1350 E 5th Street #3, Brooklyn, NY, 11230

Richard & Helen Shamrell, 2629 N. Russet, Portland, OR, 97217

Frank J. Weiler, 4504 SE Rural Street, Portland, OR, 97206

Clifford Moon, 1603 Walnut, Wenatchee, WA, 98801

Phyllis Bottomly, 7233 SW Virginia Avenue, Portland, OR, 97210

Dale W. Jones, 6488 Stayton Road, Turner, OR, 97392

G. Berk Moss, 8721 SW 42 Avenue, Portland, OR, 97219

Herschel B. Snodgrass, 7722 SE 16 Avenue, Portland, OR, 97202

Raymond & Kathryn James, 19326 NW Sauvie Island Rd, Portland, OR 97231

Vere & Mary Ellen Perry, 682 W. Finley, Roseburg, OR, 97470

George Matejko, PO Box 771, Hood River, OR, 97031

Edward & Carolyn Wertz, 12730 SE Bush, Portland, OR, 97236

Dave E. Brown, 5828 SE Mall, Portland, OR, 97206

Stuart & Lillian Miller, 515 SE 24 Avenue, Hillsboro, OR, 97123

WELCOME TO YOU ALL!!

### **THE NEW MT. HOOD RAILROAD**

by Jerry Webb

Two railroads in one! That is how the new Mt. Hood Railroad was described by its president Jack Mills when he spoke before the Membership Forum of The Dalles Chamber of Commerce on Monday, January 25, 1988. The "two" railroads are a freight hauler and an excursion tourist operation. Mills said the railroad, composed of investors from Wasco, Hood River, and Multnomah counties in Oregon, have two schools of thought about operating the railroad. The groups do not want to pay for the operation of the other. So, Mills say, two financial sets of books will be kept.

The Mt. Hood Railroad started in 1906 when a mill was built at Dee, about 17 miles up the Hood River valley from the city of Hood River and the Union Pacific Railroad. Passenger service operated until late 1940's and the freight operation was sold to the Union Pacific in 1968.

When the U.P. began selling off branch lines, Mills and others approached the railroad to purchase the 5 miles between Dee and Parkdale that had not been operated for 6 years. The railroad said, in effect, buy it all or nothing. After negotiations, the local investor group made the next to the lowest bid, but was accepted by the U.P. because of the local interest and the operational plan that had been presented.

On November 2, 1987, the U.P. turned the railroad over to the new Mt. Hood Railroad Company. Freight service continued and on January 12, 1988, the railroad began a "mixed" operation on Tuesday, Thursday, and Saturday with the train scheduled to leave Hood River at 11:00am. Passenger fare is \$6.00 for adults (\$5.00 for seniors). As president Mills put it: "We are running a few cars we won't ordinarily be running but we might be buying to make sure they make it around the curves and up the hill."

There was one problem in late January when the engine went on the ground while switching the Diamond Fruit Company owned spur and the passengers had to be taken back to Hood River by private vehicles. Normally the trip takes about 4 hours, however Mills said one trip due to an extra amount of freight business took 7-1/2 hours.

Expectations are high for the regular tourist excursion business. Mills points out that railroad is located between two of Oregon's three most popular attractions--the Columbia River Gorge and Mt. Hood. One of the investors and board members is the operator of Timberline Lodge on Mt. Hood. Mills says he hopes to make the railroad part of a Mt. Hood Loop trip out of Portland.

Regular seasonal tourist excursions will start in April, probably on the weekend of the annual Blossom Festival and run through September. He said the excursion fares

will be higher than those now charged for the "mixed" operation, but he did not say how much. Also planned for the excursion train is an open air gondola car and a club car that will feature Hood River's locally produced "Full Sail Ale," named for Hood River's world famed Sailboarding sport on the Columbia River. Plans are also under way for tours of fruit packing plants and lumber mills with passengers able to make purchases at one or more of the fruit packing plants.

At present the train operates between Hood River and Dee. The last five miles to Parkdale still has the rails in place but have not been used for some six years. Plans are to use it eventually, but Mills says there is what might be called a captive clientele. All the major shippers on the line also own a piece of the railroad. Mills says it is certain they will be using the railroad over any truck operation, where possible.

