

# The Trainmaster

June,  
1998



The Official Publication of the  
Pacific Northwest Chapter,  
National Railway Historical Society  
Portland, Oregon



## June/July Meetings:

Board of Directors Meetings:

June 11 & July 9, Room 208, Portland Union Station, 7:30 PM

General Membership Meeting:

June 19 & July 17, St. Marks's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 PM

## CHAPTER EXCURSIONS A SUCCESS

The article about our recent excursions over the Portland & Western begins on page 3.

### Mailbag

#### Amtrak Interior Photos?

INCREDIBLE [ web ] SITE!

I was curious if anyone had any INTERIOR photos of Amtrak during the 1970's to mid 80's.

How my parents, after years of traveling Amtrak, never walked through the train and snapped off a few photos is beyond me. The memories aboard the Empire Builder have become some of my fondest memories as a child.

I'd sure appreciate any help you might be able to provide regarding photos.

Sincerely,

Thomas D.G. Johnson

tjohnso6@ix.netcom.com

#### Daylight Car Information, Photos

Hi,

I am interested in the passenger cars that were painted and pulled behind 4449.

Specifically, were any of them part of the 1949-50 Shasta Daylight train? The reason I am interested in these is I am manufacturing this train in N scale. I especially need pictures of skirting and under car details.

Any information about the Shasta Daylight or Cascade trains would be helpful. Thanks in advance for your help.

Vern Jones

Golden West Models

407 Grove Street

Ukiah, Ca.95482

707-462-3938 Phone / fax

vernjone@inreach.com

#### Railways in US Ignored

I am just writing to say how much I enjoyed looking at your web site. Keep up the good work.

I live in Cardiff, Wales, UK but have traveled on the Alaska RR, White Pass & Yukon and all the way across from Boston, Mass. to San Francisco, CA by Amtrak. It seems a shame that railways in the US seem to be ignored by most Americans.

Good Luck

Fred King

106424.2257@compuserve.com

#### Thanks for the Excursions!

Well, I was very impressed with the excursion. Our group was two 10-year old girls, a 7-year old boy and myself. The kids had never been on a train beyond MAX. The accommodations were great. Everyone was friendly and very knowledgeable about all aspects of the cars. We wandered all over the place so we saw the whole train. The stops at the Willamette River and Donald were a great chance to see and explore the outside of the train and really added a lot to the experience.

Improvements? Boy, it's hard to think of any. Well, I'd offer name badges to the travelers so as to help loosen up conversation.

Kudos to all the volunteers for putting on a great excursion!

Yes, and very important, the excursion will probably be the main reason why we take the TRAIN (as opposed to the car) next time we go up to Seattle.

John Beaston <johnb@easystreet.com>

### Special Thanks From the Excursions Committee & Mechanical Crew To:

We would like to thank the following people, who made contributions to the excursion that helped to make it a success:

Member Robert C. Jackson, of Northwest Rail Electric, for his kind donation of a fairly complete Detroit Diesel railcar generator unit. This donation allowed us to restore generator capability to ex-Great Northern #6800, the *Red River*, in time for our recent excursions.

Special thanks to those who helped repair and replace the generator under this car, and who helped clean and service the cars before the excursions:

Roger White; Darel Mack; Al and Judy Hall; Dean Petshow; Steve Bridger; Glenn Laubaugh; Brian, George, Jean, and Kimberly Hickok; Brent and Janet Larson

## From The Wire

### BIG BOY TO RETURN??

A movie company is taking a serious look at restoring UP Big Boy #4018 from the Age Of Steam Museum in Dallas, to active service. It would be the star in a film called "Big Boy". It would be a tight schedule as it would be needed by November for the filming. If the project is successful the engine would do some touring next year to promote the film. Complete feasibility studies need to be completed before contracts can be signed.. Initial evaluations show the engine to be in remarkably good condition internally, due to the hot dry climate of Dallas and to the fact that the UP had outshopped #4018 only 4 months before it was retired.

