



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



DECEMBER 1988

More on Essex, Montana

In a recent issue of *The Trainmaster* (August—ed.) we had a story about the Izaak Walton Inn at Essex, Montana. A few people have asked us about it since then.

Now, we are pleased to alert those interested to a very glowing account of a March stay at this railfan's delight in the October issue of *Pacific Rail News*, by its associate editor Mike Schafer.

In brief, the owners of the Izaak Walton Inn cater to winter and summer visitors, and especially to railfans. The Inn is located next to Glacier National Park, but most importantly it is across the tracks from a Burlington Northern yard on the old Great Northern main. Schafer points out that owners Larry and Lynda Vielleux sponsor railfan retreats such as *Essexpress Railfan Weekend*, held early in May, 1988. He said it featured noted rail photographer Richard Steinheimer.

Schafer also said the "true" railfan will seek a room facing the tracks, as the railroad yard is part of Essex's appeal, with sets of helpers sometimes found idling there. The location is near Marias Pass Summit, the famed GN crossing of the Continental Divide.

Essex is a flagstop for Amtrak and is listed in its public timetable. The Summer 1988 edition shows

Continued on page 11

CONTENTS

Timetable	1
Holst Award	2
Chapter Business	5
News-Events-Travel ..	8
Huntington, Ore.	9

CHAPTER TIMETABLE NO.315

REGULAR RUNS

BOARD OF DIRECTORS MEETING, December 8, 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.

MONTHLY MEMBERSHIP MEETING, December 16, Friday, 7:30pm, at the Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. **VOTE ON 1989 BUDGET.** The newsreel and program will start promptly at 7:30, with the business meeting following after a short break.. 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!

ROLLING STOCK WORK SESSIONS, every Tuesday, at the Chapter's tracks in Brooklyn Yards. Working hours are 9am to 3-4pm. Contact Bob Hoffman at 659-8402 to see how you can help.

CHAPTER LIBRARY OPEN HOURS, Saturday, December 17, 1 to 4pm at Room 1, Union Station (closed Dec. 24 for the Holiday).

EXTRA BOARD

Note: See the special announcements on pages 34 for more activities and details on the ones listed below.

UNION STATION CHRISTMAS DECORATION, Saturday, December 10, 4pm-7. Help decorate Union Station for the Holiday season. Volunteers should bring decorations and means to hang them, plus some snacks to share. See page 3 for more information.

NEW YEAR'S EVE IN SEATTLE ON THE MOUNT HOOD, Saturday-Sunday, December 31-January 1. Celebrate the New Year with other Chapter members on this special run of the *Mount Hood*. Details on page 4.

Continued on page 2

DECEMBER MEETING PROGRAM

A Northeast Scrapbook: the Last 15 Years
by Randy Nelson

Program begins at 7:30

Notice: *Programs needed for future meetings.* 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.

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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Molalla, OR 97038

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MEMBERSHIP in the PNWC-NRHS is available as follows:

Individual...\$23/yr.

Joint...\$28/yr.

For more information contact the Membership Chairman, at the above address.

DEADLINES

are terrible things, but they pop up every month without fail. The deadline for each issue of *The Trainmaster* is the 20th of the previous month. I always try to squeeze in late material, but I can't guarantee that anything received after the 25th will make it—be warned! —RS

Jack Holst Award Selection

The process for selecting the winner of the 1988 Jack Holst Award for outstanding service to the Chapter currently is in train.

In the past, the winner has been selected by the winners of the three previous years. This year, the winner will be selected by the membership at large.

The President has appointed an ad hoc nominating committee, which has nominated three candidates for the award. At the December business meeting, additional nominations will be taken from the floor.

Persons wishing to make nominations at the December meeting should prepare in advance a statement of not to exceed 75 words, giving the reasons why the nominee should be considered for the award. The statement will be read at the time of nomination and, if the nomination is seconded, will be printed in *The Trainmaster* for consideration by the membership.

A secret ballot will be taken at the January business meeting to select the winner of the Award. The result of the ballot will be announced at the Annual Chapter Banquet, at which time the award will be bestowed.

Nominated by the ad hoc committee are:

Marilyn Edgar
Duane DeLong
Carl Rodabaugh

Nominating statements for these members, together with statements for members nominated from the floor, will be published in the January issue of *The Trainmaster*.

From the Editor

DUE DATE. Beginning with the January Issue, the cutoff date for material for publication in *The Trainmaster* will be the 20th of the proceeding month. I make this change reluctantly, for I have tried to give everyone the greatest time possible to get their material to me.

The problem, though, is that *The Trainmaster* has been reaching many members so late that many of the activities described in it have passed before they are aware of them. With the new due date, I should be able to have *The Trainmaster* ready to mail by the end of the month. We'll hope that will take care of the problem. —R.S.

Timetable, from page 1

GREAT AMERICAN TRAIN SHOW, Saturday-Sunday, January 7-8, at the Multnomah County Expo Center. Volunteers needed for 4-hour stints. Contact: Jim Edgar, 2367271.

