



SEPTEMBER 1989

Railfan Notes

Dinner Train?

Plans are being considered for a dinner train running from Banks to Tillamook. The idea would be to start in Banks and take the train down to Tillamook, and then spend the night there and ride a bus back to Banks the following day. There might be an experimental run early in October. Keep an eye out for news if you are interested in this one.

Missing Clock

About a year ago, someone stole a Union Pacific clock that was bolted to the wall of the depot of the Sumpter Valley Railroad. They haven't been able to locate it yet, and would appreciate any assistance they could get in doing so. Anyone who may have information that could lead to the recovery of the clock is urged to contact Sumpter Valley Railroad Restoration, Inc., P.O. Box 389, Baker, OR 97814.

Tours

Announcements of several fall and winter rail tours have arrived in the main recently.

Travel Pros of Hillsboro is offering a trip to the Mt. Hood

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CHAPTER TIMETABLE NO. 324

REGULAR RUNS

BOARD OF DIRECTORS MEETING, September 14, 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, September 22, Friday, 7:30pm, at the Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. The business meeting will start promptly at 7:30, with the newsreel and program 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 659-8402 to see how you can help.

CHAPTER LIBRARY OPEN HOURS, Saturday, September 16 and 23, 1 to 4pm at Room 1, Union Station. On duty: Bob Weaver. Check out one of the Chapter's fine railroad books for some good reading, or read the magazines to which we subscribe.

EXTRA BOARD

CITY OF PRINEVILLE RAILWAY EXCURSION, Saturday, September 9. Chapter members will ride the bus to Prineville to claim their free ride on the Rimrock Scenic Tour. It's too late to catch the bus, but you can ride the train with them if you want to drive over.

AMERICAN ASSOCIATION OF PRIVATE RAILROAD CAR OWNERS CONVENTION, October 4-8, in San Diego. Chapter members will ride down on the Mt. Hood.

OREGON COASTLINE EXPRESS EXCURSIONS, October 25 and 29. Take the bus to Tillamook to ride the train — and to tour the dairy or the car shops to boot. Details on page 2.

SEPTEMBER MEETING PROGRAM

Portland Traction — Trolleys to Diesels Slides by Richard Parks, Jr.

Program begins after business meeting.

Notice: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a chapter meeting, please contact Dick Nock at 657-3868.

The TRAINMASTER

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Attn. TM Editor
PNWC-NRHS
Room 1, Union Station
Portland, OR 97209-3715

EDITOR:

Russell Schoof - 829-7269
17777 S. Ramsby Rd.
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 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

Tillamook Excursion Trips

Oct. 25 & Oct. 29

Train Trip Tillamook to Wheeler and Return

Trip #1. Wednesday, October 25, 1989

Ride a luxury motor coach through a Coast Range dressed in its autumn colors. Visit the famous Tillamook Creamery and sample some of the great dairy products. Take your box lunch aboard the newly refurbished coaches of the Oregon Coastline Express — their picture windows will give you a great view of the right-of-way and the water. The trip will give four hours of train travel, over territory that is new to most of us. Add new miles to your tally, and enjoy the results of Bob Steele's efforts at commuter car rebuilding.

Schedule:

9:30am	Leave Portland (Depart from 16th & Halsey NE, at Lloyd Center)
11:30am	Arrive at Tillamook Creamery
1:00pm	Leave Tillamook on train
5:15pm	Return to Tillamook
7:30pm	Arrive Portland

Trip #2. Saturday, October 28, 1989

Trip #2 is going to take us through the car shops in the old Navy blimp hangar, where the refurbishment of the former commuter cars is done. The Alaska Tour cars will be down for a complete overhaul. We will have a chance to see the original commuter cars and the original Alaska Tours refurbishment, and some to the new work being performed. We will then take the ride on up the coast to Wheeler and back.

Schedule:

8:30am	Leave Portland (Depart from the Tri-Met Barbur Transit Center)
10:30am	Arrive at the car shop
1:00pm	Leave Tillamook on train
5:15pm	Return to Tillamook
7:30pm	Arrive in Portland

Fare for each of these trips is \$45 per person. The fare is all-inclusive: bus and train ride, lunch, coffee and tea (on bus).

Send a check for \$45 per person per trip by October 5 to:

PNWC-NRHS
Room 1, Union Station
800 N.W. 6th Avenue
Portland, OR 97209

Please write "Tillamook Trip" on the outside of the envelope.
DEADLINE FOR RESERVATIONS IS OCTOBER 5

CHAPTER BUSINESS

Apologies

I want to apologize to all whose plans to attend the Chapter picnic at Shady Dell on August 19 were disrupted by its postponement to the 26th. I should have made certain the picnic area was reserved for us before I advertised the event in *The Trainmaster*. I sincerely regret any inconvenience the change of date may have caused you, and I will do my best to avoid such problems in the future.