(reprinted from *Ties and Tracks*, Dayton Railway Historical Society, via reprint in the May, 1998 issue of *The Green Block*, Central New York Chapter, NRHS)

### Stock in the Skunk

□ California Western Railroad, operator of the Skunk Train between Fort Bragg and Willits, California, proposes to make a public offering of up to \$4.6 million in shares of its common stock. The Skunk Train caters to tourists as well as area residents in the remote woods between the towns, and CWR also operates freight service.

□ (reprinted from *Steam Echoes*, Sierra Mountain Railroad Club, Inc., April 1998)

## Correction:

Last month's issue of the *Trainmaster* included a description of the chapter's car *Mt. Hood* that was taken from the chapter's web site, which was in turn taken from a description of the car produced when the car was used as part of the capital to finance the bond program. Chapter member Pete Rodabaugh pointed out an error that has apparently been circulating for some time, and was included in the original description of the car for the bond program.

The car has an electrical connection for use with a standard 480 volt "head-end power" system. The car also has a vacuum cleaner connection for use with a line-side vacuum cleaner, and in-car vacuum cleaner hose. Somehow, years ago in the original document for the bond program, descriptions of these two systems were edited together to form a sentence that says, in part "...lead-acid coach batteries, can also be charged through a vacuum connector to power from the locomotive...". Obviously, the car does not use the vacuum cleaner connection to receive electrical power from the locomotive to charge its storage batteries. The trainline connectors are standard 480 volt head-end power connectors, not special vacuum-seal connectors as this description implies. This error has since been corrected on the description of the *Mt. Hood* on our web site.

Hats off to Pete for noticing the error!

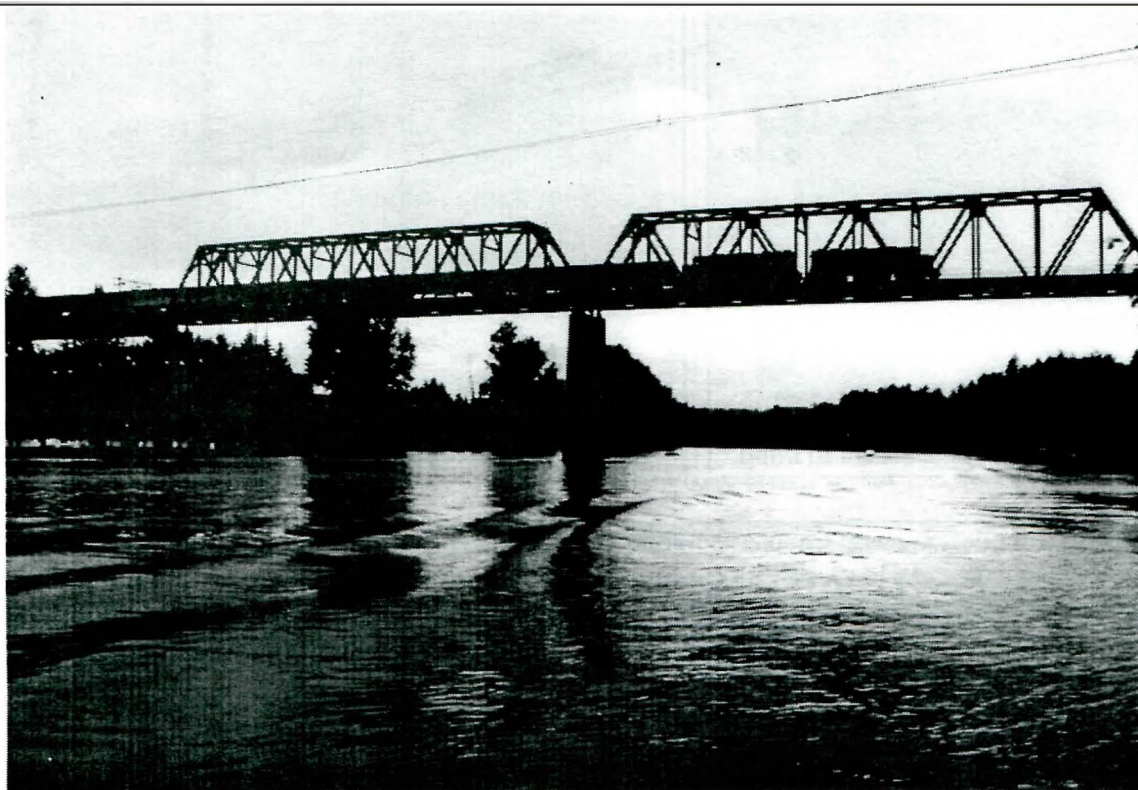
## Oregon Electric District of Portland & Western Excursion a Big Hit