CHAPTER BANQUET, Saturday, January 28, at the Mallory Hotel. Make your plans now for the annual feed. More details in the January *Trainmaster*. Contact: Jim Edgar, 2367271.

COLUMBIA GORGE-PNWC ANNUAL SWAP MEET, Saturday, March 7, at Jackson Armory on Cornfoot Dr. Workers will be needed for many positions; please volunteer now by calling Jim Edgar, 2367271.

ACTIVITIES COMMITTEE

DECORATE UNION STATION for the Holiday Season

Saturday, December 10

Join Chapter members in bringing the Holiday Spirit to Portland Union Station. **Beginning at 4:00pm**, we will deck the halls with holiday cheer.

Bring decorations (preferably non-breakable), plus tape, scissors, stepladders—anything you might need to put them up. (Note: *No electrical items, please*—we don't want to have the responsibility for possible malfunctions.) Hand-made train-oriented items would be great; talk over your ideas with Marilyn or Jim Edgar, 236-7271.

To enhance the festivity of the occasion, bring along some snacks to share with the group.

Many holiday travellers will pass through our Station and we can add to their holiday spirit with your help.

Activities Committee Brings You ...

NEW YEAR'S EVE IN SEATTLE

Ride the *Mount Hood* for a special holiday treat.

LEAVE Portland: 8:00am Saturday, December 31, 1988
RETURN to Portland: 9:30pm Sunday, January 1, 1989

Be one of twenty holiday revellers on the *Mount Hood* for a special trip to Seattle over the holiday weekend. The fare of \$115 per person gets you to and from Seattle on the *Mount Hood*, accommodations in Seattle, plus breakfast and lunch on the Saturday trip up and dinner on the Sunday return.

For Saturday night, the Committee is arranging a no-host New Year's Eve party in the Cloud Room of the Camlin Hotel.

Sleeping accommodations are optional on a first-come, first-served basis: either on the *Mount Hood* (sleeps 11) or in a hotel.

PNWC members will be given priority for the trip, but non-members will be welcome—again, first-come, first-served.

Reservations will have to be made immediately if this trip is to run. Call Jim or Marilyn Edgar at 236-7271 for your reservation. Do it now!

Colorado Anniversary Trip

Just so nobody can say, "You didn't tell me soon enough!" we are letting you know now about our idea for June 1991. That is the year of the *Manitou and Pikes Peak Railway* 100th Anniversary celebration, and we feel that's a good excuse for a Chapter group to visit it and some of the other rail activities in Colorado. It's not too soon to start saving the bucks and to do some preliminary planning.

CHAPTER BUSINESS

Attention Members!

The Chapter Directory will soon be sent to the printer. *Any member who has address or telephone number changes which have not been given to Membership Chair Fred Dorsett should contact him by December 16* so the Directory will be accurate. The Directory should be ready for delivery at the Chapter Banquet. Call Fred at (206) 256-4981, or leave a message on the answering machine at Room 1.

1989 Chapter Officers

At the November meeting, the membership elected the following people to serve as Chapter officers during 1989:

- President: Bob Hoffman
- Vice President: Doug Auburg
- Secretary: Chuck Storz
- Treasurer: Alan Viewig
- Director-at-large: Dave Stimac
- Jerry Webb
- National Director: Rich Carlson

PNWC-NRHS

Revised 1989 Proposed Budget

(Editor's note—The Chapter's recent decision to purchase the former Great Northern coach No.1220 has reduced the funds expected to be available for expenditure in 1989. Therefore, the proposed 1989 expenditures have had to be revised downward from the figures published in the October Trainmaster. The revised budget appears below; changed figures are shown in italics.)

The Chapter's 1989 budget will be voted on at the December meeting. The proposed budget is listed below.

NOTE: This budget is *in balance* with available funds and realistic income. In other words, to increase the budget for one area the same amount must be taken from another area. See basic premise #1 below.

Description	Budget
SUPPORT & REVENUE	
Interest	\$5,000
Membership dues	\$6,000
Activities, chapter	\$ 750
Activities, public	\$3,250
Concessions	\$4,000
Rolling stock rental	\$8,000
Total Support & Revenue	\$27,500

SUPPORTING SERVICES EXPENSES

Rent	\$10,000
Dues, National	\$3,200
Dues, other	\$ 250
Telephone	\$1,100
Office supplies & stamps	\$2,000
Bulk postage	\$2,000
Trainmaster	\$3,000
Editor's stipend	\$ 900
Insurance	\$7,000
Treasury function	\$1,600
Extraordinary expenses (copier, generator)	\$2,500
Total Supporting Services Expenses	\$33,550

PROGRAM EXPENSES

Activities, public	\$2,500
Activities, Chapter	\$1,500
Membership & Hospitality	\$500
Library	\$2,000
Rolling Stock	\$2,000
Museum	\$2,000
Excursions	\$2,000
Concessions	\$2,500
National Convention	\$1,500
Public Relations	\$ 500
Publications	\$ 500
Historic Foundation	\$0
Permanent Home	\$0
Union Station	\$ 500
Total Program Expenses	\$18,000

TOTAL EXPENSES	\$51,550
TOTAL SUPPORT	\$27,000

Net change in fund (\$24,550)
money from our current treasury

Basic premises:

1) We will only budget our available funds and realistic income, per our bylaws.

