



## AUGUST 1988

### Remember the...

### **OSWEGO, DALLAS & ROSEBURG RAILWAY**

Anyone remember the *Oswego, Dallas & Roseburg Railway*? Not located near Lake Oswego or Dallas, it was owned by a business headquartered in Lake Oswego. It was six miles south of Roseburg.

Owned by the Oregon Portland Cement Company, the four-mile-long road was built in 1917 and 1918, up Roberts Creek in the Glengary Valley from a connection with the Southern Pacific. A limestone quarry there supplied the main Lake Oswego plant next to the Oregon Iron and Steel Company.

Lloyd M. Palmer wrote about the road in the November 1976 issue of *The Trainmaster*.

The line had only one engine up to its abandonment in 1935, a 2-6-2T built by the Central Pacific in Sacramento in 1882. Its first road number was 233, then 1504, and finally 1903. Sold by the Southern Pacific in 1914 to Brady Equipment Company of Portland, it was leased to Portland Railway Light and Power and Haskell-Carpenter Logging in Cherry Grove.

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## CHAPTER TIMETABLE NO. 311

### REGULAR RUNS

**BOARD OF DIRECTORS MEETING, August 11, 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, August 19, Friday, 7:30pm,** at the Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. The newsreel and program will start promptly at 7:30, with the business meeting following after a short break. Refreshments will be available; please bring some money to feed the "kitty" so Kitty can continue to feed you. The program is listed below.

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

### EXTRABOARD

**SEATTLE STEAMBOAT EXCURSION, September 17-18.** A repeat of the popular trip to Seattle for a ride on the steamer *Virginia V*—but with a difference. This time, instead of going through the locks into Lake Union, the ship will retrace its original route to Tacoma and back. The excursion includes a side trip to the Snoqualmie Valley Railroad for a ride behind a 2-6-6-2 Mallet. More information and a ticket order form are inside this issue. If you want to go, act now!

### AUGUST MEETING PROGRAM

**STEAM AND RAILS IN THE WEST, by Terry Parker**

**Program begins at 7:30**

Notice: *Programs needed for later in the year.* Anyone who is willing to present a program (slides, film, etc.) at a chapter meeting, please contact Hugh Robertson at 252-3315. Work with Hugh to choose your month and subject—and have fun!

**THE TRAINMASTER**  
 is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society, published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official National Railway Historical Society position on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source. Please address contributions, correspondence, and exchange copies of newsletters to:  
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MEMBERSHIP in the PNWC-NRHS is available as follows:  
 Individual...\$20/yr.  
 Joint...\$25/yr.  
 For more information contact the Membership Chairman, at the above address.

## From the Editor

### YOU, THE TRAINMASTER, AND ME

If you have read the shaded block at the left side of this page, you know that *The Trainmaster* is published for the benefit of the members of the Pacific Northwest Chapter, NRHS. But who is the *you* who is reading this? There are a number of possible answers to that question.

*You* may be someone who lives in the vicinity of Portland, Oregon, who participates in Chapter business meetings, and is involved in the work of one or more of our committees. *You* may also be a Chapter officer or committee chair, devoting substantial time and effort to the Chapter's operation. On the other hand, *you* may attend Chapter activities only rarely or not at all, perhaps participating in a few that particularly interest *you*.

*You* may be a frequent visitor to Room 1, or *you* may never have been there at all; there's a good chance *you* have not been in Room 1A, where the Chapter's historical documents are kept, nor have *you* been to Brooklyn Yards to work on the Chapter's rolling stock.

It's possible that you do not live near Portland—may not even have been there. *You* might have become interested in the Chapter through our association with the 4449, or perhaps by riding on one of our excursions.

*You* may be a member of another NRHS chapter, reading a copy of *The Trainmaster* sent in exchange for a copy of your chapter's newsletter. *You* could be a patron or staff member of one of the libraries or historical groups in the region, to whom *The Trainmaster* is sent each month. Finally, it is possible that *you* fall into a group that I haven't mentioned.

The point of enumerating all those *you's* is to demonstrate that the readership of *The Trainmaster*, though small (about 525 at this writing), is very diverse. In fact, probably the only thing all have in common is *The Trainmaster* itself.

This diversity is significant for two reasons. First, in order to properly "benefit" its diverse readers, *The Trainmaster* should carry a broad range of material. Second, *The Trainmaster's* readers are also its contributors, whose variety of interest and experience have the potential to be of benefit to each other.

Here, then, is the point—I want to persuade you to turn that *potential* into reality. We all have an interest in railroads and railroading. Belonging to the Chapter gives us the opportunity to do things and to have contact with people who both stimulate and satisfy that interest. It is impossible, though, to attend all the Chapter's activities or to talk to all its members—save, perhaps, through the pages of *The Trainmaster*. *There* is the one place where you can truly share your experience and your interest with all.

What could you write about?—anything that has to do with railroads. A complete list would be impossible to compile and certainly too long to print, but here's a short one which covers the ground fairly well.

- › Your experiences riding, running, waiting for, watching, chasing, photographing, researching, documenting, maintaining, loving, hating, pining for, reading about, or otherwise relating to trains.
- › Historical items pertaining to railroads in the Northwest.
- › Current news of regional railroad doings.

## FREEDOM TRAIN REUNION

If you worked for the American Freedom Train during 1975-76 or were part of the locomotive restoration effort on #4449, you are invited to participate in the American Freedom Train Reunion being held over the Labor Day weekend at the Portland Ramada Inn. More information can be obtained from Linda McCormack at 655-7999.

