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THE TRAINMASTER

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Portland, Oregon 97209

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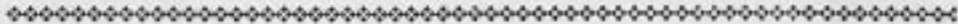
Portland, Oregon
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PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY



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Articles which appear in "The Trainmaster" do not express the official National Railway Historical Society attitude on any subject unless specifically designated as such.

All exchange news letters should be sent to the Chapter's business address:

Room 1, Union Station
800 N W 6th Avenue
Portland, Oregon - 97209

"The Trainmaster" is sent to all Chapters of the National Railway Historical Society. Copies are addressed to the Chapter Director if no other address is available. Chapters wishing to have "The Trainmaster" sent to another officer or the Chapter editor should write to the circulation manager as listed above.



PNW CHAPTER TIMETABLE

Friday
19 January

REGULAR MONTHLY MEETING

8:00 PM

The January meeting will be held in the Burlington Northern safety assembly room located on the east side of the extension of N W 11th Avenue, north of Hoyt Street (almost under the Lovejoy ramp of the Broadway Bridge).

PNW member Alexander B Ceres will provide a slide program of the PRR and other eastern U S railroads.

Refreshments are arranged for by our Superintendent of Dining and Sleeping Car Services, Mrs Cora Jackson.

Friday
16 February

REGULAR MONTHLY MEETING

8:00 PM

The February meeting will also be held in the Burlington Northern safety assembly room. Program to be announced.

Reserve the date now and plan to attend. The Chapter Newsletter does not always reach the membership in time to serve as a meeting notice.

Every
Saturday

INFORMAL LUNCHEON

12:01 PM

Meet at Yaw's Top Notch Restaurant at 2001 N E 40th Avenue. A large table is reserved for the group, usually towards the rear of the seating area on the west side of the building. Ask the cashier for directions to the "railroad bunch".

Although this is not an official function of the PNW Chapter, many members and their friends meet here regularly.

THANKS, SUE!

Pacific Northwest Chapter thanks Sue Sackett for her assistance in preparing the 1973 Dues Notices for distribution to members. This makes the second year that she has helped the Treasurer, Roger Sackett with the job of checking addresses for correctness, stamping the return address on the envelopes, and also stuffing the envelopes and applying postage stamps.

JUNCTION CITY CENTENNIAL COMMEMORATED

For the annual Scandinavian Festival in Junction City, Oregon, August 10 - 13, 1972, members of Willamette Pacific Chapter and Pacific Northwest Chapter headed by Jim Deis and Ed Immel assembled historical railroad photos and artifacts for public display in the waiting room of the Oregon Electric depot.

The display emphasized the importance of railroads to the development of Junction City and the Willamette Valley, and was tied in with the Centennial of Junction City's founding. Jim Deis prepared an interesting collection of photos on the Arnold-Junction City-Horton Auto Rail Company which was founded in 1925. The line used wooden rails and flanged-wheel log trucks as locomotives.

Alex Ceres of Portland was design consultant for the display which was manned by members of both chapters during the festival. Approximately \$80 was raised from the sale of reprinted worthless Horton Railroad stock at 25¢ per share with the proceeds split between the two chapters.

The worthless stock certificate reprints are still available from the Pacific Northwest Chapter at fifty cents each (mailed flat). Send orders to Room 1, Union Station, Portland, Oregon - 97209.

Included with this issue of The Trainmaster for the benefit of members who were unable to attend the Scandinavian Festival is a copy of the brief history handed out to visitors at Junction City.

Edward M Berntsen

"CHAPTER-ONLY" DUES NOTICE

Frequently NRHS Members wish to affiliate with more than one Chapter. Pacific Northwest Chapter is pleased to have several members who maintain their primary membership with one of the other NRHS Chapters around the country. They are classified as "Chapter-Only" members in our books.

Each year NRHS Members are advised that their annual dues (Chapter plus National) must be renewed when they receive a dues notice sent out by their "home" chapter. Similar notices are not sent to Chapter-Only members by the PNW Chapter. Persons in this category are therefore being notified through The Trainmaster with the inclusion of this advisement.

Chapter dues are \$5 per year, payable January 1. Payments should be sent to the Chapter Treasurer at the address shown inside the front cover.

NOVEMBER MEETING MINUTES

The meeting was called to order by President John Holloway at 8:20 PM in the Burlington Northern safety assembly room.

The minutes of the October meeting were approved as read.

Mechanical Supt Jim Gilmore reported (1) that the Shay "Peggy" was moved partly into its permanent exhibit spot by Chapter members on Saturday October 12. On October 16 a crew from the Stimson Lumber Company completed moving the Peggy, placed the stack on the locomotive, and placed the disconnected log trucks on the display track behind the locomotive. (2) On October 28 the draining of all water from the lounge-sleeper Mt Hood was completed. Herm Lether, BN car foreman, gave the mechanical department crew a rundown on the condition of the car and details of maintaining it. The Waukesha motor and the generator on the Mt Hood are in need of repair.

