

The



TRAINMASTER



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

MARCH 1990

Union Station Tracks

The Union Station Task Force, a special committee appointed by the Mayor, will hold hearings on the subject of the number of tracks that should be retained through Portland Union Station. At issue is the question of whether the Portland Development Commission's plans to reduce the tracks from seven to five should be implemented. (For a more detailed explanation, see the Ad Hoc Union Station Committee report on page 3 of this issue.)

The hearings will already have been held by the time you read this, but the decision is not expected to be made until later. If you would like to register your opinion on this question, there is time to do so *if you act quickly*. Public opinion always has some influence in situations of this sort, so here is an opportunity to weigh in on the side of railroad preservation.

To be heard, write to:

Mr. Donald Magnuson
Chairman, Union Station Task Force
c/o Portland Development Commission
1120 SW 5th Avenue, Suite 1100
Portland, OR 97204

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CHAPTER TIMETABLE NO. 330

REGULAR RUNS

BOARD OF DIRECTORS MEETING, March 8, Thursday, 7:00pm, at the Columbia Gorge Model Railroad Club on the corner of N. Vancouver Ave. and Russell Street. All Chapter members are welcome.

MONTHLY MEMBERSHIP MEETING, March 16, Monday, 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 and Saturday, at the Chapter's tracks in Brooklyn Yards. Working hours are 9am to 3-4pm on Tuesday, 10am to late afternoon on Saturday. There's a lot of work of all kinds to be done, and **your contribution would be welcome**. Contact Richard Gray (656-0260) or Bob Hoffman (654-0914) to see how you can help.

CHAPTER LIBRARY OPEN HOURS, Saturday, March 17 & 24, 1 to 4pm at Room 1, Union Station. On duty: Chris & Russ Schoof.

EXTRA BOARD

ANNUAL RAILRODIANA AND MODEL RAILROAD SWAP MEET, Saturday, March 10, 10am to 4pm, at the Jackson Armory (details inside). Our joint effort with the Columbia Gorge Model Railroad Club. **Help needed!** Sign up at the February business meeting or call Esther Rosu at 659-5157. Details at left and on page 2.

CPR TRAINING FOR CAR HOSTS, Saturday, April 7, 2:00pm, at the Hollywood Dance and Fitness Studio, 4419 NE Sandy Blvd, Portland. Cost: \$8 at the door.

Shasta Daylight '90, CHAPTER EXCURSION TO REDDING, CALIFORNIA, Saturday-Sunday, May 12-13. All the approvals are in, and the trip will run. Tell all your friends so we can sell out! Fares: \$295 double occupancy, \$325 single; includes all meals/accommodations.

NRHS National Convention, June 14-17, at St. Louis, Missouri. Engines UP 844, SLSF 1522, N&W 611, and SSW 819 will attend — why don't you?

PNWC Jazz Special EXCURSION TO ASTORIA, OREGON, Saturday-Sunday October 6-7. BN has approved this run, which will be made using our own rolling stock. Plan on it!

MARCH MEETING PROGRAM

To be announced

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 Esther Rosu at 659-5157.

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...\$25/yr.
Joint...\$30/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

From the Editor

Bond Program Progresses

The proposed Chapter bond sale to raise funds for the restoration of the Chapter's passenger cars for excursion service is progressing well. All members have been sent letters requesting their opinion of the plan and whether they would participate. As of February 26, 156 members had replied; 149 were in favor of the plan, 7 opposed. Of those, 131 members indicated they would participate by purchasing bonds. Totalling the extremes of the dollar ranges checked by the respondents yielded a minimum of \$53,400 and a maximum of \$115,500.

All members who have not yet answered the survey are urged to do so as soon as possible, so that the Chapter can have a better idea of the level of support the plan has, and whether it can successfully raise the needed money.

President Bob Hoffman reported at the February business meeting that our lawyers had reached the conclusion that the bonds can be offered lawfully in Oregon, Washington, and California. The process to take the legal actions and prepare the documents necessary to register with the states and to make the offering is underway. A prospectus should be in the hands of members within a month.

The membership approved the plan in a vote at the February business meeting.

Let's hope that the coming excursion to Astoria will be the first of many successful runs made with our own equipment!

