

# The



# TRAINMASTER

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



JUNE 1988

## PRESIDENT'S CORNER

The first item in my first column is to say "thank you" for electing me president of our Chapter. It is a big job, a real challenge, a large responsibility, takes lots of time, has its rewards—also frustrations at times—but the best part is the opportunity to work with and for all of you wonderful Chapter members. I sincerely hope I can live up to your expectations and the trust you have placed in me. If I don't, please tell me about it.

Also, congratulations to Doug Auburg on your election to the vice presidency. I hope to work you harder than you did me when our roles were reversed. My thanks to Dave Stimic and Terry Parker for running for V.P. It takes a lot of fortitude to run for election when it is so easy to say, "Let the other guy do it."

The next item is to say "thank you" to Al McCready and Dave Stimac for an outstanding job of handling the museum cars, the Mt. Hood and the 76, and the publicity required for the recent educational museum trip to Salem, Eugene, and Roseburg. The displays were

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## CHAPTER TIMETABLE NO. 309

### REGULAR RUNS

**BOARD OF DIRECTORS MEETING, June 9, Thursday, 7:00pm,** at the Columbia Gorge Model Railroad Club on the corner of N. Vancouver Ave. and Russell Street. All Chapter members are welcome to attend.

**MONTHLY MEMBERSHIP MEETING, JUNE 17,** at Washington Park. A short business meeting will be held during the annual Chapter picnic. See below for details. No program, due to picnic.

### EXTRA BOARD

**SEATTLE STEAMBOAT EXCURSION, July 9-10.** A repeat of last year's popular trip to ride the steamer *Virginia V.* This one sold out very quickly, and space is limited by the boat's capacity, so if you want to go send in the enclosed ticket order right away. Fares are \$199 single and \$175 double.

## JUNE MEETING...AND PICNIC

Following tradition, the next monthly chapter meeting will be a brief interruption of the festivities at the annual picnic at Washington Park, which will take place June 17.

We'll gather as usual around 5pm (come earlier if you like) in the pavilion just below the Portland Zoo Railroad's park depot, south of the tennis courts and above the Rose Gardens. Chairman Connie McCready says this year's theme is *Something for Everyone*. Unfortunately, the Verboort sausage she hoped to bring is not being marketed anymore—a possible victim of the current prejudice against great-tasting cholesterol. But generic German sausage survives, and we'll have that along with sauerkraut, buns, condiments, soft drinks, and nap-

kins. For the diet-conscious there'll be chicken hot dogs. Bring your own table settings: cloth, plates, and implements. There'll be a potluck for those who wish to participate. Bring your favorite salad, dessert, or whatever, and you might get lucky. The only no-no, says Connie, is to join the potluck group without contributing to same.

As always, picnickers will have unlimited free rides aboard the Portland Zoo Railroad's famous steam train. It will chug into the Washington Park depot at 5:30pm and will be available for our exclusive use the rest of the evening. It promises to be great fun—don't miss it!

Fees: \$2 each, \$5 for families of three or more.

### President from page 1

very successful and well received by many school children and adults in the cities. We appreciate the help and courtesy shown by the many employees of Southern Pacific in moving our two cars. Their cooperation was excellent.

A museum exhibit of this size takes lots of hard work on the part of dedicated chapter members in getting ready, overseeing the exhibits and cars, guiding our visitors, breaking down for moving, cooking for the crew, etc., etc. We owe a lot of thanks to members like Hugh and Judy Robertson, Jerry and Freda Webb, Marilyn & Jim Edgar, Bob Jackson, Peter Rodabaugh, Kent Hutchins, Ester and John Rosu, and several others whose names I do not have now. A more detailed story will come soon.

### THE TRAINMASTER

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MEMBERSHIP in the PNWC-NRHS is available as follows:

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For more information contact the Membership Chairman, at the above address.

The Board of Directors approved the appointment of an ad-hoc committee, composed of Marilyn and Jim Edgar, Alan Viewig, Rich Carlson, and Terry Parker (chairman) to work with Bruce Allen of the Portland Development Commission. The committee will act on an informal basis in sharing information, reviewing plans, and advising Bruce on ideas for Union Station. We appreciate this opportunity to work more closely with Bruce and the PDC and hope to be able to share more up-to-date information with our membership and time and plans move forward.

Our Chapter now owns a caboose, thanks to John Corno, who recently donated his neat old wooden Northern Pacific caboose. It will be a nice addition to our museum cars and hopefully our museum train. Bob Jackson, rolling stock chairman, can use several volunteers to start restoration work, he hopes this summer. Interested?—See Bob.

The Chapter's Great Northwest Rail Excursion to Spokane, Seattle, and back to Portland was very successful, thanks to Kerrigan Gray and his committee of hardworking staff members and car hosts. After leaving Seattle, I went through the train talking to our guests and heard no serious complaints, but lots of praise for the Chapter and

the crew. The most frequent comments were high praise for the outstanding job the cars hosts did, and the food was great—the best yet. Many were very impressed with the organization of the overall excursion and the great job the staff did. My thanks to all who participated.

