



pacific northwest chapter

THE TRAINMASTER

AUGUST 1935

Number 276

ALAN VIEWIG - Editor
312 SW Washington #910, Portland OR 97205
phone: 503 - 228 - 3655

PACIFIC NORTHWEST CHAPTER
of the
NATIONAL RAILWAY HISTORICAL SOCIETY, INC
Room 1, Union Station, Portland OR 97209
phone: 503 - 226 - 6747

CHAPTER TIMETABLE OF EVENTS :

- 8 Aug 95 Thursday 7:30pm AUGUST BOARD MEETING at Columbia Gorge Model RR Clubhouse. All welcome. Located @ N Russell.
- 16 Aug 95 Friday 7:30pm AUGUST BUSINESS MEETING at Portland General Electric Auditorium on SE 17th between SE Powell and SE Holgate. CHANGE IN LOCATION FOR THIS ONE MEETING. Program involves slides by Gordon Zimmerman of Costa Rica and Panama electric operations and the Pacific North Coast Daylight in Willets, CA
- LOCATION CHANGED** →
- 19 Sep 85 Thursday 7:30pm SEPTEMBER BOARD MEETING at Columbia Gorge Model RR Clubhouse. All welcome. Located @ N Russell. THIS IS A ONE TIME CHANGE IN DATES.
- 27 Spt 35 Friday 7:30pm SEPTEMBER CHAPTER BUSINESS MEEETING back at the Union Pacific Clubhouse at N Interstate and N Russell. THIS IS A ONE TIME CHANGE IN DATES TO PROVIDE FOR OPERATION OF TRIP TO SPOKANE. THIS MEETING IS ON THE FOURTH (4th) FRIDAY. There is a NEWSREEL consisting of up to six recent RR slides taken by our members (well, six per member) and an official PROGRAM and we will have snacks and soft drinks again provided by the Jackson Group Marriage and we need your free will donation for the food.
- each Saturday 12:30pm Each & every Saturday we gather for a no host lunch or late breakfast at the VILLAGE INN PANCAKE HOUSE in the back room over across from Safeway at NE 10 and NE Broadway. Enjoyable crowd. Come visit.

MINUTES

JULY BIZ MTG

PACIFIC NORTHWEST CHAPTER - REGULAR MEETING - JULY 19, 1985

The meeting was called to order by President Rich Carlson at 7:45 PM in the Union Pacific Clubhouse.

The minutes of the May & June meetings were approved as read.

Treasurer's report as of 6/30/85: General account \$41,933.92
CDIC account 33,683.15.

President Rich Carlson reported the following:

1. Union Station Sign: Neon sign tubing is to be installed next Tuesday. Amtrak wants a power meter installed to monitor power consumption before committing on payment for the power.
2. Union Station Train Sheds: Formal approval is still being sought from Amtrak for their participation in paying for painting of the Union Station train sheds. Work must start soon if it's to be completed in time for the private car convention.

Neighborfair: Doug Auburg advised that five shifts of two members each are needed to man the Chapter's booth at Neighborfair. Several people are still needed to fill out the shifts.

Rolling Stock Committee: Bob Hoffman reported that the ex-S&NC coach is now at Brooklyn yard after several mis-routings in the Portland area. It's a very nice car, very clean inside, with 56 seats most of which are in good condition. Three wash basins are gone and must be replaced. The wheel sets look OK. The car was built by Budd in 1939 and is one of seven built for the SAL Silver Meteor. Its number will be PNWC 5604. The car Mt. Hood will be repainted in Empire Builder colors before the private car convention. Larry Miller reported that Gunderson will repaint the car at \$30 an hour which will total \$3000 to \$4000. He's working on a donation by DuPont of the paint or if purchased the paint will cost about \$1000. With the lettering added the whole job will cost about \$6500. Moved by Jim Whaley, seconded by Larry Hodson, to appropriate \$6500 for repainting the Mt. Hood. Motion passed.

Bob Hoffman advised that he has an Amtrak bid list with ex-SP&S sleeper-dome #306 for sale. We must bid by July 29 if a bid is to be entered. The bid will have to be in the \$20,000 to \$30,000 range if we hope to get the car. It's in very good condition. Discussion: It would be a good companion car for the Mt. Hood. Several members felt that \$25,000 was too much to bid. It was suggested that we bid \$15,000 on the chance that it would be enough. Moved by Paul McMillan, seconded by John Smoot, that consideration of SP&S car 306 be dropped. Motion carried on a show of hands.

Expo '86: Rich Carlson reported that as of now the B.N. won't allow steam locomotives over its line to Vancouver, B.C. Jack Pfeifer reported that the State of Oregon Expo '86 committee is at least \$500,000 short of the amount it needs to complete its plans. The cost of operating the 4449 and train to the Expo is \$45,000. Jack's impression is that the committee wants to run the train but that nothing formal has been decided as of now.

MORE →

CONTINUATION OF MINUTES —

PACIFIC NORTHWEST CHAPTER - REGULAR MEETING - JULY 19, 1985

Spokane Trip Money: Mary Lou Weaver reported that \$85,000 has been budgeted for the Spokane trip. Approval is needed for \$25,000 more in expenses due to an increase in hotel room cost and a possible increase in the number of seats that will be for sale on the train. Moved by Larry Miller, seconded by Jim Whaley, to approve an additional \$25,000 for Spokane trip expenses. Terry Parker moved to amend the motion, seconded by Al Viewig, to increase the revenue side of the budget for the trip by \$25,000. Amendment passed. Main motion, with the amendment added, passed.

Insurance: Rich Carlson advised that the Chapter needs \$5 million in liability coverage to work around the station sheds. There is a cost of \$500 for the \$2 million coverage needed to be added to our existing coverage of \$3 million. Moved by Doug Auburg, seconded by Randy Nelson to authorize spending \$500 for the additional \$2 million in liability insurance. Motion passed.

Private Car Convention Deposit: Rich Carlson advised that a deposit of \$700 is required for the private car convention. Moved by Paul McMillan, seconded by Doug Auburg to pay the \$700 deposit. Motion passed.

The meeting was adjourned at 9:07 PM.