2) Certain activities are important to our Chapter. These activities will be equally allocated funds under the "Program Expenses" category. These activities are:

- Special events (Chapter Activities) and day-to-day activities (Membership & Hospitality) for our membership
- Public events or activities with other non-profit organizations (Public Activities)
- Library
- Rolling Stock
- Museum
- Excursions

Kyrian Gray
Treasurer

CHAPTER BUSINESS

National Director's Report

1988 Fall Meeting, NRHS Board of Directors

The Fall, 1988 business meeting of the Board of Directors was held at the Miami Marriott Dadeland Hotel in southwest Miami on Sunday, November 13. The meeting began at 8:30am, Dr. Raymond Wood presiding. Other NRHS officers, including Chairman V. Allan Vaughn, Senior Vice President Leroy S. Dietrich, Secretary Gregory P. Molloy, and Treasurer Richard M. Billings, were also in attendance.

I would estimate some 95 persons attended the meeting. The first order of business was the formal voting-in of the new Board of Directors, which is comprised of the National Director of each NRHS chapter. Following that, the election of Regional Vice Presidents occurred. There now are 17 regions (previously there were 12), and five were contested, including our Northwest Region. Hugh M. Robertson was elected by a vote of 4 to 2. All were in absentee except for mine. It was announced that guidelines are being developed for use of a new \$500 annual allowance for each Regional Vice President to cover items such as telephone, stationery, postage stamps, newsletters and travel.

Allan Vaughn reported that Dues Notices packages had been sent to all chapters. Second Dues Notices will go out February 1, 1989, but members are cautioned that, because of delays in processing, any dues paid after the first of the year may not be recorded in time to avoid receipt of a Second Notice. Members are urged to pay dues before the end of the year.

Regional Vice Presidents made their reports. Ed Bernsten of the Northwest Region summarized activities of the regions's chapters. he noted that Pacific Northwest Chapter, with about 510 members, is the region's largest. He spoke of the dinner train that ran last summer on Washington Central tracks between Ellensburg and Yakima, using rolling stock from the British Columbia Chapter. He commented on the Cascades Chapter which once existed, and that a new chapter in Battle Ground, Washington had been proposed by him. he explained that the new chapter intended to participate initially in centennial celebrations of the State of Washington and the Lewis & Clark Railway, in 1989.

Five new chapters were issued charters. They are Great Plains Chapter, Grand Island, Neb.; Kentucky Central Chapter, Paris, Ky.; Shenandoah Valley Chapter, Harrisonburg, Va.; Fort Lauderdale Chapter, Fort Lauderdale, Fla.; and Columbia River Chapter, Battle Ground, Wash. Only the admission of the last involved any floor debate and comment, and both Ed Bernsten and I gave our views regarding the requested charter. A letter of support of admission had been received from the Inland Empire Chapter of Spokane, while a letter of opposition had been received from the Pacific Northwest Chapter. The voice vote in favor of admission I would estimate was by a 60/40 ratio, and followed an unsuccessful motion to table until the Spring, 1989 meeting.

Monies owed the NRHS by the NMRA from the 1986 Boston convention still have not been received. It is possible legal action will be filed soon to obtain same.

The Tri-State Convention in New Jersey this past

summer lost about \$35,000, which apparently can be covered by existing Tri-State Chapter funds. Next year's Annual Convention will be held in Asheville, N.C., July 18-23. A bid from the St. Louis Chapter for 1990 was accepted, with the meeting to be held June 14-17 and centered about the St. Louis Union Station. The Collis P. Huntington Chapter of Huntington, W.V. will host the 1991 Convention. Chicago likely will be the site in 1992 or 1993, but no formal action was taken regarding that city.

Future Board of Director's meetings will be Colorado Springs, Colo. (Spring, 1989), Atlanta (Fall, 1989), Phoenix (Spring, 1990), and Owensboro, Ky. (Fall, 1990).

A National NRHS Video Library is being formed, with each chapter being requested to donate the cost of at least one video tape no later than March 1, 1989. These tapes will be available for rental by any of the Society's individual members.

Due to the length of the meeting, it became necessary to recess and reconvene in the large suite of one of the Board members. Considerable discussion—some heated—took place regarding the 1988 Tri-State Convention, the necessary funds, possible detrimental effects on the reputation of the Society, and the like.

The meeting was adjourned at about 2:30pm.

Rich Carlson
National Director

COMMITTEE REPORTS

LIBRARY COMMITTEE

Walt Grande, Chair

Beginning in November, Library open hours will be on the two Saturdays following each monthly business meeting, 1:00 to 4:00pm. The Library will be closed Dec. 24, due to the holiday.

