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THE TRAINMASTER

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Portland, Oregon 97209

NON - PROFIT
ORGANIZATION
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TIME VALUE MAIL

PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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CHAPTER NEWS LETTER
("The Trainmaster")

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

SCHEDULE OF EVENTS→

- Friday April 16th Regular meeting of the Pacific Northwest Chapter, National Railway Historical Society. Burlington Northern Safety Exam Room, North End of the East Freight House, 11th and N.W. Hoyt Street, 8:00pm. The library will be open at Room 1, Union Station at 7:00pm. The program for April will feature:
- Slides by Walter Grande of OR&N and UP operations from the 1880's to the 1950's. Many of the slides are of rare photographs that show many of the steam engines operated by these two roads.
- Sunday April 18th Whistle Stop Tours special train to Madras, Oregon up the scenic Deschutes River canyon. Contact the Burlington Northern ticket office for rates and information.
- Saturday and Sunday April 24 & 25 Railcon '71 in Spokane Washington. All events \$18 to P.O. Box 3482, Spokane, Washington 99220. Pacific Northwest Chapter will run a connection to Spokane via Seattle covering three trains that will not operate after May 1st. Contact Roger Phillips at Room 1, Union Station for details.
- Sunday April 25th Another Whistle Stop tours special train to Madras, Oregon Contact BN ticket office for details.
- Friday May 21st Regular May meeting of the Pacific Northwest Chapter. BN Safety Exam Room.
- Friday and Saturday June 19th and 20th Meeting of the Pacific Northwest Chapter will be held in Central Oregon. Ride the City of Prineville Railway, follow the trackage of the abandoned Oregon Trunk Railway, Columbia Southern and Great Southern Railways. Barbeque dinner and lunch at the famous Shaniko Hotel. Entertainment at the outdoor theater at the Cove Park the evening of June 19th. More details in the May Trainmaster
- Saturday and Sunday throughout the summer Steam trains on the Oregon Pacific & Eastern Railway. Two departures each day from the depot at the Village Green Inn next to Interstate 5 at Cottage Grove, Oregon. PNW Chapter car #598 included in each trip. Contact OP&E at Cottage Grove fares and schedules.

RAILPAX SCHEDULES OUT OF PORTLAND:

Railpax two trains a day between Portland and Seattle after May 1st and three times a week service between Seattle and San Diego, California. Below is the schedule of trains into and out of Portland after May 1st:

Portland to Seattle:	<u>lv Portland</u>	<u>ar. Seattle</u>	<u>lv Seattle</u>	<u>ar Portland</u>
	8:00am	11:30 am	9:30 am	1:00pm
	5:00pm	8:30 pm	5:30 pm	9:00pm

equipment: coaches and snack-lounge car on all trains.

Railpax cont'd:

M-Th-Sat

Seattle to San Diego:

lv	12:15pm	Seattle	4:15pm	
ar	4:00pm	Portland	12:30pm	
lv	4:15pm	Portland	12:15pm	*trains will run from
ar	8:30am	Oakland	7:45pm	Oakland to San Jose via
lv	8:45am *	Oakland	7:30pm	the east Bay line and
ar	6:30pm	Los Angeles	9:45am *	then on to LA or Oakland
lv	7:00pm	Los Angeles	9:30am	by the Coast Line.
ar	9:30pm	San Diego	7:00am	Coast Daylight will
				operate daily Oakland-
				LA. same schedule as
				tri-weekly service

Tu-Fri-Sun

Sun-Wed Fri

equipment: hasn't been determined at the time information was received.

Seattle to Chicago: trains will leave Seattle daily at 2:15pm via Pasco and Minneapolis through Milwaukee to Chicago.
trains will arrive Seattle daily over the above route at 8:00am.

equipment: Full service diner, sleeping cars, dome cars and coaches.

MINUTES OF MARCH MEETING:

The meeting was called to order at 8:10pm by president Roger Phillips at the Burlington Northern Railway Safety Exam room.