The purchase from U.P. also included the old passenger station still standing in Hood River. The Mt. Hood Railroad uses it as a ticket office, gift shop and waiting room.

A quick view of the route shows the railroad going up Hood River for about two miles, then reversing direction on a switchback to gain elevation to the valley floor at Pine Grove. Then down into the Odell section of the valley, continuing in a westerly direction again upgrade to the summit of a ridge, then down to the Hood River again, where it follows the river to Dee. When operation continues to Parkdale, the railroad will again go up grade out of the river canyon.

More information can be obtained by calling the railroad at (503)386-3556.

### **ANTICIPATION \*\* THEN WAIT!** (A Ride on The Mt. Hood RR)

by Marilyn Rehm and Jim Edgar

Mt. Hood Railroad Co. is well on its way with a winner, in our estimation. Last Saturday, February 13, we set out with fellow members Freda and Jerry Webb to travel the newly opened passenger tour heading south from Hood River, up towards Dee. Then bus to Timberline Lodge for lunch.

Well, so much for well laid plans, we forgot to consider the date; so as we progressed enjoying every foot of the Hood River canyon to the switchback, then proceed behind BN's locomotive to the hiway overpass - a certain important relay switch decided that was the moment it would stick open, effectively cutting off fuel to the fuel pump and bringing the rail portion of our trip to an end. But never fear - the trip continued as planned, only via a modified version of rail car (if only in our imaginations). You know it as a bus. The mood was bright and understanding - we enjoyed our host Jack Mills, president of the Mt. Hood RR, and his manager of Passenger Operations, Dave Duncan, who are so

flexible and willing to work with anyone's plans for a charter excursion. We did enjoy the snow flying on Mt. Hood, and a delicious lunch at the Lodge.

This was a special arrangement for 'President's Day' weekend, but it will be run other times, so do ask. We will get to complete the rail portion of our trip later this season as we urge you to consider this lovely trip for your family visitors, or just that special person or day. We need to show that we support all efforts to preserve a rail line.

Remember the Vernonia, South Park & Sunset, Oregon City Trolley, Red Electrics to Eugene, Willamette Valley Express, or the most recent effort on the Jefferson Street Line?? We want rail travel available for the future, so go enjoy it now.

**PASSENGER SPECIAL ON THE HOOD RIVER RR.**(reprinted from the "Yardbull", publication of the Inland Empire Chapter of NRHS, Feb. 1988)

Saturday, January 9, 1988 saw operation of the first passenger train in approximately 30 years on the Hood River Railroad. The special trip was for shippers and investors in the railroad, and members of the press. About 40 passengers were accommodated in ex-SP combine "Miln Gillespie." Also in the consist was Doyle McCormick's (sic) ex-UP baggage car "Yes Dear." The baggage car went along to test the feasibility of operating 6-wheel trucked equipment on the line. Both cars have traveled often with SP 4449.

Motive power for the passenger run was the Hood River's ex-BN ex-NP GP7 560; a locomotive that spent 28 years operating in the Spokane area. The morning dawned cold and snowing, with about 5 inches already on the ground. Departing Hood River at 11am, the ride up the canyon to the switchback was very scenic with the snowscapes. Up to the switchback, the locomotive pushed the train backwards. Then the train proceed (sic) on up the hill, forwards. At the highway overpass we stopped and discharged all who wished to take pictures. The train backed down the hill, where we reboarded. On up to the top of the hill another photo stop was made. Many bare fruit trees bore evidence of the fruit industry in the Hood River valley. The ride ended at O'Dell where the passengers invaded the only cafe in town. They did a brief booming business.

A switching move was made to pickup a loaded mechanical reefer, and then the train proceeded back towards (sic) Hood River. Another stop for pictures was made before proceeding on down the hill to the switchback, and then backing on into Hood River. Arrival at Hood River was about 3pm. A good time was had by all.

