

The



TRAINMASTER

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



FEBRUARY 1989

4449 to Run in February

It has been confirmed that the 4449 will be running to Wenatchee in February as part of the Washington Centennial celebration. Unfortunately, no times or dates were available at press time, other than that the trip up will take place sometime around the middle of the month. So, you're on your own if you want to try to catch it. Good luck!

CHAPTER TIMETABLE NO.317

REGULAR RUNS

BOARD OF DIRECTORS MEETING, February 9, 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, February 17, 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!

ROLLING STOCK WORK SESSIONS, every Tuesday, at the Chapter's tracks in Brooklyn Yards. Working hours are 9am to 3-4pm, with lunch at the Semaphore. There's a lot of work of all kinds to be done, and your contribution would be welcome. **We're also looking for people who could work on Saturdays.** Contact Bob Hoffman at 6598402 to see how you can help.

CHAPTER LIBRARY OPEN HOURS, Saturday, February 18 & 25, 1 to 4pm at Room 1, Union Station. Library also available by appointment: call Walt Grande (246-3254) or Al Haij (659-7840) Browse through the Chapter's lending library of fine railroad books and check out a few for some good reading, or read one of the magazines to which we subscribe.

EXTRA BOARD

COLUMBIA GORGE-PNWC ANNUAL SWAP MEET, Saturday, March 11, at Jackson Armory on Cornfoot Dr. Workers will be needed for many positions; please volunteer *now* by calling Jim Edgar, 236-7271. Details on page 7.

LIBRARY COMMITTEE MEETING, Saturday, March 18, 1pm, at Room 1.

RAILCON 89, Friday-Saturday April 28-29, in Tacoma, Wash. A railfan/historian/preservationist fest sponsored by the Tacoma Chapter, NRHS. Local excursions, steam engines, clinics, displays, etc. The *Mount Hood* and our museum car will be there. For information: RAILCON 89, Dale G. Kraus, P.O. Box 99148, Tacoma, WA 98499-0148

DESCHUTES RAIL EXCURSION, Saturday-Sunday April 29-30. The Chapter's excursion trip to Bend is on for this year, so be ready! Details will appear in *The Trainmaster* as they become available.

Swap Meet Date Correction

Please note that the annual Columbia Gorge - PNWC swap meet will be held on **Saturday, March 11**, not March 4 as previously announced. See page 7 for more details.

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FEBRUARY MEETING PROGRAM

Day of the Conrail Merger, by Doug Auburg

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

CIRCULATION:

Chuck Storz - 289-4529

MEMBERSHIP in the PNWC-NRHS is available as follows:
Regular...\$23/yr.
Joint...\$28/yr.
For more information contact

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 20th will make it—be warned!
—RS

From the Editor

Pictures

Readers of *The Trainmaster* undoubtedly noticed that the issue of December last contained photographs—the first in a long time. I hope you enjoyed them. My wish is that they will prove to be the first of many to appear on these pages.

I would like to be able to present photos in two ways. First is the way in which the December photos were used: to illustrate articles as they appear normally in *The Trainmaster*. In that I include both items of Chapter business and "feature" items that appear in the "News—History—Travel" section. In fine, I would like photographs to become a regular feature of *The Trainmaster's* coverage.

The second way is to publish occasional special photo issues of *The Trainmaster*, which would carry pictures of particular merit or interest to our readers. The Chapter has several thousand prints and negatives in its collection, and all the Chapter members together have probably many times that number. The special issues could feature single photos that stand on their own, collections that tell a story, or well-illustrated historical or documentary articles. Printing would be on good coated stock so as to show everything to its best advantage.

I'm certain we have available within the Chapter all the material and talent needed to make these most worthwhile improvements in *The Trainmaster*, and I'm anxious to work with you to bring them about. If you have photographs that you think would be of interest to our readers, please contact me so we can talk about what we might be able to do with them. I can be reached either at the Chapter offices in Union Station (by mail or telephone message), at the monthly business meeting, or at home (my address and telephone number appear in the column immediately to the left.)

Room 1 Info Files

I mentioned in the January issue that I intended to set up in Room 1 a file of current railfan travel brochures received by *The Trainmaster*, so that members can look them over. I was as good as my word: you will find it in a cardboard document box labeled "RR Tours", on the shelf next to the current magazines.

That file seemed such a good idea that I have started two others, as well. One contains literature received on railroad museums and operating tourist lines, and is marked "Museums, Tourist Lines." The other, marked "Miscellaneous Reading," requires a bit more explanation. Chapter members have been very generous in sending to me railroad-related items clipped from their local newspapers and other sources. For various reasons, not all of them find their way onto the pages of *The Trainmaster*. Those unused items—along with some that receive only summary coverage—go in this file for the enjoyment of anyone who cares to peruse them.