Archives news: (from Bob Weaver)

The Library Committee is working to get the archival materials in proper storage containers, using the acid-free boxes and folders purchased by the Chapter. We are also surveying the long-term conservation needs of the Chapter's archives.

We have inventoried some of these records, and they are ready for research use. Nick White worked on some SP&S mechanical department records dating from 1929. These include accident reports, medical association records, delay of train reports, memos of performance and handling of trains, and other materials. These records illustrate in detail the day-to-day problems of running a railroad. Thanks for helping to get these records in shape, Nick.

Al Haij has sorted, arranged and inventoried most of the Chapter's public timetable collection, which is now available for research in Room 1. Represented are over 100 railroads, large and small, from the 1930s to the present, with a strong representation of lines serving the Northwest. Al put a lot of work into this project, and we appreciate it.

CHAPTER BUSINESS

The committee is developing an archives access policy which will allow any interested person to use the material, while preserving the integrity and safety of the collection. We will base our policy recommendations on accepted professional archival practice, and plan to submit them to the Chapter president in January.

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - NOVEMBER 10, 1988

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

The board of directors passed the following motions at its November meeting: 1. Authorized payment of \$146.50 for repair of the Chapter copy machine. 2. Authorized use by the S.P. at no charge of the Chapter owned tender for a move of locomotive 4449 to Medford about December 15. 3. Authorized issuing of a check for \$10,000 in payment for ex-GN car #1220, the purchase of which was authorized by the membership. 4. Authorized payment of \$465 Canadian to the Dominion Locomotive Works to cover expenses in connection with the movement of the Alco FB unit. 5. Approved changes reducing the 1989 Chapter budget by \$13,000 to provide the money to buy ex-GN car #1220.

Rolling Stock: Bob Jackson reported that a free move from the B.N. of the two cars in Silvis, IL is still in doubt. Bruce Moore and another unnamed party will be looking at the cars with possible purchase in mind. Moore is willing to pay track rent for 90 days into 1989 to give him a chance to evaluate the cars. The brake work on the car Mt. Hood is complete except for replacement of a relay valve.

Excursions: Committee Chair Bill Carter reported that a trip to Vancouver, B.C. on April 21-22-23 is being considered. The train would terminate at New Westminster and buses or light rail used to hotels. Bill advised that he is waiting for approval from Amtrak for a 732 seat train. A feasibility study costing \$500 will be required.

Museum: Dave Stimac advised that more space is needed to store museum items and that an inventory is needed so that the Chapter will know just what is in its collection.

President Bob Hoffman reported on the following: 1. The IRS has advised that is allowable for the Chapter to send members to technical training schools at Chapter expense as long as the Chapter benefits from such training. Individuals may also use such training for their own benefit. 2. A luxury train to run between Seattle and Billings by a company named Transisco has been dropped for the present due to other business for the company. Transisco had inquired about using the car Mt. Hood.

TRAIN Convention: Marilyn Edgar reported that the safety class was very good but that overall the training sessions varied in quality. Contacts were made with a number of vendors. The convention was good for exchanging information.

Chapter Financial Stability: Terry Parker gave the board copies of a paper on financing techniques for study. It will be discussed at the December meeting.

Respectfully submitted, Chuck Storz, Secretary.

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - NOVEMBER 18, 1988

The meeting was called to order by Chapter President Bob Hoffman at 7:35 PM.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 10/31/88: Checking \$59,040.73. Savings \$37,280.96. Designated funds are \$48,790. Available funds are \$47,531.69. Kyrian read the revised proposal for the 1989 budget which was reduced by \$13,000 to cover the cost of car #1220. She reported receipt of a \$100 donation to the Chapter from Peter and Barbara Vassler of Hillsboro, OR.

National Director's Report: Rich Carlson reported on the NRHS national board meeting last weekend in Miami, FL. Hugh Robertson was elected Northwest Region Vice President over Ed Bemtsen. Regional VP's will be given \$500 a year in expense money by national. Five new chapters were given charters including the Columbia River Chapter in Battle Ground, WA. The 1989 national convention will be in Asheville, NC

Rolling Stock: Bob Jackson reported that the car Mt. Hood has made three successful trips to Seattle in the last month. Purchase of car #1220 has been completed. It will be moved to Portland some time in the next 90 days.

Excursions: Bill Carter reported that Amtrak has received approval from the B.N. for a Bend trip on the weekend of April 29, 1989. Moved by Doug Auburg, seconded by Dave Stimac to approve the Bend trip in principle subject to later approval of a trip budget. Motion passed.

4449 Advisory Committee: Bob Hoffman reported that the S.P. has requested the use of locomotive 4449 for a shippers' special trip on December 14, 15 & 16 to Eugene, Roseburg and Medford. The advisory committee approved the request.