Alan C Zimmerman reported that he had not been able to check with the Portland Terminal Company about better hours of access to room 1.

Roger Phillips asked those who might be interested in the New Year's Eve trip to San Francisco to advise him as early as possible. Space will be sold on a first come first serve basis.

Roger Phillips reported for the nominating committee. The committee nominated the following slate for Chapter Officers for 1973: President, John D Holloway; Vice-President, Kenneth V Dethman; Secretary, Charles W Storz, Jr; Treasurer, Roger W Sackett; National Director, Roger W Phillips; Chapter Directors, Cora Jackson and Irving G Ewen. Walt Grande moved that the nominations be closed and that a unanimous ballot be cast for the slate proposed by the nominating committee. Motion was seconded and passed.

Ed Berntsen moved that the Chapter transportation and mechanical departments be instructed to determine by November 23 the cost of putting the Mt Hood in condition for the New Year's Eve trip to Oakland and that the board of directors be advised of the cost estimates. Motion seconded and passed.

Ed Berntsen reported on the annual meeting of TRAIN. Its dues structure has been changed to a \$150 initiation fee and yearly dues of 0.5% of passenger and souvenir sales with a minimum of \$100 and a maximum of \$400. Associate memberships will cost \$50 a year plus initiation. An insurance program may be arranged by January of 1973.

Ed Berntsen moved that the Chapter investigate the benefits (insurance, technical publications, et cetera) of joining TRAIN and that the board of directors make a recommendation to the membership at the January meeting. The motion was seconded and passed.

The meeting was adjourned at 9:20 PM.

Respectfully submitted,
Chuck Storz, PNW Chapter Secretary

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WASHINGTON STATE APPROVES PLAN TO SUPPORT RAIL MUSEUM

The Washington State Parks & Recreation Commission, meeting in Port Townsend December 11, approved a State Parks Department staff report, "Rails Through Time", which would establish a Railroad Interpretive Center in Snoqualmie, Washington in conjunction with Puget Sound Railway Historical Association's railroad museum.

Under the extensive proposal, the State will, subject to further item-by-item approval by the Commission:

--Accept donation by Burlington Northern of 3½ miles of former NP North Bend branch from the Interstate 90 crossing just east of North Bend westerly to Snoqualmie;

--Purchase an additional 8 miles of the soon-to-be-abandoned branch from Snoqualmie to Preston and construct a wye at Preston;

--Remodel the ex-NP Snoqualmie Depot to provide space for the Railroad Interpretive Center and a waiting room and ticket office for excursion trains;

--Hire Puget Sound Railway Historical Association as concessionaire to operate steam excursion trains and trolley cars on the 11 miles of track;

--Maintain the trestles and right-of-way, and eventually construct a picnic area, display sheds, and a roundhouse near Snoqualmie with funds to be appropriated by the Washington Legislature.

This plan will provide PSRHA with a superb location and operating situation, and represents the fruits of extensive labor and effort by their members both over the long haul since the museum was first established at Snoqualmie in 1958, and recently with feverish attempts to find a new home for the museum after the owner of their current location announced other plans for the land four years ago.

PSRHA has operated excursion trains with steam power at the Snoqualmie site successfully for seven summers without an injury, and carried 5200 passengers December 3 and 10 for their annual Santa Claus steam trips at the museum.

An enormous collection of steam locomotives, coaches, business cars, and trolley cars, plus freight and work cars is owned or controlled by PSRHA at Snoqualmie, Shelton, and Chehalis to support an operation of this magnitude.

Provided that PSRHA members can overcome the internal management problems that have plagued them occasionally in recent years, and avoid the tendency that many volunteer organizations have to spread their talents too thin with many diversified projects, it appears PSRHA is assured an excellent future as Washington's largest railroad museum operation.

-- E M Berntsen

"EXTRA BOARD"

Puget Sound and Baker River 4-6-0 No.2, on display for years at Sedro Woolley, Washington, has been moved to a more accessible location in Sedro Woolley near the new North Cascades Highway just east of the BN Anacortes-Concrete branch-line crossing at the west end of town. The Engine has received a new coat of bright black paint and is in good condition for photographs.