**SAFETY NOTE** (reprinted from "Steam Echoes" a publication of the Sierra Mountain Railroad Club, Inc., Feb. 1988)

Three men were seriously injured November 15, 1987, when a car struck them on a highway overpass near Callahan, FL, as the trio watched Norfolk & Western 2-6-6-4 1218 on the outbound leg of the Jacksonville (FL)-Voldosta (GA) SUWANEE STEAM SPECIAL excursion. Two fell 40 feet onto the Southern Railway right-of-way near a siding where 1218 and train were waiting for two freights to pass. Two Norfolk Southern police officers were also hurt slightly when the car which had hit the trio swerved across the median and struck their company vehicle. Local police said all three pedestrians were standing in the traffic lane of the U.S. 301 bridge. The three are no longer hospitalized.

**MEMO TO ALL TRAIN WATCHERS: MAKE SURE YOU ARE IN THE CLEAR WHEN PHOTOGRAPHING TRAINS.**

### **BOOK REVIEW**

by Walt Grande

"TO THE COLUMBIA GATEWAY--THE OREGON RAILWAY AND THE NORTHERN PACIFIC, 1879-1884" by Peter J. Lewty, Washington State University Press, 1987.

Once in a great while you find a sleeper--a book that is quietly published with little fanfare or publicity, but which is an important contribution to the history of railroading in the Pacific Northwest. Such a book is "To the Columbia Gateway--The Oregon Railway and the Northern Pacific, 1879-1884" by Peter Lewty.

Author Lewty was a mining engineer who lived in Rossland, BC for many years. He has taken the histories of the Oregon Railway and Navigation Co. and the Northern Pacific Railway and has blended them into the history of what became two of the earliest transcontinental railroads--largely during the tenure of Henry Villard as President of both lines.

There are only a few photographs--most of which have been used many times. Mr. Lewty uses footnotes in his book, which together with an intensive bibliography, make this book extremely valuable to the student of railroad history in the PNW. If you are such a student, this book is must.

### **UNION STATION PROJECT UPDATE**

(excerpted from a letter from Bruce Allen, Portland Development Commission)

PDC closed escrow and took title to the Union Station depot and surrounding 30 acres of land on November 1, 1987. The following weekend brought "Rail Fair" which was a smashing success, drawing between 50,000 and 100,000 people to see the 26 pieces of equipment

on display (as well as the station itself).

Since then, PDC has been busy taking over the management of the building and new personnel, undertaking long-needed building repairs and improvements, leasing office space and maintaining the tracks on the site. Now that this initial flurry of work is behind us, we will see a new level of activity beginning this Spring as remodeling work and site improvements begin in earnest.

In addition to working on the building itself, preliminary planning or engineering work is also underway on the balance of the vacant property on the site, the Transit Mall extension north of Burnside to the Station, the extension of Ninth Avenue to Front Avenue, the future vintage trolley from the Convention Center, and the siting and layout of a proposed Railroad Museum. Also, construction of the 400-car Old Town Parking Garage/Helipad at NW First and Davis is well underway, with work to be completed by the end of the year.

### **FIFTY-YEAR PIN FOR CHAPTER MEMBER: HAROLD H. RICE**

Chapter National Director, Rich Carlson, presented this very rare award to Mr. Rice at the Chapter's Annual Banquet, January 23, 1987.

What follows are excerpts from that presentation:

Please bear in mind that the society was founded in 1935, some 53 years ago. Consider the odds of someone finding and joining one of the few chapters that existed in those early days in the middle of the Great Depression, then faithfully continuing to pay annual dues while going through all the moves and changes that occur in one's life.

This chapter, the Pacific Northwest, has only been in existence 33 years, so it is really our good fortune that the recipient moved to Portland and became a member of our Chapter.

Harold Rice was born in Illinois and raised in the north shore Chicago suburb of Wilmette. He was graduated from New Trier High School in 1921. Harold went on Harold's life has never been far from the flanged steel wheel. After receiving his B.S. in Business from the UofI, he went to work. Virtually all of his jobs have been rail-related. Early on, he worked for the Association of American Railroads. From there he went to Washington, D.C.'s Capital Transit in the fall of 1937. It was at that time that Harold joined the then-tiny Washington, D.C. Chapter of the NRHS.

It then consisted of six to eight fellows who met at one another's homes. At last count, Washington D.C. is the society's second largest chapter with 474 members.