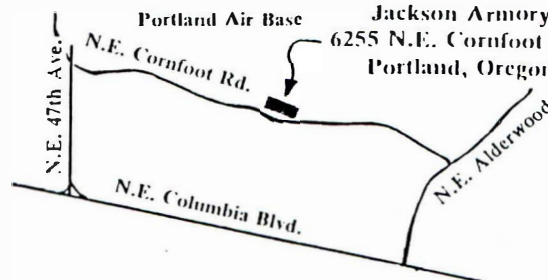
—Russ Schoof

Saturday, March 10, 1990
Portland's Twelfth Annual
**Railroadiana &
Model Railroad
Swap Meet**

Admission:
Adults \$2.00
Children under 12 FREE

Hours:
10 a.m. to 4 p.m.

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



CHAPTER BUSINESS

Notices

APPOINTMENT:

Esther Rosu has been appointed by President Bob Hoffman to chair the Activities Committee.

CPR TRAINING FOR CAR HOSTS

Car hosts are reminded that they must possess a current CPR certificate to be eligible to work on Chapter excursions. A special CPR training class for car hosts will be held Saturday, April 7, at the Hollywood Dance and Fitness Studio, 4419 NE Sandy Blvd, Portland. The session will begin at 2:00pm. Cost is \$8.00, to be paid at the time of the class. Please sign up in advance with Marilyn Edgar (236-7271).

CAR HOST CALL

The call for car hosts for the *Shasta Daylight '90* excursion in May will be going out soon. The car host roster (published in the January *Trainmaster*) remains the same as it was prior to the aborted Cascade-Deschutes excursion of last year. Please respond immediately to the notice so a replacement can be found, if necessary.

LATHE FOR SALE

The Chapter's large metal-working lathe is for sale. The machine has a swing of 16 inches, with 8 feet between centers. If interested, contact Richard Gray at 656-0260.

SALT LAKE CITY TRIP

Would you be interested in joining a trip on the *Mount Hood* to Salt Lake City sometime this year? Time is needed to plan a trip such as this, so please let us know right away. Dates will be decided later if enough interest is shown. Please send a note to *Salt Lake City Special*, c/o Room 1.

AAPRCO TRIP TO GALVESTON

We need to know now whether anyone would like to travel on the *Mount Hood* to the next American Association of Private Rail Car Owners convention, to be held early in November at Galveston, Texas. The trip would take about two weeks, and cost is estimated in the area of \$1200 per person. Indicate interest with a note to *AAPRCO Special*, c/o Room 1. Do it now!

Shasta Daylight '90

Committee Reports

MEMBERSHIP

Fred Dorsett, Chair

Please welcome the following new members to the Chapter:

HARRY E. NEWSOM

3415 Overlander, Kamloops, B.C., Canada V2B 6X4

THOMAS SCHERICH

7887 SW Skyhar Dr., Portland OR 97223

AD HOC UNION STATION

Terry Parker, Chair

Members of the Union Station Committee met with Bruce Allen of the Portland Development Commission December 23rd. No formal agenda had been set. The meeting took place at Union Station in Room 208, just after a brainstorming session with area business leaders. There were many charts and diagrams still on the wall from the previous meeting. The business group had placed a greater priority on an aquarium than on a railroad museum for the Union Station area. Chapter Union Station Committee members felt that the railroad museum should receive the higher priority. The lack of forward movement on or information about the railroad museum was also mentioned.

Discussion then centered on the removal of additional tracks through the station property. The PDC wants only five tracks to remain: 1, 2, and 3 for Amtrak, with 4 and 5 as through tracks. This would include the removal of low shed number 2. The Chapter has consistently objected to this proposal, stating the seven tracks should remain: one for the proposed waterfront trolley line, three for Amtrak, two through tracks, and one extra track for excursion trains or expanded rail service.

Other items discussed at the meeting included: new neon signs around the station; the neon sign repair fund organized by the Chapter; PDC's option to buy the Post Office parking lot between Northwest Broadway and 5th Ave, Hoyt and Irving Streets; and converting old warehouses into housing on Hoyt Street across from the Post Office.

Construction is due to start in April along Northwest 9th Street between Hoyt and Front Avenue. This will include sidewalks and ornamental street lighting. The railroad crossing at Front Avenue will also be reopened. Portland Police Bureau's horse patrol wants to use the old Burlington Northern maintenance shed on the east side of 9th Street.