Contributed by Irv Ewen

as a "Railway Express" car, #1119 which is owned by the Willamette & Pacific.

Much to the delight of the serious railfan, both of the baggage cars had four doors. One of the cars was utilized for the sale of food items while the other offered souvenirs and railroadians.

On the southbound portions of the trips, a photo stop was made just south of the Willamette River crossing. The return trips, after switching the motive power at Hopmere, included a stop at the historic town of Donald where passengers could detrain and stretch. The Donald



Our excursion train passes over the Willamette River between Prahl and Wilsonville in the late afternoon of May 2, 1998. Photo contributed by Glenn Laubaugh

The "1998 Rare Mileage Train Ride", sponsored by the Chapter, proved to be a highly successful adventure - both financially and in terms of passenger satisfaction. Six "mini-excursions" in all operated over the "Oregon Electric District" portions of the Portland & Western Railroad from St. Mary's Siding (near Beaverton) to Hopmere (near Brooks). This is about 40 miles one way. Two round trips were made daily on Saturday and Sunday, the 18th and 19th and Saturday, the 2nd of May.

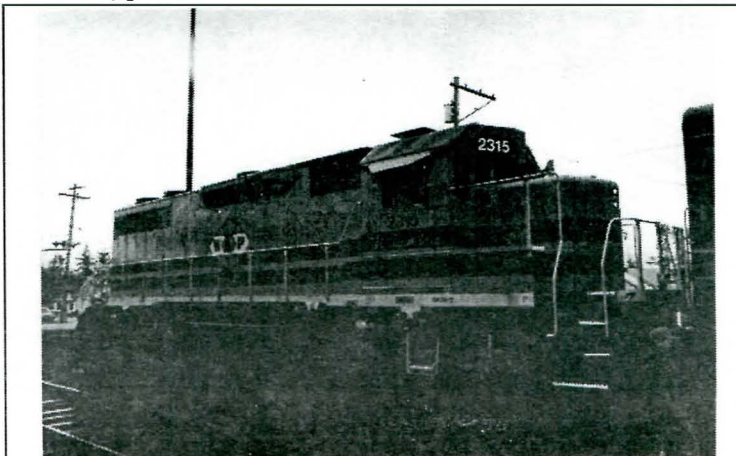
Motive power was supplied by the Willamette & Pacific Railroad. On the point was W&P #2315, the *Willamina*, freshly pressure washed just for the occasion. On later trips, W&P #2316, the *Albany* was added to facilitate the switching operation at Hopmere.

The consist included three Chapter-owned passenger cars: PNWC #600, the sleeper lounge car "Mt. Hood"; the Southern Pacific Daylight "Red River"; and the "6200", a stainless steel sided car with "Willamette & Pacific" lettered across the top.

One of the two baggage cars, in "Daylight" colors and lettered "Willamette & Pacific", is owned by the Friends of the 4449. The other baggage car is identified

Historical Society was on hand to greet each train.

