

The



TRAINMASTER



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

MARCH 1989

In 1895...

From the Oregon City Courier, May 3, 1895:

The SP has a crew of 45 men laying new track here (Oregon City). They have relaid the track from Portland to this place. The work will be continued on to Canby and is expected to be completed within three weeks. The 56-pound rails are being removed and taken for service on the West side division and 62-pound rails are laid on the main line. Curves are being greatly improved and a large number of new ties are being put in.

From the Oregon City Courier, May 17, 1895

The track-laying gang of the SP have passed this place. Besides putting in 62-pound rail instead of 56-pound ones, they are putting in improved switches, using split rails, replacing the old stub-switches. The laborers and tamperers receive \$1.40/day and spike drivers \$1.60/day and pay \$4.50/week board at a box car hotel with a Chinese cook. The company expects to improve the road through to San Francisco by relaying heavier rails, steel bridges and trestles, etc., and that the time between here and there will be reduced from 36 to 25 hours. At present the trains make 20 mph but after these improvements, will make about 30 mph.

—Kermit Williams

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CHAPTER TIMETABLE NO. 318

REGULAR RUNS

BOARD OF DIRECTORS MEETING, March 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, March 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 WORKSESSIONS, 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, March 18 & 25, 1 to 4pm at Room 1, Union Station. On duty: Kermit Williams. Check out one of the Chapter's fine railroad books for some good reading, or read the magazines to which we subscribe.

EXTRA BOARD

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

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

CPR TRAINING FOR CAR HOSTS, Saturday, April 8, 2:00pm, at the Hollywood Dance Studio, 4419 NE Sandy Blvd. Fee: \$5.00.

RAILCON 89, Friday-Sunday April 28-30, 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: Tel. (206) 581-4453, noon to 7:00pm.

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.

MARCH MEETING PROGRAM

Pot Pourri of a Railfan's Collection by Leonard Morgan

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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MEMBERSHIP in the PNWC-NRHS is available as follows:

Regular...\$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 20th will make it—be warned!—RS

RAY JAMES

The good Lord saw fit to call home his servant, our friend and Chapter member, Ray James, over the weekend of January 28, 1989. Ray and his wife, Kathryn, have been most helpful participants with the Museum Car on its travels around the state. Ray was a steady helper at the Tuesday rolling stock work parties, and had just been named Chairman of the Rolling Stock Committee. Ray, who was a career Navy veteran, leaves behind Kathryn, their eight children, twenty grandchildren, one great-grandchild, his father, and a sister. He will be fondly remembered for his tireless efforts on behalf of the Chapter, and his absence will leave a large void in our midst.

CONNIE GREEN

Connie Green, wife of Chapter member Tom Green, passed away in February. Connie had been in failing health since we had known them, but still they attended pcincs, went on our excursions, and most lately attended the Annual Banquet. Our sympathy goes out to Tom and his family for their loss.

Marilyn Edgar

To National Railway Historical Society,

This is a very grateful Thank You, for all your support in our hours of sorrow.

Your friendship will be missed, as I am moving to Seaside at this time.

Thank you for everything.

Kathryn James

8444 to Portland in May

The Union Pacific Railroad has an ambitious schedule set up for its No. 8444 Northern in 1989. Civic events are scheduled in California, Utah, Oregon, Kansas, and Nebraska. The movements in Oregon are for the Oregon Symphony Orchestra, from May 21 to 24. UP official Mr. John Brownlee (Omaha) provided the following schedule for our area:

- May 17 Nampa, ID to Hinkle, OR
- May 18 Hinkle to Portland
- May 19-20 Portland (Train service and crew rest)
- May 21 Portland to Bend via Columbia/Deschutes
- May 22 Bend to Portland
- May 23 Portland (Train service)
- May 24 Portland to Pendleton
- May 25 Pendleton to Nampa, ID

The UP now owns five coaches of 44 seats each. Departure times are usually scheduled for 8:00am from all locations. Current UP employees are given rides between civic commitments, in lieu of past special Employee Day trips. Therefore, there is no opportunity for the general public or other groups to ride this train during the booked-up 1989 season.