CHAPTER BUSINESS

The extension of Portland's transit mall from West Burnside to Northwest Irving is scheduled to be under construction by spring of 1991. This would include a Tri-Met bus layover facility on the site of the old Railway Express building at the corner of NW 5th and Hoyt, and the extension of Irving Street from 5th Avenue to the area of the interlocking tower.

Our board of directors approved a letter to PDC supporting using the old BN maintenance shed along with the construction of a corral for the horse patrol, and supporting a fully-landscaped bus layover facility. Also in the letter was an expressed concern about retaining enough on-street parking in the area to serve both Union Station and the bus depot at peak travel times. It was suggested that Parking be retained on the north side of NW Irving Street.

The final item discussed at the meeting with Bruce was our Chapter offices in Room 1. One of our neighbors is looking for additional space and an office is available on the third floor of the station. We noted that we like our street-level entry, but that the Library Committee now in Room 1A might be interested. Also discussed was the possibility of using the interlocking tower when it is vacated. The long-term goal is to incorporate the tower as part of the railroad museum.

Activities Report for PNWC-NRHS

— 1989

Rich Carlson, National Director

While 1989 was a good year for the Pacific Northwest Chapter, it was remarkable more for what did not occur than for what did. Life is like that, and the Chapter looks forward to 1990 with increased optimism and enthusiasm.

Through the 1980s the Chapter ran numerous excursion trips, usually with Amtrak equipment. We found that the most popular excursion by far was a 569-mile, two-day "Cascades-Deschutes" trip to Central Oregon with an overnight stop in Bend. Accordingly, the Chapter had negotiated in late 1988 with Amtrak for a chartered train to run there the weekend of April 29 and 30. Approval had come through quickly, including that of BN, over whose former Oregon Trunk track the train would run alongside the beautiful Deschutes River.

Advertising and publicity and brochures went out in early February. Car hosts began their preparations, including CPR training. More than 360 hotel rooms were booked and the orders flowed in. All was pointing to a sellout, when a phone call from Amtrak on April 11 brought the shocking news that BN had withdrawn its permission to run the special train. Reason for the

cancellation: the railroad believed that an Oregon law making the dumping of waste on rights of way that had become effective July 1, 1988 included the discharge of sewage from a train.

Excursions Committee chairman Bill Carter reported that 658 tickets had been sold and paid for. In the hope that the trip could be salvaged somehow, many long distance calls were made to railroad and political offices, but all to no avail. All of the money was promptly refunded to the purchasers, but the net loss to the Chapter exceeded \$5,000, with no value placed on our lost time.

In short, the Chapter got caught in the crossfire of an ongoing controversy that likely will take years to resolve. While we regret the inconvenience and disappointment caused, we know we conducted ourselves commendably throughout the entire episode. Efforts to schedule other excursions all were unsuccessful, some due to Amtrak car shortages.

The year began well with an Annual Banquet on January 28 at the Mallory Hotel in Portland, attended by 72 persons. The speaker was Dan Kuhn, Amtrak Sales Consultant. Receiving the Jack Holst Award as member of the year was Marilyn Edgar.

The Chapter's collection of rolling stock was increased with receipt in February of a newly purchased coach (ex-GN 1220 and NJT 5312). Through the year, work was authorized to convert to ABD brakes on the coach *Red River* (PNWC 6800), but time allowed only a conventional two-year renewal and a new wheelset for the *Mount Hood, our sleeper/lounge* (ex-SP&S 600). For the sum of \$2,170 we sold two passenger cars that were in Silvis, Illinois, which we had purchased some years before but never had moved West. We applied for Oregon Lottery funds to help restore *Mission Santa Ynez* (ex-SP 6001), a 1928 Pullman-built vintage solarium car, but were unsuccessful. Nevertheless, this car was leased in August for filming in the movie "Come See the Paradise." With a 1942 film setting, the car was ideal for the purpose and we look forward to seeing its appearance on the big silver screen.

We also leased our auxiliary tender to the City of Portland, for one dollar per year. It will be used behind the City's ex-SP 4449 when it makes its occasional runs to various events in the West. The 4449 travelled to Los Angeles in May for the 50th anniversary of Los Angeles Union Passenger Terminal, along with our coach/baggage *Miln D. Gillespie* (ex-SP 3300), which accompanied it as far as Oakland.

Each Tuesday is working day for members interested in restoring and preserving our equipment, and there always is much to be done. Richard Gray has been in charge of the Rolling Stock Committee throughout the year.