A word about the upcoming Seattle Steamboat/Rail Adventure on July 9-10. The cost of this excursion has been kept down in order to provide our Chapter members a first-class excursion at the lowest cost feasible, while still allowing for unforeseen contingencies so we don't go in hock. So let's see lots of Chapter members on board. It is a great trip with plenty of quality food to be served. Get your reservation in early, or you'll get left behind. (*There's an order form at the back of this issue.* — Ed.)

There is a great deal of activity going on in the Chapter, now. You'll be reading about it elsewhere in *The Trainmaster*. I appreciate all the good work in process. It takes many active members working on our many activities to make our Chapter grow in quality and size, and to make it one of the best.

See you at our picnic/meeting and ride the Zoo steam train with you on June 17th at 5:00pm. — Bob Hoffman

### From the Editor

This month I join Bob Hoffman in contributing my first column to *The Trainmaster*.

A number of you have expressed your satisfaction with the appearance of the May issue, for which I thank you. It was generous of you to overlook the too-numerous technical errors (and the non-technical ones, as well) and to view the publication as a whole. A good part of the credit for *The Trainmaster's* new "look" goes to Doug Auburg, who gathered together the computer hardware and software and got it all to work, thereby giving me some sophisticated tools that were not available to previous editors. Those tools make it possible to produce a newsletter that is more compact, easier to read, and more professional in appearance than it was in the typewriter days. As for what is done with those tools, I'll take the credit—or blame. I can only promise to do my best, and let you judge the measure of my success.

I'd like to acknowledge, on behalf of the membership, the temporary editors who stepped in to keep *The Trainmaster* going during the recent interregnum: Bob Weaver, Doug Auburg, and Jack Pfeifer. Thank you, gentlemen, for keeping us informed and entertained while the new editor was learning the ropes.

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## CHAPTER BUSINESS

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### Summary of Minutes - Regular Chapter Meeting - May 20, 1988

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The meeting was called to order by President Bob Hoffman at 7:35pm.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 5/20/88: Checking \$3,922.09; Savings \$6,865.41.

The membership passed the following motion at the May meeting: Authorized a budget of \$37,000 for the July 9-10 trip to Seattle.

President Bob Hoffman reported to the membership as follows:

1) No word has been received yet on the Chapter's application for exemption from Multnomah County personal property tax.

2) A museum in Cathlamet, WA has been offered a Willamette geared locomotive and needs help moving it.

3) Comments of passengers on the Spokane trip indicated that they loved the commentary over the P.A. system and they were happy with the performance of the car hosts and the general organization of the trip.

4) The Chapter has had a lease on the SP Brooklyn roundhouse. It has been canceled and assigned to the City of Portland. The Chapter's lease expires on May 31, 1988, and the City's begins on June 1, 1988.

Excursions: Kerrigan Gray reported that there were 450 revenue passengers on the Spokane trip and that the Chapter will have a substantial amount of income from the trip. The Chapter crew did a very good job on the trip. Arrangements for the Seattle Steamboat trip are almost complete. A side trip to Snoqualmie has been added. Amtrak is interested in having the Chapter provide narrators for the scenic route in the Columbia Gorge. Interested members should see Jerry Webb. Kerrigan asked the members for ideas for new excursions. The next Deschutes excursion will be in the spring of 1989.

Library Committee: Walt Grande reported that on April 30 the Chapter's circulating library books were moved into the alcoves in Room 1 after the magazines had been moved to Room 1A. The library committee is aiming to have the library open on Saturday beginning July 1.

Museum Committee: Esther Rosu reported that a total of almost 4000 people went through the Chapter's cars during the tour to Salem, Eugene, and Roseburg. The Southern Pacific and local Chapter volunteers were very helpful.

Activities Committee: Connie McCready announced that the Chapter picnic will be on Friday, June 17 starting at 5pm. Location will be the A-frame shelter at Washington Park. The Zoo train will be chartered. There will be a charge of \$2.00 per person or \$5.00 a family.

Rolling Stock: Bob Jackson reported that the generator under the car Red River is now operational. It took about 500 Chapter man hours to install it. The Long Island RR is retiring its ex-SP&S Alco FA's at the end of May. They are to be sold on a bid basis only with no preference given to historical groups. The caboose donated by John Corno has been moved to Brooklyn Yard with the help of Dick Samuels and Bob Melbo. Bob advised that he is still waiting for word from the BN on a possible free move of the cars from Silvis, Ill.

Respectfully submitted, Chuck Storz, Secretary

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### Summary of Minutes - Board of Directors Meeting - May 12, 1988

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The meeting was called to order by President Bob Hoffman at 7:12pm. The Chapter board passed the following motions at its May meeting:

1) Approved the appointment of John von Gaertner to be Finance Committee Chairman.

2) Approved the appointment of Doug Auburg to be Publications Committee Chairman.

3) Recommended that the Chapter proceed with the Seattle Steamboat trip for July and reschedule the next Bend trip for 1989.