Seattle Trip Results: Doug Auburg reported that the September trip to Seattle netted \$10,724 for a total of approximately \$22,000 for the two trips.

By Law Changes: The membership approved by 2/3rds votes the following by law changes: No. 23 (dues year changes), No. 24 (voting on expulsion or suspension of members), and No. 26 (reduces notice required for special board meetings). No. 25 (vice president would automatically become president when that position is vacated for any reason) was voted down by an extremely close vote on a division of the house. See the October Trainmaster for detailed text.

The following were elected as officers and directors for 1989: President - Bob Hoffman; Vice President - Doug Auburg; Secretary - Chuck Storz; Treasurer - Alan Viewig; National Director - Rich Carlson; Directors at Large (3 year terms) - Jerry Webb and Dave Stimac.

Respectfully submitted: Chuck Storz, Secretary



NEWS—HISTORY—TRAVEL

It Started Out as the *Columbia*

The *Mount Hood*, the "flagship" of our club, started out on the drawing boards of the Northern Pacific Railway with another name, and at one time carried the name of the *Empire Builder*, the premier train on the Great Northern Railway.

Our Chapter has tens of thousands of railroad documents. One that has come to light recently is a diagram of the General Floor Plan for two cars, which was drawn up in the St. Paul offices of the Northern Pacific. Dated September 13, 1946, the plans are identified as "where used for SP&S RY." They show a floor plan identical to the *Mount Hood*—even down to the furniture for 25 in the lounge section. Names for the two cars on the diagram are *Columbia* and *Willamette*.

Then we have a letter of July 30, 1948, to E.B. Stanton, Vice-President and General Manager of the SP&S in Portland, from from M.B. Osburn, Vice-President of the Pullman Company. It was in reply to a letter from Stanton regarding names of the new sleeping cars "...your company has under construction." The letter said Pullman has a sleeping car "bearing the name *Columbia River*" and an unnamed railroad had selected *Willamette River* for application to a new car. Osburn said, "We do not wish to press the matter further and in view of your feeling that you cannot accede to the suggestion that other names be selected, we will go along and trust some way will be found to insure proper handling of the records."

One may conclude from this that the SP&S top brass were opposed to any names other than *Columbia River* and *Willamette River*. However, penciled in the margin of the above-cited letter are the names *Mount Hood* and *Mount St. Helens*.

An unsigned letter on August 2, 1948—probably from Stanton to Osburn—said, "While we are anxious to retain the names of the two rivers along which our line runs "...we will be agreeable to assign other names to the cars in question."

Mr. Stanton agreed to the names *Mount Hood* and *Mount St. Helens*.

On August 6, 1948, Mr. Osburn advised Mr. Stanton that the new names would not conflict with any names "...at present in use on Pullman operated cars."—nor apparently on any other roads.

Based on how the names had been used,—that is, which name always appeared first—one must conclude the proposed *Columbia River* was renamed *Mount Hood*.

The file contains a few letters sent to various people advising of the name changes, and apparently someone of importance in Northern Pacific circles was overlooked. Almost a year later, on August 27, 1949, G.R. Williams, Purchasing Agent for the SP&S in Portland, sent a letter to Mr. Stanton enclosing a copy of a telegram Williams had received from E.M. Willis of the Northern Pacific (title or location not given). Mr. Willis was disturbed, to say the least, about not being advised of the name changes. He said in part, "We had not previously heard anything about such a change being desired and as Pullman operating company have nothing to do with effecting such a change request therefore should clear through our Mechanical Department."

Stanton immediately replied that, because of so many interested in the changes it was difficult to "...tell who should or should not be advised of these changes." There is nothing more in the letter file about this.

On October 5, 1949, Stanton told Williams that he should consult with the NP Mechanical Department about painting the new passenger equipment. NP had been working with Pullman on painting the equipment to be used on SP&S trains 1 and 2, and this included the *Mount Hood*. In a letter from an unidentified source (the file copy was unsigned), but not sent by Stanton (he was on the copy list) said it had been decided to paint the equipment in Great Northern standard colors for the *Empire Builder*. The letters "SP&S" in block lettering

were to be placed over the vestibules on each end of the cars. True, the *Mount Hood* had has vestibules only on one end, but the lettering was placed on both ends. This was done, but apparently some time later changes were ordered but not carried out.

On October 21, 1953, G.F. Ehlen in Portland (title not given) wrote to J.C. Moore, Vice President, that the *Mount Hood* and *Mount St. Helens* still carried the name *Empire Builder*. He said since the train carried both *North Coast Limited* and *Empire Builder* equipment, it was his suggestion that "SPOKANE, PORTLAND AND SEATTLE" be substituted for it. Mr. E.M. Showalter, General Manager, had received a copy of this letter and the next day he also sent a letter to Moore saying he agreed.

On October 23, Moore replied to the letter, saying "...by all means this should be changed. It is strange that no one has called attention to this before."