On March 11, members participated in the 11th Annual Swap Meet, held at the Jackson Armory. On

CHAPTER BUSINESS

April 28 and 29, the *Mount Hood* and our museum car (PNWC 76) traveled to Tacoma, Washington to participate in the Tacoma Chapter's "Railcon '89." Unfortunately, both cars suffered some minor damage due to rough handling enroute by freight crews inexperienced in handling passenger equipment.

May 19 through 21 were the dates for a Transportation Fair held at Portland Union Station. The Chapter's efforts, headed by Terry Parker, resulted in BN, UP, and SP all exhibiting engines and cars, including Union Pacific's only remaining E9, along with the *Mount Hood* and our museum car. It was estimated that over 3,000 persons attended the event.

The Chapter library now has about 1,000 volumes, the largest railroad book collection in the Pacific Northwest. The Library Committee completed the task of placing our archival collection in covered, acid-free containers and a draft of an Archives Guide was presented by Bob Weaver to the Board in November. Under Walt Grande's direction, this committee has continued to do outstanding work.

The Annual Chapter Picnic was held in Washington Park on June 23. It coincided with the next-day celebration of the 30th anniversary of the Washington Park & Zoo Railroad's steam locomotive, at which event the Chapter displayed original locomotive casting patterns. Another Chapter picnic occurred on August 26 at the live steamers' meet at Shady Dell Park near Molalla.

On September 9, over 40 members traveled by chartered bus to Central Oregon to ride the Rimrock Scenic Rail Tour train on the City of Prineville Railroad. We had leased the 3300 and 6800 to the tourist railroad operation earlier in the year, and this enabled members to ride our cars both ways on the delightful 16-mile line which travels through the Crooked River valley of the high desert country.

Unfortunately, a similar trip planned on the Oregon Coastline Express between Tillamook and Wheeler was canceled when the railroad's only locomotive developed very serious mechanical problems, forcing an early cessation of operation for the year.

In September Amtrak donated a 1941 International "mule" to the Chapter, along with other baggage-handling equipment. We continue to collect items for the railroad museum that has long been one of the Chapter's primary goals.

On October 3, *Mount Hood* departed Portland behind the *Coast Starlight* for the American Association of Private Railroad Car Owners convention held October 4-8 in San Diego. Those who were on this trip had a thoroughly enjoyable time aboard our "flagship" car.

In November, Chapter elections were held. New officers were Bill Carter as vice president and Maxine Rodabaugh as treasurer, with two new directors-at-large, Chuck Bukowsky and Jerry Schuler. Meanwhile,

member Jerry Webb was elected in Atlanta to replace Hugh Robertson as Regional Vice President for the Northwest Region. Continuing to serve are Bob Hoffman, president; Chuck Storz, secretary; Rich Carlson, national director; and Bob Jackson, Dave Stimac, and Jerry Webb, directors. In January 1990, Fred Dorsett was elected to fill the director's spot vacated by Bill Carter.

As the year ended, things seemed to be looking up on the excursion front and plans were underway for a two-day trip to Redding, California in the spring. All Chapter members were keeping their fingers crossed!

Summary of Minutes - Board of Directors Meeting - February 8, 1990

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

The Chapter board passed the following motions at its February meeting: 1) That the Chapter end the leasing of a phone for Room 1 and buy a phone. 2) Pay John von Gaertner \$75 for expenses incurred while making arrangements for the Redding trip. 3) Approved a budget for the Redding, CA trip with a total pass through amount of \$158,000, pending approval of the trip by the S.P. and recommending the budget to the membership for approval. 4) Authorized the library committee to spend up to \$500 from its budget for record preservation materials and supplies for the Chapter library. 5) Designated Terry Parker, Chuck Bukowsky and Rich Carlson to be the Chapter's official representatives to the PDC and the City Council in connection with the preservation of seven tracks through Union Station and parking in the station area. 6) Authorized spending up to \$1000 from the contingency fund to cover expenses of setting up the bond sales program for development of the Chapter passenger car fleet. 7) Authorized payment in advance of one year's rent to the Columbia Gorge Model Railroad Club for use of the club's room for Chapter board meetings. 8) Authorized Richard Gray to investigate selling the Chapter owned lathe now located in the Brooklyn roundhouse.