So here are three new reasons to swing by Room 1 during Library hours (1-4pm) on the third or fourth Saturday of the month.

Speaking of Room 1...

At the January business meeting, President Bob Hoffman asked whether everyone knew where Room 1 is. There were no negative replies, but I suspect that some of our 500-plus members do not know, and so might be deterred from taking advantage of the Library and other attractions. (Did I hear someone ask, "what other attractions?" Well, I'm not sure—perhaps I was thinking of our impressive collection of museum-quality, superannuated office machinery.)

Room 1 is in the Portland Union Station *Annex*—not the main building—located just east of Wilf's restaurant and immediately north of the bus depot. The Chapter name is lettered on the solid green door facing across the parking lot toward the intersection of 5th Avenue and Irving Street, NW. Room 1 houses the Chapter's lending library and serves as office and nerve center for the Chapter's operations. If you've never been there, perhaps you should plan to stop by and have a look around.

CHAPTER BUSINESS

Board of Directors' Report—1988

Note: PNWC Bylaws require the Board of Directors to report annually to the Membership on the Chapter's activities. What follows is the report for 1988, compiled by National Director Rich Carlson.

The year 1988 meant a continuation of the Pacific Northwest Chapter's being the preeminent railway organization in the region. Attaining the Society's goals and objectives included involvement in civic affairs, the lease of rolling stock, the operation of excursions and significant progress in historic preservation.

The year did not start out particularly well when the Chapter lost in arbitration a suit it had filed to recover some \$17,500 it had deposited for hotel space in connection with a planned rail excursion to Vancouver, B.C., Canada, during Expo 86. Hopefully, we learned a costly lesson that when large sums are involved, the use of escrow to protect down payments is probably essential.

Even before the year began, negotiations were well underway for the leasing of two of the Chapter's cars to the Mount Hood Railroad, a new tourist railway headquartered in Hood River, Oregon. In January, a lease of the chair/baggage car *Miln D. Gillespie*, ex-SP 3300, and the coach *Red River*, PNWC 6800 (ex-GN 1147) was signed for the cars to be used during the 1988 tourist season on the former Union Pacific branch line that runs south from Hood River to Odell and Parkdale. After several inaugural runs during the winter, regular service began in April. In preparation for the lease, a brake conversion was completed on the 3300, and a motor-generator unit was installed on the 6800. Rolling Stock Committee Chairman Bob Jackson reported that the installation required about 500 Chapter man-hours. The Chapter also decided to purchase motor-generator sets for cars 6200 and 4461, two other Chapter coaches that are gradually being readied for operation.

The Chapter's annual banquet was held at the Mallory Hotel on Saturday, January 23, with 57 members and guests attending. The highlight of the evening was the presentation of a 50-year National Railway Historical Society pin to Harold H. Rice by National Director Rich Carlson. It was a "first" for the Chapter, since it was chartered in 1955 Harold first joined the Washington, D.C. Chapter in 1937, all the while retaining continuous membership in the NRHS as his career in the transit and railroad industries took him to live in Minnesota, Ohio, Pennsylvania and Oregon.

At the Banquet, it was also announced by Chuck Storz that the Jack M. Holst Memorial Award was awarded to Bob Slover. This award is presented annually to a member selected for outstanding contribution to the Chapter's betterment.

In early February, President Doug Auburg, after some fourteen months holding the office and citing demands on his time by a new job, resigned the office, effective March 10. A subsequent election elevated Bob Hoffman, Chapter Vice President, to the office. Doug later ran for and was elected to the office of Vice President. That same month Doug announced that the model railroad collection and other railroadiana from Roger H. Peck's estate

had been willed to the Chapter. Some of the beautiful pieces were displayed at a subsequent Chapter meeting.

The 10th Annual Swap Meet, held jointly by the Chapter and the Columbia Gorge Model Railroad Club at the Jackson Memorial Oregon National Guard Armory, occurred on Saturday, March 5.

In February, members Terry Parker and Marilyn Rehm (now Marilyn Edgar following her marriage on May 14 to member Jim Edgar) met with Bruce Allen of the Portland Development Commission to discuss the proposal for a railway museum to be located in the vicinity of Portland Union Station. This and earlier contacts by Rich Carlson regarding concerns over the preservation efforts and development connected with the Station property led to formation of an ad hoc "Union Station" Committee, which met a number of times through 1988 to discuss matters of mutual concern with the PDC.

