

The



TRAINMASTER



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

DECEMBER 1991

Tillamook Saltair Excursion



At 8:00 AM on Saturday, October 26, 1991 Peggy and I pulled up beside the railyard at Banks, Oregon (five miles north of Forest Grove), to find the shoulder of the street lined with parked cars and the orange-jacketed attendant directing us to a space for the Camry. Beside us on the track was a passenger train, looking just like the familiar red-and-orange SP Daylight fleet of the fifties and sixties. A two-unit diesel locomotive, bearing the identification "Port of Tillamook Bay", idled gently at the head of the train.

We were in no hurry, inasmuch as departure time was 9:00 AM. There was another reason for not hurrying: the prospect of waiting for a lengthy period in chilly cars with no restrooms available until the train got underway was a bit daunting. We had fortified ourselves by visiting the bathroom in the Travelodge at Forest Grove several times in the last half hour or so before we embarked upon the five-mile trip to Banks, In the hope that we would not be in distress before the train began to move. After all, we didn't have to be told what every retiree seems to know by instinct: although an army travels on its stomach, as Napoleon said, retirees travel on their bladders.

As it turned out, our strategy was a success. -continued on page 6

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The TRAINMASTER

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MEMBERSHIP in the PNWC-NRHS is available as follows:

Regular...\$27/yr.
Joint...\$32/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!
—MC

CHAPTER TIMETABLE NO. 351

REGULAR RUNS

BOARD OF DIRECTORS MEETING, Thursday, December 12, 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, Friday, December 20, 7:30pm, at 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 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. Contact Richard Gray (656-0260) or Bob Hoffman (236-7710) to see what you can do.

ARCHIVES WORK SESSION, Thursday December 12, 1 to 4pm at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact Bob Weaver at 654-4274 for more information—or just show up! There's lots of work to do.

CHAPTER LIBRARY OPEN HOURS, Saturday, December 21, 1 to 4pm at Room 1, Union Station. Jim Loomis will be your host.

EXTRA BOARD

DRAIN HOLIDAY PREVIEW - December 7 - 8, Drain Civic Center. See model train displays, Christmas tree forest, Video displays and Santa Claus

NEW YEARS TRIP to Seattle on AMTRAK. Contact Marilyn Edgar or Nita Reghitto for information.

ANNUAL CHAPTER BANQUET, Mallory Hotel, January 25, 1992

ANNUAL SWAP MEET coming up in March

REDDING EXCURSION on AMTRAK. April 25-26, 1992. Keep this weekend open, more details later.

SP&S 700 EXCURSION up the Columbia Gorge scheduled for May.

DECEMBER 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 Chuck Bukowsky 284-7277

rent this space - your message here - write legibly

We are running a series of Burma Shave slogans which come to us by way of *The Keystone* newsletter, Pittsburgh Chapter NRHS. The one this month is 1941 vintage.

CHAPTER BUSINESS

from the President

Elections are over and I can speak for all the candidates in expressing pleasure over the number of people voting both in person and absentee. I, personally, would like to thank you for your vote of confidence. This next year should be a good one. We hope we will have our financial situation in hand by Spring and also our first excursion.

The repair of the cars that were damaged will hopefully be underway by year's end. The rolling stock committee is doing a great job in spite of losing (temporarily, we hope) two of their star performers--Tom Green and Brad Reese.

The Library Committee continues to process photos and sell duplicate copies of books, making them available for members. The Library committee has also been working splendidly. Concessions did well on the Tillamook trip.

The Excursion committee is now working on 1993 and doing well thanks to all of you who made it all possible on these committees.

Season's Greetings to all of you and to a better 1992!

-Chuck Bukowsky

Notices

Apply Yourself

There are currently two vacancies among our committee chairs; one position is Activities Director and the other is Meeting Program Coordinator.

Now I know there is among us some of you that are able to put outings or short trips together. This is something that I personally am interested in but have no time to pursue. If someone feels they could organize activities but has no clue on what to do, give a call or write, there is an abundant supply of possibilities.

Putting the meeting program together is merely being available to coordinate months that people are to present reels. This currently being done by Chuck Bukowsky and he can be contacted on the details.

--editor

Chapter Library Closed

The Chapter Library will not be opened on the customary fourth Saturday, December 28, because of the Holiday. We will be back on the regular schedule in January.