Reading of the minutes of the February meeting as waived.

Roger Sackett gave the treasurer's report

Jack Holst reported on the progress on the rebuilding of the Stimson Shay at the Oaks Par. Jack Holst also reported on activities of a group to restore the Sumpter Valley Railroad as a scenic and tourist line. Information sheets and applications for membership in the group were distributed. Roger Sackett made a motion that the chapter donate \$15.00 to Sumpter Valley Railroad Restoration Inc. The motion passed.

Ed Immel reported that there is room at Oaks Park for an RPO car if we can get one. This car would be used as a chapter library and meeting room. Further investigation will be done for the availability of a suitable car.

Ed Berntsen report that car #598 needs two sets of wheels before it can be moved to Cottage Grove. (Ed note: wheel sets have been changed as of 1 April) He is also inquiring into the possibility of PNW-NRHS chartering the Cottage Grove train for an excursion.

Ed Immel reported that the Milwaukee Road is coming to Portland on Monday, March 22, with two U-30B locomotives and the business car "Montana". Schedules were given for the Milwaukee Road service between Portland and the Puget Sound Area. It was also proposed that the Trainmaster be put on a buget so that the cost can be kept under control. Roger Phillips proposed that an accounting be made of current expenses to determine a budget.

The meeting was adjourned at 9:05pm. A program of 16mm movies followed.

Robert D. William
Sec. PNW-NRHS

THE UNION RAILROAD OF OREGON

The town of Union, 14 miles southeast of La Grande, was left off the Union Pacific main line, which passed 2.3 miles west of town. So Union, like Prineville did later, built its own line to connect with the Union Pacific in 1891. That was seven years after the Union Pacific line was built through Eastern Oregon.

In the 1890's Union was the county seat of Union County, and was in a long war with La Grande, which wanted to be the county seat. Union felt that it had to have a railroad connection in order to remain the county seat. Besides, a town without a railroad connection didn't have much of a chance to grow.

The "History of Union and Wallowa Counties" says:

"The town which boasts of a railroad is the commercial center of the community through which must come all the imports and out of which must pass all exports. A town without a railroad is most decidedly at a disadvantage with its more favored neighbors."

George T. Cochran, La Grande lawyer who was general manager of the Union Railroad of Oregon for many years, says that the original survey of the Oregon Railroad and Navigation Company called for that line to pass through Union. (The OR&N later became part of the Union Pacific) A right of way agent for the OR&N asked Union for \$20,000 to be paid to the railroad for a depot site in Union. The town refused, believing the railroad would pass through Union anyway.

The survey was changed, and Union was bypassed.

The town of Union operated a stage line from the present Union Junction (on the UP line) to the town of Union. This stage line met all the passenger trains. The local transfer men made contracts with the merchants to haul freight from Union Junction to their stores in Union. This, of course, added a great deal of expense to visitors to Union as well as to freight that was shipped to Union.

In 1891, the citizens of Union organized the Union Railroad Company and built a track for $2\frac{1}{2}$ miles to the Union Pacific line. They bought a small steam engine and a freight car or two, and finally turned it over to a Mr. Miller, the conductor, to manage and operate for such income as he might be able to collect.

Around 1905, a Mr. Cleaver came to Union and organized the Central Railroad Company of Oregon. He secured the local line, bought some timber up Catherine Creek, and built a railroad from Union to Cove. The old original steam engine was worn out and the company bought a new engine, a passenger car or two and a few more freight cars.

In 1915 the company had financial reverses and the directors on attachment took up the rails from Union to Cove. The line from Union to Union Junction was sold on tax sale. The Union Railroad Company of Oregon was organized by 10 residents who took over the short line in the early 1920's.

The steam engine was found too expensive to operate and a gas engine was purchased. The new company also refused to carry passengers. The freight revenue diminished to such an extent that it was impossible to operate and the railroad was sold to its present owners.