In March, Union Pacific closed its executive offices in Portland and donated a considerable volume of Interstate Commerce Commission reports and other legal tomes to the Chapter. Members Walt Grande, Jack Pfeifer, Rich Carlson, David Brown and Paul McGinley expended considerable effort in packing and transporting this latest addition plus some shelving to the Chapter library.

By the end of April, Portland Terminal Railroad Company (formerly Northern Pacific Terminal Company) had moved out of Union Station. The Chapter received some items by donation including a reflectorized herald from one of their Alco diesels, and purchased an old oak ledger desk and some small file cabinets for use in its office and library. The PTRR, now but a fraction of what it once was, is headquartered in buildings located at its Guilds Lake Yard location, about two miles north of Union Station.

Also in April the Chapter received the Alco FB diesel unit which it had earlier purchased from the British Columbia Railway. Although it is without a prime mover, it is felt a B-unit will ultimately be a valuable addition to our collection of rolling stock. Shortly afterwards, we also received an old wooden Northern Pacific caboose that had been donated to the Chapter in late 1987 by John Corno. The move was made free by the Union Pacific and Southern Pacific with the valuable assistance of Dick Samuels.

From April 14 to 22, the Chapter's museum car, PNWC 76, and our sleeper/lounge *Mount Hood* (ex-SP&S 600), were on display in Salem, Eugene, and Roseburg, Oregon, to complete the celebration of the Oregon & California Railroad Centennial. About 3,700 persons went aboard the two cars. The tour was coordinated with the various school districts, and 2,200 of those visiting the cars were students. We appreciate the help of Southern Pacific in moving the cars. The museum car contained an impressive display filled with

CHAPTER BUSINESS

photographs of the O&C provided by the Oregon Historical Society, which were enhanced by historical items from the Chapter collection. In August, 1987, the cars had traveled to Ashland, Medford, and Grants Pass. Al McReady and Dave Stimac directed the project. In September, both cars were sent to Salem to help celebrate the 50th anniversary of Oregon's State Capitol building on October 1 and 2. Overall, the public relations generated was so great that the Chapter received three more requests for display of the cars at various civic events.

On May 7 and 8, the Chapter ran the "Fifth Great Northwest Rail Adventure," and 887-mile excursion to Spokane and Seattle, departing from and returning to Portland. Brochures were mailed in February, and ultimately 449 tickets were sold. Adding volunteer Chapter staff of 38 and Amtrak personnel meant the eight-car train carried over 500 people on the two-day Superliner trip. As usual, one of the highlights was passing through the 7.79-mile-long Cascade Tunnel, built from 1926 through 1928. Excellent narration over the PA system was provided during the course of the trip by members Jerry Webb and Steve Howes. Kerrigan Gray was excursion director. Considering that the Chapter netted over \$31,000 on this excursion, Kerrigan did an outstanding job.

Starting with the May issue, the Chapter newsletter, *The Trainmaster*, received a new editor, Russ Schoof. Various members volunteered to handle individual issues for several months following the resignation of Bryan Leeder in January.

The annual Chapter Picnic was held in Washington Park on Friday, June 17, and as usual members were able to ride the Washington Park & Zoo Railway's famous steam train. A potluck picnic was also held at the Glenwood Trolley Park on Saturday, August 27.

On the weekend of July 9 and 10, we ran our second *Seattle Steamboat/Rail Adventure*, which featured a cruise on an old 1922-vintage steamboat, *Virginia V*. It was a sellout with 260 paid passengers, and we quickly scheduled another similar trip for September 17 and 18. The latter trip, also a virtual sellout, featured steaming to Tacoma and circumnavigating Vashon Island. Passengers enjoyed a close-up steam-past of the battleship *USS Missouri* (BB63), which was making its first visit to Puget Sound since her recommissioning. There were 228 paid passengers plus a staff of 22 on this excursion. Both excursions were co-directed by Doug Auburg and Bob Jackson. The July trip netted the Chapter about \$12,000, and the September one about \$10,000.

In July, work to convert the *Mount Hood* to an ABD brake system was authorized, and the job was completed by the end of the year. Also, under Bob Hoffman's direction, all of the windows in this car were re-gasketed by year's end. In September, Bob Jackson reported a former Great Northern coach, (ex-GN 1220, ex-NJT 5312) had been offered for sale to the Chapter. Located in Pittsburg, Pennsylvania, the car was purchased in October for \$10,000, and was reported on its way to us just before year's end. It is estimated another \$12,500 will be expended on transportation costs, brakes, and windows on this car, which was built in 1950 for the *Empire Builder*.