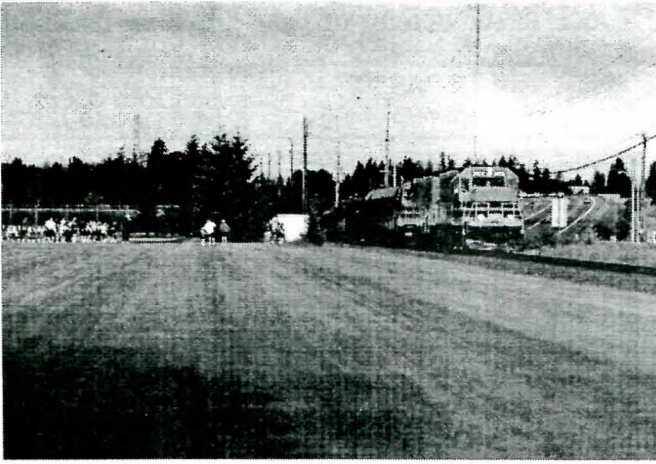
We are indebted to Bob Melbo, President of the Willamette & Pacific, who was instrumental in making these mini-excursions possible. It has long been a desire on the part of the Excursions Committee to be able to offer short "affordable" trips to the public. We hope that this is just the beginning of many more trips of this type in the future.



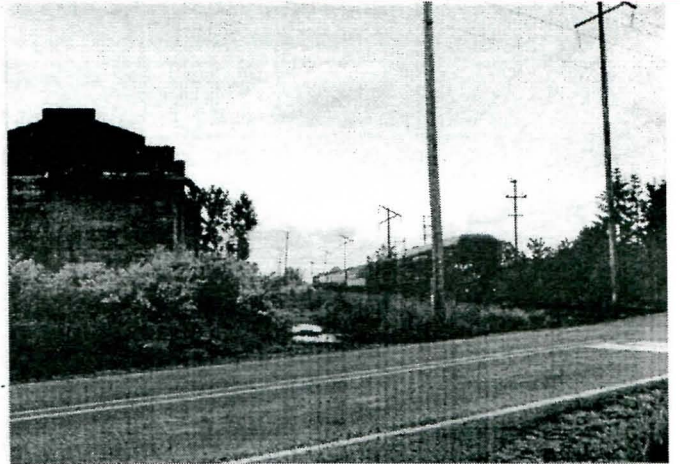
The *Willamina* at Donald, coupled to our train and waiting for the "highball" to continue north.

- Photo contributed by Irv Ewen

**A Few Photographs from our Excursions over the ex-Oregon Electric Section of the Portland & V**



An event at St. Mary's School is temporarily interrupted due to the passing train, but organizers didn't seem to mind.

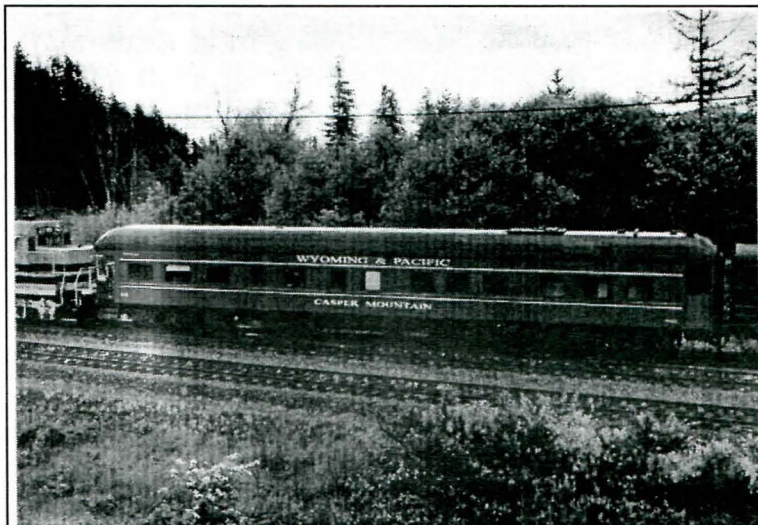


The train, with *Casper Mountain* on the rear, passes the remains of an Oregon Electric substation.

The excursion train from back to front, left to right: Chapter car #600 *Mt. Hood*, baggage car #262 (on loan from the Friends of the Willamette Valley), baggage car #1119, private car *Casper Mountain* (lettered for Wyoming & Pacific), Willamette Valley.