Excursions: Bill Carter reported that approval of the S.P. is still needed to proceed with final arrangements for the Redding, CA Amtrak excursion. Bill presented the board a tentative budget for the trip with a break even point at 372 passengers.

Bond Sales Program: Al McCready reported that the bond sales committee has conferred with the rolling stock, excursion and finance committees. All have recommended pursuing the bond proposal. Counsel will be retained to answer any questions about the program. The major railroads are generally looking favorably on

CHAPTER BUSINESS

allowing operation of a Chapter owned excursion train. Bob Hoffman advised that the Chapter will have considerable liability insurance cost for an excursion train of its own. Discussion by the board made the point that the value of the Chapter's cars will back the sale of bonds. Richard Parks commented that the Chapter's present volunteer work force is too small to complete work on the cars by May and that it may be necessary to hire some of the work done.

Rolling Stock: Richard Gray reported that the cost of the two trucks from the Mt. Rainier RR. will be \$4500 plus transportation cost of \$375. Richard, Pete Rodabaugh and Dave Stimac are working on a marketing plan for the car Mt. Hood. A 40 year inspection may be done on the car this year if little or no use is booked.

The meeting was adjourned at 10:10 PM.

Respectfully submitted, Chuck Storz, Secretary

Summary of Minutes - Regular Chapter Meeting - February 26, 1990

The meeting was called to order by President Bob Hoffman at 7:32 PM.

Treasurer Maxine Rodabaugh reported a balance of \$21,754.17 in the Chapter's checking account as of 2/26/90.

The membership passed following motion at the February meeting: Authorized the Chapter board to engage attorneys to assist with details of the bond sales plan and to prepare the prospectus for the plan.

NRHS Northwestern V.P. Jerry Webb reported that national officers are concerned about loss of membership and feel that more young members need to be recruited.

Rolling Stock: Richard Gray reported that the two passenger trucks have arrived in Portland with a total cost of just under \$5000. Ideas for marketing the car Mt. Hood are being explored with 1990 activity to be mostly formulating a marketing program. Marilyn Edgar suggested publishing a brochure to assist with marketing the car.

Excursions: John Von Gaertner reported that the brochure for the Redding trip is almost ready. The train will leave Union Station at 7:30 AM. Selling price is \$295 double and \$325 single which includes all meals including supper and breakfast in Redding. Bob Hoffman announced that the Chapter is planning to run a Jazz Special to Astoria on Oct. 6 and 7. It will be a two day trip with the Castle Jazz Band playing on the train.

Swap Meet: Doug Auburg reported all 142 tables for the meet have been sold with a waiting list for more. Help is needed for setup on the evening before the meet.

Kerrigan Gray reported for PRPA that last week the SP&S 700 passed its FRA boiler test and inspection.

Bond Program for Car Improvement: Bob Hoffman

reported that the board at its last meeting approved hiring attorneys to advise the Chapter on procedures and the Oregon law involved in setting up bond sales. A formal prospectus will be prepared, with the approval of the membership, in about one month. Over 150 favorable replies have been received in answer to the questionnaire sent to the membership on the bond program. The rolling stock committee is preparing a detailed car improvement program which will be included in the prospectus.

Respectfully submitted, Chuck Storz, Secretary

I think maybe over here...

One Saturday in January, during lunch at the Semaphore, Kenn Lantz and I got to talking about the old Carver line.

We left after eating, with my pulse pounding at the thought of discovering some new insight on local rail trivia, and met at Southgate theater. Directly behind the warehouses is where Stephen Carver's Portland and Oregon City RR crossed under the Southern Pacific main line. The site underwent our intense scrutiny.

The next stop was Kenn's apartment, to round up pictures of the line for reference. Kenn has spent quite a bit of time researching abandoned rights of way. He's gathered maps, pictures, and histories from various archives around the Northwest. His place looks as though it were a museum curator's office, in which one could easily spend a weekend looking back at what once was.

With photos in hand, we then followed the remaining traces out to Carver. The old roadbed was discovered at Rock Creek, downtown Carver, and at Bakers Cabin. Some of the pictures were of the high bridge where it crossed the Clackamas River. All that is left now is a few timbers peeking through the swirling water.

My wife often tells me I should have been born 100 years ago, and at times like this I truly wish I had been.

Now, I can imagine there are a few more of you out there who would foam at the mouth at the mere prospect of tracing an old line and finding the exact spot where a steam engine or a steeple cab was etched onto a photographic plate 80 years ago.