Originally containing 48 seats, it is now configured for 72. About the same time, cars 3300 and 6800 returned from Hood River. Finally, a Waukesha air conditioner unit was obtained for coach 4461.

On Saturday, September 10, 112 Chapter members enjoyed a special trip on the Mount Hood Railroad, riding aboard a consist which included the two leased Chapter cars.

In early October it was learned that about twenty of the Chapter's members had requested a charter for a new NRHS Chapter to be located in Battle Ground, Washington, and to be called the Columbia River Chapter. The charter was granted by the National Board of Directors at its November 13 meeting in Miami. At that same meeting, Hugh Robertson, who had been nominated by our Chapter, was elected Regional Vice President for the Northwest Region.

As part of the renovation of Portland Union Station by the PDC which took place during the year, the men's and women's restrooms were completely remodeled. The original marble slabs separating the stalls were still in use until removed in October and November, but the Chapter received the best surviving examples for possible future museum use. It was calculated that one of the slabs weighed 540 pounds. They used to build things to last!

The Library Committee enjoyed a very productive year. With more than 700 lineal feet of shelving it is easy to get lost, but the Committee members, under Chairman Walt Grande's direction, did an outstanding job of inventorying, organizing, and better arranging the Chapter's growing collection of books, documents, timetables, archival materials, and photographs. Bob Weaver deserves special praise for his efforts as an archivist.

On New Year's Eve morning, the *Mount Hood* left Portland Union Station for an overnight round trip to Seattle. Passengers enjoyed a delicious buffet breakfast prepared by sous chef Mark Rehm. Traveling with Amtrak's *Mount Rainier* in both directions, the car performed flawlessly under the care of Pete Rodabaugh. The activity was arranged by Marilyn and Jim Edgar, and included food, refreshments and overnight lodging at a Seattle hotel for those who didn't sleep in the "Pullman." Twenty-six passengers, mostly Chapter members, enjoyed this final (and first!) charter trip of 1988 and 1989. During the course of the year, the *Mount Hood* made a number of charter runs, usually as part of "football specials" to Seattle.

As the year ended, the Chapter was already involved in planning for another *Cascade-Deschutes Rail Adventure* Amtrak excursion trip, in late April. Under the direction of Excursion Committee Chairman Bill Carter, Randy Nelson and John von Gaertner handled the preliminary organization and promotion for the two-day trip that will include an overnight stop in Bend, Oregon.

Work also continued among all of the other Chapter committees. With a number of newly-elected officers and directors sitting on the Chapter Board, the membership can look forward to another year of progress, historic preservation, and promotion of all that is encompassed by the flanged steel wheel.

CHAPTER BUSINESS

Chapter Directory

The 1989 Directory of Chapter members is out. If you missed getting your copy at the Annual Banquet, we plan to hand out as many as we can at the February membership meeting on the 17th.

After the February meeting, we will try to mail out a directory to each remaining member, but that mailing might not happen until mid-March. We have no simple way to deliver a Directory to members other than a hand-out at the meeting or the mass mailing.

The collection of names was performed by Fred Dorsett and Doug Auburg took the time to insert each and every name into his computer, along with the By-Laws. We owe Doug a load of thanks for his print-outs. Alan Viewig did the paste-up and covers and had it printed. We had 700 copies printed by Pronto Print at a cost of \$658, or in effect, a buck a copy.

Please do not use the list of names for any mailing.
—Alan Viewig

Treasurer's Report

The members at the January membership meeting received a copy of the budget for 1989. One side had the Annual Budget and the other side had the April excursion budget. The operating budget for our Chapter is \$58,392 for 1989.

Some committees have been granted a specific amount of money under the budget, and it is expected that the head of each committee that will receive money will keep his or her own balance sheet for the funds spent and the funds remaining.

It will be the responsibility of each committee head to keep track also of where the funds were spent, so that from time to time the committee head and the treasurer can agree as to the amount remaining and so that the membership can find out just where the funds went.

Currently I do not know how I can set a specific time to sit down at Room One to collect your bills and issue checks, but in time that should work itself out. For now all you have to do is mail or deliver your bills to Room One, attention of the treasurer, and the bill will be paid. Any bill to be paid needs both paperwork and the approval of the committee head if it affects a committee.

—Alan Viewig

Committee Reports

ACTIVITIES

Jim Edgar, Chair

Activities Committee was pretty busy during the holidays. Many thanks to the volunteers who helped decorate Union Station for the Christmas Season. We hope to make this an annual event—perhaps add a pot-luck in the station to add to the fun.