The Excursion Committee is working with UP and the Snake River Chapter in Boise on the possibility of a joint excursion during the 1990 season. In the meantime, stock up on film and pick your favorite photo locations along the Columbia and Deschutes Rivers for this May!

—Bill Carter

CHAPTER BUSINESS

For Sale

The following surplus office equipment is being offered to the membership per item on a highest bid basis, with bids to be opened at the close of the regular business meeting on March 17, 1989. Items for which no bids are received (except typewriters) will be offered to the first member willing to haul them away. *All items are sold as is.*

Send bids to: PNWC-NRHS Surplus Office Equipment, Room 1, Union Station, Portland, OR 97209. For more information, call Terry Parker at 284-8742.

- 1 Olivetti ET121 electronic typewriter with a cable to attach to an IBM PC, (est. value \$50-\$75)
- 1 Royal 440 manual typewriter (est. value \$25)
- 1 Monroe electro-mechanical calculator (old)
- 3 Gestetner duplicating machines (2 electric, 1 old manual)
- 1 Steno chair
- 1 Gemini 15 printer for personal computer
- 1 Duplicating machine (?)
- 1 Office machine stand—no top
- 1 Addressograph machine (large and heavy)
- 1 Copy stand
- 1 Bathroom-style light fixture

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - FEBRUARY 9, 1989

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

The Chapter board of directors passed the following motions at its February meeting: 1) Waived use charges for Chapter cars 3300 and 6800 for Railcon '89 provided that the Tacoma Chapter NRHS pays all movement charges to and from Tacoma, WA including any required insurance, and declined the offer by the Tacoma Chapter of excursion tickets in lieu of use charges for the two cars. 2) Required that the Tacoma Chapter NRHS be responsible for movement charges for museum car 76 to and from Tacoma, WA for Railcon '89. 3) Authorized spending up to \$35 for flowers on the death of a Chapter member at the discretion of the President. 4) Recommended to the membership spending up to \$4500 to convert the brakes on car 6800 to the ABD type.

Ed Immel, representing the Northwest Rail Museum, spoke to the board about the proposed railroad museum to be located north of the Union Station as part of the Portland Development Commission's plans for the station. The museum building will be approximately 80,000 square feet in size. The total cost of the project will be \$12-1/2 million. A theme for the museum will be decided on and then what's needed to tell the story. Professionals will be hired in the areas of museum organization and physical construction. The Chapter is invited to have a member on the museum's board of directors.

Rolling Stock: Bob Jackson reported that car 1220 is today in N.D. on the BN enroute to Portland. Bob Hof-

fman reported the possibility that the State of Washington Centennial Commission will lease cars 3300 and 6800 for February trips to Wenatchee. The two cars have returned from the Mt. Hood RR lease.

Excursions: Bill Carter reported that brochures for the Bend trip are ready to go in the mail. Staffing for the trip will be finalized soon. Hotel space for over 550 has been reserved. Bill gave the board copies of the schedule for UP locomotive 8444 for its trip to Oregon and Idaho in May. There is a possibility of an excursion with the 8444 in the next year or two but not in 1989.

Ray James: Bob Hoffman announced that Rolling Stock Committee Chairman Ray James passed away on January 28. Bob Jackson will temporarily chair the committee.

4449 Advisory Committee: Bob Hoffman reported that the City of Portland advisory committee has approved the use of locomotive 4449 for the Washington State Centennial Winter Games. Free use of Chapter cars has been requested. Centennial officials have been informed that the cars are available at the Chapter's standard rental rates.

Respectfully submitted, Chuck Storz, Secretary

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - FEBRUARY 17, 1989

The meeting was called to order by President Bob Hoffman at 7:40 PM.

Treasurer Alan Viewig reported the following balances in the Chapter's accounts as of 1/31/89: Checking \$32,174.93. Savings \$54,376.24.

The membership passed the following motions at its February meeting: 1) Authorized spending up to \$4500 from the rolling stock and contingency budget funds to convert the brakes on car 6800. An attempt to table the motion until May failed. 2) Postponed consideration of giving out free postcards and Fogg prints to BN guests on the move tomorrow to Seattle of locomotive 4449.

National Director: Rich Carlson reported that the Chapter's annual report about its 1988 activities has been sent to the NRHS Bulletin.