But to do it the railroad had to purchase two power sanding machines, and this was authorized by Mr. Showalter in a letter to the person in charge of the job. The work was done during the cars' layover in Portland. Sanding of the letters took one day. The cars then went out on their regular run without a road name, which was stenciled in upon their return to Portland. On November 6, C.E. Barnes, General Supt. motive power, advised Showalter the job had been done—on the *Mount Hood* November 5 and the *Mount St. Helens* on the 6th.

One sidelight. The new streamlined coaches were placed in service during January 1950, the *Hood* and *St. Helens* the following March. This information was contained in a reply to a request from *Pageant* magazine for information on the SP&S streamliners—also in our files.

So ends the saga of the *Mount Hood*, at least up to the end of 1953, when the correspondence file ends.
—Jerry Webb

NEWS—HISTORY—TRAVEL

Huntington, Oregon—1940

On Labor Day weekend of 1940, I went on my first railfan trip—to Huntington, Oregon, with my brother Herb. I was only 13 years old; Herb was 19. The recent visit to Huntington, Oregon by a group of Chapter members in connection with their trip to trace the line of the Sumpter Valley Railroad, together with Richard Kindig's excellent photo essay *Union Pacific Engines in the Blue Mountains* in a recent issue of *Locomotive Quarterly*, brought to mind many happy memories of that trip.

Herb and I left Portland on Saturday, August 31, 1940 on the *Pacific Limited*, pulled by one of the OWR&N 7800-series 4-8-2's. At Baker we saw the narrow gauge tracks of the Sumpter Valley, but we did not see any of their motive power.

At Huntington we found a small brick two-story hotel for two or three dollars a night, where we shared an old cast-iron double bed. There wasn't much of a choice of accommodations, even though all UP crews changed there. The main street through town was U.S. Highway 30, the main highway between the Pacific Northwest and the East. Most of Huntington's businesses were on one side of this street, in one- or two-story brick buildings. On the other side of the street was

the park that surrounded the Union Pacific depot.

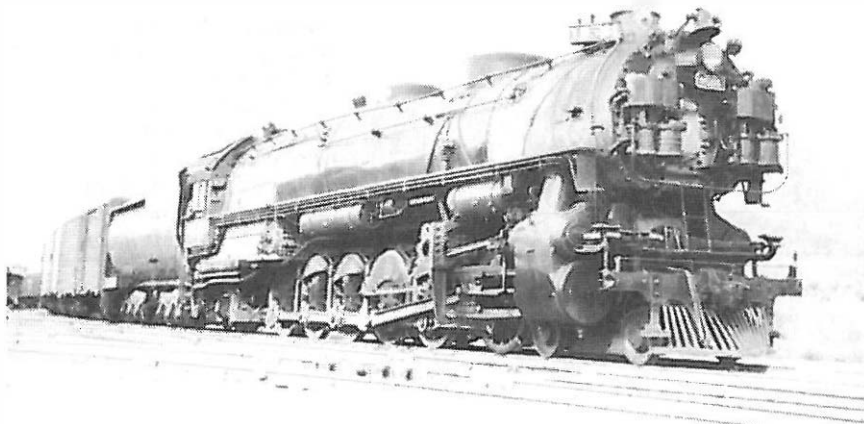
For a couple of young railfans, Huntington was a very interesting railroad town. It was a division point on the Union Pacific—actually where the tracks of the Oregon-Washington Railroad & Navigation Co. met the tracks of the Oregon Short Line, both subsidiaries of the Union Pacific. It was the place where the OR&N forces met the OSL in 1884 to open what eventually became the UP line to the Pacific Northwest. There also was a short branch line down the Snake River to Homestead and Robinette, a line that was intended to go all the way down the Snake to the Columbia, bypassing the heavy grades through the Blue Mountains.

Huntington was a very interesting point in terms of motive power used by the UP. At that time everything was steam, except for the *City of Portland* that came through on its every-five-day schedule between Portland and Chicago. Regular trains included the *Portland Rose* and the *Pacific Limited*, all of which went through Huntington in daylight hours during the long days of the summer. Huntington was also the point where the change was made from Pacific Standard to Mountain Standard Time.

Motive power was changed on all trains except the *City of Portland*. Passenger trains from the West came into Huntington with 4-6-6-4's that took the them over the Blue Mountains from Reith. These were numbered 3934, 3936, and 3937 (later renumbered into the 3800 series). At Huntington they were exchanged for 4-8-4's, numbers 800, 811, 816, and 819. Freight trains from the west came in with 2-8-8-0's, and left with 4-12-2's in the 9500 series. Small 2-8-2's were used as yard engines.

We arranged our schedule so that we were at the depot for all the trains passing through by daylight. We never did see the *City of Portland*. One day when nothing in particular was going on, the engineer of one of the 2-8-2's switching the yard gave us a ride in the cab—my first ride on a steam locomotive.