I would be interested in organizing a field trip to inspect this turn-of-the-century railroad. If that sounds like a good plan to you, call me at my home phone, (503) 281-1824 and leave your name and number on the machine and I'll get back to you with the details.

—Michael Callanan

NEWS—HISTORY—TRAVEL

[Editor's note: The following piece by Donald D. Snyder was submitted by Chapter member V.H. Perry, retired SP engineer.]

1951 was the first year of dieselization of through freight service on Southern Pacific's Siskiyou line between Oregon and California. A-B-B-A sets of EMD F7 covered wagons replaced the 2-10-2 F-class that had held sway since the demise of the 4000-class 2-8-8-2 AC cab-aheads in 1947. This eliminated the 2-8-0 helpers between Grants Pass and Glendale, but helper service remained at Roseburg and Ashland.

Since I was nearing promotion to engineer, I bid off the still-steam Roseburg helpers onto the Roseburg-Ashland pool to learn all I could about these new "black widows," as we called them.

One summer day we left Ashland en route to Roseburg with a 100-car drag of empties to exchange for eastbound loads and empties along the way. We made a set-out at Medford and picked up behind the remaining empties. With delays from Medford road switchers and our air test, we were at Medford quite a while. When we arrived at Grants Pass we tied up on the mainline and went to eat. When we returned, we made our set-out and made a pickup of eight cars on the point this time. This placed the remaining empties for Riddle and Dillard behind our eight-car pickup.

During the hop-picking season at Grants Pass, there were many itinerants who came to Grants Pass for the work. Some were winos who hung around the water tank at Grants Pass. As we were making our air test before leaving Grants Pass, I saw two winos carry a legless man on a skate platform over and load him in one of the empties behind our pickup. This was not an unusual event, so I dismissed it from my mind.

We left Grants Pass for the 2-1/2 hour grind over the hills 32 miles to

Wrong Train

Glendale. Normally, we would have had work at Glendale, but this day we did not stop, and entered the isolated Cow Creek canyon at Rueben for twenty-some miles. As we were just leaving tunnel 5 the train went into emergency. Since we were unable to restore the air, I tied the engines down and the engineer, head and swing brakemen (who were riding in the engine) and I walked back through the 400-foot tunnel to see what was wrong. In this first year of diesels, we did not as yet have train radio, so we could not notify the conductor.

As we came to the west portal of the tunnel, here was the last car of our Grants pass pickup, a cement hopper, with the back truck derailed just at the beginning of the tunnel guard rail. The right rear wheel was buried deep in the ballast. Behind this car was a terrible mess! Eleven 50-foot boxcars were scattered every which way — some were down in Cow Creek, others were up on the embankment above the main line.

When I saw this, it suddenly dawned on me that somewhere in this mess was a legless man on a skateboard! I was the only one who had seen him being loaded. When I told the rest of the crew, we knew we had to search for him at once, since we hadn't stopped since he was loaded at Grants Pass.

We started climbing among the wreckage, searching each car as we got to it. Right in the middle of this pile-up was a boxcar with both trucks missing and sitting crossways on the main track, and in the doorway sat our amputee on his skateboard. He looked dazed, but seemed unhurt. I guess he had skated all over the walls, floor,

ends, and perhaps the ceiling of this car as it was piling up. When he said he thought he was okay, I said, "You picked the wrong car, didn't you?" He answered, "Wrong car, hell — I picked the wrong train!"

About this time, the conductor arrived after walking up from the caboose. We decided to leave the amputee in the boxcar while the two brakemen went back to set the necessary handbrakes on the fifty cars still on the tracks to hold them on the slight descending grade. The conductor, engineer, and I went back to the derailed cement hopper and dug down in the ballast where the wheel was buried and shortly found the culprit: ten inches of flange was missing. Track forces found it a few days later on the horseshoe curve at Wolf Creek, about 15 miles before the derailment!

When the brakeman returned, it took all five of us to carry and hand the amputee and his skateboard through the pile-up into the impaired clearance of the tunnel and to hoist him up the sideladder of the rear F7 cab unit, which was still in the tunnel. We then tied down the derailed hopper, cut off the head seven cars, and pulled ahead to the phone at Brandt siding about a mile away.