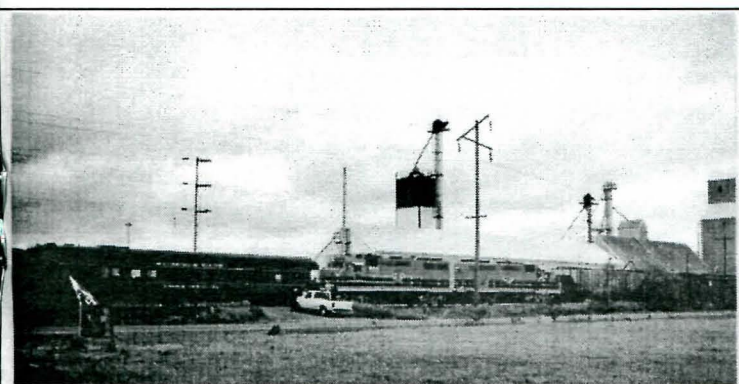


The train lays over at St. Mary's Yard.

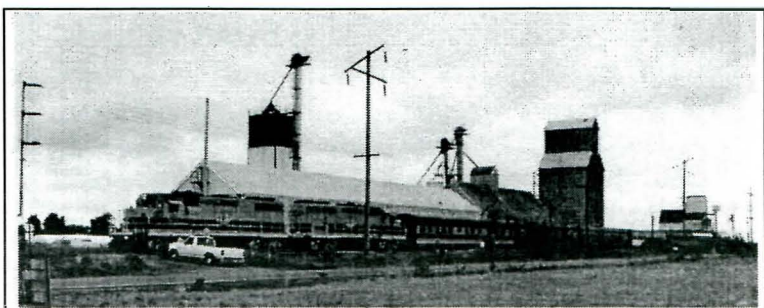


The *Casper Mountain* joined us for the May 2 trips.

These and other photographs from our excursion have been added to the chapter's web site, and they are viewable by viewing the file located at [http://www.easystreet.com/pnwc/excursions/1998-04-OE\\_index.html](http://www.easystreet.com/pnwc/excursions/1998-04-OE_index.html)

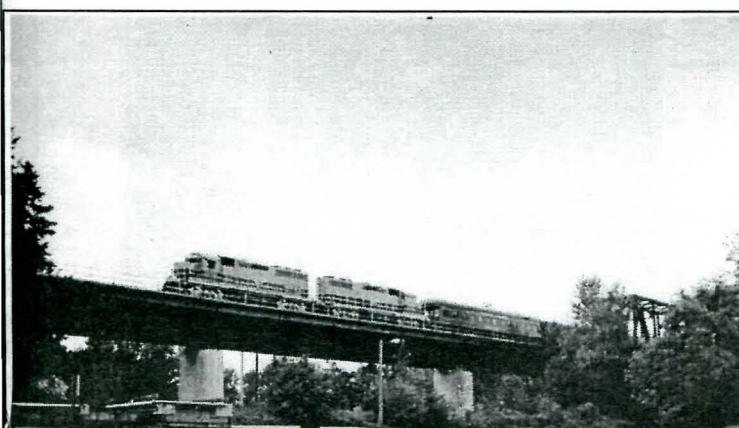
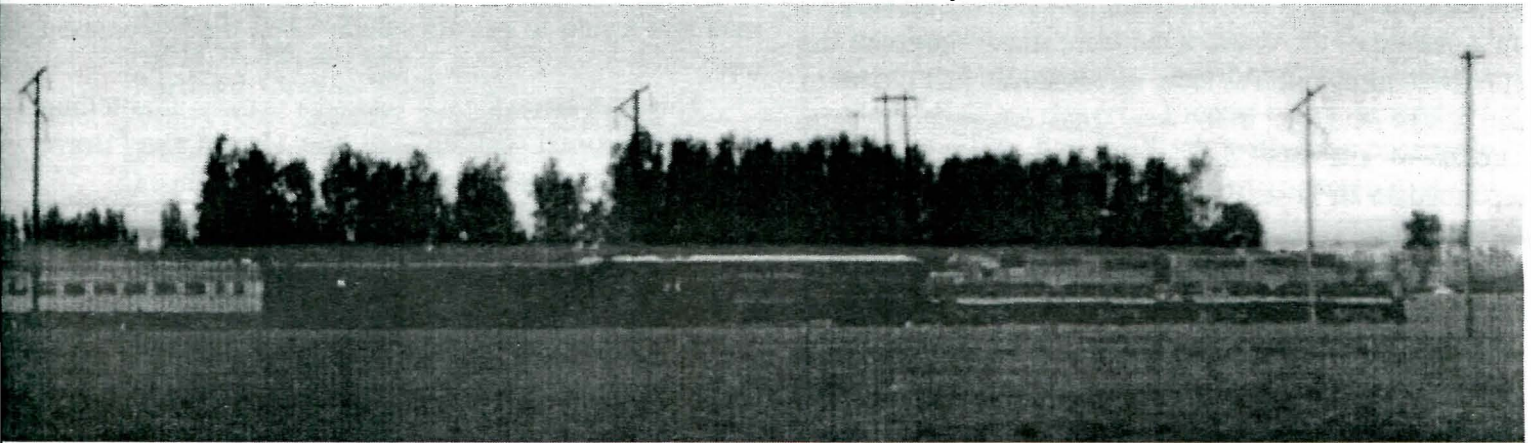