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## CHAPTER BUSINESS

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### SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - JULY 7, 1988

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The meeting was called to order by President Bob Hoffman at 7:10 PM.

Kerrigan Gray reported for Treasurer Kyrian Gray the following balances in the Chapter's accounts: Checking \$143,905.16. Savings \$6,935.05.

The Chapter board of directors passed the following motions at its July meeting: 1. Delegated authority to Kerrigan Gray to sign boat and food contracts for the two 1988 Seattle trips. 2. Delegated authority to the car rental agent to sign contracts for the rental of Chapter equipment. 3. Recommended to the membership that up to \$500 be authorized to purchase a new Swintec brand typewriter. 4. Agreeing with the Chapter's ad hoc Union Station committee to the concept of restoring station benches in cooperation with PRPA and requesting the committee to come back with specific costs and details. 5. Authorized the rolling stock committee to spend \$900 from its budget for a Waukesha air conditioning unit for car 4461. 6. Recommended to the membership spending \$4700 for brake work on the car Mt. Hood, the amount not being included in the current rolling stock budget. 7. Authorized the Chapter president to appoint a committee to explore the possibility of having a second Railfair in May, 1989. 8. Deciding that the idea of a bargain fair be dropped as a possible Chapter activity.

Rolling Stock: Bob Jackson reported that the Alco B unit is to be used as a shop. A work bench is now in the car. The rolling stock committee has decided to use an available Waukesha unit to air condition car 4461. There is no new information of the Long Island RR Alco FA's. Work parties have been accomplishing a lot on Chapter cars.

Excursions: Kerrigan Gray reported that arrangements have been made for the boat and the food for the September Seattle trip. Doug Auburg reported that several cancellations for the July Seattle trip have been resold. Alternate activities are being offered for Saturday PM in Seattle due to one car being taken out of service at Snoqualmie. Brochures for the September Seattle trip are to be mailed about July 16.

Library: Walt Grande reported that the Chapter library is open Saturdays from 1:30 to 4 PM. Walt brought up the possibility of there being photos in the Roger Peck collection willed to the Chapter, none of which were received so far. Doug Auburg will try to contact the attorney for the Peck estate.

The board considered and decided against a request for the Chapter's museum car at "The Eugene Celebration" on 9/30, 10/1 & 2 due to short notice and the cost of moving the car.

President Bob Hoffman reviewed the authority granted by the Chapter by laws to the board of directors and the president to conduct the business of the Chapter. This was in response to questioning of that authority by a Chapter member.

Respectfully submitted, Chuck Storz, Secretary

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### SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - JULY 15, 1988

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The meeting was called to order by Chapter President Bob Hoffman at 7:30 PM.

Bob Hoffman announced that he will appoint a committee to nominate 1989 officers at the Aug. meeting. Anyone wanting to be on the committee should see him.

Finance Committee: John von Gaertner advised that additional members are needed to serve on the committee. The Chapter's tax return has been filed.

Rolling Stock: Bob Jackson reported that most of the windows on the car Mt. Hood have been repaired. Car 4461 is to be converted to Waukesha air conditioning. The committee recommends that the Mt. Hood be converted to the ABD brake system. Cost will be about \$4700.

Excursion Committee: Bob Hoffman reported the resignation of Kerrigan Gray as excursion committee chairman. Bob advised that he (Bob) will fill in temporarily as excursion chairman.

Seattle Excursion: Doug Auburg reported that there were 260 paying passengers on the July 9 & 10 excursion to Seattle. The limit on the September trip will be cut back to a total of 260 passengers and staff so that the trip on the boat Virginia V will not be so crowded.

4449 Advisory Committee: Bob Hoffinan reported that the cancellation of the Chapter's lease on the Brooklyn roundhouse is now official. Requests to see the 4449 must now go through Fontaine Hagedorn of the City of Portland parks department.

The Chapter membership passed the following motions at the July meeting: 1. Authorized spending \$4700 to convert the brake system on the car Mt. Hood, the work to be done by an outside contractor. 2. Authorized spending up to \$500 to buy a new typewriter.

Future of Locomotive 4449: John von Gaertner suggested that the 4449 be loaned to the museum in Sacramento, CA so that it could be seen by more people. Dan Kuhn suggested that the locomotive be sent to Sacramento for the summer only each year.

There was considerable discussion pro and con by the membership.

Respectfully submitted, Chuck Storz, Secretary

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### COMMITTEE REPORTS

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#### CONCESSIONS COMMITTEE

Concessions will be offering a Lake Oswego Trolley cachet cover with a streetcar stamp and Oregon Electric Railway Society trolley cancellation. Only 50 of these covers will be available, at a price of \$2.50. This is a different stamp from the one on the Oregon Electric Railway Historical Society cover—why not get one of each! For more information, contact: Marilyn Edgar at 236-7271.

#### EXCURSIONS COMMITTEE

##### CAR HOST POLICY--effective January 1, 1988

These rules will govern the selection and assignment of car hosts and staff on excursions run by the PNWC-NRHS.

- 1) Must have a currently paid-up full membership in the Chapter for at least one year prior to excursion to be a car host or excursion staff.
- 2) No per diem will be given for working on an excursion trip. Car hosts and excursion staff will pay \$20 per day of excursion to defray actual costs incurred.
- 3) Must have attended four regular membership meetings within the prior 12 months from the date of the excursion. Car hosts are representatives of the Chapter and must be active in the organization.
- 4) Signup for the car host list is twice a year, at the May and November regular meetings.
- 5) Current CPR certification is required for all car hosts and staff.
- 6) If a car host cancels with less than one week notice without a good reason the individual will be dropped from the car host list for one year.
- 7) Determination of Senior vs. Junior car host status will be based upon excursion committee review of performance as well as the number of trips worked.
- 8) Excursion Committee will develop the final car host list for each trip, taking into consideration any extenuating circumstances.
- 9) Car host list rotation is by personnel working specifically as a car host on the excursion trip. Persons working in other capacities will hold their position on the car host list when the list is rotated.