4) Approved terminating the Chapter's lease on the SP Brooklyn roundhouse to allow the City of Portland to lease the building.

5) Approved the purchase of an Oregon Electric "West Woodburn" station sign for \$20.00.

6) Adopted the policy that commercial advertising shall not be accepted for the Trainmaster.

7) Adopted the policy that when Chapter cars are used for commercial photo purposes the per day rate for the car will be charged to the using party.

8) Authorized the following actions regarding concessions sales: A) Appropriated \$434 for purchase of concessions stock. B) Pay Marilyn Rehm \$114 for calendars purchased for concessions sales. C) Pay Terry Parker for tee shirts consigned to the Chapter for concessions sale.

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9) Authorized payment of \$57 to Rich Carlson for an oak desk and file cabinets he purchased for the Chapter.

**Publications:** Doug Auburg advised that the brochure for the Seattle trip will be out shortly. The board discussed whether or not the Chapter should publish the SP&S motive power book. Doug Auburg pointed out that there is a good demand for motive power books.

**Rolling Stock:** Bob Jackson advised that a mechanical person should go with the Chapter's cars on future museum car trips. A truck pedestal on the car Mt. Hood will be repaired. The ex-SP&S Alco FB unit is now in Portland. No word has been received from Howard Kallio of the BN about the free move of the cars from Silvis, Ill.

**Chapter Ad Hoc Union Station Committee:** Terry Parker reported that the committee met on April 21 with Bruce Allen of the PDC. The lighting of the station clock tower is to be changed. In June or July the station roof will be pressure washed and repaired. Allen feels that a railroad museum won't happen until the rail groups get together and make a proposal. Terry advised that Janet Rodabaugh has been added to the committee.

Bob Hoffman reported that the purchase of a safe and locomotive bell being negotiated by Rich Carlson fell through when the owner of the items decided that he wanted more money than authorized by the board.

Doug Auburg stated that the Chapter needs to provide storage for files of past Chapter officers so that records are not lost.

Respectfully submitted, Chuck Storz, Secretary

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### Committee Reports

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#### EXCURSIONCOMMITTEE

At 8:00 on the morning of May 7th, 450 smiling passengers and 34 busy staff departed Portland Union Station on our chartered Great Northwest Rail Adventure AMTRAK special train, bound for Spokane, Washington on the first leg of our 887-mile journey.

Running as *Extra AMTRAK 400 East*, we stopped to board our Vancouver "shorts" before heading up along the Washington side of the rolling Columbia River. During our run to Pasco, an excellent narration was given by Chapter member Jerry Webb. Many passengers offered positive comments on Jerry's narration, as well as on one by Steve Howes on Sunday over the ex-Great Northern route. Many thanks, gentlemen!

From Pasco we cruised up the old Northern Pacific mainline across the wheatlands of eastern Washington, arriving without event in Spokane in the

early afternoon. The AMTRAK service crew was on hand when we arrived and started servicing the train. By the time the last window was washed and the crew could head home, it was 3:00 Sunday morning! That is dedication to service and a great improvement over pre-takeover days.

Things went smoothly for our guests, but the staff got a bit of a thrill when some hotel rooms "disappeared" before our very eyes! A quick series of calls by our hotel coordinator Kyrian Gray, and the problem was solved. It seems that this time the computer did just fine, but a lowly human being tripped up.

After exploring the Spokane Waterfront (Yes, Virginia, there is a river.) and enjoying an excellent dinner at one of the local steak houses, it was off to the hotel for a good night's rest. While everyone was sleeping, the AMTRAK service crew was washing away and our next day's meals were cooling in the Service America truck at the station. Mike Shopmeyer's crew from Service America did a bang-up job on the food this time—no chicken-and-rice surprise!

On Sunday morning—again at 8:00—we rolled out of Spokane with all on board. As we departed, Bob Jackson's car host crew served a light breakfast and coffee to get everyone's day started right. While departing Spokane, Bob and I checked out the lead engine after the conductor and I found ourselves in a light shower of oil droplets while standing by the engine talking to the engine crew. The white smoke rolled out as the engineer opened it up while crossing the viaduct leading out of the city. Bob and I looked at each other and mumbled, "Turbo..." More on that later.

As we started along the ex-GN trackage, Steve Howes began another of the very informative narrations, calling attention to trackside features and giving a brief history of the area's geology. These narrations were so successful that we are planning to incorporate them into future excursions. (Keep this in mind, as the Excursion Committee will be seeking eager volunteers for starring roles. Start scratching out ideas for a narration on your favorite route so you'll be ready when the call goes out.)

As we rolled westward the Public Relations arm of PNWC worked through the train, talking with our passengers, answering questions about the trip and the Chapter. Good job Al McReady, Fred Dorsett, Rich Carlson, and Bob Hoffman.

After crossing the "bridge within a bridge" at Appleyard, Washington, we started our approach and climb to the longest railway tunnel in North America—7.79 miles portal-to-portal. We held our traditional contest-without-a-prize to guess the timing of the tunnel passage. The actual passage was measured at 16:04.66.