Finance Committee: Bob Hoffman announced that Dave Van Sickle has agreed to chair the finance committee for 1989.

Rolling Stock: Bob Hoffman advised that cars 3300 and 6800 have been leased for use on the Washington State Centennial Games Special. Car 1220 arrived in the Brooklyn yard this week from New Jersey.

Excursions: Bill Carter reported that ticket orders are beginning to come in for the Bend excursion. Lodging, food and buses are being arranged for the trip. Bill advised that he is aiming to set up a Chapter trip schedule for two years ahead. He also asked members for suggestions for a policy to cover the donation of tickets to other organizations.

Swap Meet: Doug Auburg reported that almost all the 130 tables available for the swap meet have been sold. Ads have been placed in local newspapers to encourage new participants in the meet. Volunteers are needed for table setup Friday night before the meet and to help during the meet on Saturday, March 11.

Terry Parker Reported: Commitments have been

CHAPTER BUSINESS

received form UP, SP and Amtrak for a Transportation Week display during the week of May 19. The Chapter's museum car No. 76 will also be open for school class visits. Funds will not be granted from state lottery money for the car Santa Ynez.

Northwest Rail Museum: Bob Hoffman announced that the Chapter has the opportunity to appoint a representative of the Chapter to sit on the NRM board of directors. Consideration must be given to the extent to which the Chapter may be held liable for actions of the NRM board before anyone takes the directorship.

Respectfully submitted, Chuck Storz, Secretary

Committee Reports

EXCURSION

Bill Carter, Chair

The Excursion Committee is getting organized and making plans for excursions during the next two years. The Cascades-Deschutes Rail Adventure (Bend circle trip) is firm for April 29-30, 1989. Contacts are being made for possible trips to Vancouver, B.C., Tillamook, Baker, Seattle, and Spokane. We are also exploring opportunities to ride behind steam using our own varnish or company-owned equipment.

Bend Trip. John Van Gaertner and Randy Nelson have plans for the Bend trip well in hand at this point. The trip brochure has been sent to some 2,600 persons on our mailing list. (There is a brochure and ticket order form included in this issue of *The Trainmaster* for your convenience.) We received our first order, for two tickets, on Feb. 13—two days after the brochures were mailed. We also received a call for reservations for two tickets before we sent the brochures out. Hopefully this is a preview of customer support for this excursion.

We have reserved some 360 rooms in Bend to date, and continue to work with the hotels and motels to expedite lodging assignments. We are also hiring additional buses to avoid any delay problems between train and lodging sites.

Service America has been contacted to provide meals for this trip, so we can again look forward to the excellent quality and service of Mike Shopmeyer and his crew.

Car Hosts. As we begin to line up car hosts for the Bend trip, it is timely to remind all members of the Chapter Car Host Policy. Highlights of the Policy are that car hosts must have:

- a current paid-up membership in the Chapter for at least one year prior to the excursion;
- attended at least four regular membership meetings within the year prior to the excursion; and
- current CPR certification (also applies to staff).

This policy has been in effect since January 1, 1988, and will be followed for the Bend trip.

CPR. To enable all Chapter members to maintain current CPR certification, Marilyn Edgar has set up a CPR training session for Saturday, April 8, at Hollywood Dance Studio, 4419 NE Sandy Blvd. in Portland, starting at 2:00pm. Nancy Kern will again conduct the train-

ing with assistance from Dr. Dave Van Sickle. There will be a minimal charge of \$5.00 per person.

I personally encourage all Chapter members and their families to learn CPR. You never know when you could be called upon to save a life—be it a family member, friend or stranger. Many employers, businesses, colleges, civic groups, etc., offer CPR training; check with the ones in your area.

Free Ticket Policy. President Bob Hoffman has asked the Excursion Committee to develop a policy for providing excursion tickets or other Chapter property free of cost to other non-profit groups, to be used in their fund-raising activities. An example of this would be the recent request of the Oregon Donor Program for two Bend excursion tickets to be auctioned off at a fundraiser for this worthwhile program.

The Committee would be interested in your thoughts on this subject. Please talk to a Committee member, leave a message in Room 1, or mail a note to the Excursion Committee at Room 1 to voice your concerns.