A last hurrah for '88 came in the form of a small excursion on the *Mount Hood* sleeper/lounge car to Seattle for New Year's Eve. Twelve slept on the car and eighteen stayed at the Camlin Hotel. We all met for a New Year's

Eve dinner in the Panorama Room at the Camlin Hotel; the weather was clear and the Space Needle showed up very nicely. A lighted Christmas tree served as our drum-head. Food was primarily courtesy of Chief Chef Mark Rehm, and was served by Marilyn Edgar on board. The most important person of the whole weekend was carman Pete Roadbaugh, who worked to keep us comfortable and powered for the weekend.

CONCESSIONS

Marilyn Edgar, Chair

Concessions has added some new items to its inventory: bears, train sets, sponge puzzles for children; manicure sets, hats, deck of cards, sweatshirts for adults; T-shirts for all ages. I'm trying hard to generate a concessions list to send soon. The Great American Train Show was well attended, and I appreciate all the help given.

MEMBERSHIP

Fred Dorset, Chair

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

ARLEN L. SHELDRAKE
17185 S.W. Parkview Ct.
Portland OR 97221

BRADLEY O. & JOYCE E. REESE
30704 S.E. Shephard Rd.
Washougal WA 98671

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - JAN. 12, 1989

The meeting was called to order by President Bob Hoffman at 7:07 PM.

Treasurer Alan Viewig reported a balance of \$33,616.56 in the Chapter's checking account as of 12/31/88. Alan advised that he is still going through the transition process of assuming the duties of treasurer from Kyrian Gray.

The board of directors passed the following motions at its January meeting: 1. Approved paying for the dinners for the guest speakers at the Chapter's annual banquet. 2. Granted Bruce Moore an exclusive option to purchase the Chapter's two cars stored in Silvis, IL until 4/15/89, purchase price subject to board approval, in return for payment by Moore of \$231 track rent to Iowa Interstate for the first three months of 1989. 3. Approved at the request of Treasurer Alan Viewig several technical changes to the 1989 Chapter budget and recommended their adoption to the membership. 4. Approved and recommended adoption by the membership of a budget of \$1000 for the swap meet and distribution of one half the net proceeds to the Columbia Gorge Model RR Club.

CHAPTER BUSINESS

The board voted down a request from the Oregon Donor Program for a contribution of two tickets for the spring excursion to Bend.

Rolling Stock: Bob Jackson reported that car 1220 will travel via the BN from Chicago. Bruce Moore is working on the possible sale of the two cars in Silvis, IL. Terry Parker reported that an application has been made to the State of Oregon for \$200,000 in lottery funds to restore the car Santa Inez.

Excursions: Bill Carter advised that members are needed to staff ticketing and food service for the Bend excursion. 350 rooms have been reserved in Bend and the committee is looking for more. The trip brochure will be out late in January. An ad for the trip will appear in the February and March issues of Trains magazine.

Library: Bob Slover reported that photo negative and other storage cabinets have been purchased for the library. Bob pointed out the need to inventory the office equipment in room 1A and to dispose of unwanted items. There is an urgent need for more storage space for the Chapter's permanent collection.

Museum Committee: Dave Stimac reported that the museum car may be opened at Union Station on weekdays early in May for school children. New Home: Portland Traction Co. property next to the new OMSI site may be a possibility for a new Chapter home.

Union Station: Terry Parker reported that tentative commitments for transportation week have been received from the U.P. and Amtrak.

Personal Property Tax Exemption: Bob Hoffman reported that notice has been received from Multnomah County that the Chapter does not qualify for exemption from the county personal property tax. Bob advised that he will be appealing the ruling.

Respectfully submitted, Chuck Storz, Secretary

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - JAN. 20, 1989

The meeting was called to order by President Bob Hoffman at 9:00 PM

Treasurer Alan Viewig reported the following balances in the Chapter's accounts as of 12/31/88: Checking \$33,616.56. Savings \$54,103.74. Alan advised that he will try to allocate expenditures to specific accounts with a minimum going to "other" and "misc."

The membership passed the following motions at the January meeting: 1. Approved a technical amendment to the 1989 Chapter budget increasing "Cash Forward" to \$31,392 and changing "Total Expenses" to \$58,392. 2. Approved a budget of \$1000 for the 1989 swap meet and disbursement of one half of the meet profits to the

Columbia Gorge Model Railroad Club. 3. Added a regular business meeting on the regular meeting day in June and directed that the annual picnic be held on a different day.

National Director's Report: Rich Carlson reported that the Chapter has submitted an application for \$200,000 in Oregon lottery funds to restore the Chapter's car Mission Santa Inez. Rich read his annual report on the state of the Chapter.