The weather had been excellent all weekend, and it

*Continued on next page*

continued to be so as *Extra AMTRAK 400 West* wound down the green mountainsides, through Skykomish (former electric division point on the GN) to Everett (home to large pulp mills and exotic aromas) and the shores of Puget Sound and Seattle.

At Everett, one of our AMTRAK crewmen caught the narration spirit and provided the train with a picture of the area as it had been when he grew up in Seattle.

A number of Rail Adventurers took advantage of the 1-hour layover at Seattle (while our train was being coupled to No.797) to visit the waterfront or Pioneer Square, then we were off to Portland in a 3-locomotive, 12-car Portland local! After leaving Seattle, our hard-working car hosts served a Kaiser Knaush dinner that impressed everyone. It is said it might end up being served on the Portland section of the Empire Builder...but that is just a rumor, thus far.

As the sun set and our train continued down the valley toward Portland, "Uncle" Fred Dorsett, membership chairman, counted more than 60 people who expressed interest in joining our chapter.

On arriving in Portland, our guests expressed their thanks for a memorable experience. We then left the station to the crews who were getting the excursion consist ready to go to Whitefish, Montana the following day to be used in filming an AMTRAK commercial.

Our train consisted of F40PH's Nos. 400 and 408, and superliner equipment Nos. 34000 (coach), 31041 (baggage/coach), 35004 (cafe), 34038 (coach), 34071 (coach), 35001 (cafe), 34101 (coach), and 34091 (coach).

A special thank you to the behind-the-scenes brains and tireless hours donated by Irv Ewen, ticket manager, and order processor Bill Carter; Rich Carlson and Al McReady for advertising; Terry Parker, Steve Howes, and Kent Hutchens for text; Garry Johnson for publishing our excellent trip guide; Kyrian Gray for financial management and planning of systems necessary to make it all happen; Doctor Dave for his insight; Marilyn and Jim Edgar, the *concessionaires extraordinaires*; Bob Jackson and car hosts Esther Rosu, Michael Rosu, Kent Hutchins, Art Hansen, George Mickelson, Ken Duncan, Roger White, Pete Rodabaugh, Al Haij, Richard Gray, Ken Peters, Janet Rodabaugh, Mike Ackley, Hugh Robertson, Walt Grande, and Richard Parks; and Jerry and Freda Webb for countless hours of "car host roster" duties! You did good, Doug—so good you get to run the Seattle Steamboat/Rail Adventure coming up in July!

The trip raised much-needed funds for our various projects and was an overall success and credit to our chapter.

P.S. The turbocharger on the No.400 lead unit lasted until our trip was over, and ate itself upon leaving Portland Monday morning.

#### Other Excursion Committee activities:

We are encouraging everyone to send your suggestions for an excursion—with details about where to stay, what to see, expected costs in general—to the Excursion Committee. We have already received two nice one-page layouts of proposed trips for members of the Chapter, limited to 20 or so persons. These are the kinds of ideas we are seeking, so please step up and be heard!

Planning is well along for the Seattle trip on July 9-10. (*Details elsewhere in this issue. —Ed.*)

#### LIBRARY COMMITTEE

The committee held a combined meeting/work session on Saturday, May 28. Beginning July 9th, the committee will hold open Room 1 every Saturday from 1:00 to 4:00pm so that members may use the library materials and check out or return books.

#### MEMBERSHIP

The following people have become Chapter members, as of the end of May. Welcome aboard!

STANLEY J. & TERRY HUBER  
6 Essex Ct., Lake Oswego OR 97034

RICHARD GILL  
9724 Sand Point Dr., San Ramon CA 95843

BETTY J. & ROBERT E BAILEY  
17720 Brown Rd., Dallas OR 97338

BARBARA JEAN ESTEB  
9614 NW 27th Ave., Vancouver WA 98665

FLOYD E. & SUSAN A. FRAKES  
14425 SE Evergreen Hwy., Vancouver WA 98684

EVERETT E. HILLS  
62 N. Fairview, Burns OR 97720

JOHN D. & JEANINE SCHMELTZER  
Rte.3, Box M78, Sherwood OR 97140

JACK E. SHEKELL  
45748 McKenzie Hwy., Vida OR 97488

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#### COMMITTEE CHAIRS:

Just a brief reminder that the Chapter has gone to great pains to make it easy for you to notify your committee members of scheduled meetings. We have a rubber stamp that contains all the headings for a proper notice (committee name, time, place). You need only fill in the blanks. There are also plenty of leftover 4449 postcards from the New Orleans trip, waiting to be stamped. The stamp is kept in a light green paper bag in one of the cubbyholes over the desk in Room 1.