The conductor called the dispatcher in Eugene and informed him of our mishap. It was concluded that this mess would have to be cleaned up by the Ashland hook because the Eugene hook would be in the tunnel. The rear 50 cars would have to be pulled back to Rueben or Glendale to clear the path for the hook. The dispatcher told us to leave our flagman out and he would send the track walker down on this motorcar to pick him up and take him back to Glendale, where someone would take him to Roseburg by auto.

We were instructed to take the transient amputee to Riddle aboard the engine, where he would be met by the sheriff's deputy stationed

Wrong Train, from page 7

there. He would take the transient to the hospital for checking over before releasing him where food a shelter were available. An able-bodied transient could survive in the isolated canyon, but not someone on a skateboard.

When we arrived Riddle the deputy was waiting with his patrol car and we handed the amputee down from the engine cab. This is the last I ever saw of him, but I did hear he was only bruised from his experience.

Our derailment completely shut down both passenger and freight traffic on the Siskiyou line for three days before the Ashland hood could re-open the track, working from the west end only.

Anyone working 41 years in engine service will be involved in a number of derailments. Most quickly fade from memory. But I always remember the derailment where the legless man on the skate platform took the wrong train!

— Donald D. Snyder

Mr. Perry adds:

I remember this event because I was the fireman on an extra west that was to meet the train in the article at West Fork, two stations east of where the derailment occurred. When they didn't show up, our conductor, O.F. Michel, called the dispatcher and was told to tie up at West Fork until further notice. We spent that night and all the next day at the old West Fork Hotel until they cleared the track and we could continue our trip to Ashland.

I remember the date, October 2, 1951, because the next day we spent in the hotel lobby playing pinochle waiting for the relief crew to clear the track was the day Bobby Thompson hit the home run "heard 'round the world" to give the New York Giants the National League pennant for 1951. That was October 3.

I also remember that one of our brakemen was Lloyd Wolfe, who had come to the SP from the SP&S. I wonder if Ken Prager may have worked with him.

Betty

Of the many students that I had, there were many that turned out to be what I considered very good enginemen. Betty was one of the best. A personable, intelligent young lady, she picked the work up fast and easy.

When she came out with me the first time she said that she had not only never ridden on an engine in road service, but had never even ridden on a passenger train. However she had been helping Hostler so she was familiar with the controls. Her ability became apparent after the first trips as an observer, so I started her on the right side earlier than usual. She proved a point that I had been saying for some time. Which was,

that when they started hiring women for train service, that they should be up in the engines. Women can fly airplanes, drive cars and there

was less physical and more mental work in engine service. This along with a certain amount of coordination and feel of what the train was doing behind is what made a good engineman.

Of course we had some fun things happen. We were going west coming into North Bonneville early one morning when I got the bright idea that all the construction workers who were building the power house would be going to work across the tracks about the time we were going by. So I told Betty to get over here and sit down on the engineer's seat. This was before she got adept at running the train. Then I said, "Now open the window and wave at all those guys that will be along side the tracks, and with lots of whistle." She did just that and I stood back where they couldn't see me and watched

their mouths fall open and the startled looks on the construction workers faces to see a 24-year-old young lady running that great big freight train.

Later, Betty had been with me for some time as a trainee before going to the school in St. Paul. Out of Vancouver she was running the engines. We got to Mt. Pleasant to pick up a few cars when the Dispatcher called on the radio. He asked me if I could make the next siding at a certain time for a merchandise train that was on a fast schedule. I replied as to what time we would be there and he said, "Okay, I'll let you go on, but try not to delay them." When we were ready to leave, I asked Betty to let

me take over, thinking that I could make it over there a little faster. We took off as fast as I could. Then, as we were just getting up speed, there was a big

explosion and the cab filled up with smoke. Betty and the brakeman went out around the front of the unit and I can still see them through the windshield laughing at me in the smoke trying to get that train stopped. When we got stopped, the first thing that they said was, "We thought you were going to get us there a little faster than this." So the laugh was on me this time.

What had happened was that there was an electrical short and fire in the high voltage electrical cabinet so that was the end of using the lead unit for power. The controls still worked through to the trailing units so after the smoke cleared out we took off again, delaying the "Hot Shot" some, but it was a nice quiet trip the rest of the way, however not too fast.