Respectfully submitted,

Chuck Storz

Chuck Storz, Secretary

oo0000oo

WATCH AUGUST MEETING LOCATION CHANGE**DISCLAIMER AND IF YOU CAN'T SAY SOMETHING NICE**

Periodically people wonder why someone would go to the trouble of trying to produce a monthly publication. Since there is little chance for graft or corruption, we first must rule out "cash" as the incentive. But in case you are new to this publication, it bears repeating that the editor actually has a job and that being editor is a free will offering to the community. And since it runs into time, the time devoted to this compared to the time devoted to his employment is secondary, but certainly not minimal. Any big errors were unintended. Any proof reading errors should be chalked up to the fact that one guy puts this out and that the ability to spot errors is inverse to the amount of daylight hours that have expired on that particular day. Help is always welcome. Readers' submissions are encouraged. Readers' comments and complaints are welcome also. Remember, we need bridge stories.

oo0000oo

INFORMATION SEARCH-OREGON AMERICAN LUMBER CO.

The following information is sought for the publication of a book on the Oregon American Lumber Co., Vernonia Oregon. This operation was also known as the International Paper Co., Long-Bell Division. Information and pictures of specific interest are :



1. General history of the O.A. operation.
2. Camp McGregor and Camp Olson operations.
3. Keasey yards.
4. Rolling stock(log cars,flats,cabooses,camp cars,maintenance cars,etc)
5. Log loading equipment.
6. Steam donkeys,yarders, etc.
7. Locomotives #102,#103,#104,#105,#106 and #107. (#104 & #105 are rod engines,the balance are shays.)
8. Engine and car facilities at the O.A. mill.
9. Action shots of log trains. (empty and loaded)
10. Aerial pictures of the O.A. Vernonia mill.
11. Exterior and interior pictures of O.A. mill operations.
12. SP&S freights coming and going from Vernonia.(steam and diesel)
13. The closing days of the O.A. operation. The last log train;the last load of lumber.
14. Tourist trains into Vernonia.(Vernonia South Park and Sunset) Need a good picture of the train on the SP&S trestle that crosses hiway 47.
15. Pictures of the O.A. mill being burned down for the film "Ring of Fire".*
16. Scrapping operations.(Gathering of equipment, removal of rail,etc)
17. Names and addresses of people who worked at O.A.who might be interested in sharing their experiences.
18. Conservation practices in the logged out areas.
19. Misc items of interest involving the O.A. operation (storms, fires,accidents,etc)

Send information to:

J.W.Blain
708 Pine Cone Dr
Scotts Valley, Ca 95066
(408)438-2673



ALSO INTERESTED IN PHOTOS OF THE FILMING OF
"EMPEROR OF THE NORTH"

I was referred to you by Mr Kenneth G. Johnson, Renton Washington. I am doing some research on the Oregon American Lbr.Co., Vernonia Oregon. I plan to publish a book in the next 18-24 months. As part of the closing chapter, I would like to include some good black and white pictures of the VSP&S. Ken tells me that the NRHS has people who worked on the VSP&S and may be able to help. Attached is a list of related needs relative to the overall O.A. operation. Any help you can give to provide some contacts will be deeply appreciated.

The President's Page by Rich Carlson

On July 26 word came that Amtrak has given its approval for its share of the train shed painting project. This is welcome news for there has been real enthusiasm evident to undertake the job. Yet, the go-ahead leaves us with little time to spare for completing the task, considering the September deadline we have set.

At this writing, I am happy to report that 31 PNWC-NRHS members have signed up to help out with the power washing, scraping and general preparation and "grunt" work. Our first work parties will get going the first weekend in August, and plans call for evening work parties as well. Whatever the time constraints, I am sure those who volunteered will come through, and I know already that when it's done all who participate will gain much personal satisfaction from their efforts.

Not only will the job be of lasting benefit to Amtrak and Portland, but it also gives the PNWC-NRHS an ideal opportunity to show what we can do. We'll not only be able to take a lot of pride when the job is done, we'll also have met the chapter purposes of preserving historical materials of railway transportation and of encouraging rail transportation. Taken together with the neon sign restoration project, we will have helped preserve Union Station, which is both an historic landmark and a beautiful functioning depot.

I am advised that reservations for the AAPRCO convention are coming in fast, and Convention Chairman John Kirkwood's concern is that he be able to accommodate everyone who wishes to attend. He expects upwards of 40 cars to make their appearance in Portland. The registration deadline is Aug. 16.

As reservation acknowledgments are sent out, car owners/operators are being asked if they will accept passengers and from what points. From this data, we will be able to make up the list our 'train shed' and convention volunteers can choose from. The choices should all be known by early September. As you know, the AAPRCO Convention is a three-day affair, running from Fri., Sept. 20 through Sun., Sept. 22.

Our advertising brochures for the Sept. 21-22 "Great Northwest Rail Excursion" to Spokane and Seattle went in the mail July 22. A display ad in the Sun., July 28 Travel Section of the Oregonian followed, and by July 29, we had received orders for over 60 seats. The maximum number of people we can accommodate on this twelve-car train is 650. Considering this trip's popularity in the past, if you know people who want to go, tell them to buy their tickets early! They also save money by purchasing early.

In order to give everyone a chance to attend the formal dedication of the neon "UNION STATION/GO BY TRAIN" signs, including those who will be staffing the GNWRE trip, we've set the time for the lighting-off at 7:30 p.m., Fri., Sept. 20. Speechmaking will be very brief, and the entire doings should take only about a half hour. With a built-in audience from the AAPRCO crowd, we are guaranteed a built-in audience for the affair.

There will be a public open house at Union Station on Sat., Sept. 21 from 1 to 5 p.m. with tours of ten representative cars being offered. The PNWC-NRHS has been asked to help monitor the crowds, provide security and generally assist in this event. While exterior viewing will be free, those who wish to see the interiors of the ten "private varnish" cars will be required to pay a nominal fee: \$4 for adults, \$1 for children, or \$10 per family, the proceeds from which will benefit the NRHS.