Support. With the 1989 excursion season rapidly approaching, I would like to encourage all members to support *your* Chapter events. The excursions are major fund raisers for the Chapter and enable us to meet our objectives for rolling stock, library, permanent home, public improvement projects, contributions to other organizations, etc. Your support of the excursions, swap meet, concessions, is vital to the success of *your* Chapter. Many thanks to those of you who work long and hard on the excursions.

LIBRARY

Walt Grande, Chair

Books recently added to the Chapter Library include the following:

West of the Great Divide, by Robert D. Turner (1987). An illustrated history of the Canadian Pacific in British Columbia, 1880-1986.

The Country Railroad Station in America, by Roger Grant and Charles Bohi (1988).

Alaska Railroad—The Great Denali Trek, by Nicholas Deely (1988).

Nevada County Narrow Gauge, by Gerald Best (1965)

Jay Gould, John Hopkins University Press (1988)

Northern Pacific Railway—The Diesel Era, 1945-1970, by Schrenk and Frey (1988).

Pullman Volume 1, Greenburg Publishing Co. (1988)

Steam in the Redwoods, by Carranco (1988).

We have also received the first issue of the new quarterly from Kalmbach Publishing Co., *Trains Illustrated*, Vol.I, No.I, Winter 1988.

We have also received several new video tapes, including:

California Limiteds, by Jerry Best. Movies of SP trains in the Twenties and Thirties.

CHAPTER BUSINESS

Otto Perry's Rio Grande Southern, photographed by Otto Perry. One of the best.

Pacific Northwest Holiday—The Olympian Hiawatha, a Milwaukee Road PR film now on tape

Recent articles in railfan publications pertaining to the Pacific Northwest include the following:

Alberta Bound, by Hal Lewis, *Railfan and Railroad*, Mar. 1989 p.32-37.

Return to White Pass, by Greg Nazarov, *Railfan and Railroad*, Mar. 1989 p.49-53.

The Canadian Rockies—Cranbrook to Crow's Nest, by

Roger M. Ingebretsen, *Pacific Rail News*, Jan. 1989 p.20-27.

Steel Rails by the Great River, by Wayne Depperman, *Trains*, Jan. 1989 p.40-55. Covers trains on both sides of the Columbia River.

The Great (?) Canadian Steam Trip, by Adolph Hungry Wolf. *Trains*, Feb. 1989 p.20-22.

Backward Along the Bailey Branch, by D.C. Jesse Burkhart, *Trains*, Feb. 1989 p.53-57. Story of Dawson branch of SP in Willamette Valley.

The Evans Wreck of the North Coast Limited, by Bill Kuebler, *The Mainstreeter*, NPRHSS, Fall 1988 p.20-24.

MEMBERSHIP

Fred Dorset, Chair

The following people have become new members of the Chapter. Welcome aboard!

ANTHONY J. REGHITTO
15271 Holcomb Blvd.
Oregon City OR 97045

PHILLIP M. KAYS
12590 SE Callhan
Portland OR 97236

MICHAEL R. STRIDER
P.O. Box 8312
Portland OR 97207

JOHN A. & SHIRLEY A.
SCHNEIDER

522 SE 157th Ave #15
Vancouver WA 98684

JAMES DAY
7227 SE 83rd
Portland OR 97266

Saturday, March 11, 1989

Portland's Eleventh Annual

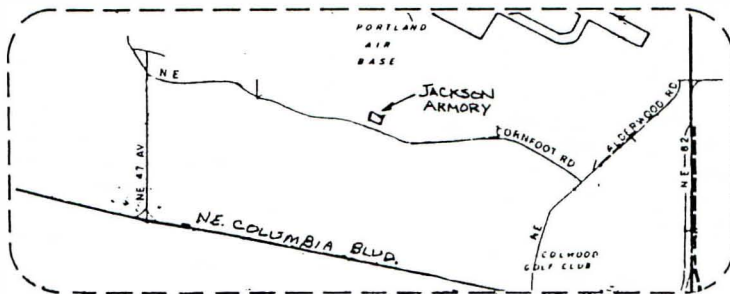
Railroadiana & Model Railroad Swap Meet

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
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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



"Cornfield" Meet

Dear Sir:

My father took me to see the head on collision that was staged at the Rose City race track which was mentioned in the February 1989 *Trainmaster*. My recollection is that the crowd was kept at a great distance from the point of impact. (Imagine the insurance exposure if anyone pulled off an event like that now.)