—Kenny Prager



When Railroads Lured People (Part 2)

Life was not easy for the immigrants lured to the upper U.S. Midwest. As one who had settled in 1881 wrote to a friend back home, "On the whole it seems a good deal easier to make a living here in Dakota, but there are many hardships." He advised his friend to consider the matter twice before leaving the Fatherland.

Many did resist the call of the new land, but thousands of others flocked to this country. A story about immigrants in the U.S. appeared in Burlington Northern's employee magazine in 1975.

The story recounted how unscrupulous land agents lied about reduced railway fares, how people in other countries were made impossible promises by fellow countrymen in order to deliver them into the hands of dishonest land agents. A commission system on tickets and baggage charges was a powerful inducement to cheat, according to the story.

Travel on the railroad across America to "the promised land" was in "Zulu" cars, which were transformed from earliest-day coaches. Later, specially designed sleepers were built with double berths but no mattresses or bedding. All earthly possessions were carried free by some railroads, including livestock. The ride was long and seldom smooth, but none seemed to mind.

Temporary lodgings were provided at the end of some trips. The CB&Q offered free short-term accommodations at "Immigrant Homes" in Lincoln, Burlington and a few other places.

Frequently, due to lack of experience in farming the type of soil in Nebraska, the settlers went through hard times. In some cases, the railroad provided food to help, not to be paid for.. "until circumstances permit."

All the transcontinental railroads but the Great Northern gained revenue from the sale of land. The GN had to depend on earnings from freight provided by products from farmland the

immigrants had obtained from the federal government. So James J. Hill, who built the GN, offered through tickets from Europe to Minnesota, then imported the finest purebred cattle and gave them away to the new farmers. Loans were arranged and prizes offered for best exhibit of grain grown on farms within 25 miles of the GN.

A wide variety of Old World nationalities populated Minnesota. The farmers spawned towns, some became medium-to-large cities, with other immigrants starting the varied services towns provide. Some immigrants helped build more railroads in the boom years of the 1870s and '80s.

There were hard times to follow the boom. Many houses stood empty after it ended. Wheat prices fell, together with too many towns and businesses. So folks moved again, following the railroads into eastern Montana, the railroads again tempting the disappointed to "come on" with new land bonanza promotion campaigns.

Living in Montana on small farms was not easy. Crops did provide a good living between 1910 and 1917, but drought years, hail, and the fact that farmers had plowed deep into Montana soil, left no grass to hold the rich topsoil. The wind simply blew it away.

Grasshoppers came next. They helped not one bit. Half the farmers lost their land and many left the state aboard the same trains that had brought them west. As the *BN News* story said, "Behind they left deserted farm buildings, doors hanging on one hinge in the lonesome Montana wind."

By adapting, and taking over land left by others, those who stayed eventually enjoyed success. The pioneer aspect turned to settled life with frame houses surrounded by trees replacing log cabins and sod houses. The American West had been successfully colonized...in a large measure through the help of the railroads.

—Jerry Webb
(To be continued)

SP Narrow Gauge Steam in Oregon

Yes, the Southern Pacific did have a narrow gauge steam locomotive operating on three-foot track right here in Oregon!

Now, before you say the old boy has finally slipped his trolley, read on. The facts come from no less an authority than the Southern Pacific *Bulletin* of June 1952.

Under the title "Maria's Work Is One" and written by Howard Bailey (listed as Head Reporter, Portland Division), the story of old "17" is told.

First, some history. *Maria* was a lady of distinction. She came to Oregon from the SP's Keeler Branch in eastern California's Owens Valley. She was "born" in 1910 on the old Carson & Colorado railroad running between Mound House, Nevada and Keeler. The line later was purchased by the Southern Pacific.

During the Depression years narrow gauge mileage was greatly reduced and much of the rolling stock was idle. Then along came World War II and an urgent need for a steam plant at the SP yards in Salem. Well, old *Maria* was still hale and hardy. She hitched a ride on a flatcar and came north, from sunny, dry desert to green, wet western Oregon. Waiting for her was her very own three-foot-wide stretch of track. She got her boiler pressure up to 147 pounds and kept it there 24 hours a day pumping fuel oil, heating buildings, and providing steam to clean her big sisters.

But some time after the War ended, her services were no longer needed. No date was given, but she finally gave out her final plume of smoke, the steam pressure dropped to zero, and Salem Yard carmen fired up acetylene torches and reduced old 17, *Maria*, to scrap — and her final resting place on Memory Siding.

—Jerry Webb

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