The society got good public exposure at Neighborfair, and we sold \$249 in concessions plus another \$50 for "neon" pins. Unfortunately, our re-order of 1,000 more pins didn't make it in time for the fair, but they continue to sell well, and there is no doubt in my mind that eventually we'll sell every last one. We could have sold several times the last ten we had available July 21.

I hope you all have been enjoying this gorgeous summer. See you at the station!

WATCH AUGUST MEETING CHANGE

MUSEUM COMMITTEE REPORT by Terry Parker

The last meeting of the Museum Committee was held 25 July at Chimney Park in North Portland with a walk through the site. The Committee decided to proceed with the idea of locating a museum there. A meeting has been set up with a representative of the City Parks Department to discuss the possibilities. The Committee has also received about 10 replies from letters which we had sent to about 30 railroad museums. The next Museum Committee meeting will be held at ROOM 1-A, Thursday, on August 15th, at 7:30pm.

oo0000oo

PROGRAM NOTES FOR AUGUST

At several recent meetings we have tried to show some slides and at the July meet we were faced with the extreme level of high heat still in the Union Pacific Clubhouse when we cancelled the slide program for that night. We now try again and Gordon Zimmerman will show his delayed program on the NORTH COAST DAYLIGHT in upper California between Eureka and Willets.

Also, Gordon will show his slides on the electric operations in Costa Rica and the Panama Railroad. Obviously Gordon has the time and the money to go everywhere.

oo0000oo

LIBRARY COMMITTEE REPORT by Dale Hammersly

The Library Committee is happy to report on the following donations. Member RAY McKNIGHT has generously donated the following materials to our Chapter Library:

1. STEAM LOCOMOTIVES OF THE SOUTH AFRICAN RAILROADS by D.F. Holland, v 1 & 2.
2. GARRATT LOCOMOTIVES OF THE WORLD by A.E. Durrant.
3. Intercity Train Time Tables of South African Railways, April 1984 to November, 1985.
4. NORTHWESTERN LINES v 11, no. 4 - Fall 1984. Official publication of the Chicago & Northwestern Historical Society.
5. BURLINGTON BULLETIN no.13, Fourth quarter, 1984. Official bulleting of the Burlington Route Historical Society.

On behalf of the entire Chapter, the Committee thanks Ray for those gifts.

Also, the Committee reminds those who have any Chapter materials out that they need all books returned for the cataloging that must be completed. Please return your borrowed library books before you-know-who prints your names in the Trainmaster again. The next Committee meeting will be on August 10, a Saturday, in Room ONE at 10am.

oo0000oo

EXCURSION COMMITTEE REPORT by Mary Lou Weaver

The Excursion Committee has finalized plans for the GREAT NORTHWEST RAIL EXCURSION trip to take place on Saturday and Sunday, September 21 and 22, 1985. Brochures have been mailed to all members.

This year's trip is unique since it features the last daylight ride over the complete mainline of the former S.P. & S. Railway. We go from Portland to Spokane on Saturday, and on Sunday we go from Spokane to Seattle to Portland.

Sales are on a first come, first served basis, so you are urged to order your tickets promptly.

If you need more brochures or have questions, please call Room ONE and leave a message on the recording.

TICKET PRICES - from either Portland or Vancouver

ADULT each, double occupancy	\$198 before 7 Spt, \$213 after 8 Spt
ADULT each, single occupancy	\$235 before 7 Spt, \$250 after 8 Spt
CHILD each, between 2-11 years	\$180 before 7 Spt, \$195 after 8 Spt

The above prices include all rail transportation, connections to and from the hotel in Spokane, your hotel room in Spokane, continental breakfast and lunch on Saturday, hotel buffet breakfast and box dinner on Sunday.

NOT INCLUDED are items of a personal nature at the hotel in Spokane, dinner in Spokane on Saturday night, and lunch in Leavenworth on Sunday.

Please use the ORDER FORM that is attached to the last page of this TRAINMASTER and get your order in early. Seats are limited and hotel space is limited, so there is a cap as to the number of tickets that can be sold.

oo0000oo



WATCH AUGUST MEETING LOCATION CHANGE

ROLLING STOCK COMMITTEE REPORT by Bob Hoffman

The Rolling Stock Committee held a meeting on the Mt Hood on Saturday, July 20, in conjunction with a work party to prepare the 3300 for its trip to Toledo in August. Some mechanical work was done on the Mt Hood and plans were made for doing the roof repair on the Santa Inez. Further work parties will be scheduled by each sub-committee chairman as follows:

Mt Hood	-	Larry Miller
3300	-	Carl Rodabaugh
Santa Inez	-	Terry Parker
Jordan Spreader-		Kerrigan Gray
Flanger	-	(winter project)
Speeder	-	(winter project)
Electric motor	-	John Holloway and Ed Immel

The Chapter's new coach the PNWC 5604 arrived in Brooklyn Yard painted in its Amtrak colors. The car is a 56 seat coach, one of seven originally built for The Seaboard Airlines Silver Meteor train. Originally numbered 6200, it was renumbered 5604 when Seaboard Airlines and the Atlantic Coast Lines merged to form the Seaboard Coast Line. There is a scale model of this car in the Smithsonian Institute in Washington, D.C. Anyone going to Washington, D.C. in the near future who could get pictures and any available information about the model for the Chapter??? The car is in quite good condition and worth our while to restore it to its original color job and lettering, and make the repairs necessary to put it in operating condition. More about the car later.

oo0000oo

RIDING ON A RAILROAD TRAIN

Some people like to hitch and hike;
They are fond of highway travel;
Their nostrils toil through gas and oil,
They choke on dust and gravel.
Unless they stop for the traffic cop
Their road is a fine-or-jail road,
But wise old I go rocketing by;
I'm riding on the railroad.

I love to loll like a limp rag doll
In a peripatetic *salon*,
To think and think of a long cool drink
And cry to the porter, *allons!*
Now the clickery clack of wheel on track
Grows clickety clackety clicker:
The line is clear for the engineer
And it mounts to his head like liquor.

Oh give me steel from roof to wheel,
But a soft settee to sit on,
And a cavalcade of commerce and trade
And a drummer to turn the wit on.
Stuyvesant chats with Kelly and Katz,
The professor warms to the broker,
And life is good in the brotherhood
Of an air-conditioned smoker.