Harold remained in Washington for ten years. Now enjoying retirement in northeast Portland, Harold still attends many of our monthly meetings and maintains a strong interest in chapter activities, its rolling stock, and

**SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - FEBRUARY 11, 1988**

by Chuck Storz, Secretary

The meeting was called to order by President Doug Auburg at 7:02pm.

President Doug Auburg announced that he is resigning the Chapter presidency effective with the start of the March Board Meeting. Doug stated that he is in a new job which requires much more of his time and requires that he give up the Chapter presidency.

The Board of Directors passed the following motions at its February meeting:

1. Approved the following presidential appointments: Walt Grande - Library committee chair; Jack Pfeifer - Bylaws committee chair; Russ Schoof - Trainmaster Editor.

2. Approved as board policy a proposal from Rich Carlson regarding the privacy of matters discussed during executive sessions of the board but stating that any voting which results from such discussions will be in open session and will be included in the minutes.

3. Adopted as board policy a proposal from Rich Carlson regarding abstentions from voting by board members during board meetings.

4. Approved spending \$100 to test the mail order business by placing small ads in national magazines by the Concessions committee.

5. That negatives from the Jack Holst collection shall not be used for other than Chapter purposes until a policy for their use is established; and that the Holst negatives shall be stored in a safe deposit box.

6. Instructed the Chair of the Finance Committee to obtain prices for both an "audit" and a "review" of the Chapter books by a professional accountant.

7. Approved the loan of stay bolt taps from the Jack Holst collection to PRPA for an indefinite length of time.

8. Adopted as board policy the procedure that all donations to the Chapter be channeled through the Museum committee for purposes of inventory, appraisal, receipt and disposition.

9. Approved the nominations of Bob Hoffman and Dave Stimac to run for Chapter president to replace Doug Auburg.

10. Adopted as Chapter policy a proposal from Rich Carlson which would change the procedure for selecting the Jack Holst award winner, the procedure to include participation by the general membership.

11. Approved an increase of \$2000 in the 1988 Rolling Stock budget.

12. Approved spending \$520 from the 1988 Rolling Stock budget for seats for car #3300.

13. Approved payment of \$740 to Bob Jackson for expenses incurred while attending the AMTRAK Head End Power School.

Mt. Hood RR Lease: Doug Auburg reported that the lease with the Mt. Hood RR covering cars 3300 and 6800 has been signed and that a check for \$8000 has been received in payment of 2/3 of the lease.

Kerrigan Gray announced his resignation as Excursions Committee Chair effective May 9, 1988, due to pressing commitments for his time for the balance of 1988. He expressed interest in chairing Excursions again in 1989.

Respectfully submitted.

**SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - FEBRUARY 19, 1988**

by Chuck Storz, Secretary

The meeting was called to order by President Doug Auburg at 7:37pm.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 1/31/88: Checking: \$80,657.07. Savings: \$6760.23. As of January 31 unallocated funds totaled \$50,808.79.

President Doug Auburg made the following announcements:

1. The board has confirmed the following appointments: Walt Grande - Library chair; Jack Pfeifer - Bylaws chair; Russ Schoof - Trainmaster Editor. Jim Edgar has volunteered to continue as Activities chair.

2. In the Powell Travel Suit, the arbitrator decided against the Chapter and the board has decided not to pursue the matter further.

3. Doug Auburg announced his resignation from the Chapter Presidency due to transfer to a new job which requires much more of his time. The board has, per the Chapter bylaws, nominated Bob Hoffman and Dave Stimac to run for President of the Chapter to replace Doug. The election will be held at the March Membership meeting.

The membership passed the following motion: The inventory of the Jack Holst collection shall be published in the Trainmaster.

Excursions: Kerrigan Gray reported that brochures for the Spokane trip are almost ready to mail. There will be a work party this coming Sunday to put mailing labels on the brochures. An ad campaign for the trip is being worked up by the Public Relations committee. The Chapter is still waiting for a firm price from AMTRAK. There will be no ferry ride in Seattle due to a maintenance program causing a shortage of ferries. Kerrigan stated that he is trying to finalize the car host list six or more weeks before the excursion. Al Viewig announced that the Public Relations Committee is trying to arrange media coverage of the trip's departure.