## OTHER CHAPTERSSAY...

*Here are bits of information from NRHS chapter newsletters and various other organizational publications that are sent to the Chapter...presented for what they are, and accuracy of content not guaranteed. Compiled by Jerry Webb.*

A couple of items from the *Intermountain News* of the Intermountain Chapter in Denver... A new rail service called AnimasRiverRailway has started on the Durango & Silverton Narrow Gauge Railroad. The purpose is to handle passengers to stations in the Animas Canyon between Rockwood and Elk Park. A

new piece of equipment—called the Railbus—is a motorized coach with a connecting coach which will accommodate up to 80 passengers and their camping gear. Schedules and fares are available by writing to the Durango & Silverton Narrow Gauge Railroad ticket office, 479 Main Avenue, Durango CO 81301.

### CAR HOSTROSTER

As of May 20, 1988—still subject to change.

SENIOR	JUNIOR
Duane Delong	Robert Jackson
Noel Nelson	Gerald Schuler
Ellie Nelson	Gordon Zimmerman
Vija Keeler	Richard Gross
Larry Hodson	Gerald Webb
William Gano	Freda Webb
John Willworth	Bill Carter
Kerrigan Gray	Steve Howes
Kyrian Gray	Jim Edgar
Fred Dorsett	Carl Rodabaugh
Terry Parker	Russell Schoof
Richard Carlson	Richard Parks, Jr.
Jack Pfeifer	Janet Rodabaugh
Chuck Storz	Roger White
Doug Auburg	Arthur Hansen
Marilyn Edgar	Kenneth Duncan
Albert L. McCready	Peter Rodabaugh
Bob Hoffman	Paul McMillan
Duane Cramer	Alan Viewig
Robert Slover	Pat Paterson
Mary Lou Weaver	Mike Balteau
John Holloway	Linda Hoffman
Connie McCready	Dan Lundy
Kenneth Peters	Doug Crites
Ester Rosu	Dick Gemeinhardt, Jr.
George Mickelson	Barbara Dougherty
Kent Hutchens	Bryan Leeder
Michael Ackley	Naomi Gray
Walt Grande	Paul McGinley
Al Haij	Robert Vandiver
Michael Rosu	
Hugh Robertson	
Richard Gray	
John Von Gaertner	
Larry Collier	
Randy Nelson	
Ray Meyer	
Rachel Immel	
Richard Mather	
Al Wert	
Jim Loomis	
Gerry Baldwin	
Jim Schmidt	
Roger Phillips	

Another Colorado tourist road is in the offing. The Leadville-Climax Shortline Railway Company, a non-carrier, has filed a notice of exemption to acquire and operate almost 14 miles of former BN track between Leadville and Climax.

From California comes word that the new Niles Canyon route of the Pacific Locomotive Association (formerly at Castro Point) was to begin operation on May 21 with the inaugural ride using the "skunk" M-200 that once operated on the California and Western between Fort Bragg and Willits, California. A round trip of about an hour is planned. The story did not give a schedule of future trips over the former SP route.

A report in the 470 newsletter of the Railroad Enthusiasts, Inc. of Portland, Maine says test trains soon will be on the Canadian Pacific's Rogers Pass Project in British Columbia, and the \$700 million (Canadian) project will be a reality. Test trains are to commence later this year, with regular service scheduled to begin at the end of 1988. Included are the new Mount Shaughnessy Tunnel and the approximately 12-mile-long Mount Macdonald Tunnel.

From *Steam Echoes* of the Sierra Mountain Railroad Club of Auburn, California, comes word that the California Railroad Museum in Sacramento has received a steam engine which, though not used since 1954, is in good shape from having been kept under cover by its last owner, the Stockton Terminal and Eastern. The 1922 Baldwin 2-6-2 spent most of its life on various California logging roads. The Museum has it in its restoration shops.

In May, Wallace, Idaho celebrated its third annual Depot Days on the same Saturday our chapter ran its excursion to Spokane. Reports this reporter saw on television that evening in Spokane said the community event featured a two-car Union Pacific train that apparently traveled from Kellogg to Wallace with invited guests. It was apparent that the folks in Wallace had a good time. Depot Days began when Wallacites thought it would be a good idea to hold a celebration when the UP depot had to be moved closer to town to make room for Interstate 90. The Spokane Sunday paper carried very little about the event, but did say a 13-year-old boy won a silver dollar for walking 87 feet on the railroad track without falling off. *(It seems a bad idea to encourage children to do this. —Ed.)* A sheriff's deputy estimated a turnout of about 4,500 people.

## NEWS—EVENTS—TRAVEL

### PASSENGERS ON THE TILLAMOOK BRANCH

The Hillsboro *Argus* recently reported that passenger excursion service will begin this summer on the Tillamook Branch. The Port of Tillamook has been granted permission by the Southern Pacific to operate the trains between Hillsboro and Rockaway. The article gave no dates or timetable for the operation.

The trains are to be composed of four cars, recently refurbished, which are now in excursion service in Colorado. They will be owned and managed by an unnamed Portland investor, who expects them to generate \$1.3 million in revenue the first year. According to the *Argus*, he also expects to initiate luxury dinner-train service between Hillsboro and Cochran in October. Other

features, such as live music and a small railroad museum, might be added in the future.