Oh, some like trips in luxury ships,
And some in gasoline wagons,
And others swear by the upper air
And the wings of flying dragons.
Let each make haste to indulge his taste,
Be it beer, champagne or cider;
My private joy, both man and boy,
Is being a railroad rider.

- OGDEN NASH 1940

CONTRIBUTED BY
DON HALLOCK

SALUTE TO WALLA WALLA VALLEY RAILWAY

by Ray S. Hewitt

In June my brother called me from Milton-Freewater with the news: "Burlington Northern has contracted to take up the tracks of the old Walla Walla Valley Railway all the way from Milton-Freewater to Walla Walla. The job is supposed to be finished by the end of this summer."

He must have been a toddler and I a babe in arms on our first ride on the WWVR interurban cars when Mother took us from Milton, Oregon (now Milton-Freewater) the south end of the line, to Walla Walla to see the "big city" and to shop. My earliest recollection is standing below the bottom step of a huge car, holding my father's hand and being lifted by that hand to the lowest step because my legs were too short to span the gap.

That must have been around 1915. It was a time when just about everybody rode the interurban to and from Walla Walla. Of course, Union Pacific had two trains a day each way, and they took only twenty minutes, while the electric cars, covering a slightly longer route, took an hour, stopping at every street intersection in the Twin Cities (if someone is waiting to be picked up or wanted to be let off) and stopping at every road crossing in the countryside where there was a customer.

Each of the rural crossings had a small shed, open toward the tracks, with a single wooden bench built into the back wall for the convenience of the waiting passengers. Not that they had long to wait -- the cars were very punctual. Precisely on the hour, as one started from Walla Walla, another started from south Milton. My parents could, and often did, set the clock by the sounds of the car rattling north, down the center of Main Street, just a block away. The south Milton station was a tiny one-room hut just three blocks south of our house, with a sidetrack beside it where the interurban could park, out of the street. But, I never saw it park there. It always waited in the street for departure time.

One of the cars was a big wooden-bodied brown Brill, with rattan seats which the conductor would reverse at the line's end by walking down the aisle, grasping the brass handle at the top of the seat back and pulling the back-rest all the way across the cushion. It also had a motorman's compartment, at the leading end, of course, which the passengers did not enter. It also had a he-man cowcatcher, two trolleys, and a headlight that the motorman hung from a bracket on the front end whenever dusk approached. It also had an overhead cash register which fascinated me. As the conductor received the fare he reached overhead and grasped a handhold on the rod that extended the full length of the passenger compartment. The rod turned an arrow on the face of a big dial, one at each end of the car, calibrated in cents to correspond to the fares that varied with the length of the journey. After he had dialed the amount received, he tugged the long leather strap overhead that stretched the length of the car, suspended at intervals from the ceiling by short leather dropcords. As the car rolled, the whole line assembly swung back and forth like skipping rope. At every pull there came a business-like "kachunk" accompanied by a modest "clink" and the popping up of a flag inside the window of a black box against the ceiling, to indicate the fare paid. If five people boarded there were five "kachunk-ckinks." One had only to listen, to know how many fares had been handed to the conductor.

more..

WALLA WALLA - page two ...

My attention was seized by the gleaming nickel-plated tubes which the conductor carried on his belt and from which coins appeared like magic.

There was another long leather line over our heads, too, which the conductor pulled to signal the motorman. It rang once in the motorman's compartment to signal "start" and twice to signal "stop." At home we kids often played conductor by pulling the cotton sash cord of one of our windows and hollering, "Ting, Ting!" We pulled it so much that the cord wore out and broke, dropping the sash weight to the bottom of its pocket. Dad convinced us that we had played conductor enough for a while.

The other car was a St. Louis Car Company product, painted a modest yellow, constructed with clerestory windows that intrigued me. It was smaller than the Brill and a bit faster to accelerate, and it didn't groan as heavily at the start. Otherwise it was very much like the Brill except for the cowcatcher, but I can't remember for the life of me what the cowcatcher looked like or ever if it had one.

It may have been on that first trip as a toddler, sitting with the rest of the family near the rear, waiting for the car to start after dropping a passenger at a rural crossing when I was startled to hear a whining, throbbing sound arise from almost beneath my feet. I looked at my father, and he said something about an air pump under the car floor.

The air pump, of course, supplied not only the air brakes but also the whistle, which blew for each crossing, not just to warn motorists and buggy riders, but also to alert any people waiting in the shelters to move out to the trackside where the motorman could see them. The whistle was tame compared to the steam whistles on U.P. engines, but it fulfilled some small-boy need deep within my brother and me.

At the line's end, before the car reversed direction at south Milton, the conductor pulled a rope to draw down the trolley at the rear end and secured it under a rooftop hook; the lights went out; the motorman then released the other trolley from its hook and guided it to contact with the trolley wire; then the lights inside went on; and taking the controller handle, the motorman moved to the opposite end of the car and all was ready to go again.

If the car arrived a few minutes early, as it usually did, the motorman went into the tiny station where Bill Rieth, the station agent, was waiting for him to continue their time-honored rivalry at checkers. The checker board was waiting, untouched, every checker in the place it had occupied at the last, unfinished bout, or ready for a new game regardless of who had won the earlier game; new moves and countermoves ensured until the inexorable march of the clock halted everything and the checker board returned to dormancy.

Whether it was Motorman Bill Jackson who kept up the running checkers battle or his brother, John Jackson, the motorman of the other car, I cannot say. All my information came from my own brother, J. W. Hewitt, who in the meantime has forgotten. Suffice it to say that the Jackson brothers carried on as motormen until passenger services ended (in the early thirties, as nearly as I can recall).

more ...

WALLA WALLA - page three ...