The siding at Hopmere that was used to move the locomotives from one end of the train to the other is also an active customer's siding. Therefore, passengers were treated to a chance to watch a little freight action as well.

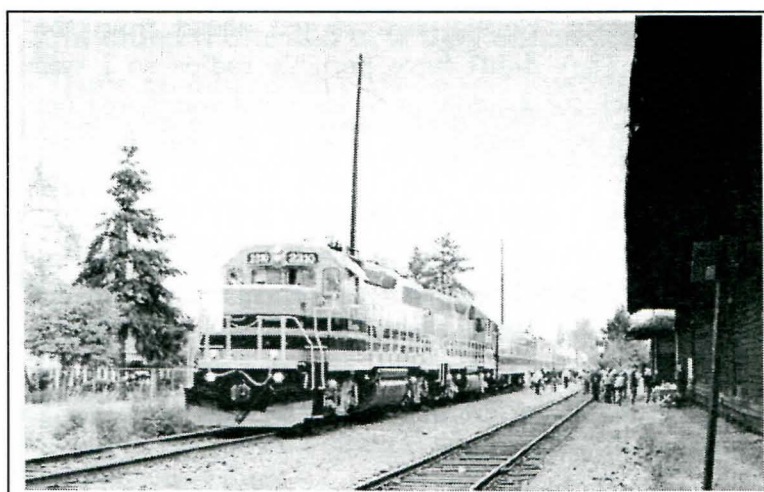


With everything coupled back up and the locomotives on the right end, the train is ready to depart Hopmere. Switching moves have placed the hopper cars back on the siding behind the train. On the April 18 and 19 trips, the cars were moved to a different siding that is located south of the road leading to Brooks.

e 4449, lettered for Willamette & Pacific), Chapter car #6800 *Red River*, Chapter car #6200 *Silver Meteor*, Willamette & Pacific & Pacific #2310 *Monroe*, and #3002 *Clatskanie*. The train is near the community of St. Louis.

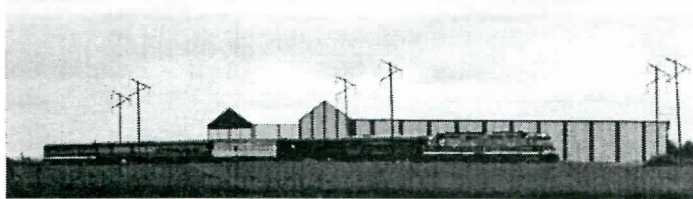


The train crosses to the south side of the Willamette River above Prahl. At this point, Boones Ferry Road used to cross the river. Now, it simply ends on each side at the old Boones Ferry landings. The Prahl side serves as a boat ramp.



The stop at Donald allowed passengers to visit the Donald Historical Society and an ex-Oregon Electric substation.

There were 27 visits to this page on our web site the first day it was available for viewing. Special thanks, as usual, goes to EasyStreet On-Line services in Beaverton, Oregon for donation of the internet service.