Membership: Fred Dorsett reported that 315 membership renewals have been received to date. The new membership directories will be available at the annual banquet.

Excursions: Bill Carter reported that he is working on possibilities for future trips, some using Chapter equipment. He asked the membership for ideas for trips. Bend trip: An ad for the trip will appear in Trains magazine for February and March. The trip brochure will be ready to mail about Feb. 4.

Activities: Jim Edgar advised that 40 display tables are needed for the swap meet. There will be a special tour of the Union Pacific dispatchers office tomorrow morning. Jim gave special thanks to Peter Rodabaugh for his help on the New Years trip.

Concessions: Marilyn Edgar asked members to sign up to help at the swap meet on March 11 at the Jackson Armory. Help is needed both for food service and to sell at the Chapter's table.

4449 Advisory Committee: Bob Hoffman reported that the Southern Pacific has approved spending \$190,000 on locomotive 4449 and \$25,000 on the Brooklyn roundhouse roof.

Respectfully submitted, Chuck Storz, Secretary

Union Pacific

Union Pacific fans among Chapter members might find the following book titles interesting. They're part of the Seidel Collection, and are available for check-out in Room 1 during library hours..

Big Blow—Union Pacific's Super Turbines
Big Boy
Centennials in Action
Giants of the West
Motive Power of the Union Pacific
Motive Power Review 1968-1977
The Mighty 800
Roaring 50's—UP Twin Diesels
Sherman Hill

More on page 8

CHAPTER BUSINESS

SWAP MEET WORKERS NEEDED

This year our Chapter is in charge of the swap meet. It is our responsibility to provide the people to run it. We need help in the following areas:

- » Set-up (Friday evening)
- » Clean-up (Saturday afternoon)
- » Ticket-takers
- » Parking lot
- » Concessions (Including snack bar)
- » And more!

To sign up, contact Jim or Marilyn Edgar: 236-7271

Saturday, March 11, 1989
Portland's Eleventh Annual

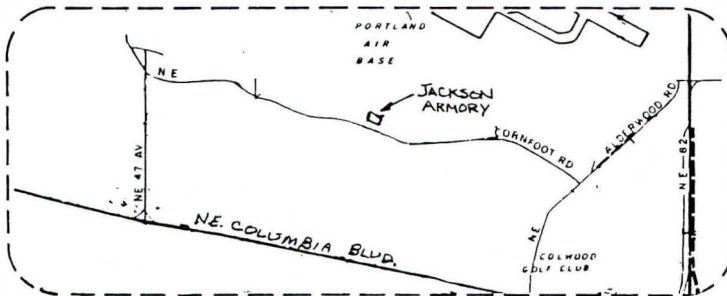
Railroadiana & Model Railroad Swap Meet

Admission:
 Adults \$2⁰⁰
 Children under 12 FREE

Hours:
 General Public 10 a.m. to 4 p.m.
 Sellers 8 a.m. to 4 p.m.
 \$12⁰⁰ per table
 remittance in advance

Address:
 Jackson Armory
 6255 N.E. Cornfoot Rd.
 Portland, Oregon

For information Write:
 Swap Meet Chairman
 P.N.W. Chapter N.R.H.S.
 Room #1, Union Station
 Portland, Oregon 97209
 or Call and leave a message:
 (503) 226-6747



In Review

Vintage SP Steam Video

A new video tape the Chapter has acquired is 33 minutes of spellbinding steam passenger action in Southern California. Released by Interurban Films, it shows mainline trains at their best in the 1920s and early 1930s. It is in black and white.

Famed railroad photographer Gerald M. Best took his movie camera to the pilots of SP 4-8-2's, to the top of the swaying tenders, and hung out of the dutch doors of crack passenger trains to give us breathtaking views of the mainline—through tunnels and deep cuts, across deserts, and up the Cajon Pass.

An exceptional shot has Best in the Burbank Tower, pointing his camera out the window to catch the pre-streamline overnight *Lark* moving off the Coast Line onto the Valley Line, headed for its terminus at the old Central Station in Los Angeles.

Best apparently used a "silent" camera and the folks at Interurban Films have added sound—two people get credit for "sound effects." They have done a magnificent job. When steam comes out of an engine's whistle, you hear a whistle—real or added is hard to tell. Other sounds are right, as in rolling over a wooden bridge or moving onto and off of a turntable. There is no way to tell what might be original and what is added.

Narration is kept to the minimum, with just enough to identify what is being shown.

The video ends with rare footage of the Mt. Tamalpais & Muir Woods RR, "the crookedest railroad in the world." It includes a ride from the top of the line's famous "gravity" car.

