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NOTICE OF NEXT REGULAR MEETING

The next regular meeting will be held Thursday, March 20th, 1958, in Room 208, Union Station, Portland, Oregon. An interesting program is planned starting off with "At the Moment" a sound color film by Westinghouse Air Brake Company, with footage added by the Chicago, Burlington & Quincy Railroad covering present day operations of railroads, followed by "The Canadian" a sound color film by the Canadian Pacific Railway. If time will permit we will also have a movie on the Klondike by the Canadian Pacific Railway and movies taken by KGW-TV of the dedication of Portland's Railroad Museum.

GOLDEN ANNIVERSARY OF SPOKANE, PORTLAND AND SEATTLE RAILWAY.

On March 11th, 1908, a long excursion train rolled slowly eastward up the north bank of the Columbia River from Vancouver, Washington. Aboard its parlor cars were prominent citizens, leading politicians, cases of champagne and ice boxes full of food. At Sheridan's Point not far from the present site of Bonneville Dam, long-winded speeches were delivered and a golden spike driven into a railroad tie. Wind Mountain looked down somnolently on the scene. This was where Lewis and Clark had camped as they bore the flag to the Pacific. The golden spike was uprooted and taken away by pompous citizens as soon as the ceremony was over.

The only present-day landmark at the place is the remains of the old blockhouse used as a fort by General Sheridan and his troops a century ago in warfare with the various Indian tribes inhabiting the territory.

In 1905 the S. P. & S., "the Northwest's own railway", began construction on its main line between Spokane and Portland. The completion of this line three and a half years later brought Portland another transcontinental route in connection with great railroad systems to the Middle West, South and East. Appropriately, trains rolled through the long, water-level slot of Columbia Gorge, the gravity route which fascinated Jim Hill, the Empire Builder, and other rail magnates. Through this same slot earlier had passed the wagons and bateaus of the pioneers. River steamers churned up and down the river with freight and passengers long before the first train whistle echoed against the cliffs. This revenue-producing subsidiary of the Great Northern and Northern Pacific railroads has never had the faintest semblance of a full-scale helper district, not even in the era of steam locomotives. Jim Hill had prophesied such a route when the rails of the S. P. & S. were being laid along the north shore of the Columbia Gorge. "This line," said the frosty-haired Empire Builder, "will be the best new road ever built in the whole United States." Whenever a basis for comparison with some other route is raised, Hill's prediction is abundantly sustained.