The 1998 chapter excursion train, operated over the Portland & Western, is near the Clackamas County - Marion County border, south of Prahl.-photo by Glenn Laubaugh

## The "Brave Bull Fighters" of the Oregon Electric

submitted by Kenny Prager

I was working on trains 1302-1303 Vancouver to Eugene, for a few months in the 1960s. One night coming north on 1302, after leaving Albany, as we were 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 it was too close to stop, I set some air to slow down, but we 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 had separated an air hose.

The head brakeman was an older black fellow named Zeb Taylor. Zeb had experience on a railroad in the southwest before coming to the Burlington Northern. I had worked with him many times before and he was a good man to have, very quiet and capable but not wanting to do things on his own. I instructed Zeb to start back with an air hose and wrench, as the rear brakeman, Harold, had started ahead from the caboose. They didn't have portable 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.

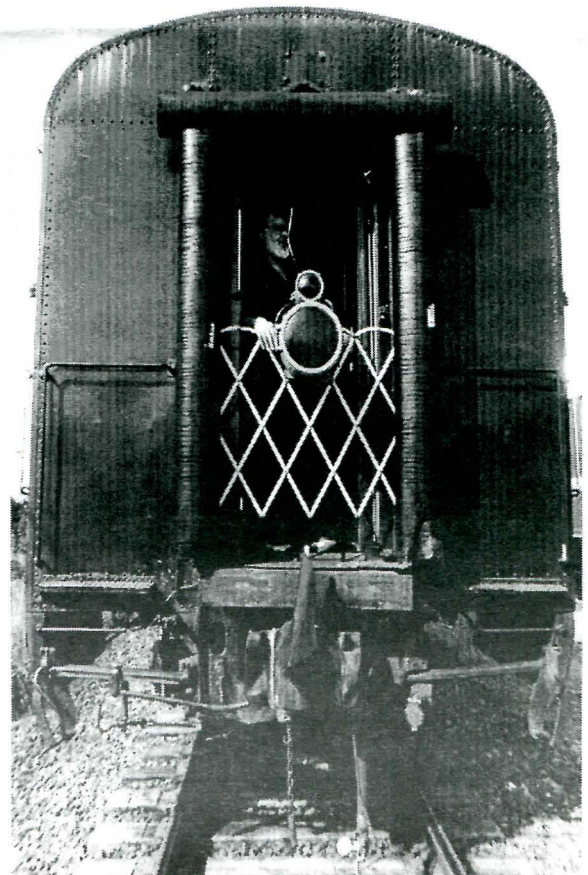
When Zeb got to the engine he looked scared. "What's wrong?" I asked. "Well," he replied, "There is a great big Bull back there, and HE IS MAD cause you killed one of his cows and he won't let us down on the ground to fix the air hose. What we gonna do?" So I said, "Get a handful of fusees and one of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



The photo stop at Prahl on the morning of April 18.  
-photo contributed by Irv Ewen

So he went on back, and soon the train was lit up like the 4th of July, the air started coming 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 after them when the fusees went out.

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



A moving Mars light brings up the rear  
of the train. -photo by Irv Ewen



## The Trainmaster

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in the *Trainmaster* do not express the official position of the organization 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.

The NRHS was formed in 1935 to preserve historical material and information pertaining to railroad transportation. The Pacific Northwest Chapter, one of more than 170 affiliates, was formed in 1955 as a non-profit Oregon corporation. Any person age 16 or older with an interest in railroad history and transportation is eligible for membership.

Please address contributions, correspondence, and exchange copies of newsletters to:

**Attn.: Trainmaster Editor**  
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**Portland, Oregon 97209-3715**

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**<http://www.easystreet.com/pnwc>**

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**Please be sure to inform the membership chair at Membership Services, PNWC-NRHS, P.O. Box 2384, Portland, OR 97208-2384 of any changes in the status of your address.**

### **Membership**

in the Pacific Northwest Chapter, National Railway Historical Society is available as follows:

**Regular: \$32/year, Joint: \$40/year**

Membership prices include National Membership as well as membership in the local chapter. For more information, please contact the membership chair at the above address or phone number.