Committee Reports

MEMBERSHIP

Tammy Auburg, Chair

Welcome to new members! We are a fast growing chapter of the NRHS. Currently we rank 5th in the nation in size. That is thanks to you, the membership and your efforts. We are currently beginning our membership renewal phase for 1992. Members who have not attended a monthly meeting in October or November will soon be receiving notices in the mail for your 1992 renewal. I am asking you to please mail in your renewals as soon as you can within the next four to six weeks. I realize this gets in with the holiday mail, but I am also trying to save you some money in the long run.

I currently have to mail out the notices, and then your membership cards back to you when your check is received. That is costing the Chapter a great deal of money with around 500 members! We do not want to have to increase dues next year if we can help it. You will notice that the National dues have gone up by \$2.00 this year. The cost National incurs by mailing people second and third renewal notices is reflected in this increase.

I am also reminding you to please put your ZIP+4 code on your checks and/or renewal forms if they are not already there. With the volume of mail we send out, the Post Office is getting real sticky about this. Some of the mail is being delayed because the +4 is not included.

Thank you for helping us out.

Please welcome the following new members to the chapter:

James K. & Stella Ballard
Selah, Washington

Donald E. & Lola Douglas
Gladstone, Oregon

Trains Don't Wander

CHAPTER BUSINESS

Rosemary Scheel
Beaverton, Oregon

Robert M. Terkelsen
Salem, Oregon

LIBRARY/ARCHIVES

Walt Grande, Chair

The Spokane, Portland, & Seattle Railway Historical Society is offering a 1992 calendar for sale at a price of \$6.00 postpaid. The calendar is dedicated to Robert W. Johnson, one of our former officers, who died unexpectedly in June, 1990. The calendar photos were all taken by Bob of SP&S scenes. If any members are interested contact Walt Grande (246-3254) or write:

Gerry Howard, Secretary
SP&S Historical Society
6207 N Concord Avenue
Portland, Oregon 97217

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - NOVEMBER 7, 1991

The meeting was called to order by President Chuck Bukowsky at 7:20 PM.

The Chapter board passed the following motions at its November meeting: 1) Support for a group in Toledo, OR petitioning for a new NRHS Chapter in that area. 2) That the Chapter maintain memberships in railroad historical societies representing railroads that do or did serve the Portland area. 3) That the Chapter redeem car improvement bonds up to a value of \$5,000. 4) Appropriated up to \$2000.00 to begin repairs on the three damaged Chapter cars now in Tillamook, OR. 5) Established a temporary rate of \$500.00 a use day for rentals or leases of Chapter cars. 6) Approved the 1992 Chapter budget as submitted by the finance committee and recommended its adoption by the membership.

Insurance on Chapter Cars: Bob Hoffman advised that George Combs has arranged for an adjuster representing the Chapter's insurance carrier to inspect the three damaged cars for possible coverage under the Chapter's insurance policy.

Excursions: Chuck Bukowsky reported that Amtrak has confirmed the dates of April 25 and 26 for a Chapter excursion to Redding, CA. John Von Gaertner reported an estimated net of \$5000 to \$6000 from the Tillamook

excursion. John asked the board for a preliminary budget of \$7400 for advance deposits required for the 1992 Redding excursion.

Chapter Finances: Ray Myer stated his feeling that Chapter members do not have sufficient information to enable them to understand the serious state of the Chapter's finances. Alan Viewig pointed out that the Chapter's finances are, at present, in very shakey condition. Peter Rodabaugh pointed out that during 1991 advance planning for excursions has not been adequate.

Museum: Dave Stimac advised that several hundred dollars will be needed soon for an improved, professional looking version of the Chapter's museum proposal. When the new edition of the proposal has been printed, contacts with local government officials will be made. Dave outlined further steps for beginning a museum including a pro-tem board and hiring a fund raiser.

Locomotive at Hines, OR: Dave Stimac suggested that part of the cost of moving the Baldwin locomotive at Hines could be covered by pumping out and selling the oil in the locomotive's fuel tank.

The meeting was adjourned at 12 midnight.

Respectfully submitted, Chuck Storz, Secretary

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - NOVEMBER 15, 1991

The meeting was called to order by President Chuck Bukowsky at 7:40 PM.