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The Skagit County Development Association in Sedro Woolley approached Burlington Northern last Fall with a proposal to operate steam excursions on BN's Sedro Woolley-Concrete branch, a 46-mile round trip. Amtrak was contacted for approval, but has since dropped out of the proposal. Discussions are continuing with Burlington Northern for a possible 1974 start of operations. Seattle City Light, which operated the Skagit River Railway from Rockport (east of Concrete and then terminous of GN's branch through Concrete) to Newhalem until 1954 to carry construction materials to Ross and Diablo dams, has expressed full support of the project.

Ex-Skagit River 2-6-2 No. 6, on display at Newhalem since 1954, would be rebuilt at Seattle City Light's Newhalem shops and is reported in excellent mechanical condition even after 18 years on display.

Financial assistance from Washington State's Commerce and Economic Development Department is reported, with proposals to be presented before the Legislature now in session.

Seattle City Light expects to closely coordinate the steam train trips from Sedro Woolley with their highly popular bus-and-boat tours of the two dams each Summer which are a carryover from the train-and-boat tours operated since the 1940's on the Skagit River Railway. About 40,000 persons were handled on the tours in 1972. About 60,000 are expected in 1973, an increase of one-third over the previous year. The operation is currently looking for high-capacity coaches and a relief locomotive.

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Lake Whatcom Railway operated two Santa Claus Steam trips between Park and Wickersham, Washington on December 16, but carried only 100 patrons due to severe cold and snow during the week before.

This line operates a 9-mile round trip on former NP trackage on Lake Whatcom east of Bellingham purchased from Burlington Northern in January 1972. Passenger equipment used, all ex-Northern Pacific, consists of 0-6-0 locomotive 1070, and heavyweight plush-seat coaches 627 and 634, with business car Madison River available for special occasions.

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Burlington Northern's depot building at North Plains, Oregon, was donated to Portland's Annual ZOOMSI Fund-Raising Auction in November 1972. Successful bidder was Stanley G Harris of International Properties, 105 S W Harrison Street in Portland who reportedly paid \$850 for it.

"HOOTERVILLER CANNONBALL" LEAVES PORTLAND

The "Hooterville Cannonball", a full-size wood and plastic replica of a 4-6-0 steam locomotive which was built in the late 1940's for the motion picture "A Ticket to Tomahawk", departed Portland Dec. 12 for display at a restaurant east of Sacramento, Calif.

The replica locomotive was used for studio scenes in the TV series "Petticoat Junction" in the 1960's, acquiring the "Cannonball" name. In July, 1970 owner Harvey Dick moved the locomotive to his Hoyt Hotel in Portland for display.

Following closure of the Hoyt Hotel last fall, the Cannonball was sold at auction along with the entire contents of the hotel which included one of the largest extant collections of turn-of-the-century chandeliers, glassware, furniture and vintage memorabilia. According to the Portland Oregonian Portland salvage dealer Harold Beal paid \$6,100 for the locomotive.

Later California restaurateur Sam Gordon, who was outbid by Beal at the auction, purchased the Cannonball from Beal for \$8,250. Gordon loaded the locomotive December 12 on two lowboy trucks for shipment to Sam's Stagecoach Inn, a restaurant owned by him, located 30 miles east of Sacramento.

----CWS

MAJOR MOUNT HOOD REPAIRS COMPLETED

PNW Chapter Mechanical Supt. Jim Gilmore reports that repairs to our ex-SP&S Sleeper-lounge car Mount Hood, PNWC 600, were completed December 26 after four long days of work at Cottage Grove by members Bill Bain, Ed Berntsen, Jim Gilmore, and BN Explorer Post member Brian Beaudry. The 10-KW axle-generator, damaged in Amtrak service prior to donation, was removed because of a broken commutator segment and replaced with the 7.5-KW axle-generator from ex-SP&S baggage-dormitory car 76. All eight batteries were damaged or broken prior to donation and these were removed and replaced on the Mount Hood with a like-new set of four heavy duty railroad batteries purchased by special arrangement with Don Lambert, Railroad Sales Manager of Wagstaff Battery manufacturers in Portland. Bill Bain spent the entire evening Dec. 26 cleaning and vacuuming the complete interior of the car, and all repairs were completed in time for the anticipated movement deadhead in freight service to Eugene for the Chapter's New Year's trip to Oakland on Amtrak Dec. 29-Jan. 1. The trip was cancelled, however, due to insufficient patronage, and both cars remain stored at the Oregon Pacific & Eastern yards in Cottage Grove. Pacific Northwest Chapter wishes to sincerely thank Manager Mel Gowing and his crew at the OP&E for their generous assistance and for the use of their forklift and other equipment, without which the repairs were beyond our capability.