After they hit the scene was obscured by a great cloud of steam. I didn't remember silence afterward. Rather I thought the engines sizzled and rumbled for a time after, plus the noise of the crowd.

Even at that age I was a railroad buff and remembered that the newspaper said that one of the engines had been retired from SP branch line service. It had the typical ribbed steam dome. The other was said to have been a logging engine and either donated or purchased from a used equipment or scrap dealer. The wrecked engines were there for some time afterward. We kids lived about two miles away and would occasionally ride our bikes there to play on them. Surely there must be some good photographs of the event somewhere.

Cordially,

Merritt (Bud) Parks

NEWS—HISTORY—TRAVEL

A Railroader's Life

This piece about Chapter member William O. Gibson was written by Tammy King and appeared in the August 8, 1988 edition of the Grants Pass Daily Courier. It is reprinted with several minor corrections made by Mr. Gibson.

Since he boarded his first train as a baby, William Oliver Gibson has always looked for a way to get on a train.

In the 76 years since that maiden voyage from Emporia to Topeka, Kan., Gibson figures he's logged more than a million miles on the tracks.

In those million miles, Gibson said, he's traveled nearly every piece of track laid across the United States. He's ridden on steam and diesel trains and on electric rails, not only in the United States, but also in Canada and Mexico. Hanging in his Grants Pass home are railway passes from five companies, most of them now defunct.

Gibson, 77, retired from the Santa Fe Railroad 14 years ago, after 45 years as a "wire twister," an electrician in the communications department who worked on telegraph equipment. During the 30 years he was based in Amarillo, Texas, he averaged more than 25,000 miles of rail travel per year on the Santa Fe.

Gibson grew up in Topeka, the birthplace of the Santa Fe, and comes from a long line of railroad folks. His grandfather ran railroad restaurants for 30 years and was a railway conductor. His father, who went to work for the Santa Fe in 1878, was a chief construction engineer for 18 years. And his brother worked in several depots along the Santa Fe route.

"I had uncles and cousins who worked for the railroad, too," said Gibson. "And even some of the women worked as clerks and operators. But I'm the last of them, part of a dying breed, I suppose."

Gibson, who is a walking encyclopedia of railroad history, has chronicled a bygone era in a collection of short stories titled "Journal of a Santa Fe Wire Twister." The paperback, due out from Windy Ridge Press in Medford in Septem-

ber, will feature some of the folklore, romance and adventure of the railroad.

"The Santa Fe was the best railroad in the country at one time," said Gibson. "And I have seen other railroads come and go. People have asked me for years to write up my life and the life of the railroads. The book won't be a classic, but it will be me and what I know."

Gibson hopped aboard the Santa Fe company in 1929, working in the telegraph department as an electrician's helper. During the Depression, when permanent railroad jobs were hard to find, Gibson worked a number of odd jobs, including an electrician for Western Union. And he worked intermittently for the railroad to protect his rail pass privileges. He put in time as a signal helper and worked on a line gang... With the railroad, he



earned, depending on the job, 50 cents an hour or \$1.25 a day [for] three meals and free railroad transportation.

In 1935, he went back to the railroad full time, installing the Model 15 telephones that replaced and revolutionized the old model 12's, "the iron horses" of the industry. He worked all along the Santa Fe system before being transferred in 1944 to Amarillo, where he stayed for the next three decades.

"Amarillo lay at the heart of the Santa Fe system," Gibson said. "And my territory covered more than 5,000 miles of track. Every six months I had to make the rounds, covering about 13,000 miles."

In the days when railroad employees took care of everything, Gibson saw duty on trouble-shooting teams after floods.

I worked...in Needles, Calif., when the daytime high was 110 and the nights would cool to 90," he said.. "We had to repair sections while fighting a 3- to 4-foot wall of water."

In 1951, Gibson spent a month in Kansas City after a flood wiped out 51 diesel engines and much of the 12-mile-long railroad yard.