The tracks were not exactly smooth. As the car gathered way, it swayed and jounced over rail joints and hammered its way down Main Street. A half mile from its start the tracks shifted slightly, to run along the edge of Main Street. A quarter mile farther on, they left the street to continue on private right of way past a box factory and past a fruit-packing house. Then came the U.P. crossover, which was guarded by a heavy wooden bar on a pivot so that it could be swung away from the electric line. The conductor dismounted, unhooked the bar, pushed it over the U.P. track, hooked it fast, and whistled through pursed lips as a signal to the motorman to start. The motorman didn't really need the signal, because he could see the swinging bar right from his seat, almost ahead of him, nearly within arm's reach. But the whistle was already an institution by the time I rode the cars, and it was never omitted.

The car moved ahead to clear the crossing and stopped while the conductor hooked the bar back into its customary position across the WWVR tracks. He mounted the back step and pulled the signal cord once. After about a block the car stopped at north Milton station (usually referred to as Freewater station), where there were generally passengers ready to board. This building housed not only a waiting room but also a huge piece of whirring machinery, the rotary converter that generated the direct current needed by the WWVR. It became the headquarters of Bill Rieth after the south Milton station was closed. From here he answered the phone and looked after freight and passenger business in all of the south half of the line.

After a brief stop the car crossed the invisible line into Freewater and continued on residential streets until past the Federated Church, whereupon the track made an S-curve and pointed north; straight as a bee flies, it headed for the state line between Washington and Oregon, four miles away where stood a community and station named, appropriately, Stateline. But first it progressed through apple and prune orchards, crossed irrigation ditches, and passed a succession of rural road crossings: Cobb, Locust, Sunnyside, Appleton (after the name Opportunity was discarded), Crockett, Ferndale, and Ballou.

Upon reaching the state line, the tracks turned west to follow the state boundary, now in mixed orchard and hay country. At Stateline, where there were two fruit packing houses and a siding, the Walla Walla-bound car met the Milton-bound car and passed. The route turned sharply north to Walla Walla, to stop enroute to at Mojonier Station near the bridge over the Walla Walla River and to make other stops in the outskirts of College Place. There it was a little over a mile to Walla Walla, where the run terminated at a red-brick station just off the street, with a ready track beside the waiting room.

WWVR had a traction service to compete with U.P. for freight, especially for the fruit-shipping business. The chief motive power was a black cab affair lettered on the front end with WWVT, for Walla Walla Valley Traction Company. It looked like an interurban car with no side windows but with wide sliding doors like those of a freight car. Inside the cavernous interior, express packages and parcels of freight were carried.

The freight motors were incapable of pulling heavy loads, and to expedite traffic during the peak of the fruit rush, the passenger service sometimes was shut down for four or five hours, to allow the slow freight trains to clear the track as they dragged their loads to and from Walla Walla, where there was an interchange

more ...

WALLA WALLA - page four ...

with the Northern Pacific. I remember seeing my fellow townsmen staring one day at a particularly long string of box cars inching up Main Street in Milton, where the grade was approximately one per cent, on the way to the old ice plant. Usually, however, only a few cars followed the box cab and the pace was a leisurely one.

Eventually the box-cab motors were supplemented and virtually supplanted by a big, powerful purring new steeple cab motor. which never seemed to groan about a few cars.

Some time in the twenties the antiquated ice plant at the end of track in south Milton was closed, and a modern plant, the Milton Ice and Cold Storage Company, was erected alongside WWVT tracks in north Milton. Considerable icing of cars took place there during the fruit rush, most of it for the benefit of N.P. traffic.

Additional freight business originated at a sprawling corrugated-metal warehouse at the end of track in south Milton, which was filled to the roof with sacks of wheat. At harvest time there was a line-up before the warehouse doors of six-horse or six-mule teams drawing a wagon and trailer loaded with bulging sacks. Bells on the harnesses of the lead animals produced music that attracted all the small fry who were not stone deaf, and they watched as the teams maneuvered around a corner, under control of the teamster handling a jerk line. The wheel horses stopped and the lead pair sidestepped until they had made the full turn.

During a prosperous period WWVT laid about five miles of new rail from north Milton to Umapine, to tap the hay and livestock business. The branch never carried much traffic, and before long it was abandoned and the tracks were removed.

My brother and I graduated from McLoughlin Union High School in 1929, at a time when passenger traffic was dropping. The Hewitt family had acquired its first car, a Model T, in 1919, and we were soon driving to Walla Walla Park for family reunions instead of riding the big interurban. More and more people were climbing into their own cars for even long trips, like the twelve miles to Walla Walla.

The main passenger traffic in my high-school years came from the rural students, who commuted daily at greatly reduced rates. The southbound car, due in south Milton at 9:00AM, stopped directly in front of the high school and discharged a stream of kids. Then, virtually empty, the car continued to the end of the line.

So now I bid farewell to the WWVR and the WWVT and the flashes of memories that the system stirs. Yes -- flashes! Memories of flashing sparks from the trolley roller as it crossed wire junctions; flashes of fire from the welding torch as the track workers connected track sections with heavy wire; flashes of wonderment, remembering the sould when we boys would put our ears to a pole supporting the trolley wire while a car approached; remembering the pole springing to life, turning to music as thousands of notes bounced back and forth within the wood, rising higher and higher in tone, louder and louder, until the notes seems about to burst the wooden bounds and spray all outdoors, then quickly dying as the car passed.

B.N. can tear the rails out of the earth, but B.N. can never trear out my memories of these experiences, the experiences those same rails brought to me.