#### CAR HOST ROSTER

As of July 16, 1988

##### SENIOR HOSTS

William Gano  
Kerrigan Gray  
Kyrian Gray  
Fred Dorsett  
Terry Parker  
Richard Carlson  
Chuck Storz  
Doug Auburg  
Marilyn Edgar  
Albert McCready  
Bob Hoffman  
Duane Cramer  
Robert Slover  
Mary Lou Weaver  
John D. Holloway  
Connie McCready  
Kenneth Peters  
Ester Rosu  
George Mickelson  
Kent Hutchens  
Michael Ackley  
Walt Grande  
Al Haij  
Michael Rosu  
Hugh Robertson  
Richard Gray  
John Von Gaertner  
Larry Collier  
Randy Nelson  
Ray Meyer  
Rachel Immel  
Richard Mather  
Al Wert  
Jim Loomis  
Gerry Baldwin  
Jim Schmidt  
Roger Phillips  
Duane Delong  
Noel Nelson  
Ellie Nelson  
Vija Keeler  
Larry Hodson  
John Willworth  
Jack Pfeifer  
Gerald Schuler

##### JUNIOR HOSTS

Robert Jackson  
Gordon Zimmerman  
Richard Gross  
Bill Carter  
Steve Howes  
Jim Edgar  
Carl Rodabaugh  
Russell Schoof  
Richard Parks, Jr.  
Janet Rodabaugh  
Roger White  
Arthur Hansen  
Peter Rodabaugh  
Paul McMillan  
Alan Viewig  
Pat Patterson  
Mike Balteau  
Linda Hoffman  
Dan Lundy  
Doug Crites  
Doug Gemeinhardt, Jr.  
Barbara Dougherty  
Bryan Leeder  
Naomi Gray  
Paul McGinley  
Robert Vandiver  
Rockford Regula  
Nicholas White  
Tammy Auburg  
Gerald Webb  
Freda Webb

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#### LIBRARY COMMITTEE

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Remember, the Chapter Library is now open on Saturday afternoons from 1:00-4:00pm. Come by during those hours to check out books or return books or check through some of our research material. We now have one of the largest and finest collections of railroad books in the Pacific Northwest.

*Continued on next page*

New additions to the Library:

THE OFFICIAL PULLMAN-STANDARD LIBRARY, VOL.3, GN-NP-SP&S. Randall & Ross

TRACTION CLASSICS, VOL.1. William Middleton

KINSEY PHOTOGRAPHER—THE LOCOMOTIVE PORTRAITS. Bohn Petschek

SPECTACULAR RAILROAD PHOTOGRAPHY. Roger Ingebretsen

LIMA—THE HISTORY. Eric Hirsimaki

MILWAUKEE RAILS. Robert P. Olmsted

The following articles on railroading in the Pacific Northwest have appeared in recent publications:

Kendig, Richard. *Union Pacific Engines in the Blue Mountains*. *Locomotive Quarterly*, Spring 1988 pp. 23-45.

Carver, Thomas. *Simpson Timber*. *CTC Board*, Jan. 1988, pp. 50-55.

Adams, Casey and Oestreich, Robert. *Last Train to Hyde*. *CTC Board*, Jan 1988, pp. 56-57.

Welkie, Dave. *Last Train to Youbou*. *CTC Board*, Apr. 1988, pp. 44-47.

*First Class Photo Section*, *CTC Board*, Apr. 1988, has a number of excellent photos of BN in PNW, in-

cluding a shot by Robert Leuchman of a BN train crossing Deschutes river on old OT line, and a spectacular shot by Bryan McCarthy of BN train along Columbia River with Wind Mountain.

McGee, Warren; Cone, Rufus; Leach, Rick; Barry, John. *NP Wood Cabooses*. *The Mainstreeter* (NP Ry Hist. Soc.), pp. 5-29; roster.

Busse, David R. *Rebirth of the White Pass*. *Pacific Rail News*, July 1988, pp. 28-30.

Austin, Ed. *Coos Bay, Oregon and the Bridge*. *Mainline Modeler*, June 1988, pp. 62-65.

## MEMBERSHIP

The following people have become Chapter members, as of the end of July. Welcome aboard!

CURTIS L DIERS  
20330 S.W. Rock Rd., Aloha OR 97006

MARY D. ELLINGHANS  
Rt.2, Box 301, Cornelius, OR 97113

THOMAS & HELEN SHRUM  
929 W. Old Melrose Rd., Roseburg, OR 97470

JOHN E. SMITH  
3601 N.E. 113th, Portland, OR 97220

H. WAYNE WADE  
4305 Toni Ave., Salem OR 97303

## OSWEGO, from page 1

Oregon Portland Cement bought her in April 1917 for \$3,500.

Palmer wrote that the company converted her to one-man operation. It built a one-stall enginehouse at the quarry site to shelter her, as well as a main office, cook house, blacksmith shop, and other buildings. At one time, 65 to 70 men were employed there.

Palmer described how the product was handled. "The limestone was loaded by hand into a set of three ore carts which, when full, were lowered to a loading chute. Through this chute the limestone was dumped into metal gondola cars for transportation to the Southern Pacific interchange. As three full carts were lowered, they in turn pulled three empty carts back up the hill. The two sets of three carts were connected by a cable and were raised and lowered on double track package."