Gibson claims to have worked in 300 different places along the Santa Fe system, including every dispatch office—"there were 26 of them in my day."

And when he wasn't on a train for business purposes, he was riding just for the thrill of it.

"Every vacation I would hop aboard a train, traveling and taking pictures," he said.

Gibson's apartment in downtown Grants Pass, is a miniature museum of photographs and memorabilia from his travels.

"I started taking pictures in the 1930s," he said. "My first camera was a 98-cent box camera. (I) used that until I went to the folding cameras, and I've been using 35mm color for 35 years."

In addition to the photographs are old timetables collected from various depots, specification lists on engines, books, magazines, place mats, lamp shades, calendars and models of telegraph equipment.

"I guess I'm a nut, a fan," he said.

Many of the artifacts he's collected have been donated to the University of Wyoming's Transportation History Foundation.

I don't have any children to pass this stuff to," said the twice-married widower. "I wanted it to go somewhere where it will be preserved for generations."

"It's too bad the railroads never tooted their own horns," said Gibson, who still keeps an eye on Interstate Commerce Commission regulations and changes that reshape the railroad industry.

But Gibson doesn't waste time mourning the decline of the industry he loves. Instead, he's mapping out plans for his next train trip.

"I hope to be in Australia and New Zealand in October to celebrate the 125th anniversary of the New Zealand railway," he said. "I guess I'm always looking for a way to hop aboard another train."

NEWS—HISTORY—TRAVEL

"Champoeg" Still Alive

A parlor car that used to run in Oregon is still alive and well—and not too far from its old home rails.

The Bay Area Electric Railroad Association publication *The Review* had a story about the former Oregon Electric parlor car *Champoeg*. The car is now owned by them and is at their operating museum in Rio Vista Junction, northeast of San Francisco.

Champoeg has been receiving lots of attention recently, with members scraping old paint off the clerestory. They found there "...were many different small pieces of wood...in the clerestory windows and frames." They have replaced all rotten wood and installed new molding around the windows. They also have put new roof canvas in place.

The story went into *Champoeg's* history as they understand it:

"*Champoeg* was built for the Oregon Electric in 1910 by the Niles Car Company. It was named for an early Willamette River town. When an identical parlor-buffet car burned in 1924 the Oregon Electric discontinued parlor service. Not

much parlor car business was left by then.

"*Champoeg*, two interurban sleeping cars and some Niles coaches went from the OE to the Pacific Great Eastern Railway, a steam powered line which operated in Western British Columbia north of Vancouver.

"PGE made a number of changes in *Champoeg*. Motors and electrical equipment were removed. Electrical conduit was run along the roof and lights required to operate on lower battery voltage. Original 600 volt light circuits were disconnected by cutting wires. Interior partitions were moved reducing the size of the parlor. Later a shower was installed which caused serious dry rot problems. *Champoeg* was last used by PGE as a business car.

"In the 1950s *Champoeg* returned to Oregon to a trolley museum at Glenwood. It was stored outside where roof leaks caused more damage. Later it was stored in a building which collapsed around the car. Some bungling attempts at restoration were made in Oregon.

"Something interesting came to light when the observation platform overhead was removed for refinishing. A rather crude looking wooden

form had been added to prevent the roof from sagging. The overhead had been lowered about four inches from its original location.

"Wooden cars built by Niles and Jewett always were beautifully made. Every piece of wood fitted in place precisely. Every hidden brace was completely finished. The craftsmanship was similar to that seen in a furniture factory. Obviously that crude wooden frame had not come from the Niles factory.

The writer went on to say he assumed the strengthening had been done by PGE. But he talks about a date of "April 6-21" on the frame, indicating that Oregon Electric had repaired the *Champoeg* when it was only eleven years old. He said it was apparent Niles built so few observation cars they did not realize their stock frames would not support an open-platform roof.

So next time you're in the Sacramento or San Francisco area, stop in at the Bay Area Electric Railroad Association operating museum at Rio Vista Junction and say "Hi!" to the *Champoeg*. They also have a car that used to run on the Oregon City line.

—Jerry Webb

This tale is...