Check this tape out of the Chapter Library and enjoy—I think you will find it exciting. I did, and I played it more than once.

—Jerry Webb

(The Library will be open Feb. 18 & 25, 1-4pm)

NEWS—HISTORY—TRAVEL

Portland's "Cornfield" Meet

In the earlier years of this century, our forebears' entertainment included picnics and other forms of outdoor community outings—including, in a few locations, staged head-on steam locomotive collisions. These usually occurred on the nation's festive holiday—Independence Day—and always drew a crowd of tens of thousands.

Some reports said more than 75 such shows were staged in all parts on the U.S., including Portland. Portland's super-spectacular "GREAT LOCOMOTIVE CRASH" occurred on July 4th, 1922, in an event sponsored by the newly-formed American Legion post in the Rose City.

A story by Ted C. Devers in the Oct. 30, 1966 *Oregonian*, reprinted in the November 1966 issue of *The Trainmaster* recalled the event.

Mr. Devers said the Rose City Speedway's mile-long dirt track provided the site. (The area is now part of the Rose City Golf Course.) The locomotives were not identified, except that both were steam and one was smaller than the other. Mr. Devers did say that "...old locomotives were then quite common due to the phasing-out of many logging operations in this area." So

it is possible they were former logging road engines.

The big day was sunny and hot. An access track was laid from "Povey Machine Works in lower Montavilla, down across the hollow into the speedway infield." A lightly-ballasted section of tangent track was laid diagonally across the infield and the engines were brought in. While other events took place, the engineers ran their charges slowly back and forth over the rails. "Occasionally, the engines let off steam which drifted away in billowing puffs...to be followed by bell tolling and whistle-blasts that drowned out the roaring exhausts of the race cars."

The ends of the track ran uphill, creating a dip in the center which conformed to the ground contour and added to the speed of the engines.

When the time came for the climactic event, both engines steamed slowly to the center and touched pilots, much like two boxers touching gloves before a match. The engines backed to the ends of the track. Then the engineers tied down the whistles, opened the throttles, and jumped!

Mr. Devers was there. "The old

puffers took-off, gaining speed as they roared toward one-another...each determined to annihilate its aggressor!"

"They met in the center in a tremendous collision that was suddenly engulfed in a gigantic mass of steam—then...as abruptly, it became so quiet you could hear a pin drop. There was no more thunderous pounding and hissing—its source of origin being stilled forever."

Was there a winner? Mr. Devers said the smaller engine, coming from the east, embedded itself into the other. The body of its tender slid forward off its trucks into the locomotive cab.

The crowd began picking up all kinds of souvenirs. Mr. Devers said he was one of them, with his "gang" trying unsuccessfully to drag one of the "...big brass bells off into the hazel brush—it was too heavy."

That's the end of his story. Is there anyone around who still remembers seeing this event or who has heard about it first-hand from someone who did? If so, let's hear from you.

—Jerry Webb

Letters...

NP Help Wanted

Dear Mr. Schoof:

Your December 1988 article on the *Mount Hood* was interesting, as its sister car, the *Mount St. Helens*, still exists! One of our Chapter members purchased the car, kept it for a few years, and then donated it to the Western Minnesota Steam Threshermen's Reunion group in Rollag, Minn. It has been repainted into the *Empire Builder's* colors. I do not have any dates for the *Mount St. Helens'* ownership changes.

We are planning the cosmetic restoration of a Northern Pacific Class L-9 switcher, No. 1068, and wooden caboose number 1258. Do you or anyone in your Chapter know someone who might have information about the restoration of

No. 1070, which I believe is in Everett, Wash.? Please let me know, as we have come across some discrepancies on NP steam switchers' paint schemes. We are trying to do as authentic a restoration as possible. The enclosed photo gives you an idea of what we're up against. The locomotive and caboose are located in Dilworth, Minn.

Sincerely,

Alan Fricker, Editor
Red River Valley Chapter

If anyone has the information Mr. Fricker is seeking, please let me know and I'll tell you how to get in touch with him. The photo of the 1068 is now posted on the bulletin board in Room 1—RS

Union Pacific, from page 6

Union Pacific 1977-1980
Union Pacific 3985
Union Pacific 4-8-4 Locomotive Drawings
Union Pacific 8444
Union Pacific Country
Union Pacific Passenger Cars, vol.2
Union Pacific Small Power—Steam
Union Pacific Steam—Northwestern District
Union Pacific Streamliners
The Union Pacific Railroad, Circa 1940

**UNION PACIFIC
RAILROAD**

NEWS—HISTORY—TRAVEL

Sumpter

Snowplow Leaves

The narrow gauge steam-powered rotary snowplow that has been in Baker for some ten years is now in Colorado. The Sumpter Valley RR had purchased it from the White Pass & Yukon, along with two Mikado-type steam engines. The plow was never moved to the SVRR property.