A three-track interchange at Carnes on the SP saw a train of six to eight loaded gondolas delivered each afternoon. Empties were picked up for the four-mile trip to the quarry.

The fate of the engine is unknown. It was stored at the Roseburg SP roundhouse until 1938. A locomotive historian in San Francisco bought it for \$1.00 but did not have it moved. Palmer said the SP finally moved it free of charge to Oakland in 1941, where it was put in storage until 1952 when it went on display at the Oakland Municipal Auditorium. In 1967 it was on the property of the Castro Point Railway (which has now moved to the Niles Canyon area of California).

Not much is left of the Oswego, Dallas & Roseburg Railway. A dedicated railfan might be able to make out the overgrown, brush-covered pit, a section of old roadbed, and concrete footings in

Roberts Creek—but only by looking seriously.

## TROLLEY CACHET COVER

The Oregon Electric Railway Society is offering a special cacheted envelope, in celebration of the 100th anniversary of the first train to run between Portland and Lake Oswego.

The envelope has stamps showing a steam locomotive, a handcar, and a steam fire pumper; the cachet design shows the trolley the Society operated over the Jefferson Street Branch last fall. Price: \$2.00. Send orders to: Willamette Shore Railway, Attn: Cachet, P.O. Box 1891, Portland, OR 97207. A LSSAE would be appreciated.

(See the Concessions Committee report for the Chapter's own edition of the cover.)

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## NEWS—EVENTS—TRAVEL

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### WISHRAM REFUSES TO DIE

Successful programs begin with a dream in someone's mind.

In the Columbia Gorge town of Wishram, the Wishram High School librarian has a dream of monumental proportions. He would like to see Wishram become a Wild West "theme town" with a Loop Tourist Train running from Portland to Wishram on the Burlington Northern and returning on the Union Pacific, with a noontime stop for lunch at Wishram. That dream is grand enough to have caught people's attention—the June 14 edition of the Dalles Daily Chronicle devoted fully a third of its front page to the story. (That coverage provided the basis for this article.)

Daniel Shaddox is the man with the dream. His "theme town" idea follows what Bingen, White Salmon, and Leavenworth have done, but with a Wild West theme to capitalize on the rugged scenery and the abundance of Indian artifacts in the area.

The Wishram Community Council heard his plan and approved 100 percent. As the newspaper writer put it, Shaddox "...presented a scenario [that] would eventually bring improvements such as restaurants, hotels, and tourist shops to the town." Shaddox would like to see a restaurant like the former *Beanery*, which was closed by the BN in 1986. It once was on a list of good places to eat in Washington, and used to be frequented by tour buses.

The Council knows that the railroads are the key to the plan. It would like the community to act as one, renting a passenger train and the "existing tracks for the tour." Private parties are not wanted for operation, for fear they would syphon off many of the benefits a successful operation would bestow on the town and its surrounding area.

The Council would like a steam engine, too.

Shaddox has made contact with BN officials who, he says, are "not so gung-ho about the idea. There's not as much money in passenger trains as there is in freight." Still, Shaddox is sending a Coun-

cil-approved draft proposal to the railroads. The Council knows that many obstacles and at least two to three years stand between them and the realization of the dream.

The community development director of Goldendale says funding could come from community development grants from Federal and State governments, as well as shareholders and local businessmen.

If they can get something started, the Council feels that one thing could lead to another. Some local businessmen have indicated an interest to build, should the plan get off the ground. A Council member said, "We can offer something no one else can—a town below the cliffs. We could come back to life but not get too big."

Will Shaddox's dream come true? Who knows! If it does, a lot of planning and even more luck will have brought something more to the Columbia Gorge.

It remains to be seen whether the railroads will establish themselves as good neighbors willing to join in making the Gorge a major tourist attraction. —*Jerry Webb*

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### THE CONTINUING SAGA OF WISHRAM'S "RISEAGAIN"

The town of Wishram's biggest assets are its history and the railroad bridge across the Columbia River. That was the message given the town council July 5th by Sam McKinney, head of the Columbia River Heritage Program of the Oregon Historical Society. The Heritage Program is a river town revitalization effort, which also plans to commemorate the 1992 bicentennial of Gray's discovery of the Columbia River.

The July 10 edition of The Dalles Chronicle says McKinney was

invited by newly-appointed state senator George Rohrbacher, who had been invited by the town council. Rohrbacher invented a popular parlor game about farming, which, he says, he dreamed up one afternoon while driving his tractor around his farm doing chores.

McKinney joined in the enthusiasm for a tour train operated out of Portland, coming up one side of the river, crossing the bridge at Wishram, and returning down the other side. McKinney said the train would be "a magnet" for international tourists. He told Wishram folks not to "sit here and chart a small future. You're sitting on an incredibly valuable resource. This is a tremendously exciting time with all these railroad tracks." He said people who will be attending conventions and

shows at Portland's new convention center will need varied tourist diversions. As he put it, "Portland is terribly short on things to do. People can only see so many roses and elephants."

The Gorge train could join other modes of transportation, such as a stern-wheeler boat going through the locks of two dams. It also could work in conjunction with tour busses stopping at points of interest on both sides of the river.

He also took a look at the many tracks still at Wishram and suggested a rail museum located in railroad cars spotted on one of the sidings.

A lot of the town's plans  
*Continued on page 8*

## WHERE ALCOS REIGN SUPREME

Railfans who love "burbling" Alco diesels should head for the Northern California coast. There they will find the California Western Railroad using Alco RS11's on its *Super Skunk* tourist trains. Freda and I rode the *Super Skunk* this summer.