Treasurer Maxine Rodabaugh reported the following balances in the Chapter's accounts as of 10/31/91:

Checking	\$ 7,575.32
Excursion (as of 11/14)	11,089.17
Rolling Stock Petty Cash	293.49
CDIC Bond Account	5,383.83
CDIC Savings	28,187.53
Far West CD's (3)	24,938.15

(Emergency Reserve)

The Chapter membership passed the following motions at the November meeting: 1) Again tabled the motion calling for the sale of most of the Chapter's cars. 2) Postponed until the January 1992 meeting consideration of the motion tabled in (1) above. 3) Again tabled

All Over the Map

CHAPTER BUSINESS

the motion describing in detail a procedure for disposing of material from the Chapter library.

Finance Committee: Alan Viewig spoke on the proposed 1992 Chapter budget and emphasized that there would be a lack of ready cash well into 1992 even if the proposed excursions are successful. Money from one year's excursions has, in Chapter practice, gone to provide for the next year's budget.

Excursions: Dale Miller reported for John Von Gaertner that the Tillamook excursion went well. Excursions planned for 1992 are Redding, CA on April 25 and 26; Tillamook the first weekend in August; and Bend on the weekend after Labor Day. Planning for 1993 trips is already under way.

Rolling Stock: Peter Rodabaugh reported that possible coverage of the three damaged cars by the Chapter's insurance is being investigated. Work is well along on installation of air conditioning equipment on car 4461. Repair of window band rust damage has begun on car 1220. New window glass, seats and a diesel generator are on hand for the 1220. Roof repairs have been made on car 185, Twin Grove. Both RDC cars have been cleaned inside. Also on the RDC's repairs are under way on the heating systems, window gasketing and air brakes.

Locomotives: Dave Stimac reported that the Oregon National Guard has agreed to help load the locomotive now at Hines, OR on a D.O.D. flat car if it is moved to Ontario, OR (cost is \$1000 to move it). The Rudy Wilhelm organization has agreed to assist with unloading at Portland. The Baldwin switcher stored in Seattle has been robbed of its bell, air horns and number boards. The U.P. has approved a move of this locomotive on its own wheels on a D.O.D. flatcar if the Chapter furnishes rails for the bed of the flatcar.

Chapter Election Results:

President - Chuck Bukowsky

Vice President - David Van Sickle

Treasurer - Maxine Rodabaugh

Secretary - Chuck Storz

Chapter National Director - Bob Hoffman

Directors-at-Large - Al McCready and Russ Schoof.

Respectfully submitted, Chuck Storz, Secretary

New Power

Dan Kuhn of Amtrak's marketing department informed us that beginning this month, the EMD FP-40's that have become the modern trademark of passenger service, will be phased out. New GE locomotives will begin showing up on the "SUNSET" and "STAR-LIGHT" routes.

--Chuck Bukowsky

f o r u m

Dear Mr. Callanan:

In the September Trainmaster, you asked chapter members to send in their thoughts and opinions on how many cars the chapter should own and operate. In my opinion, the chapter should only have in its collection cars of Southern Pacific, Spokane Portland & Seattle and possibly Great Northern heritage, since these cars can be used in conjunction with the city owned SP and SP&S locomotives.

Providing an authentic set of cars for use with these historic engines is a must. Between the chapter, Doyle McCormack and the Northwest Rail Museum, a growing collection of genuine Southern Pacific cars is developing, and the sale of chapter cars not of Northwest railroad heritage could lead to the acquisition of additional cars of SP heritage, possibly a diner, dome-lounge, and/or one or two Shasta Daylight chair cars for use with the 4449. The dome would probably be the single greatest addition. Imagine the trip to the N.R.H.S. Convention in San Jose next year with such a car in the 4449's consist.

Cars #3300, 600 and 76 should definitely remain in the chapters collection. The two former Great Northern cars 1220 and 6800 (1147) could be painted in Empire Builder colors to match the Mt. Hood and possibly leased as a set. Car 4461 might be of interest to the folks at the San Bernardino Railroad Historical Society, since they just completed restoration of Santa Fe 3751 and will be needing appropriate passenger equipment to use with the 3751.

The operation of the chapter's cars behind Amtrak would be a good idea when operating one or two cars. Having a pair of chapter owned passenger diesels to pull larger consists could become a good long term investment for future operations. My choice would be an A-B set of SP Black Widow F7s. Approximately a dozen SP F's still exist. Connecticut DOT and Louisiana & Northwest still have a few cabs and SP has four F7b units used in snowplow service.