Museum Committee: Doug Auburg announced that the late Roger Peck's collection of railroad models and railroiana has been willed to the Chapter. Dave Stimac announced that members of the Museum Committee will be going to Tacoma in the near future to inspect the Peck collection. Dave also announced that in April Chapter cars #67 and Mt. Hood will be going to Salem, Eugene and Roseburg for display which will be mainly





## SERVICES

Snacks, sandwiches, soft drinks and spirits will be available aboard the train at regular AMTRAK prices. A special section is reserved in the lower level of one car for handicapped passengers. Handicapped space is limited, so please call to confirm availability.

Clean restrooms are located in the lower level of all cars.

Cigarette smoking (only) is allowed in the lower vestibules please!

Children under 16 must travel with an adult.

## WASHINGTON STATE RESIDENTS

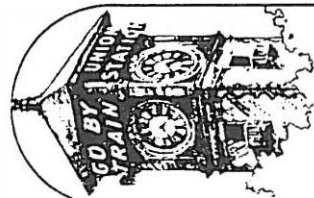
You may board the train in Portland, Vancouver, or Bingen-White Salmon Saturday morning. You may detrain Sunday evening in Kelso/Longview, Vancouver or Portland. Please indicate your boarding choice on the ticket order form as only one or two cars will be spotted to load at these locations.

oo0000oo

This Rail Adventure is sponsored and conducted by the Pacific Northwest Chapter of the National Railway Historical Society, a non-profit Oregon corporation, with the cooperation of the National Railroad Passenger Corporation (AMTRAK). Tickets are available only from the PNWC-NRHS. AMTRAK agents will not have information, or tickets for this excursion.



Pacific Northwest Chapter  
National Railway Historical Society  
Room 1, Union Station  
300 N.W. 6th Avenue  
Portland, OR 97209-3715



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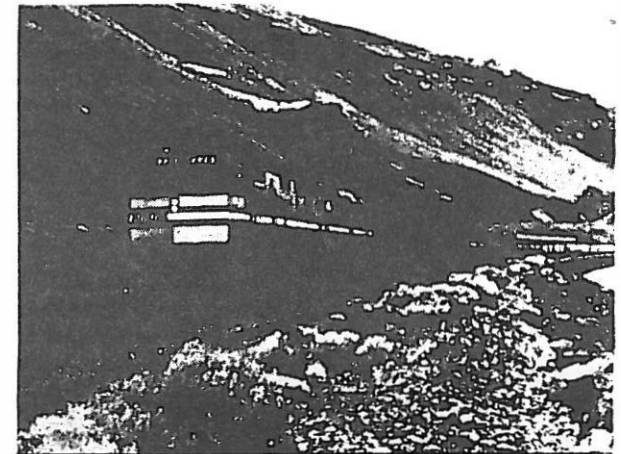
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You'll want to join our ...

# GREAT NORTHWEST RAIL ADVENTURE

## A Two-Day Passenger Train Excursion

May 7 and 8, 1988



Sponsored by the  
Pacific Northwest Chapter  
National Railway Historical Society



## YOU ARE INVITED...

... TO JOIN MEMBERS OF The Pacific Northwest Chapter, National Railway Historical Society, on our Fifth GREAT NORTHWEST RAILADVENTURE the weekend of May 7-8, 1988.

We'll be traveling nearly 900 miles aboard our special chartered train, riding in air-conditioned AMTRAK Superliner bi-level coaches with comfortable reclining seats and lots of leg room.

Starting and ending at Portland's Union Station, our route will be a counterclockwise loop, crossing the Cascade Range twice, via Vancouver, Pasco, Spokane, Seattle and back to Portland.

### Some excursion highlights:

- \* Scenic Oregon shore of the Columbia River Gorge, on the ex-SP&S mainline, seen from the Washington side: Crown Point, Rooster Rock, and Multnomah Falls.
- \* A close look at Beacon Rock, second largest monolith in the world (only Gibraltar is bigger).
- \* Five mighty power dams: Bonneville, The Dalles, John Day, McNary, and Ice Harbor.
- \* Vast Eastern Washington wheat fields of the "Inland Empire" in their springtime coat of green, via ex-Northern Pacific trackage.
- \* Cascade Tunnel, a 7.79-mile, straight-bore engineering marvel through solid rock.
- \* The panoramic splendor of Puget Sound at late afternoon through your wide-vision windows.