The Alcos were purchased from the Southern Pacific. Number 63 pulled the train from Fort Bragg and 64 did the honors from Willits, located some 40 miles inland.

About 9:15am, the trains leave from each city, to meet about 90 minutes later at milepost 21.3—North Spur station, a beautiful location in the coast redwoods.

There is no passing track there—but there is a wye, and so an unusual series of movements takes place. The engines of both trains are turned on the wye, and each train returns to its point of origin. Passengers ticketed for the entire 80-mile round trip change trains. The same procedure is repeated in the afternoon on the return trip.

The morning runs terminate at about noon and the afternoon run starts at about 1:30, giving riders about 90 minutes at either Fort Bragg or Willits to look around. Stations are located close to the centers of the towns. A complete

round trip takes about 7 hours and costs \$20.

Our train from Fort Bragg consisted of four cars, including two SP commuter coaches and an open observation car. Number 63 began leisurely "burbling" away, easily pulling the four cars through town and whistling several main street crossings. Soon we were beside Pudding Creek headed for the tunnel that would bring us to the Noyo River, which we would follow most of the way to North Spur.

It takes about one minute to go through the tunnel. There is no electricity in the cars and for that minute you are in pitch blackness. I had never before been in such complete absence of light—a strange feeling. If you go, be sure you are in one of the center cars so no light filters in from the tunnel ends. No passengers are allowed in the observation car while the train passes through the line's two tunnels.

The railroad's brochure claims it is the crookedest railroad in the world. It may well be. In 40 miles there are 381 curves of up to 25 degrees. The longest tangent is less than a mile.

The *Super Skunk* is also a mail train. The conductor throws off mail sacks at several stations along the line, including a camp

where he tossed off a half-sackfull to eagerly expectant San Francisco youngsters. The train picks up mail on the return trip.

A highlight of the trip is the hour layover at North Spur where through passengers trade trains. Besides the action of the two engines turning on the wye, there is the beauty of the location and the chance to buy souvenirs and delicious food.

For twenty years Doyle and Leonor Pratt have been serving food to passengers, starting with juices and sandwiches, later adding hot sandwiches, barbecue, and apple juice from trees in their own wild apple orchard. They also run a well-stocked gift shop. All are open outdoor stands, very colorful and very appropriate to the woodland setting. They hire vacationing college students to staff the stands, who are very friendly and courteous, giving fast service.

Back to the train. The section from North Spur to Willits is the steepest on the line. After leaving North Spur eastbound, the train soon encounters 8 miles of 3 percent grade with five switchbacks—all to progress only 1 miles. It is here that the Alcos really "talk." The drop from the summit to Willits is only 400 feet, but the grade is 3 percent.

The cars on the Willits train include two built in 1927 and last used on the Erie-Lackawanna. The Willits station is former SP and is only four blocks from the main part of town.

Be sure to eat at BK's Ice Cream Deli at Commercial and US 101 (the station also is on Commercial). It is filled with model trains, railroad pictures, and two operating German-made tourist trains. The people at BK's are ready for *Skunk* passengers, and serve various sandwiches as well as ice cream. Their milkshakes are thick and delicious—in fact, excellent! —*Jerry Webb*

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### EDITOR, from page 2

- › Railroad rolling stock, track and facilities, operations: past, present, future.
- › Railfan items: schedules, radio frequencies, railroadians, photo sites and techniques, good train-watching spots.
- › Research techniques and sources; literature reviews.
- › Lots of other things that I could not possibly think of, but which undoubtedly would be of interest to Chapter members.

Now, I realize that not all of us are fonts of information about railroads, that many join the Chapter to get information, or to work on rolling stock, or to socialize, or for many other reasons. I also know, though, that we have many members who could contribute much—or even a little—if only they would step forward and make the effort. Why not think about it?

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## Railfan news

### CALLING ALL MILEAGE FREAKS!

What could well be the ultimate in rail excursions is planned for September. It will take 23 days to cross two continents, for a total distance of 12,400 miles. The cost? Well, as the saying goes, if you have to ask...

The trip is on the exotic orient Express, which normally runs between Paris and Istanbul. A Japanese television network (Fuji) has chartered the train for a jaunt into the record books. Stops include Cologne, East Berlin, Warsaw, Moscow, Novosibirsk, Irkutsk, and Beijing.

The 16-car train will carry only 90 passengers. Leaving Paris Sept. 2, it is scheduled to arrive in Hong Kong on Sept. 25. If completed, it will set a record for the longest train ride in history, and passengers will receive a certificate from the Guinness Book of World Records affirming their participation. The cars will travel over railroads of three different gauges, including the narrower-gauge Japanese tracks. Japan? After the regular trip, the train is to be transported to Japan for use in separate excursions..