### **Trainmaster Contributions:**

Contributions for the *Trainmaster* are most welcome. Deadline for each issue is the 20th of the previous month. Last minute additions may be made after that time, but publication can not be guaranteed. Contributions should be sent to the address, e-mail address, or fax at the top of this column, or be left in the mailbox in the door of Room 1, Union Station. Typed or word-processed material (3 1/2" disk, Mac or MS-DOS plain text) is preferred for legibility, but not necessary.

## **Chapter Timetable #428 - June 1998**

### **Monthly Board of Directors Meetings:**

Thursday, June 11th, July 9th., 7:30 pm. Room 208, Union Station. These meetings are scheduled on the Thursday evening of the week prior to the monthly membership meeting. **Please note time change to 7:30pm.**

### **Monthly Membership Meetings:**

Friday, June 19th, July 17th St. Mark's Lutheran Church, 5415 S.E. Powell. These meetings are conducted on the third Friday evening of every month.

### **Chapter Library Open Hours:**

June 20 and 27, July 18 and 25, 1:00pm to 4:00 pm. The Chapter's Railroad Research Library, located in Room 1 of Union Station, is usually staffed two Saturdays a month.

### **Quarterly Chapter Potluck:**

The chapter will have a potluck at the June 19 membership meeting. Members may bring a salad, dish or desert. Please bring your own table service. The potluck will start promptly at 6:00 pm. Those who want to participate in the potluck are requested to arrive on time - at 6:00 pm. For more information, please contact Marilyn Edgar at (503) 236-7271.

### **Upcoming Membership Meeting Programs :**

**June:** Bruce Harmon from Greenbrier Cos., parent of Gunderson railroad car manufacturers. Explanation of different types of railroad cars and how they are made.

**July:** member Rich Carlson will present some samples from his 16mm film collection. Will likely include some rare middle-east footage

**August:** "Steam Operated Sawmill" - video from collection of Naomi Gray

**September:** Slide show of slides from the NRHS national convention in Salt Lake City. Convention activities included Union Pacific steam locomotive #844 pulling a train in the Royal Gorge, and several passenger trains on local short lines.

If you have any programs or program suggestions that you feel would be of interest to the Chapter, Please contact Ralph Johnson at (503) 654-1930.

### Committee Chairs

**Activities:** Marilyn Edgar, (503) 236-7271  
**Meeting Program Coordinator:** Ralph Johnson,  
(503) 654-1930  
**Concessions:** , Jean Hickok, (503) 649-5762  
**Excursions:** Irv Ewen (503) 282-9819  
**Finance:** Ralph Johnson, (503) 654-1930  
**Library & Historical Foundation:** Jim Loomis,  
(503) 253-3926  
**Membership:** Ralph Johnson, (503) 654-1930  
**Museum:** Glenn Laubaugh, (503) 655-5466  
**Public Relations:** Gerald Schuler,  
(503) 285-7941  
**Publications:** *Vacant*  
**Rolling Stock:** *Vacant*  
**Chief Mechanical Officer:**  
Peter Rodabaugh, (503) 771-8545  
**Car Rental Agent:**  
Bob Jackson, (503) 231-4808

### Chapter Officers

**President ('98):** George Hickok, (503) 649-5762  
**Vice-President ('98):** Ralph Johnson, (503) 654-1930  
**Secretary ('98):** Al Hall,  
**Treasurer ('98):** Janet Larson (503) 253-7436  
**National Director ('94, '95, '96, '97, '98):**  
Gerald Schuler (503) 285-7941

### *Directors-at-Large:*

**Ed Ackerman ('98, '99, '00):** (503) 649-6000  
**Bob Jackson ('97, '98, '99):** (503) 244-4440  
**Glenn Laubaugh ('98, '99, '00):** (503) 655-5466  
**Darel Mack ('98):** (503) 654-5017  
Fax/Message (503) 654-2703  
(Filled vacancy, position opens at end of 1998)  
**John Willworth ('97, '98, '99):** (503) 284-8628  
**Frank Weiler ('96, '97, '98):** (503) 774-3319

The *TRAINMASTER*  
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