The timetable allowed ten minutes in Huntington to change locomotives and service the train. This gave us plenty of time to catch the trains coming into town with one type of power, and then walk to the other end of the yard and watch them leaving town with different power. For a 13-year-old railfan, this was glorious. I had only an old 116 box camera that belonged to my mother. My brother had a 616



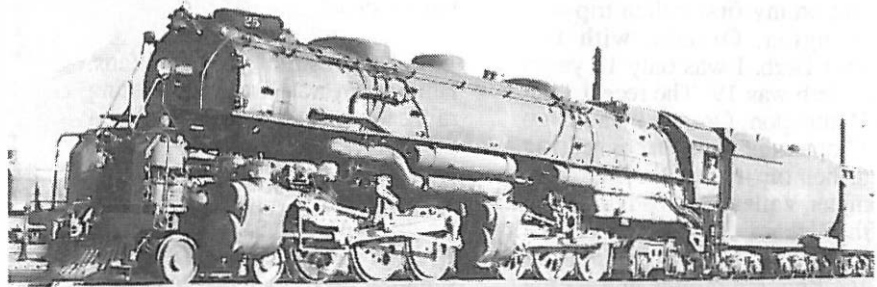
Freight moving eastward from Huntington rolled along behind monstrous 4-12-2s—a wheel arrangement unique to the UP in all the world. These were probably the largest 3-cylinder engines built.

—Walt Grande photo

NEWS—HISTORY—TRAVEL

Author Grande rode through the Blue Mountains behind these Challengers both going and coming on his journey to Huntington. Here the 3934 waits out a blue flag before moving on with its load of human cargo.

—Walt Grande photo



Kodak folding camera, with a fixed shutter: 1/100sec. at F6.3.

One of the things I particularly remember about Huntington was how bad the water tasted. We would go to the depot and get small pieces of ice off the baggage carts—ice that had been brought in from somewhere else.

On Monday—Labor Day—we left Huntington on the *Pacific Limited* behind a 4-6-6-4, later changing at Reith to another 4-8-2.

As we crossed the Deschutes River east of The Dalles, I was standing in the vestibule on the south side of the train. I looked up to see the Oregon Trunk tracks—and there was a Great Northern 4000-series 4-6-6-4 (*one of only*

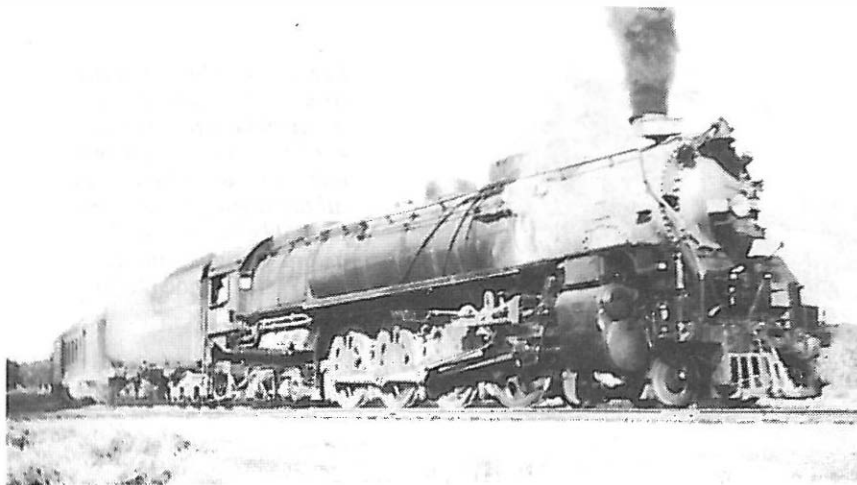
two on the GN—ed.) bringing in a freight off the Deschutes River line. The afternoon sun was shining brightly on the GN train as we paralleled each other for several miles, until it crossed over us to go onto the Columbia River bridge to Wishram. This was a sight that I will never forget. Unfortunately, I didn't have my camera with me in the vestibule—it was back in the coach. But a box camera is not the camera to use to take a picture of a moving train from a moving train.

In the late '40s and early '50s diesels were replacing steam on the passenger trains, and eventually on the freights. In the early '50s I drove through Huntington on my way to Yellowstone Park. Several badly damaged steam locomotives were there, including a UP 4-8-4.

Gradually, Huntington was phased out as a terminal on the Union Pacific.

Today, few railroad facilities remain at Huntington. Many of the yard tracks are gone. There no longer is a depot or an operator. The park that surrounded the depot now features a caboose placed on display by the UP. While the NRHS group was in Huntington, an eastbound UP came through town and didn't even stop.

Sometime during the last year or so the Union Pacific placed a commemorative plaque on a boulder in the depot park. It marks the spot where the OR&N and the OSL were joined in 1884, giving the Pacific Northwest another route to the rest of the country. —Walt Grande



Eastbound passenger trains traded Superpower for Superpower at Huntington. 4-6-6-4s gave way to 4-8-4 800, 811, 816 or 819. All were class FEF-1, delivered in 1938. Here the 800, first of her type on the UP, strains hard on the drawbar as she picks up speed.