-- E M Berntsen



Scandinavian Festival, Junction City, Oregon
August 10 - 13, 1972

Welcome to the railroad exhibit presented by Pacific Northwest and Willamette Pacific Chapters of the National Railway Historical Society. In observance of Junction City's 100th Birthday, our displays present the role railroads played in the town's formation and development. To set the stage for our exhibit, here is a short history of railroading in the Junction City area. If you have any questions, our representative will be pleased to assist. Exhibit chairmen are Ed Immel and Jim Deis.

In 1866, Congress agreed to allow two railroads to build a line from Portland to California to connect with the Central Pacific. The Oregon & California Railroad would build from Portland, and the California & Oregon would construct north from California. Construction of the Oregon & California began in April 1868 at East Portland.

The O&C reached Harrisburg in June 1871 and stopped to build a bridge over the Willamette River. Upon completion of the bridge October 5, 1871, the line entered Lane County and moved rapidly through the Junction City area without ceremony since no town existed at that time, reaching Eugene October 8, 1871.

O&C president Ben Holladay purchased a large tract from local landowner T. A. Milliorn in 1870-71 where Junction City now stands and established a townsite and a division point for his East Side main line of the O&C. Holladay planned to make this the junction for his West Side main line from Portland but was unable to complete the second line because of financial difficulties. Thus Junction City never became a railroad junction, but remained a division point where engines and crews were changed, until 1926.

Holladay's O&C progressed slowly south of Eugene through Roseburg and Medford as funds became increasingly difficult to obtain, finally going bankrupt after reaching Ashland. The Southern Pacific took over and completed the line to California, with last spike ceremonies at Ashland, December 17, 1887.

Junction City's second railroad, the Oregon Electric, was completed from Portland in October 1912. Passenger business was brisk until the depression took its toll in 1932, with complete discontinuance of passenger trains May 13, 1933. Freight business on the OE was meager until completion of the Sweet Home-Dollar branch just before World War II. Electrified freight trains stopped in 1947, and all present OE freight trains are diesel-powered. OE is now part of Burlington Northern.

Shortly after the OE reached Eugene, Southern Pacific began electrifying its subsidiary Portland, Eugene & Eastern Railroad from Portland to Corvallis, with plans to extend the service to Eugene via Monroe, Cheshire and Alvadore, but electrification never extended south of Corvallis. The

line Cheshire-Eugene was abandoned in 1938, and Monroe-Cheshire in 1958. SP main line passenger trains no longer stopped in Junction City after 1965.

"Junction City's Own Railroad," the Arnold-Junction City-Horton Auto Rail Company was founded in 1925. This company constructed a 20-mile logging line east from Horton towards Junction City, using wooden rails and flanged-wheel log trucks as locomotives. The line folded during the Depression when the timber industry nosedived.

Today railroad service to Junction City consists of local and through freights operated by Southern Pacific and Oregon Electric. There is little indication of the colorful railroad history of this community remaining with present-day operations.

* * * * *

The National Railway Historical Society, Inc., was founded in 1935 in Maryland and is now the largest rail enthusiast organization in the world, with over 7,500 members in 105 Chapters throughout the United States and Canada. Membership is open to all persons with an interest in rail history and the Society's aims (minimum age 16). Some Chapters maintain large equipment museums with operating locomotives and trolley cars. Others emphasize historical research and book or newsletter publishing. Many operate excursion trains to educate the young who have never seen a steam locomotive or a passenger train.

Many NRHS members are "rail buffs," who might dream of steam engines, or who have been known to park near a railroad yard on clear moonlit nights to lecture their wives or girl friends on the differences between GP30 and GP38-type diesel locomotives. However, most members are serious historians and photographers who are actively recording an important segment of our nation's history.

Pacific Northwest Chapter in Portland was in 1955 the first Chapter founded west of the Mississippi. The Chapter owns several historical railroad passenger cars and is caretaker for the City of Portland's steam locomotive collection. Educational field trips are operated for members and the general public, and the Chapter publishes books and a monthly newsletter. A repository for collections of railroad historical material is maintained at Room 1 Union Station, Portland 97209.

Willamette Pacific Chapter was founded in 1971 at Eugene, and this exhibit is its second public display to date. A newsletter is published monthly by Secretary Gil Hulin, 4891 Donald St., Eugene 97405.

Money to carry on the activities of a Chapter formerly came primarily from operation of special excursion trains such as the annual "Scandia Limited" to Junction City's festival, and trips to Seaside and Goldendale. However, since the May 1971 advent of Amtrak assuming operation of the Nation's passenger trains, these trains have been severely restricted. Today we count on membership dues, sale of surplus railroading, and contributions from the public to assist in preserving important railroad history. Donations to Pacific Northwest Chapter are tax-deductible under IRS Section 501(c)3 and the Chapter is a non-profit educational and historical corporation.

Meetings are open to the public, and visitors are welcome.