*--Rob Piecuch
Horseheads, New York*

thanks Rob for your input - Black Widow F's certainly would be a plus

-editor

For No One Sits

NEWS—HISTORY—TRAVEL

Tillamook Saltair Excursion

...continued from page 1

Being considerably aided by the fact that the cars did have a little heat--not steam from locomotive boilers, but portable kerosene space heaters in the aisles of the cars--and they were rapidly taking the bite out of the fall air. Our car had two such heaters. Occasionally someone would stumble against a heater, and the fire would automatically go out; then the car attendants would calmly and efficiently, uncomplainingly, carry the heater into the vestibule to relight the fire and then return the unit to its place. Before long, the passengers learned to avoid bumping the heaters. By the time the train had gotten under way and soaked up some of the pale sunshine, the air in the coaches had moderated to the point that we riders could unbundle our scarves and open our overcoats.

With about five minutes to go before departure time, an official of the Pacific Northwest Chapter of the National Railway Historical Society, the sponsor of the excursion, shouted a warning down the aisle: "Some people have been using the restrooms. That must stop. These are dump toilets, and it is o.k. to use them when the train is in motion, but not while we are sitting in a station."

We pulled out slowly, and I took time to take stock of the situation. The train was full, as far as I could tell. Every seat seemed to be occupied, except the overstuffed, movable chairs in the last car, which functioned as an observation car. Seats there were apparently open on the same basis as the lounge car on the Coast Starlight. About two-thirds of them were in use when I visited the car. The trip brochure said the train limit was 250 passengers, and I believe we had that many. The lead car in the train was an articulated car, like two identical cars permanently coupled, with only one truck between the adjacent ends, a pivot at the junction of the car floors, and a pair of doors between the two halves to make a tiny vestibule, too small for one to do anything but reach for the door handle and make an exit into the adjoining compartment. It was just like a car I had seen on the Coast Daylight or San Joaquin Daylight. I learned that the car belonged to Doyle McCormack, the one who gained fame by spark-plugging the restoration of No. 4449, the Daylight locomotive, and serving as its engineer on many excursions. I suspect that each half on the articulated car could hold sixty people.

Car No. 2 was a nonarticulated Daylight car, in superb condition, just like those I had seen in California during the palmy days of the Daylight fleet. It probably held another 60 or 70 people. I believe it was owned by Pacific Northwest Chapter of NRHS. Then came a baggage car, also owned by PNW-NRHS. Its side doors were fastened open, and wooden rails barred the open space, to permit safe viewing of the countryside and picture taking, as well as listening to the music of wheels on rails and whistles and other locomotive noises. The baggage car contained

a large stove in full operation and storage space for packaged meals, as well as displays and miscellaneous accouterments for those who were running the excursion.

The next car was the one Peggy and I occupied: 62 seats, all of them occupied. It, too, was a Daylight car but considerably older than the others and looking a bit shabby in comparison. It also belonged to the Pacific Northwest Chapter. The restrooms were tiny, two at each end of the car. It had the same sturdy and attractive, modernistic overhead racks for luggage that I had admired on the Daylight cars from the first time I saw them.

The rear car, the observation car I mentioned previously, was also in Daylight-fleet colors. It held about thirty of the unattached overstuffed chairs I mentioned earlier. The owner, so I was told, is the Northwest Rail Museum. If we count the articulated car as two, there were six cars altogether.

The train started out slowly, trundling along beside the highway for a couple of miles on flatland: farming country. The track was not in first-class shape; nor could one expect it to be. The line had been rescued from certain abandonment when it was purchased from SP by the State of Oregon for \$2,000,000 and leased to the Port of Tillamook Bay, which was making a good thing out of it.

The line was ideal for us on the excursion, although not ideal for freight operations, which desire easy grades and easily maintained rights of way. The high point is at Cochran, above 1800 feet, which the track reaches by grades up to three per cent, with curves almost too many to count. On the descent to the west from Cochran, which is relatively few miles from Banks, the track follows Wolf Creek, Salmonberry River, and the Nehalem River to tidewater. We were destined to see a most enchanting display of woodland scenery, marred only by the destruction that the hand of man can wreak when a profit can be grabbed without having to account to the public at large. Hundreds and hundreds of treeless acres on the mountainsides seemed on fire, so brilliant was the fall foliage of the vine maple that had grown up in place of fir.

An added asset of the route for us excursionists was the fact that much of the mileage is far from any road. About the middle of the isolated section we saw the wreckage of a four-wheel-drive vehicle which had been ridden over the ties for several miles until all four tires had blown out and had tumbled off the right-of-way. The occupants had gotten the idea from one of the bottles they had been consuming. The vehicle cannot be

**On the
Engineer's Lap**

retrieved without paying far more than its cost, and it probably will lie there and rust away. Publicity about the attempt provoked others to try their luck, and finally the railroad got permission to charge with trespass anyone who rides its ties.