We want you to spend all your time enjoying yourself, so we'll handle all the bothersome chores of normal vacation travel.

Your overnight stay in a deluxe downtown Spokane hotel, special cloisonne trip pin, Trip Guide, all transportation on our chartered train, meals on board, and hotel shuttle in Spokane are included in the price of your ticket. All you have to do is carry your luggage to and from the train and

have dinner and breakfast in Spokane on your own. We'll take care of everything else. Discount tickets to the IMAX theater will be available to our travelers in Spokane.

Plan to arrive at Portland's Union Station no later than 7:00am Saturday, May 7th to exchange your ticket for a boarding pass.

If you are in groups of three or more we will assign you all to the same car.

One of our car hosts wearing an orange vest will help you store your luggage, find your seat and make sure you have your Trip Guide which has all the details of the excursion, including points-of-interest along our route. There will be two hosts in each car, both with an up-to-date CPR certificate. Your car hosts will be on duty throughout the trip to assist you, serve your meals on board, and give you TLC.

All you will have to do is sit back and relax!

Chartered buses will be awaiting our arrival at the Spokane depot. They'll whisk you to your hotel, where you're pre-registered with your room keys waiting. Your excursion Trip Guide will have suggestions for a pleasant evening in Spokane, site of the 1974 World's Fair.

Sunday morning, after breakfast on your own, the buses will return you to the depot where our train will be waiting to take us west on ex-Great Northern track through the apple orchards of Wenatchee and up the foothills of the Cascades to enter the longest railway tunnel in North America, nearly eight straight miles under a snowcapped mountain through the heart of the Cascade Range. Just past the west entrance of the tunnel we'll have a glimpse of Scenic, where a golden spike was driven 95 years ago to celebrate the completion of the Great Northern Railway from the Great Lakes to Puget Sound.

The rest of our route takes us down the fir-clad

western slopes of the Cascade Range to Everett and then south to Portland.

That's the whole package! For a unique, carefree and fun-filled weekend with glorious scenery and pleasant companions, send in your completed order form right away. Seating is limited because AMTRAK can spare us only a few cars from its regular passenger runs. Recent PNWC-NRHS excursions have been sold out weeks before departure, so we urge you to make reservations early to avoid disappointment.

We look forward to welcoming you aboard!

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## TICKETS AND LODGING

Double Occupancy	\$260 per person
Single Occupancy	\$290

The above prices include all rail transportation, meals while on the train, bus to hotel and lodging in Spokane. Personal expenses, such as hotel room service and phone calls, are not included and must be paid by you when checking out of the hotel.

## PARKING

Off-street parking is available for a fee at the Portland Union Station. Tri-Met bus lines serve the station. The Trailways & Greyhound bus station is a block away. A taxi stand is at the station.

## REFUNDS

Full refund (less \$25 processing fee per ticket) greater than 45 days to departure. From 20 to 45 days prior, we will refund 75% of the ticket price. No refund less than 20 days prior to departure. Travel Insurance is available from any travel agency, which protects against last-minute cancellation.

1988 GREAT NORTHWEST RAIL ADVENTURE

date rec'd \_\_\_\_\_

Saturday & Sunday, 07 & 08 May 1988

order number \_\_\_\_\_

number of passengers \_\_\_\_\_

COMBINATION ORDER FORM  
(Tickets & One Hotel Room\*)

\_\_\_\_\_  
\_\_\_\_\_

name of purchaser \_\_\_\_\_

Names of additional passengers, if any, who will be sharing the same hotel room:

address \_\_\_\_\_

\_\_\_\_\_

city \_\_\_\_\_

\_\_\_\_\_

state \_\_\_\_\_ ZIP \_\_\_\_\_

Notes:

'phone (\_\_\_\_) - \_\_\_\_ - \_\_\_\_

HOTEL ACCOMMODATIONS DESIRED (check one):