What's that? You really want to know the cost? Well, since you insist, the Paris-to-Hong Kong fare is about \$15,000 per person. Any takers? (*This information comes through the Birmingham Chapter, from an Associated Press story.*)—Jerry Webb

### ...CANADA, TOO

The Royal Hudson Steam Train Society and the Rocky Mountain Rail Society will run *The Great Canadian Steam Railway Excursion*, Oct. 21-25. The route will be Vancouver, B.C.-Jasper-Prince George on the Canadian National, and Prince George-Vancouver over BC Rail. Motive power is double-headed steam all the way (1,260 miles), with Royal Hudson 2860 and ex-CN Mountain-type 6060 doing the honors on the CN, and ex-CP Consolidation 3716 and the Royal Hudson on BC Rail. Fares: \$1,498 (Canadian) for the full trip, \$649 (Canadian) for Vancouver-Jasper, based on double occupancy. For details and options, call 1-800-663-9157.—RS

### WINE TRAIN DELAYED

If you've been planning to go to the Napa Valley this summer in the expectation of riding from winery to winery on the Wine Train... better wait. According to *Wheel Clicks*, the Pacific Railroad Society's newsletter, the planned May start-up has been postponed until "sometime in September." Wine Train operators say more time is needed to refurbish equipment. The train has met strong opposition from many local residents, who fear mobs and noise, and some wineries have announced they will refuse admission to train passengers. The State had not yet ruled as of May 30 on whether an environmental impact statement—which would delay start-up by two years or more—will be required.—RS

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### WISHRAM, from page 6

depend on getting railroad equipment. Wishram Community Council member Morrie Newson said the Mt. Hood Railway excursion train might be chartered to run a trial excursion in order to see how practicable the tour train idea might be.

Wishram is forging ahead, taking another step by joining the Columbia River Heritage City

group, becoming the 36th city along the Columbia to do so.

Perhaps the ultimate decision on the plan rests with the two railroads in the Gorge. If I remember correctly, a couple of years ago wives of Burlington Northern workers put on a "Railroad Days" celebration in Wishram. None of it was on railroad property, though, and for the BN the day was "business as usual." —Jerry Webb

## TRAINWATCHER'S RETREAT

A vacation where you can watch and listen to trains, perhaps strike up a conversation with off-duty railroaders—that is the **Izaak Walton Inn**, as described in a recent edition of *American West* magazine.

The Inn is in Essex, on the southern boundary of Glacier National Park.

As the article says, it is in the midst of a million acres of wilderness. Hunting, fishing, and fabulous sight-seeing in the Park highlight any visit to this nearly half-century-old inn. It was built originally to accommodate maintenance crews and off-duty train crews of the Great Northern Railway. The tracks still are there, only now they are Burlington Northern. Railroad crews still stop for both bed and meals.

Amtrak's Empire Builder stops at Essex; the May 15, 1988 timetable shows the eastbound due at 7:07am after an overnight run from Portland. So leave your car at home, board the afternoon train at Union Station, and tell the conductor to wake you when you reach Essex.

The Izaak Walton Inn's lounge is the *Flagstop Lounge*. While enjoying the cozy fire you can view framed photographs of railroad wrecks, snow slides, snowplows at work, signals, crossing and tunnel signs, and paintings of trains puffing across terrifyingly high trestles... terrifying, at least, to the author of the article.

All in all it sounds like just the place for a railfan who enjoys the sound of diesels passing—almost through his room—at any time.—Jerry Webb

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### TROLLEYPICNIC

There will be a potluck picnic at Glenwood Trolley Park on Saturday, August 27, beginning at 12:00 noon. Come out and see the equipment the Chapter has stored there, and enjoy riding some old trolleys and touring the Park's ties facilities.

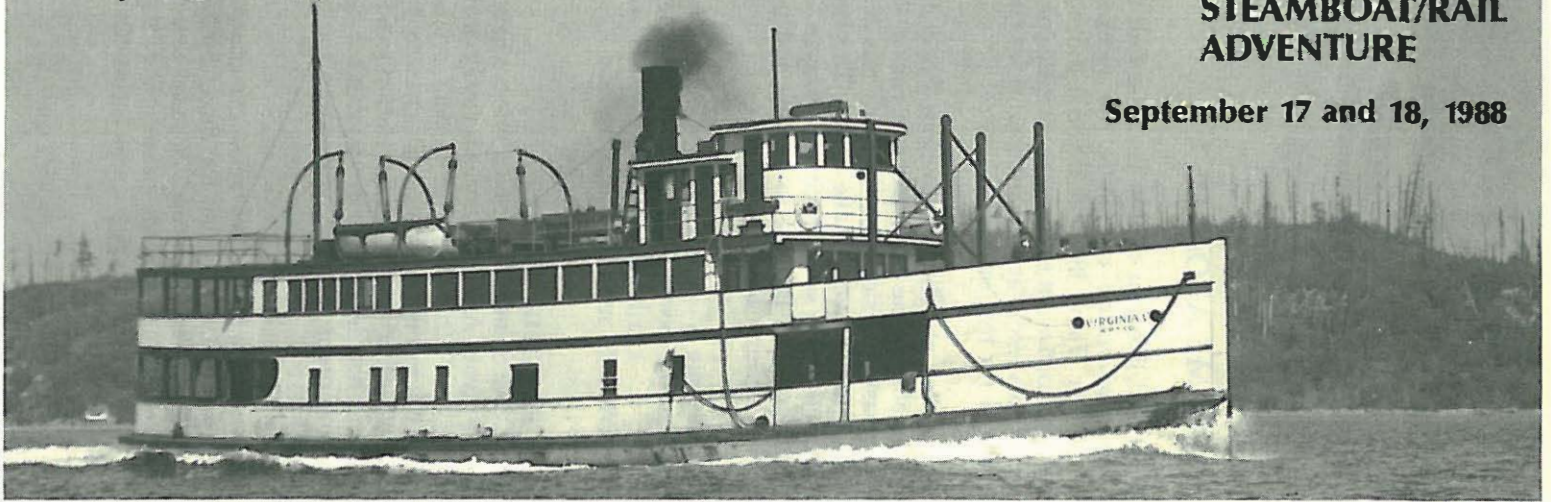


Virginia V in Puget Sound circa 1930  
Photo: Washington State Historical Society

## A VOYAGE INTO THE PAST

## SEATTLE STEAMBOAT/RAIL ADVENTURE

September 17 and 18, 1988



### WELCOME ABOARD!

We would like you to join us for a Full Steam Ahead Adventure in Seattle the weekend of September 17 and 18, 1988. If you're a live steam fan you won't want to miss the exciting combination of steamboat and steam train rides we have arranged for this outing.