The railroad went into full operation in 1911. Soon thereafter a huge demand developed among Portlanders for passenger service to vacation resorts on the ocean beaches north of Tillamook. Then the highway stole away the train business, and after 1932 the only passenger service was a single car on the end of a daily freight train. Then in 1953 all passenger traffic ended. In the meantime, however, the line carried heavy freight traffic, mostly logs and lumber products, usually in maximum lengths of forty loaded cars, pulled and pushed by as many as six steam locomotives. After the great Tillamook Burn swept the Coast Range, thousands of carloads of salvage logs were carried out of the area. Pictures from that era reveal a blasted landscape.

But from Timber, the one-time center of railroad operations, to the summit at Cochran, and on down to the Nehalem River crossing, nature has partially repaired the hillsides. Wherever the reseeding that followed much of the Tillamook Burn impinged upon the Salmonberry drainage, there are fresh green expanses of respectable conifers. Elsewhere on the hillsides and along the right-of-way, deciduous trees lean down over the stream and make a tunnel over the track, which lends a charm to today's scene.

So, having poked along about ten or twenty miles an hour, climbing slowly upward in a series of horseshoe curves, noting a shack or two where places like Timber and Cochran had once hosted rail and sawmill operations, we descended steep grades over Big Baldwin trestle (one of two long, high steel trestles) and the site of Little Baldwin trestle where a long, high timber trestle had collapsed under a locomotive with drastic consequences, over many less famous wooden trestles not so long nor so high, around countless curves, seeing countless boulders in the bed of the Salmonberry and countless tiny cascades of white water, until we reached the junction with the Nehalem, where the stream widens and slows down, as it prepares to encounter the tidal flats.

Then, no longer under a canopy of trees, we could look out to the ocean, see the Coast Range now to our east, observe the succession of resort cabins at Rockaway and Twin Rocks, and at Barview, scan the mouth of Tillamook Bay. Then, on the coastal plain, laced with lazy tributaries, we rolled past dairy barns, herds, bridges, and the famous cheese factory. Finally we drew to a stop at Tillamook and boarded school buses that conducted us to our motel for the evening.

The return trip, next day, covered the same territory in reverse, and gave us a second chance to savor the scenery and squeeze the most from the final hours of the adventure. Suffice it to say that we completed the trip with no accidents, no significant omissions, or mistakes in management. We were well fed (with box breakfasts and lunches), well cared for by NRHS volunteer car hosts, and well content with sightseeing, visiting, picture taking (in-

cluding the traditional photo run-by), and making new friends.

What kind of people attend a rail excursion? Mostly retired people (quite well balanced between the sexes) but with a strong minority of younger adults. We even had a junior-high girl in our midst. The retirees ranged from the just retired to those in the eighties. I noticed one spunky octogenarian woman with wobbly legs and a cane. She hobbled along, determined to get aboard the train and enjoy the experience no matter how feeble she was.

What do passengers do aboard excursion trains? Or what don't they do? They don't spend time playing cards, reading magazines, or sleeping, like many passengers on long-distance scheduled trains. They talk to each other, make new friends, read the trip guide, scan the scenery, consume the box lunches, explore the train, and renew acquaintances. For the most part, they are serious-minded people having a ball.

Down the aisle came a familiar face. It turned out to be Burdette Walker, friend since grade-school days in Milton-Freewater, son of the UP station agent. We must have talked an hour, catching up with the past. Then a woman stopped at the seat where Peggy and I were drinking in the scenery. She introduced herself, and I recalled her at once: Eva (nee Gadwa) Wahl, whom I had known as a teenager at Wallowa Lake Young People's Summer Conference. She still lives in her old stamping ground, Pendleton, Oregon with her husband, Larry, who, I gather, is even more of a train fan than I. For example, they had traveled to Russia, so he could have the experience of riding the train from Petersburg to Moscow. So, train fans spend time comparing rail trips. And they enjoy each other, as well as trains. I can't wait until another good opportunity for a rail excursion comes along.

--by Ray S. Hewitt

No fewer than 17 different high-speed rail projects are at some stage of development in the United States.

--NRHS News

Page One Photo - Fred Dorsett

Burma Shave

COMMITTEE CHAIRS

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