SILVER GARDEN SHOWING
TARNISH

Nothing much has happened with the defunct restaurant called once upon the time as the SILVER GARDEN. Now it has a Polish name. And it does not seem to be in business. Rumors were that the Small Business Administration was getting a chef to re-open the restaurant. Problems arise when we try to slip it down the track since the SBA owns both the car and the land and it not too willing to sell us one without the other. Maybe we would be able to use the land around it for the Museum? Anyway, unsure what will happen to the car next so go take pics.

oo0000oo

ARE YOU GOING TO LANCASTER ??? TELL OUR PRESIDENT

President Rich Carlson needs to know who will be in Lancaster for the greatest annual convention of the NRHS. Give him a call or phone in your name and the dates you will be in Lancaster to Room ONE so everyone knows who from us will be there and maybe make other arrangements. Enjoy your trip. As National says, "nothing is more disturbing than to see that your Chapter is not represented at the Membership Meeting and then read in the newsletter from your editor that 15 members attended the convention! We know that some of our meetings are purely administrative (start at ten sharp and finish at noon dull!) but there is always the chance that you can get a new idea, hear something that starts you thinking about a similar project. And with a roomful of National Directors, Regional Vice Presidents, and National Officers, you're bound to find some help, assistance, advice, etc. Give it a try - ask your Chapter President and National Director if they are going to the meeting, and if they aren't, has the Prexy appointed an Alternate Director? Sit in and sign in as a member - we'd love to have you!"

oo0000oo

NRHS REPORT ON STEAM EXPOSITION

"By now you've seen considerable press on the STEAMEXPO events of EXPO 86 to be held in Vancouver, British Columbia. Marking the centennial of the completion of the transcontinental railroad into the province, more than 25 operating steam locomotives plus vintage rail cars are expected to gather in the events from May 23 to June 1, 1986. British Columbia's own ROYAL HUDSON will lead the grand parade of steam on May 23rd! (During STEAMEXPO engine 3716 will fill in on the Hudons's regular run between North Vancouver and Squamish). Get on the list for your own personal mailings: STEAMEXPO .. Box 34105 (Station "D"), Vancouver, BC CANADA V6J 4M1

oo0000oo

EDITOR'S PERSONAL KNOWLEDGE ON 4449 TRIP TO STEAM EXPO

This will have to serve as the official report on 4449 going to Expo 86 since no one else submitted anything and time has that way of slipping by. Any error is not intentional and corrections will gladly be printed in the TRAINMASTER. Since the editor is on the Board of Directors you would assume he would know a bunch about the movement. So far, he don't know nuthin. Why is this a secret?

oo0000oo

HOW MUCH CONTACT WILL A STEEL WHEEL MAKE ON A RAIL IF NO ONE

oops, wrong question

HOW MUCH CONTACT IS THERE BETWEEN A WHEEL AND THE RAIL ?

Also involved here is the explanation for the purpose of the flange. This has been taken from STEAM ECHOES of the Sierra Mountain Railroad Club newsletter.

"Last month's question, How much contact is there between the wheel of a locomotive or car and the rail, and what is the flange on a locomotive wheel and what is its purpose? -- Theoretically, the contact of an absolutely perfect wheel and with an absolutely flat surface, if the materials of which the wheel and surface are made are incompressible, would be a thin line not much wider than the edge of a knife. However, all structural materials deform under load. Loaded wheels resting on a rail tend to flatten at the point of contact, and the tream of the rail tends to adjust itself to the curve of the wheel. Hence, the actual contact of wheel and rail is approximately the size of a dime, but of elongated oval shape.

"The flange is a projecting edge of the inside rim of a wheel. With the Mate fitted in the same manner, the flanges keep the wheels on the rails."

oo0000oo

SPOKANE INTERNATIONAL'S NEW STEEL BRIDGE

The recent issue of the newsletter of the Inalnd Empire Railway Historical Society's "YARDBULL" (v18, no7, July 1985) contained a great story on a bridge. If things go wrong and we have to run 4449 to Canada via Spokane International we may all get a chance to see the bridge.

The contractors are working on the Bonners Ferry, Idaho, bridge. Three of the spans will be salvage from the Union Pacific's WEst Spokane High Bridge, which was torn down in 1978.

oo0000oo

A DIFFERENT BRIDGE

From the NRHS headquarters came word that is Massachusetts, a bridge between the towns of Buckland and Shelburne served once upon a time as a trolleyway from 1908 until 1927, when the trolley stopped running. Since then and for over 50 years it has served as a garden and has become known as the "Bridge of Flowers", thanks to the combined efforts of ladies' garden clubs of both towns and has drawn tourists from nearly every country in the world. The bridge spans the Deerfield River with four piers and five graceful arches and is said to be a sight to behold when in full bloom. By 1982 the bridge had fallen into disrepair and rather than lose it the communities raised over \$500,000 and it is now flourishing again, a showplace far removed from its original purpose as a trolley bridge. (Original story appeared in YANKEE and then it appeared in the NY Chapter -R&LHS)

oo0000oo

UPCOMING EVENTS YOUR SHOULD CHECK UP ON

The BYLAWS provide for a BUDGET. To get a budget past the members, the Board must have a provisional budget to present to the members. If somehow you think the Chapter should finance one or more of your projects in 1986, now is the time to get all of your numbers together and to be ready to submit them to the Board in a month or so. All Committee Chairmen should also be planning on setting a budget for next year, even if you will not be heading the committee.

The BYLAWS provide for an ELECTION. To get elected to this hallowed group you may have to read the Bylaws to see if you qualify for the position you want or seek. Various stumbling blocks might appear and you should be ahead of the pack by getting a copy of the Bylaws that pertains to the position you need.

The SPOKANE TRIP will happen the same weekend as the Private Rail Car Owners Convention on tracks one and two at the Union Station. Maybe the Chapter will be involved with displaying a car or two. Keep your ears open if they are out looking for a host or hostess to man the car during the convention to keep the riff-raff from stealing our Wakershaws or whatever it is that the private car owners steal at midnight.

DUES ARE GONNA BE DUE in December or January. Yup, maybe you just got around to paying off this year's dues for 1985, but the dues become due in the beginning of 1986 and should you neglect to pay us on time in 1986 you will have difficulty getting a ride behind 4449 to Vancouver.

There is currently a BYLAWS REVISION COMMITTEE out there trying to see if they can unscramble the Bylaws that this group created a mere two years ago. If you have some ideas of the needed changes you should be in touch with JACK PFEIFER.

If you need a fancy NEON BE ON pin for the jacket you never get cleaned, now is the time to call Room One and leave a message on the recorder. We just got in about 1000 pins, the last of the lot, and if you need to grab on to one now is the time to call to Room One. Rumors have it that MARILYN REHM grabbed a bunch for resale to the members, so check that out. Pins cost \$5.00.