The trip's highlight is a six-hour Puget Sound voyage aboard the historic steam packet *Virginia V*. On past excursions the *Virginia V* has taken us north into fresh water Lake Union. This time we will be chugging south to circumnavigate Vashon Island via West Passage to Tacoma and back to Seattle through East Passage.

Captain Don Moss, veteran skipper of the *Virginia V*, will retrace the little ship's original routes between Seattle and Tacoma, and over the PA system will tell us about some of the humorous, and occasionally perilous, incidents that marked its 20 years of faithful service on this run.

The Virginia V Foundation, which owns and operates the 66-year-old wooden steamer, has made it available for the pleasure of PNWC/NRHS members and friends.

### NOW FOR THE DETAILS . . .

Before your Sunday steamboat ride we have other treats for you. After our Saturday noon arrival in Seattle you'll have several choices on how to spend the rest of your day. First, chartered motor coaches will be waiting at the station to take you and your luggage to your downtown hotel where you are pre-registered, with your room keys waiting.

After you have had time to relax, our coaches will return to take you to visit the Puget Sound and Snoqualmie Valley Railroad, 30 miles to the east, for a train ride in vintage passenger cars pulled by a 2-6-6-2 Mallet-type logging locomotive built by Baldwin in 1926.

For those who would rather have a more leisurely afternoon we have a couple of other options. Seat-

tle is famous for its Underground Tour of the old Skid Road district where, in the words of late Northwest timber industry historian Stewart Holbrook, loggers and seamen sought entertainment of the sort found in bottles and corsets. Your guide will provide further details, and PNWC/NRHS will cover the entrance fee.

We'll also pay your fare for a ride on the trolley car which runs along the Seattle waterfront.

### STEAM ON RAILS

The Puget Sound Railway Historical Association operates the Snoqualmie excursion train, and like the PNWC/NRHS is a non-profit volunteer group dedicated to the preservation of the artifacts, photos and documents of Pacific Northwest railroading.

Train riders will board at the handsome Snoqualmie depot, built in 1890 for the Seattle, Lake Shore & Eastern Railway and now listed in the National Register of Historic Places. You'll be enchanted by this Victorian structure with its cupola and round-ended waiting room. It was donated to the Association in 1976 by the Burlington Northern, and now has been completely restored with modern rest rooms and a well-stocked bookstore.

### READY TO RELAX?

We want you to spend all your time enjoying the trip, so we'll handle all the worries of normal travel. Your hotel room, all transportation and meals on the train and steamboat (Saturday breakfast and lunch, Sunday buffet luncheon and Sunday dinner) are included in your ticket price. All you have to do, besides carry your own luggage to and from the trains, is to buy your other meals in Seattle. We'll take care of everything else.

Plan to arrive at Union Station in Portland no later than 7:30 a.m. Saturday, September 17th. Bring your ticket to the PNWC-NRHS counter in the main lobby to exchange it for your boarding pass to one of our special cars. If you are in a group of two or more, have one person in your party bring all the tickets and we'll assign you all to the same car.

We'll have members wearing orange jackets or vests with NRHS emblems on the station platform to direct you to your car.

One of our car hosts will help you store your luggage, find your seat and give you a Trip Guide with all the details of the excursion. There will be two hosts per car, each with an up-to-date CPR certificate. Your car hosts will be on duty throughout the trip to assist you, serve you meals and give you TLC. Just sit back and relax.

### EVENING IN SEATTLE

You'll have a free evening in Seattle. Your Excursion Trip Guide will have suggestions for sightseeing, shopping and dining.

Beginning about 9:00 Sunday morning the buses will take you to Pier 55 on the Seattle waterfront to board the *Virginia V*. Shortly after we shove off at 9:45 a.m. for our six-hour cruise our caterers will be setting up a sumptuous buffet which will keep you deliciously stuffed for the duration of the voyage. You'll want to go below to watch the triple-expansion steam engine push us along at a respectable 10 knots.

After the tour of Puget Sound we'll steam back to Pier 55, where our motor coaches will be waiting to shuttle us to the King Street Station. We're scheduled to arrive back in Portland at 9:30 p.m.

That's the whole package. July's trip sold out quickly, so for a relaxing and fulfilled weekend, send in your completed order form today.

### TICKET PRICES

Ticket prices include Amtrak train, steam train and steamboat transportation, meals on train and boat, bus connections throughout and lodging in Seattle. Items of a personal nature, hotel room service, telephone calls, etc., are not included and must be paid by you when checking out. See order form for prices and options.

### PARKING

Limited, unmanned off-street parking is available for a fee at Portland Union Station from Diamond Parking for \$5.50 per day. Tri-Met bus lines serve the station. The Greyhound and Trailways bus depot is one block away. A taxi stand is at the station.

### REFUNDS

Full refund (less \$25 handling charge per ticket) for up to 45 days prior to departure. From 20 to 45 days prior, we will refund 75% of the ticket price. No refund within 20 days of trip. Trip insurance policies are available from many travel agencies at a nominal cost.