—Walt Grande photo

In Review

Steam, Steel & Stars

Steam, Steel & Stars is a book new to the Chapter's library, recently purchased as part of the Bernard H. Seidel collection. It was published in 1987.

It is mostly a picture book, but my!, what pictures! All are black-and-white, most taken at night with, as the liner notes state, "incredibly complex banks of flashbulbs."

The photographer is O. Winston Link. The pictures were taken along the Norfolk & Western Railway in Virginia and West Virginia. The time is 1955 to 1960, the road's last years in steam.

Let no one say, "What, another picture book?" This is more, much more. It is an essay in pictures and words of a mechanical creation that seemed alive, possessed of a soul: "It could sigh and hiss, clank and groan; emit impassioned shrieks and mournful toots; bellow and balk at hauling a heavy load or purr ecstatically as it romped the rails...evoking a myriad of emotions associated with romance, mystery, adventure, loneliness, power, sorrow and somehow, comfort."

Link uses, in a fascinating and intriguing way, people who worked for the railroad or lived in the small towns and rural areas along the line. We see photos of an entire engine; we also see photos of only the driving wheels, of engines almost obliterated by leaking steam. Visually, Link's night photos—lit by dozens of flashbulbs—are fabulous!

Link's most memorable photos are of people. He persuaded a mother and her five children to play in a creek on a warm evening. He asked them to "... splash vigorously, please, as the train goes by." The engine passes on the bridge above them, the camera records it all, including drops of water flying high in the air, illuminated by the strategically placed flashbulbs.

One of my favorites is of an elderly gasoline station attendant hand pumping gasoline into an old-fashioned gas pump with the ten-gallon glass "tank" on top. A young couple in a convertible is waiting to have gasoline put into their car by gravity from the pump. (How many

Notes from Other Chapters

From the Tacoma Chapter's *Trainsheet* comes word that Tacoma's unused Union Station is to be saved. The City of Tacoma will purchase the building from the Glacier Park Company and has accepted a grant from the Washington State Legislature for its restoration.

Planning and work is said to have started on the famous dome, to be completed by the spring of 1989. The rotunda is expected to be open by the following November.

The story, in the October issue of *The Trainsheet*, said the City and the Federal General Services Administration are still in negotiation concerning the possible placement of federal courts in the building, and the Washington State Historical Society is expected to request state funds for a major historical museum to be built adjacent to the station.

News of preserving the building is good news, indeed. It would be a shame to destroy such a famous and beautiful structure. I personally have a strong regret that when I had an opportunity to see the inside, I did not do it. It is wise never to let such chances go by.

of you remember those old pumps with different-colored gas in each?) And yes, a slightly out-of-focus streamlined engine is rushing by in the near background.

Another favorite is the photo of a front room in a residence. Mom is sitting in an overstuffed chair. On an oval braided rug lie a dog and a cat. A boy of about five or six is facing the window, waving. Outside the window, again slightly out of focus, is the running gear of an N&W steamer. The fireplace, the mantel clock and the cherished china in the china closet add a comfortable and homey feeling.

Link is a lover of beauty not only in trains, but in young ladies, as well. He talked three lassies into posing at the side of a swimming pool in their one-piece suits. In the background a steamer rolls by. On the far side of the pool are three young men, a bit younger than the girls and apparently still believing a steam engine is prettier than

Every once in a while we run across a story that is just too good to pass by.

It seems that many years ago on the Southern Railway in Birmingham, Alabama, an old steam switcher was not steaming too well despite the fireman's ministrations, and the engineer was getting testy—to put it mildly.

The hard-working fireman spotted a pile of creosoted ties. So the story goes, he loaded them up, put them on the fire, and the old girl steamed quite satisfactorily. But, when the engineer opened the throttle, "fireballs and skyrockets" shot out of the stack, setting fire to nearby woods.

The fire department was called and the fire put out. When the engineer started to depart, the wheels slipped and it was fireworks time again, re-igniting the forest fire!

Once again firemen—the ones with water hoses—put out the blaze and their chief suggested the engineer report his engine as defective, as "... something was wrong with it."

That young fireman—the one on the steam engine—never burned crossies again.

(Credit for this tale goes to the Heart of Dixie Railroad Museum in Birmingham, Ala.)

—Jerry Webb

girls—they're watching the train. Oh well, give them time!

Steam, Steel & Stars, a picture book by O. Winston Link; you'll find it in the "Eastern USA" section of the Chapter's Seidel collection. Check it out, then find a quiet, comfortable spot—and marvel!

—Jerry Webb

Essex, Mont., from page 1

the *Empire Builder* arriving from the west at 7:07am and departing westward at 8:02am: ideal times for those of us living in the Portland area. Schafer in his story said some Amtrak reservation clerks may not be familiar with Essex, and advises that they should enter the code ESM in Amtrak's computer to find it.

If anyone is seriously interested, get a copy of *Pacific Rail News* and read this very informative article with lots of pictures.

—Jerry Webb

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