New MEMBERS can join now at a reduced rate in their dues for the balance of this year. They still will get a chance to vote in the Chapter elections so now might be the time to get granny and the uncles and the like to register with the NRHS so that they can vote for you in a block. This year we are using BLUE colored applications and MEMBERSHIP CHAIRMAN CONNIE McCREADY can get you as many as you need. Don't forget we now permit mail in ballots so no one needs to fear his dues will be taxation without representation. And if you don't vote, you can't be guilty for those who wind up in office.

An AUCTION is planned for various rail related items this fall. Either re-read a past issue of the TRAINMASTER or look for next month's to see what it all is about. Start planning now on donating something you are either very proud of or something you hate for our auction. Money talks in these sorts of events.

Story has it that FRED DORSETT has sold out all of his water pistols for this year and you will have to plan on ordering your case-lot this winter for Spring delivery. These seem to go fast when your friends break the gun in defense.

WATCH AUGUST LOCATION

REPRINTED WITH OUT PERMISSION

←← EDITORIAL →→

Of late I have been hearing about how *The Frog* is alienating everyone in the local railfan community. I have heard how expressed opinions in *The Frog* are going to kill trips. I have heard that *The Frog* is only negative. I have heard . . . it goes on and on. I don't know how many of the other members who contribute to *The Frog* feel deep in their hearts about all of this, but I find it funny, absurd, hypocritical, ill-informed, and encouraging. I edited and wrote another newsletter for nine years, and for most of that time a great percentage of the membership and most of the exchange organizations could have been dead for all that I heard. Other than a few "too much traction," "too little diesel," "how about more steam" once every six months or so at a meeting, I heard almost nothing. In one month the staff of *The Frog* gets more positive comment and negative criticism than I received in the previous nine years. Hence the encouragement.

The likelihood of a newsletter that has as small a circulation as does this one influencing the success or failure of anyones trips is ludicrous. Anyone who thinks that *The Frog* can affect any kind of endeavor of that nature is ignorant. If groups running trips had to depend on railfans to make their trips a success, there would have been ONE trip. Hence, the absurd and ill-informed mentioned above.

One facet of this business of being a railfan that I find most interesting is that you either agree with everyone or you are considered negative, non-constructive, should be put out of business, ignored, etc. If you don't like what you read in *The Frog*, write a letter to the editor. Just be sure you are standing on concrete. However, if you are at the point where some railfans seem to be, i.e., only their position, their ideas, their dreams are acceptable, then I suggest you take up religion where your bigotry and hypocrisy will fit in better than in a hobby. Hence the hypocritical mentioned above.

The Frog was created to exist as a forum. A place to question. A place to do things that other publications can't or won't do. It will continue to do so as long as our members support us, and as long as the staff enjoys doing it.

Much of the "criticism" of *The Frog* that I have thus far heard, I personally enjoy. It is fun to yank peoples chains and watch them go screaming all over the place for what in reality is of no consequence to anyone.

I agree that we have offended a few people whose sense of humor is different from ours, but I hardly find this a justification for censorship. We honestly disagree with others, many of whom have their own forum for their positions. Then there are those who give little to the hobby and constantly take. To those I say, do you seriously think we care?

(Comment: Not bad for a last-minute page filler, hev?)

Anyone for frog gigging?

COMMENTS SHOULD
GO TO →

Queen City Division RRE
Ken Stewart; ed.
6505 Arborcrest Ln
CLEVELAND OH 45140

THE THIRD GREAT NORTHWEST RAIL EXCURSION

Saturday-Sunday
September
21-22, 1985

Once again, the Pacific Northwest Chapter of the National Railway Historical Society and Amtrak will be operating the GREAT NORTHWEST RAIL EXCURSION. This special excursion train will make a giant circle trip of the Pacific Northwest. See the Columbia River, the Snake River, the wheat lands of Eastern Washington, the North Cascades and Puget Sound in one weekend for as low as \$198, hotel included.

Our special Amtrak train will depart Portland's Union Station and travel to Pasco via the north bank of the Columbia River. At Pasco our train will be routed by way of the old Spokane, Portland and Seattle Railway line to Spokane. This piece of track is scheduled to be abandoned in the near future and our train may be the last chance rail travelers will have to see this historic piece of railroad in its entirety during daylight. Passengers will also be treated to almost 50 miles of travel along the Snake River while traveling over the former SP&S trackage.

Upon arrival in Spokane, passengers will be transferred to their hotel. Your hotel room is included in the ticket price.

An elegant buffet breakfast will be served Sunday morning at the hotel before buses transfer passengers back to our special train for a daylight trip over the former Great Northern Railway line through the spectacular North Cascades. We will stop for lunch at Leavenworth - a recreated Bavarian village located in the midst of the Cascades. Lunch and shopping completed, we will reboard our train for Seattle. Enroute we will pass through the longest railroad tunnel in North America, the Burlington Northern's 35,000+ foot long Cascade Tunnel.

Upon leaving Everett our train will follow the shores of Puget Sound for almost 50 miles. The snowcapped Olympic Mountains will be to the right of the train and the sun should be setting around the time our train passes under the spans of the Tacoma Narrows Bridge.

This year featuring the last daylight ride over the complete mainline of the former



Spokane, Portland and Seattle Railway

A Two Day Extravaganza

Our arrival back in Portland will finish the GREAT NORTHWEST RAIL EXCURSION. Passengers will have traveled almost 1,000 miles by rail and enjoyed some of the most spectacular scenery in the Pacific Northwest. Be with us on one of our most popular rail excursions.

SCHEDULE

Lv. Portland	8:30am	Sat Sept 21
Lv. Vancouver, WA	9:00am	
Ar. Spokane	4:00pm	
Lv. Spokane	7:30am	Sun Sept 22
Ar. Leavenworth	11:15am	
Lv. Leavenworth	1:15pm	
Ar. Seattle	5:00pm	
Lv. Seattle	5:30pm	
Ar. Vancouver	8:53pm	
Ar. Portland	9:20pm	

EQUIPMENT

Our train will be composed of Amtrak Superliner and hilevel cars. Relax in armchair comfort and view the scenery through the big picture windows of the cars or stop by the lounge car where snacks and beverages will be available throughout the day at normal Amtrak prices. Facilities for the handicapped are limited. Please inquire in advance if you need ~~handicapped~~ access.