### AMTRAK SCHEDULE

Saturday 9-17-88		Sunday 9-18-88
8:00 am	Dp Portland	Ar 9:30 pm
8:22 am	Dp Vancouver	Ar 9:05 pm
9:05 am	Dp Kelso-Longview	Ar 8:24 pm
9:53 am	Dp Centralia	Ar 7:36 pm
10:13 am	Dp East Olympia	Ar 7:13 pm
10:57 am	Dp Tacoma	Ar 6:33 pm
12:00 noon	Ar Seattle	Dp 5:30 pm

### SERVICES

Lounge service on the train with snacks and beverages will be available in the non-chartered section of the train, sold by Amtrak at regular prices. Beverage service on the steamboat will be available at a full-service bar operated by the *Virginia V* Foundation. The boat and steam train lack accommodations for handling wheel chairs and there are stairs aboard to climb.

### WASHINGTON STATE RESIDENTS

You may board our train when it makes stops at Vancouver, Kelso-Longview, Centralia, East Olympia or Tacoma and detrain at those stations on your return. Please indicate your choice on the order form.

### LAST MINUTE NEWS FLASH!

1. We've cut the number of passengers on the September trip to 240 maximum to leave more room on the *Virginia V*! We're committed improving excursion quality wherever we can.
2. Schedule change. We'll provide you with some more free time Saturday afternoon to relax, do a little shopping or see some sights on your own. We'll still be going out to ride on the Snoqualmie RR, with a short stop at Snoqualmie Falls on the way. But we won't be leaving the hotel until 3:30. We'll stop by Snoqualmie Falls at about 4:30 and go on to ride a special charter train at 5:00. Then we'll return to our hotels at about 7:15. Alternate in-town trips are also under development.
3. Unfortunately, the equipment at Snoqualmie limits us to a maximum of 200 passengers. Therefore, the Snoqualmie train ride will be limited to the first 200 who request it. Later orders will be contacted with a list of other options. Just return this with your order.

PLEASE PUT ME DOWN FOR SNOQUALMIE ,  
I'D RATHER NOT RIDE (what else do you have on tap?)

SECOND 1988 SEATTLE STEAMBOAT - RAIL ADVENTURE

Saturday & Sunday, 17 & 18 September 1988

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

COMBINATION ORDER FORM  
(Tickets & One Hotel Room<sup>^</sup>)

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

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

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

Names of additional passengers, if any, who will be occupying the same hotel room: \_\_\_\_\_

address \_\_\_\_\_

\_\_\_\_\_

city \_\_\_\_\_

type of order: \_\_\_\_\_

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

NOTES:

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

ACCOMMODATIONS DESIRED (select one only):

PAYMENT REQUIRED (includes 1 hotel room):

- one person, one bed (single occupancy) - - \$199 total . . . . . = \$ \_\_\_\_\_
- two people, one bed (double occupancy) - - \$175 per person . . . . . = \$ \_\_\_\_\_
- two people, two beds (double occupancy) - - \$175 per person . . . . . = \$ \_\_\_\_\_
- three people (triple occupancy) - - - - - \$170 per person . . . . . = \$ \_\_\_\_\_
- child, in addition to any of above full fare adult accommodations selected, add - - \$150 per child . . . . . = \$ \_\_\_\_\_
- other \_\_\_\_\_ - - \$ \_\_\_\_\_ per person . . = \$ \_\_\_\_\_
- tour package only, no hotel room - - - - - \$150 per person . . . . . = \$ \_\_\_\_\_

RAIL TRAVEL OPTIONS (please designate boarding / detraining city desired):

- Portland, Oregon                       - Vancouver, Washington                       - Kelso, Washington
- Centralia, Washington                       - East Olympia, Washington                       - Tacoma, Washington

METHOD OF PAYMENT:  - check,  - money order,  - cash, or  - credit card

To charge to your MASTERCARD or VISA account please complete the following:

Print name as it appears on credit card.                      Signature as it appears on credit card.

- - - / - - - / - - - / - - -

Bank Card Numbers

Card Expiration Date: \_\_\_\_\_ / \_\_\_\_\_ (month / year)                      \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ (auth # / (date auth) / (initials))

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

Remittances should be made payable to Pacific Northwest Chapter, N R H S.

MAIL TO: Pacific Northwest Chapter, NRHS  
1988 Steamboat-Rail Adventure-II  
Room 1, Union Station  
800 N W 6th Avenue  
Portland, Oregon - - 97209-3715

NOTE: Including a self-addressed and stamped envelope (9.5 inches by 4.25 inches) with your order would be appreciated. Please allow us a minimum of two weeks to process your order.



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**COMMITTEE CHAIRS**


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Chapter Representative to Steam Locomotive Advisory Committee: Bob Hoffman, 236-7710  
 Activities: Jim Edgar, 236-7271  
 Meeting Program Coordinator, Hugh Robertson, 252-3315  
 Bylaws: Jack Pfeifer, 644-0048  
 Concessions: Marilyn Edgar, 236-7271  
 Excursions: Kerrigan Gray, 777-6610  
 Finance: John von Gaertner, 639-0978  
 Library & Historical Foundation: Walt Grande, 246-3254  
 Membership: Fred Dorsett, (206) 256-4981  
 Museum: Dave Stimac, 288-2421  
 Ad Hoc "Permanent Home": Kerrigan Gray, 777-6610  
 Public Relations: Al Viewig, 223-2526  
 Publications: Doug Auburg (206) 694-7769  
 Rolling Stock: Bob Jackson, 233-2667  
 Car Rental Agent: Carl Rodabaugh, 253-4241  
 Ad Hoc "Union Station": Terry Parker, 284-8742

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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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