The *Argus* reports that the Port has received a \$145,000 grant and a \$55,000 loan from the Oregon Economic Development Department, to be used for tie replacement and grade crossing repair in the Hillsboro-Banks section of the line. The maintenance-of-way work is expected to upgrade the line sufficiently to allow excursion train speeds of up to 25 mph.

The article concludes with a report that the Port may buy the Branch when its lease expires in November. —R.S.

(Thanks to Ken Lantz for providing the *Argus* article.)

### THE HEPPIER BRANCH RAILFANS

A moment of joy and delight to many non-operating railroad enthusiasts like me is waving to the men operating trains. Children especially get a kick out of it, and how many times have you heard a parent tell Junior or Susie to wave. The crew always waves back.

However, I think some of the most true young railfans are four children who live in a house beside the Union Pacific Heppner Branch at milepost 8. Let me tell you what I observed.

One day, the *Heppner Turn* curves around a bluff and the engineer—the Chapter's Dave Stimic—sounds the grade crossing horn signal. Why?—there is no crossing. But in a split second the door on the house flies open and four children—all under 12, I'm sure—burst out on a dead run for the railroad track. They scoot under the barbed wire fence, then stand right next to it and begin waving madly.

The train slows and the engineer greets the kids, who have the biggest smiles you'll ever see. The train makes the trip twice a

week, and twice a week the children get a chance to say "hi" to their friends, those guys on the train. As the caboose goes by them the train is travelling at a slow walk. The conductor hands a package to the children.

What's in the package? Usually it is newspapers and other reading material. The family does not subscribe to a paper and the gifts are appreciated by all in the house. The regular crew has gotten to know the family fairly well, and at one particular Thanksgiving time learned that their dinner might be a bit sparse. On the next trip the package weighed around 20 pounds—about the same as a Thanksgiving turkey for a family of six.

On the return trip from Heppner the ritual is repeated. About a quarter-mile from the house, the engineer sounds the horn. Once again the doors fly open and the kids come running, this time a dog joining the chase. The kids make sure the dog doesn't go near the tracks.

In talking with Dave, I'm told it

### 88 In '88 and Railway Issues A-Comin'

*Complications, too...*

The recent extensive rate changes by the U.S. Postal Service means that a total of 88 United States postage stamps are likely to come out in 1988. Of special interest to railfans are three new "Transportation Series" stamps featuring railway designs.

The first stamp to be added to the popular series will be a "fractional" 13.2-cent variety depicting an 1873 *Railroad Coal Car*. The odd denomination is for pre-sorted third class mail in which the address includes a five-digit zip code. The stamp will be a "pre-cancel" and will bear an inscription indicating the type of service for which the stamp is intended. It goes on sale July 19.

Next (on August 16) will be a 21-cent stamp with its subject a 1920's *Railroad Mail Car*. It is intended for first class mail that is pre-sorted for three- or five-digit zip codes. Like the 13.2-cent stamp, it is a pre-cancel. Using either of these two stamps for ordinary first-class mail, however, requires extra effort on the part of the mailer.

It is possible for an individual to use these stamps to "make up" the 25-cent-per-ounce first class rate, by first obtaining a special permit (free) from the post office. Then a specified procedure must

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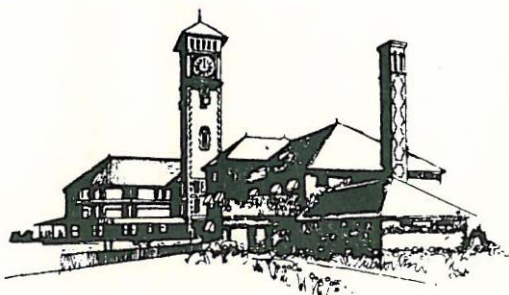
all began with the regular Heppner Turn crew. It continues when substitute crews are aboard, as the word has gone around about the kids in the house at milepost 8. Once you see this, it brings that warm feeling inside you. Maybe not all those railroad men would admit it, but I'm sure their insides warm up a bit, too...and they wave and have smiles on their faces, as well. You wouldn't want them to disappoint such loyal young railfans, would you? —Jerry Webb

# SEATTLE STEAMBOAT/RAIL ADVENTURE

July 9 and 10, 1988



Sponsored by the  
Pacific Northwest Chapter  
National Railway Historical Society



## YOU ARE INVITED!

Members of the Pacific Northwest Chapter, National Railway Historical Society, hope you will join us on our Seattle Steamboat/Rail Adventure on the weekend of July 9 and 10, 1988. We'll be traveling to Seattle Saturday morning on the regular 8 a.m. Amtrak run, but you'll be riding in a privately chartered portion of the train aboard air-conditioned high-level Superliner cars with comfortable reclining seats and lots of legroom.

The highlight of our weekend will be a six-hour Sunday cruise aboard the historic steamboat *Virginia V*. This little ship was launched 66 years ago and is the lone survivor of the large "mosquito fleet" which once provided transportation, mail and groceries for the isolated settlers on the islands of Puget Sound.