ENCLOSE LONG BUSINESS
SIZE ENVELOPE + PLEASE
ADDRESS IT TO YOURSELF +
PUT AN UNUSED STAMP ON IT

THE THIRD GREAT NORTHWEST RAIL EXCURSION

TICKET PRICES (from either Portland or Vancouver)

Adult (each double occupancy)	\$198*
Adult (single occupancy)	\$235*
Children (2-11)	\$188*

*NOTE - the above prices increase by \$15 after September 8, 1985.

The above prices include all rail transportation, connections to and from the hotel in Spokane, your hotel room in Spokane, continental breakfast and lunch on Saturday, hotel buffet breakfast and box dinner on Sunday. NOT INCLUDED are items of a personal nature at the hotel in Spokane, dinner in Spokane on Saturday night and lunch at Leavenworth on Sunday.

All tickets are sold on a first-come basis.

REFUND POLICY

Full refund on tickets (minus a \$2 handling charge) until two weeks before the trip. No refund after that date. Ticket insurance in case illness causes a passenger to cancel within two weeks of the trip is available upon request. Please check the appropriate space on the order form if information on this protection is desired.

Information on parking in the Portland area and boarding procedures will be included with your ticket(s). Specific seats are not assigned. However, space is reserved in a car so you may personally select your seat or get together with friends.

SMOKING

If you wish to smoke, areas of the train have been designated for that purpose. Occasional smokers can utilize the lower vestibule of each car and certain areas of the lounge car. Mark the appropriate space on the order form if you desire space in a car that permits smoking.

All correspondence should be addressed to:

Pacific Northwest Chapter
National Railway Historical Society
Room 1, Union Station
Portland, OR 97289

Please enclose a #10, large, self addressed, stamped envelope with your ticket order form.

Saturday-Sunday
September
21-22, 1985

ORDER FORM
ON LAST
PAGE

GOOD THINGS COME TO
THOSE WHO WAIT

~
BUT THIS TRIP MAY BE
SOLD OUT IF YOU WAIT
TOO LONG TO
ORDER

**NEWS**
from

The B&O Railroad Museum

At Old Mt. Clare Station - 'The Birthplace of American Railroading'

901 West Pratt Street - Baltimore, Maryland - 21223

OLDEST DIESEL TO RUN IN BALTIMORE

BALTIMORE -- The oldest diesel locomotive owned and operated by a major American railroad will haul tourists and railfans on round-trip excursions between the Chessie System Railroads' B&O Museum and Mt. Clare Junction here on eight weekend dates this season.

Chesapeake & Ohio Railway SW1-type diesel-electric switcher No. 8401, built by the Electro-Motive Division of General Motors Corporation in 1942, will pull a vintage open-window passenger car along the historic rail route on Saturdays and Sundays -- July 13-14, August 10-11, September 14-15, and October 12-13.

The 2½-mile excursion traces the route of the Baltimore & Ohio Railroad's legendary first locomotive, the "Tom Thumb" of 1830, and will begin operating each day at 10 a.m., continuing until 3:30 p.m., with a round-trip approximately every half hour.

Complementary shuttle bus service is provided from 10 a.m. to 3 p.m. between the B&O Museum and the "Circle of Flags" adjacent to the National Aquarium in Baltimore's Inner Harbor district.

The 8401 was originally built for the former Pere Marquette Railroad of Michigan, which was merged into the C&O in 1947. On the Pere Marquette, the diesel was numbered 11 and was the second such locomotive the PM bought, the first also being an SW1 in 1939. The 8401 spent much of its service with PM & C&O in Southern Ontario.

The 8401 replaces former Clinchfield Railroad 4-6-0 type steam locomotive No. 1, which, at 103 years old, had to be retired this year because of mechanical difficulties.

Located a dozen blocks from Baltimore's Inner Harbor, the B&O Museum houses the nation's most comprehensive collection of historic railroadiana, including dozens of steam, electric and diesel locomotives spanning two centuries. Operated by Chessie System Railroads, a unit of CSX Corporation, in the public interest, the museum is considered one of the world's great industrial showcases and entertained more than 100,000 visitors last year.

TICKET PRICES
(from either Portland or Vancouver)

Adult (each double occupancy) \$198*
Adult (single occupancy) \$235*
Children (2-11) \$180*

*NOTE - the above prices increase by \$15 after September 8, 1985.

The above prices include all rail transportation, connections to and from the hotel in Spokane, your hotel room in Spokane, continental breakfast and lunch on Saturday, hotel buffet breakfast and box dinner on Sunday. NOT INCLUDED are items of a personal nature at the hotel in Spokane, dinner in Spokane on Saturday night and lunch at Leavenworth on Sunday.

All tickets are sold on a first-come basis.

SEND THIS FORM IN WITH A STAMPED ENVELOPE

1985 GREAT NORTHWEST RAIL EXCURSION ORDER FORM

FOR OFFICE USE
Order # _____

Name _____

Address _____

City _____

State _____ ZIP _____ Telephone _____

Please indicate below the type of hotel accommodation you desire:

- _____ One person, one single bed
- _____ Two people, one double bed
- _____ Two people, two single beds

If applicable, name of other person sharing room. _____

I wish to order the following tickets:

No.	Type	Price Each	Total
	Adult, single occupancy	\$235 (\$250 after Sept. 8th)	
	Adult, double occupancy	\$198 (\$213 after Sept. 8th)	
	Child 2-11	\$180 (\$195 after Sept 8th)	
TOTALS			

Boarding City: _____ Portland _____ Vancouver

Send information on ticket cancellation insurance:

I wish space in a car that permits smoking:

CREDIT CARDS: If you want to charge your tickets on VISA or MASTERCARD, please fill in information below:

_____ VISA
Your signature as it appears on the card

_____ MASTERCARD
Card Number _____ Month _____ Year _____ Expires

MAIL ORDER FORM TO: Pacific Northwest Chapter
National Railway Historical Society
Room 1, Union Station
Portland, OR 97209

Make checks payable to PNWC/NRHS. Enclose a large self addressed, stamped envelope with your order.