No Bull

Chapter member Kenny Prager was "...a hoghead on the SP&S, B.N., Amtrak until I retired 1986."

I was working on 1302-1303, Vancouver to Eugene, for a few months during the early '70s. One night coming north on 1302 after leaving Albany just coming on to the Santiam Bridge approach there were some holstein cows on the track. Blowing the whistle had little effect; all they did was run ahead. So as the room was too short to stop I set some air to slow down, but hit a couple of the cows. One went under the train, the other was thrown to the side, injured. We just got up to the bridge and the train went into emergency. The carcass of the one that went under the train separated the air hose.

The head brakeman was an older black fellow named Zeb. Zeb had experience on a railroad in the South before coming to the Burlington Northern. I had worked with him several times before and he was a good man to have, very quiet and capable. Zeb started back with an air hose and wrench, as did the rear brakeman, Harold, coming ahead from the caboose. They didn't have radios so I was looking back for a signal or to see what was going on. As it was a very dark night, I could see their lanterns plainly. As I watched, I saw Harold climb to the top of the cars, then I saw Zeb go up to the top. "What in the world is going on?" I thought.

Then Zeb started toward the engine and he came all the way over the top of the cars. Of course, I couldn't possibly figure what the problem was. When Zeb got to the

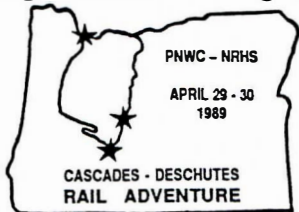
engine he looked scared. "What's wrong?" I asked. "Well," he replied, "There is a great big bull back there, and *he is mad* 'cause you killed one of his cows and he won't let us down on the ground. What we gonna do?" So I said, "Get a handful of fusees and one of you keep throwing them at him while the other fixes the hose."

So he went on back, and soon the train was lit up like the Fourth of July, the air came back up, and we were ready to go again. But Zeb still came back over the top of the train. When I asked him why he didn't walk on the ground, he said that the bull was still mad and trying to get them after the fusees went out.

This was always good for some teasing after telling the story around—calling Zeb and Harold "The Brave Bull Fighters."

—Kenny Prager

**CASCADES -
DESCHUTES
RAIL ADVENTURE**



**A Two Day
Special Excursion
April 29 & 30, 1989**

Sunday morning, April 30th, our train will head on to Portland on the rails of the former Oregon Trunk Railway. Enroute, our train will pass over the highest single span railroad bridge in the United States and then down the scenic Deschutes River Canyon.

The rails stay within sight of the Deschutes for over 100 miles as the tracks head down the mighty canyon formed millions of years ago. This canyon is largely inaccessible, except by boat, foot or rail. Reminders of the famous "railroad war" fought between Harriman of the Union Pacific and Hill of the Great Northern can be seen across the river where remnants of abandoned stations and trestles lie in the canyon.

The train will cross the Columbia River at Wishram and return the rest of the way to Portland on the north bank of the river. Passengers will get excellent views of the waterfalls and scenery on the Oregon side of the river.

We will make a brief passenger stop in Vancouver before crossing the two major bridges that lead back to Portland's Union Station.

The **Cascades-Deschutes Rail Adventure** is a special journey passengers will long remember.

Be with us April 29th and 30th.

SCHEDULE

Saturday, April 29, 1989

Lv. Portland	8:30 am
Lv. Salem	9:45 am
Lv. Albany	10:15 am
Lv. Eugene	11:05 am
Ar. Bend	5:20 pm

Sunday, April 30, 1989

Lv. Bend	9:00 am
Ar. Bingen/White Salmon	3:15 pm
Ar. Vancouver	4:30 pm
Ar. Portland	5:20 pm

ALL ABOARD !!!

We hope to welcome you on board a beautiful rail adventure through the Cascade Mountains, overnight in Bend, and then across Crooked River gorge and down the Deschutes River Canyon to the mighty Columbia. The **Cascades-Deschutes Rail Adventure** is a special train covering almost 600 miles of the Pacific Northwest's most spectacular rail trackage. The Pacific Northwest Chapter of the National Railway Historical Society is pleased to announce this two-day rail experience on equipment provided by Amtrak.