The *Virginia V* was lovingly restored 11 years ago with the aid of state and federal grants. The ship is listed in the National Register of Historic Places, and currently is owned and operated by the Virginia V Foundation, a non-profit organization of steamboat enthusiasts. The Foundation regards the *Virginia V* with the same affection our Chapter feels for the ex-SP Daylight steam locomotive 4449.

This will necessarily be a small excursion by our normal standards because the *Virginia V* is only 125 feet long. While she's U.S. Coast Guard-certified for up to 328 passengers, we want you to have plenty of elbow room. So we're limiting our guest list to the first 260 who sign up.

But before your Sunday ride on the *Virginia V* we have another special treat for you. After chartered motor coaches meet our train at the Seattle King Street Station to whisk you and your luggage to your hotel, you'll have some time to relax before they return to the hotel at 2 p.m. to take you on the short ride to Snoqualmie Falls, where you can join a fan trip on a scenic mountain railroad in vintage coaches pulled by (we hope) an old steam locomotive that once hauled log trains from the Cascade forests to the Puget Sound sawmills. Following our train ride we'll reboard our motor coaches and return to our hotels. If you'd rather stay in town and shop Saturday afternoon, that's fine too—your hotel is right in the middle of Seattle's finest stores.

We want you to spend all your time enjoying the trip, so we'll handle all the worries of normal travel. Your hotel room, all transportation and meals on the train and steamboat (Saturday breakfast and lunch, Sunday buffet luncheon and Sunday dinner) are included in your ticket price. All you have to do, besides carry your own luggage to and from the trains, is to buy your other meals in Seattle. We'll take care of everything else.

Plan to arrive at Union Station in Portland no later than 7:30 a.m. Saturday. Bring your ticket to the PNWC-NRHS counter in the main lobby to exchange it for your boarding pass to one of our special cars. If you are in a group of two or more, have one person in your party bring all the tickets and we'll assign you all to the same car.

We'll have members wearing orange jackets or vests with NRHS emblems on the station platform to direct you to your car.

One of our car hosts wearing an orange vest will help you store your luggage, find your seat and give you a Trip Guide with all the details of the excursion. There will be two hosts per car, each with an up-to-date CPR certificate. Your car hosts will be on duty throughout the trip to assist you, serve you meals and give you TLC. Just sit back and relax.

You'll have a free evening in Seattle. Your Excursion Trip Guide will have suggestions for sightseeing, shopping and dining.

Beginning about 8:30 Sunday morning the buses will take you to Pier 55 on the Seattle waterfront to board the *Virginia V*. Shortly after we shove off at 9:45 a.m. for our six-hour cruise our caterers will be setting up a sumptuous buffet which will keep you deliciously stuffed for the duration of the voyage. You'll want to go below to watch the old (circa 1898) triple-expansion steam engine push us along at a respectable 10 knots.

After a tour of Puget Sound we'll pass through the Ballard Locks and enter fresh water Lake Union and Lake Washington. As train departure time nears we'll return to salt water through the locks and steam back to Pier 55, where our motor coaches will be waiting to shuttle us to the King Street Station. We're scheduled to arrive back in Portland at 9:30 p.m.

That's the whole package! Last year's trip sold out quickly so for an unusual and fun-filled weekend, send in your completed order form right away.



### AMTRAK SCHEDULE

7-9-88		7-10-88
8:00 am	Dp <b>Portland</b>	Ar 9:30 pm
8:22 am	Dp <b>Vancouver</b>	Ar 9:05 pm
9:05 am	Dp <b>Kelso-Longview</b>	Ar 8:24 pm
9:53 am	Dp <b>Centralia</b>	Ar 7:36 pm
10:13 am	Dp <b>East Olympia</b>	Ar 7:13 pm
10:57 am	Dp <b>Tacoma</b>	Ar 6:33 pm
12:00 noon	Ar <b>Seattle</b>	Dp 5:30 pm

### TICKET PRICES

Ticket prices include Amtrak train, steam train and steamboat transportation, meals on train and boat, bus connections throughout and lodging in Seattle. Items of a personal nature, hotel room service, telephone calls, etc., are not included and must be paid by you when checking out. See order form for prices and options.

### PARKING

Limited, unmanned off-street parking is available for a fee at Portland Union Station from Diamond Parking. Tri-Met bus lines serve the station. The Greyhound and Trailways bus depot is one block away. A taxi stand is at the station.

### REFUNDS

Full refund (less \$25 handling charge per ticket) for up to 45 days prior to departure. From 20 to 45 days prior, we will refund 75% of the ticket price. No refund within 20 days of trip. Trip insurance policies are available from many travel agencies at a nominal cost.

### SERVICES

Lounge service on the train with snacks and beverages will be available in the non-chartered section of the train, sold by Amtrak at regular prices. Beverage service on the steamboat will be available at a full-service bar operated by the Virginia V Foundation. The boat and steam train lack accommodations for handling wheel chairs and there are stairs aboard to climb.

### WASHINGTON STATE RESIDENTS

You may board our train when it makes stops at Vancouver, Kelso-Longview, Centralia, East Olympia or Tacoma and detrain at those station on your return. Please indicate your choice on the order form.