PAYMENT NEEDED (includes 1 hotel room):

[ ] - One person, one bed (single occ) . . . . \$290 total . . . . = \$ \_\_\_\_\_

[ ] - Two people, one bed (double occ) . . . . \$260 per person . . . . = \$ \_\_\_\_\_

[ ] - Two people, two beds (double occ) . . . . \$260 per person . . . . = \$ \_\_\_\_\_

[ ] - Other \_\_\_\_\_ . . . . \$\_\_\_\_ per person . . . = \$ \_\_\_\_\_  
(triples, suites, etc)

RAIL TRAVEL OPTIONS (please indicate boarding city desired):

[ ] - Portland, Oregon, [ ] - Vancouver, Washington, or [ ] - Bingen, Washington

METHOD OF PAYMENT: [ ] - check, [ ] - money order, [ ] - cash, or [ ] - charge

To charge to your VISA or MASTERCARD please provide the following information:

\_\_\_\_\_  
Print name as it appears on credit card.

\_\_\_\_\_  
Signature as it appears on credit card.

\_\_\_\_\_  
/ / / / / - / / / / / - / / / / / - / / / / /  
Bank Card Numbers (sixteen required)

Card Expiration Date: \_\_\_\_\_ / \_\_\_\_\_  
month year

NOTE: Please enclose a self-addressed & stamped envelope (9.5 inches by 4.25 inches) with your order. Allow two weeks for processing.

MAIL TO: Pacific N W Chapter, N R H S  
1988 Great N W Rail Adventure  
Room 1, Union Station  
Portland, Oregon - - 97209

\* To order additional hotel rooms please copy this form or use blank sheet of paper.

intended for school children.

Rolling Stock: Bob Jackson announced that he recently attended AMTRAK's Head End Power School and acquired much valuable information. Chapter car #3300 is now on the Mt. Hood RR and they are very happy with it. a engine-generator set is being installed on car 6800 and it is scheduled to go to the Mt. Hood RR next week.

Respectfully submitted.

### COMMITTEE CHAIRS

Chapter representative to Steam Locomotive Advisory Committee: Bob Hoffman, 236-7710

Activities: Jim Edgar (designate), 236-7271

Meeting Program Coordinator: Hugh Robertson, 252-3315

By-Laws: Jack Pfeifer, 644-0048 Concessions: Marilyn Rehm, 236-7271

Excursions: Kerrigan Gray, 777-6610

Finance: vacant

Library & Historical Foundation: Walt Grande, 246-3254

Membership: Fred Dorsett, (206) 256-4981

Museum: Dave Stimac, 288-2421

Ad Hoc "Permanent Home Committee": Kerrigan Gray, 777-6610

Public Relations: Al Viewig, 223-2526

Publications: vacant

Rolling Stock: Bob Jackson, 233-2667

Car Rental Agent: Carl Rodabaugh, 253-4241

### CHAPTER OFFICERS:

President: vacant (as of March 10, 1988)

Vice President: "Bob" Hoffman · 659-8402

14105 SE Laurie Ave, Milwaukie, OR, 97267

National Director: Rich Carlson · 292-0975

9110 NW Strak Ct, Portland, OR, 97229

Secretary: Chuck Storz · 289-4529

146 NE Bryant St, Portland, OR, 97211

Treasurer: Kyrian Gray · 777-6610

3947 SE Francis St, Portland, OR, 97202

Directors:

Bill Carter · 646-8116

13915 SW Stirrup St, Beaverton, OR, 97005

Kerrigan Gray · 777-6610

3947 SE Francis St, Portland, OR 97202

Bob Jackson · 233-2667

2131 SE Tenino St, Portland, OR, 97202

Terry Parker · 284-8742

1527 NE 65 Ave, Portland, OR, 97213

Carl Rodabaugh · 253-4241

9908 SE Lincoln St, Portland, OR, 97216

David vanSickle · 297-3807

9816 SW Arborcrest Way, Portland, OR, 97225

### THE TRAINMASTER

Pacific Northwest Chapter

National Railway Historical Society

Room 1, Union Station

800 NW 6th Avenue

Portland, OR 97209-3715

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