Our special train will depart Portland's Union Station, Saturday, April 29, 1989, and travel by way of Southern Pacific's mainline. Passenger stops will be made at Salem, Albany and Eugene.

Passengers will see the springtime flowers of the Willamette Valley before heading eastward from Eugene for the spectacular climb over the Cascade mountains. Our engines will have their work cut out for them as the rails twist and turn up the mountainsides, traveling through tunnels and snowsheds, and over rushing streams. The snow-covered Cascades will surround our train as passengers relax in armchair comfort.

Our train will stop briefly at Chemult as we change direction and head north on the Burlington Northern tracks to Bend. For the next 220 miles we will be on trackage that was never made a part of Amtrak's national rail system.

Overnight will be spent in Bend, where passengers will be transferred to local motels and hotels. (Lodging and transfers included.)

PARKING

There is limited off-street parking available in Portland around Union Station. The station is served by a number of Tri-Met bus lines, is right across the street from Greyhound/Trailways bus station, and taxi service is provided by a number of companies throughout the Portland area.

There is parking available at the Amtrak stations in Salem, Albany and Eugene.

BOARDING INFO

If you are a resident of the upper Willamette Valley, you have the option to board our train at Salem, Albany or Eugene (in lieu of Portland).

For those Columbia Gorge residents who wish to detrain prior to arrival in Portland, the train will be stopping at Bingen/White Salmon and Vancouver to discharge passengers.

Please indicate on the order form your boarding city and detraining city. We offer this for your convenience, although we cannot adjust the trip price for you.

REFUNDS

Our refund policy is as follows:
Full refund (less \$25.00 handling charge per ticket) for 45 days or more before departure.
From 20 to 45 days we will return all but 25% of the ticket price.
After 20 days NO refund.

Travel insurance is available at nominal cost directly from a travel agency.



This excursion is being sponsored and conducted by the Pacific Northwest Chapter of the National Railway Historical Society, with operations under National Railroad Passenger Corporation (Amtrak). Amtrak agents will not have information or tickets to sell for this excursion.

CASCADES — DESCHUTES RAIL ADVENTURE

Saturday & Sunday 29 & 30 April 1989

COMBINATION ORDER FORM

(Tickets & One Hotel Room) *

date rec'd _____

number of passengers _____

OFFICE USE ONLY

Order # _____

Hotel _____

Car _____

PURCHASER _____

address _____

city _____

state _____ zip _____

'phone _____ - _____ - _____

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

TYPE OF ORDER

- mail - 'phone - Direct

NOTES _____

HOTEL ACCOMMODATIONS DESIRED (check one)

- one person, one bed (single occ.)

- two people, one bed (double occ.)

- two people, two beds (double occ.)

- child staying in same room
(in addition to any above)

- Tour Package WITHOUT Hotel Room
(excludes Transfers in Bend)

PAYMENT REQUIRED (Includes Hotel Room)

\$275 total = \$ _____

\$250 per person = \$ _____

\$250 per person = \$ _____

\$230 per child = \$ _____

\$230 per person = \$ _____

RAIL TRAVEL OPTIONS (please indicate Boarding/Detraining city combination)

Portland Boarding

- Portland / Portland

- Portland / Bingen, WA.

- Portland / Vancouver, WA.

Willamette Valley Boarding

- Salem / Portland

- Albany / Portland

- Eugene / Portland

METHOD OF PAYMENT - check - money order - cash - charge card:

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

Print name as it appears on credit card.

Signature as it appears on credit card.

Bank Card Numbers

Card Expiration Date _____ / _____
month year

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

NOTE: Make remittances payable to Pacific Northwest Chapter, N. R. H. S.

MAIL TO: Pacific N.W. Chapter, N. R. H. S.
1989 Cascades-Deschutes Rail Adventure
Room 1, Union Station
800 N.W. 6th Avenue
Portland, Oregon 97209

NOTE: Including a self-addressed and stamped envelope (9.5 inches by 4.25 inches) with your order would be appreciated. Please allow two weeks for processing.

COMMITTEE CHAIRS

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THE TRAINMASTER
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Portland, OR 97209-3715

FORWARDING AND RETURN POSTAGE GUARANTEED
ADDRESS CORRECTIONS REQUESTED

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