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This excursion is sponsored and conducted by the Pacific Northwest Chapter, National Railway Historical Society, a non-profit historical group, with train operations under National Railroad Passenger Corporation (Amtrak) and steamboat operations under Virginia V Foundation. Tickets are available only directly from PNWC-NRHS.

# 1988 SEATTLE STEAMBOAT - RAIL ADVENTURE

date \_\_\_\_\_  
rec'd \_\_\_\_\_

Saturday & Sunday, 09 & 10 July 1988

order number \_\_\_\_\_

number of \_\_\_\_\_  
passengers \_\_\_\_\_

COMBINATION ORDER FORM  
(Tickets & One Hotel Room)\*

PURCHASER \_\_\_\_\_

address \_\_\_\_\_

city \_\_\_\_\_

state \_\_\_\_\_ ZIP \_\_\_\_\_

'phone (\_\_\_\_) - \_\_\_\_\_ - \_\_\_\_\_

Names of additional passengers, if any,  
who will be sharing the same hotel room:

TYPE OF ORDER

[ ]-mail, [ ]-'phone, [ ]-Direct

NOTES:

HOTEL ACCOMMODATIONS DESIRED (check one):

- [ ] - one person, one bed (single occ)
- [ ] - two people, one bed (double occ)
- [ ] - two people, two beds (double occ)
- [ ] - three people (triple occupancy)
- child (in addition to any above)
- [ ] - other \_\_\_\_\_
- [ ] - tour package without hotel room

PAYMENT REQUIRED (includes 1 hotel room):

- \$199 total . . . . . = \$ \_\_\_\_\_
- \$175 per person . . . = \$ \_\_\_\_\_
- \$175 per person . . . = \$ \_\_\_\_\_
- \$170 per person . . . = \$ \_\_\_\_\_
- \$150 per child . . . . = \$ \_\_\_\_\_
- \$ \_\_\_\_\_ per person . . = \$ \_\_\_\_\_
- \$150 per person . . . = \$ \_\_\_\_\_

RAIL TRAVEL OPTIONS (please indicate boarding / detraining city desired):

- [ ] - Portland, Oregon    [ ] - Vancouver, Washington    [ ] - Kelso, Washington
- [ ] - Centralia, Wash.    [ ] - E Olympia, Washington    [ ] - Tacoma, Washington

METHOD OF PAYMENT [ ] - check [ ] - money order [ ] - cash [ ] - charge card:

To charge to your VISA or MASTERCARD please provide the following information:

Print name as it appears on credit card.    Signature as it appears on credit card.

- - - / - - - / - - - / - - -

Bank Card Numbers

Card Expiration Date \_\_\_\_\_ / \_\_\_\_\_  
month                      year

\* To order additional hotel rooms please copy this form or use blank sheet of paper.

NOTE: Make remittances payable to Pacific Northwest Chapter, N R H S.

MAIL TO: Pacific N W Chapter, N R H S  
1988 Steamboat-Rail Adventure  
Room 1, Union Station  
800 N W 6th Avenue  
Portland, Oregon - - 97209

NOTE: Including a self-addressed and  
stamped envelope (9.5 inches by  
4.25 inches) with your order  
would be appreciated. Please  
allow two weeks for processing.

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**Stamps, from page 7**

be followed in posting the letters. Failure to comply with the regulations will likely mean the letters will be returned to the sender or sent to a dead-letter office.

The last stamp of the trio comes out October 28. It

will be a 20-cent stamp showing an 1880's *Cable Car*. It is intended for the second and subsequent ounces on first class mail, where the rate is 20 cents for each additional ounce or fraction thereof. Fortunately, it will be for general use and will not require a special permit. —*Rich Carlson*

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**COMMITTEE CHAIRS**

Chapter Representative to Steam Locomotive Advisory Committee: Bob Hoffman, 236-7710  
 Activities: Jim Edgar, 236-7271  
 Meeting Program Coordinator, Hugh Robertson, 252-3315  
 Bylaws: Jack Pfeifer, 644-0048  
 Concessions: Marilyn Rehm, 236-7271  
 Excursions: Kerrigan Gray, 777-6610  
 Finance: John von Gaertner, 639-0978  
 Library & Historical Foundation: Walt Grande, 246-3254  
 Membership: Fred Dorsett, (206) 256-4981  
 Museum: Dave Simac, 288-2421  
 Ad Hoc "Permanent Home": Kerrigan Gray, 777-6610  
 Public Relations: Al Viewig, 223-2526  
 Publications: Doug Auburg, (206) 694-7769  
 Rolling Stock: Bob Jackson, 233-2667  
 Car Rental Agent: Carl Rodabaugh, 253-4241  
 Ad hoc "Union Station": Terry Parker, 284-8742

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THE TRAINMASTER  
 Pacific Northwest Chapter  
 National Railway Historical Society  
 Room 1, Union Station  
 800 NW 6th Avenue  
 Portland, OR 97209-3715

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