—Marilyn Edgar

The Editor, over the past several months, repeatedly has proven himself unable to master the seemingly simple task of spelling correctly the surname of members Connie and Al McCready. In an effort to compensate for his apparently deteriorating memory, he has resorted to enlisting the aid of the word processor's spelling checker and, as a result, hopes to do better in the future.

I'm sorry, Connie and Al. I hope you haven't found my lapses to be too much of an irritant.

—Russ Schoof

Committee Reports

Membership

Fred Dorsett, Chair

Please welcome the following new member into the Chapter:

JAMES E. HOLLEY
P.O. Box 24912, Seattle, WA 98124

Rolling Stock

Richard Gray, Chair

Now that the membership has voted to lease our cars to run for a year in Arizona, there is a lot of work to be done to prepare them for that service. All kinds of work is needed, so there's a good chance that *you* could make a contribution of you wanted to. We have shelves to install, electrical and brake work to be done, seat covers to be made (cutting and sewing) — along with many other things.

With the excursion situation as bad as it is, this lease represents our best chance to earn the money we need to operate next year. We can do it if the membership will pitch in as it always has on the excursions. The work is less exciting, perhaps, and the scenery in Brooklyn Yards is hardly up to that of the Deschutes River, but the work is just as important to the Chapter's future.

To see how you can help, contact Richard Gray at 656-0260 or Dave Stimic at 234-6967.

Minutes of Meetings

NOTE:

The minutes of the Board of Directors and the Chapter Business Meeting for August have been delayed. They will appear in the October issue of *The Trainmaster*.

—RS

Oregon Electric Sleepers

Only a few electric lines boasted true sleeping cars. The Oregon Electric was one, operating this service for nearly ten years, starting in 1912.

A story in an old issue of the *Bulletin* of the Willamette Valley Electric Railway Association had a picture of one of the cars, the *Santiam*, and a brief history of the operation.

The sleepers operated between Portland and Eugene. The *Electric Railway Journal* in its January 18, 1913 issue quotes from the *Bulletin*:

The sleeping cars for the Oregon Electric Railway are finished inside in handsomely figured mahogany with inlaid lines and marquetry figures in neat design. Floor covering in the main compartment is Wilton carpet, the seats are upholstered in figured frieze plush and the trimmings throughout are statuary bronze. The ceilings are decorated in green and gold.

What ornate beauties those cars must have been!

(Maybe I'm the only one who did not know what "marquetry" meant — but I'm going to tell you about it, anyway. My ten-pound dictionary reads, "Inlaid work consisting of fine woods and other material used for a decorative effect...")

In Edwin D. Culp's book *Stations West* (Caxton Printers, 1972), he says the OE sleeper train, the *Owl*, had a meandering schedule. The *Owl* left Portland at 1:30am (passengers could board and go to bed anytime after 9:30). Sleepers were dropped off at Salem and Albany, with one going through to Eugene. Patrons could occupy their berths until 8:00am. Mr. Culp said the Portland-bound *Owl* left Eugene on a similar schedule.

The *Bulletin* report concluded with this paragraph:

Imagine stepping into such equipment from some soggy little station, to be clutched out of a cold rainy night into the warm comfort of one of these elegant cars. It is a phase of American life that didn't last very long, but precious indeed to those who knew it.

—Jerry Webb

NEWS—HISTORY—TRAVEL

The Day the Hoquiam Passenger Quit

The Roger H. Peck Collection bequeathed to the Chapter contained a vast variety of items, including a file folder of newspaper clippings. Among the many clippings are stories of the last Northern Pacific passenger train between Seattle and Hoquiam on Washington's Grays Harbor.

Mr. Peck saved stories from Tacoma, Olympia, and Aberdeen papers; this article is based on information from those stories.

A bit of history in one story said the line was built in 1889-90 by the Puget Sound & Grays Harbor Railway Co., which was taken over in 1891 by the Tacoma, Olympia & Grays Harbor Railway, a subsidiary of the Northern Pacific. The NP officially took complete ownership in 1898.

Three daily round-trip passenger trains carried Washingtonians to Aberdeen-Hoquiam, as well as farther on to well-known resorts in Pacific Beach, Copalis, and Moclips. In the early years of the line, weekend trains would run up to 15 cars, packed with people eager to visit the pleasure spots on the Pacific coast. It was a busy railroad in those days.