The latest issue of the *Stump Dodger* of the Sumpter Valley Railroad Restoration, Inc., has a picture of the rotary on a flatcar prior to shipment to the Denver, Leadville & Gunnison Railway Co. It will be restored and operated on that group's planned railway from Como to Breckenridge, Colorado.

The story, taken from a report in the *Baker Record Courier*, quotes Daniel P. Quait of Colorado saying the unit will be on display in Breckenridge (about ten miles south of I-70 on State Route 9) until it can be taken by rail over Boreas Pass to Como. The restoration will be performed in the original DL&G roundhouse located there. (Como is on U.S. 285 some 75 miles southwest of Denver.)

The plow will be pressed into service to keep open the 11,500-foot Boreas pass for the proposed tourist railway. The line originally was operated by the DL&G from 1887 to 1889, then by the Colorado & Southern until 1927.

SVRR directors say that the rotary never operated on their line, and so has no historical significance to it—hence the sale.

PNWC members who were on last summer's Baker trip visited the old timer, peering inside and taking many pictures.

1989 Schedule

Speaking of the *Stump Dodger*, the SV schedule for 1989 shows it running Saturdays and Sundays, four trips each day beginning at 10am, from Memorial Day weekend to the last weekend in September. Special "Moonlight Rides" will be offered on July 2 and Sept 3. Fares: \$4 adults, \$3 children 12 and under, \$10 for the entire family. —Jerry Webb

Jefferson Street Branch

The Jefferson Street branch has been much in the news over the past couple of years. Here is a bit of its history.

From the *Oregon City Enterprise*, Thursday, May 26, 1887

Beyond a doubt the Portland & Willamette Valley Railway will be extended from Elk Rock, its present terminus, to the levee at the foot of Jefferson Street this year. Recently the company called for bids for the grading of the line from Elk Rock to the levee, a distance of about 6 miles, and also for some rock work. The idea of a tunnel through Elk Rock has been abandoned, and instead Engineer Hawgood proposes to cut off a slice of the rock 85' deep and build a trestle around it. The surplus stone will be dumped into the Willamette River, which at this point is 95' deep, permission having been granted for that purpose by the United States Engineers. From Elk Rock to Portland the road will be a narrow gauge with every provision for an easy rendering of it into a standard gauge, by laying an additional rail, if the Southern Pacific, which controls the road, sees fit to do so. Soon bids will be called for the construction of the bridges & trestles, of which there will be eight from Elk Rock to Portland. At Elk Rock there will be a long one, 1000' in length. When these matters are disposed of, the construction of the roundhouse, station house, machine and repair shops at south Portland will be commenced

Additional notes about the subject:

The line was completed in December of 1887 (same year), but was not officially opened for traffic until July 25, 1888.

The standard gauge rail was added in 1893 and the middle (narrow gauge) rail was removed in 1985.

The Elk Rock trestle proved to be a very hazardous stretch, with a sheer cliff rising above some 460 feet. Every hour a track walker had to go over the tracks to pick off rocks that were vibrated loose by passing trains. The trestle had a speed restriction of 15 mph. In 1920, a tunnel, measuring 22 feet high, 12 feet wide and 1,395 feet long, was started to eliminate the troublesome trestle. The tunnel was completed on May 23, 1921.

The line, known as the Jefferson Street branch, was also used by the SP's "Red Electric" interurban trains while the line was electrified from approximately 1914 through 1929. Notice the extreme height of the tunnel to accommodate the overhead catenary line.

In the fall of 1967, the tunnel timbers were burned by some youths trying to burn spider cobwebs. The tunnel was repaired by SP.

—Kermit Williams

The Dalles Transportation Center

Plans are still brewing for the new Transportation Center in The Dalles, but not using the old Railway Express Agency building, as originally planned (*Trainmaster*, 11/88). Recent meetings and investigations revealed the building is not suitable for moving because of structural problems and the manpower required to move it.

Meanwhile, plans are being drawn to construct a new building,

30 by 30 feet, next to the Union Pacific railroad and 4 blocks east of the present Amtrak waiting room, on the site of the old UP depot.

The City Council has approved the use of contingency funds to pay for 50% of the total cost. The Dalles Trade Center Association has pledged more than \$38,000 toward the project, mostly in donated labor, to cover the other half.

Both Greyhound and Amtrak are said to have given approval and lease agreements are being prepared. —Jerry Webb

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