But time caught up with the railroad's passenger business, the three trains eventually being reduced to one a day, six days a week. Passenger service lasted for two years after the Post Office switched Seattle-Hoquiam mail to the federally financed highways. It ended on Saturday, February 18, 1956.

During the last several years, traffic was handled by the "Gallop-in' Goose," GE gas-electric number B-23. At first she pulled a coach or two. But the NP re-engined the old girl with a smaller engine, and from then on she could not haul a second car up

the steep grades both ways out of Olympia.

The B-23 did most of the honors after the mail contract was taken away, but about a month before the end of service the old girl burned out a bearing — perhaps her

There is something thrilling about a train that no other form of transportation captures.

feelings were hurt by the pending elimination of her job. She sat out the final days of the run in a yard, and was there when Pacific-type engine number 2261 steamed by with five cars — baggage, three coaches, and coach-smoker — on the last day of service.

The newspaper stories said that as many as 600 people rode that train, and there were no complainers, despite the crowding. Included were members of a railroad fan club from Portland, not identified by name. Many young children were aboard, some taking their first train ride.

Singled out for attention by one of the newspapers was then 78-year-old George Landon of Montesano, who said he rode the first train and was going to ride the

last one. He was 17 when the first train steamed into Montesano, and he got aboard with a box of shoe shining equipment, hoping to pick up a few nickels shining the boots and shoes of the Gay Nineties sports aboard.

The engineer on the last train was 20-year veteran Frank Willmott and the conductor was 22-year man Frank D Hodges.

Reporter Irvine Seath of the Aberdeen Daily World must have been a railfan. His story was the longest of any printed. We'll end this piece with a few excerpts from it.

"There is something thrilling about a train that no other form of transportation captures. The cars ride with a rolling motion, but without the fore-and-after, up-and-down motion experienced on other forms of transportation.

"The click of the wheels on the rail joints, the sound of the steam hissing from cylinders, the pounding drivers, and the air slithering through the air brakes as a down grade is approached, all interest the passenger.

"The toots of the whistle when starting and the individual-like moan as it screams a warning...

All riders "...sought to have a first or last contact with the spirit of the rails.

"The passengers watched as the Aberdeen trackside slid away. They listened for the whistle as the engine climbed the trestle approach to the NP Wishkah River bridge, and then...glimpsed Aberdeen fading into the background from the rear of the last passenger train out of Grays Harbor.

"We rode the last train out of Aberdeen. Our heart feels a little heavier today.

—Jerry Webb



More on *Champoeg*

Recently, *The Trainmaster* ran a story on restoration by the Bay Area Electric Railway Club of Rio Vista Junction, California, of the former Oregon Electric parlor car *Champoeg*. Part of the story dealt with the time the car spent at the Trolley Museum in Glenwood, Oregon.

Issues dating from the 1950s of the *International News Sheet of Railway Museum Activities* (published by the Willamette Valley Electric Railway Association) tells more about this historic car. One article was occasioned by the car's return to Oregon after having been used on the Pacific Great Eastern Railroad (now BC Rail). It gives more detail about the parlor-observation's use on the Oregon Electric.

The *Champoeg* was one of two identical cars. The other car, named *Sacajawea*, was destroyed by fire early in the 1920s.

The *Champoeg* was used primarily on trains 5 and 16. Number 5 left Portland at 8:00am and arrived in Salem shortly before 10:00. Train 16 left Salem at about 4:00pm and arrived in Portland in time for dinner. The trains'

schedules made them popular with state officials who lived in Portland; they were unofficially dubbed "The Senators' Special."

The story in the *International News Sheet* said that many notable people rode the *Champoeg*. Listed were William Jennings Bryan — the "Silver Throated Orator" — and Madame Schumann-Heinke. They are said to have spoken or sung from the observation platform.

It is interesting to note that the Oregon Electric was advertised as an electrified *railroad*, not an overgrown streetcar or interurban line. Many eastern sophisticates were surprised to find such convenient and deluxe service available on what they thought looked to be an overgrown streetcar. The service and accommodations were comparable to anything available on the famed *Oriental Limited*.

The *Champoeg* was painted in the respectable dark green that gave all OE cars dignity and standing. The road took advantage of the "no soot — no cinders" theme in advertising. Passengers on the car's observation platform may have been enveloped in dust as the train

sped up and down the Valley, but it was said, "It was good clean Oregon dust, and not the mixed soot and dust of steam trains."

A refined porter was aboard the parlor car to provide a buffet service to the patrons, who rode in clean plush seats, with individual seats in the rear section.

Think about that the next time you are dodging 70-mile-an-hour trucks on I-5!

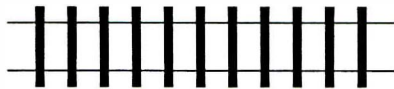
—Jerry Webb

Railfan, from page 1

Railroad for its Fall Foliage Excursion on Saturday, September 30. Round-trip bus from Portland, cocktails on the dining car, and dinner at the Stonehedge Inn are included in the \$49.95 cost. Contact at 640-8940.

John Andrews Rail tours has three trips lined up: Vancouver, B.C. to Lillooet on October 1, Vancouver Island day tour (including the E&N) on October 15, and Vancouver - Jasper round trip on VIA on November 9-12. Contact at (604) 522-6160, or see the flyer in the RR Tours box in Room 1.

—RS



Laugh Track

If you are wondering why this column is still being printed in a railroad historical publication, let's look at the facts. First, the stories are from the *Locomotive Engineers Journal*, published by the Brotherhood of Locomotive Engineers and read by railroad engineers. That is railroading. Second, the magazine was printed in the 1930s and 1940s, and that is history. Put them together and you get RAILROADING HISTORY.

Here goes for this month.

Fathers have always been protective of their daughters, which may have brought on this one:

Daughter: "Do you object to my marriage because of my youth?"

Father: "Yes, he's hopeless."

Maybe Daughter should have listened, because after a few years:

Teacher (pointing to a deer in the zoo): "Johnny, what is that?"

Johnny: "I don't know."

Teacher: "What does your mother call your father?"

Johnny: "Don't tell me that's a louse!"

And perhaps the "Hopeless Youth" learned quickly after the "I do's":

Bride: "I cooked the supper tonight darling. Guess what you're going to get?"

Groom: "Indigestion?"

I admit the following may be stretching it a bit:

Joe: "I heard of a fellow that was arrested for having flat feet."

Sam: "Flat feet? You can't get arrested for that."

Joe: "Yeah? He had his feet in the wrong flat."

For those of you who may be scratching your head, "flat" is another name for an apartment. See, you learned something new again!

See you next month.

—Jerry Webb

COMMITTEE CHAIRS

Chapter representative, Portland Rail Equipment
Advisory Group: Bob Hoffman, 659-8402
Chapter representative Northwest Rail Museum
Board: Chuck Bukowsky, 223-2842
Activities: Jim Edgar, 236-7271
Meeting Program Coordinator:
Dick Nock, 657-3868
Bylaws: Vacant
Concessions: Marilyn Edgar, 236-7271
Excursions: Bill Carter, 646-8116
Finance: Dave Van Sickle, 297-3807
Library & Historical Foundation: Walt Grande,
246-3254
Membership: Fred Dorsett, (206) 256-4981
Museum: Dave Stimac, 288-2421
Ad Hoc "Permanent Home": Kerrigan Gray,
777-6610
Public Relations: Al McCready, 281-2415
Publications: Irv Ewen, 232-2441
Rolling Stock: Richard Gray, 656-0260
Chief Mechanical Off.: Bob Jackson, 233-2667
Car Rental Agent: Carl Rodabaugh, 253-4241
Ad Hoc "Union Station": Terry Parker, 284-8742

CHAPTER OFFICERS:

President: Bob Hoffman - 659-8402
14105 SE Laurie, Milwaukie, OR, 97267
Vice President: Doug Auburg - (206) 694-7769
7215 NE 61st Avenue, Vancouver, WA 98661
Secretary: Chuck Storz - 289-4529
146 NE Bryant St, Portland, OR 97211
Treasurer: Alan Viewig - 228-8655
812 SW Washington #910, Portland OR 97205
National Director: Rich Carlson - 292-0975
9110 NW Stark Ct, Portland, OR 97229
Directors-at-large:
Bill Carter - 646-8116
13915 SW Stirrup St, Beaverton, OR 97005
Bob Jackson - 233-2667
2131 SE Tenino St, Portland, OR 97202
Terry Parker - 284-8742
1527 NE 65 Ave, Portland, OR 97213
Carl Rodabaugh - 253-4241
2315 SE 104th Dr. Portland, OR 97216
David Stimac - 234-6967
2211 SE 26th, Portland, OR 97214
Jerry Webb - 298-8163
5600 Moody Rd., The Dalles, OR 97058

THE TRAINMASTER
Pacific Northwest Chapter
National Railway Historical Society
Room 1, Union Station
800 NW 6th Avenue
Portland, OR 97209-3715

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