Union Railroad of Oregon cont'd

The new owners were G.I. Hess, Union lumberman, and his two brothers, Leland and Henry. After purchasing the line in 1951 they set out to do some rehabilitation on the line. The railroad today is operated with one engine, its sole rolling stock, which is powered by an old Chevrolet truck engine. During the year it manages to haul about 600 cars of lumber and wheat to the connection with the Union Pacific.

MOTIVE POWER ROSTER

UNION STREET & SUBURBAN RAILWAY
 UNION RAILROAD OF OREGON
 CENTRAL RAILROAD OF OREGON
 UNION RAILROAD OF OREGON

#1 Baldwin 10442 10x14 cyl. 35" dr. 11/89 0-4-0D
 orig. Ogden City Ry. #10; to Mt. Hood Ry. #10

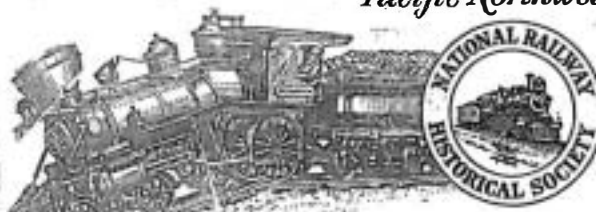
2nd #1 Altoona 357 15 x 22 cyl. 3/77 0-6-0
 Orig. OR&N #13; UP #1377; OR&N #14; reno.
 #38; Int. Nav Co. #2; acq. 7/02

3rd #1 Plymouth B. gas
 In service

#12 Schenectady 801 15 x 22 cyl. 56" dr. 4-4-0
 8/72
 Original. Chicago, Cleveland, Cincinnati &
 St. Louis #142; ex NYC #?, acq. from F.M.
 Hicks (D); scp 1925

#1106 Baldwin 6827 17 x 24 cyl. 63" dr. /83 4-4-0
 Orig. UP #1106; OR&N #71; UP #547; OR&N
 #79; acq. 8/25; scp. 1940





Pacific Northwest Chapter

THE TRAINMASTER

Published once a year as an insult to the railfan world

APRIL 1971

Minutes of the April 1970 Meeting:

The meeting was called to order on time.

Roger Phillips had nothing to say

Jack Holst had only one report to make and that was someone stole the Stimson #1 Shay last Halloween and was found under the back steps of Francis Ivancie.

A letter was read from the Boeing Aircraft Company asking if the Pacific Northwest Chapter was interested in helping finance the SST. The motion did not carry instead a motion was made and seconded that the Chapter finance the purchase of 10 4-8-4 to power Railpox trains out of Portland.

A letter was read from the treasurer saying that the Chapter did have \$83,000 in the checking account and the only bill was \$572 for a one way plane ticket to Brazil for the treasurer. A check was to be made on the status of the unlisted account that Chapter maintain's in a Swiss bank.

Ed Immel was happy to report to the meeting (and especially Jack Holst) that the cost of printing and mailing the Trainmaster had dropped to 38½ cents last month.

The meeting was adjourned at 8:05 to view movies of Cora Jackson single-handedly working the refreshment counter at Multnomah Stadium.

The meeting was continued at a later hour at the nearest Dairy Queen stand.

Icabod Crane, Sec.

RAILPOX ANNOUNCES NEW SCHEDULES FROM PORTLAND:

Do to tremendous increases in ridership of the passenger trains the semi-government owned passenger service Railpox has announced new schedules for trains leaving Portland.

To Seattle: every ten minutes between 5:00am and 11:00pm. Every twenty minutes after that.

To Beaverton: 87 trains a day. Just show up at the depot and a train will be waiting to leave.

To Rufus: A train every halfhour on the 10 and 25 minutes after and to.

Salem: Shuttle service will be operated using the plywood mockup of Boeing's SST mounted on a Fairmount speeder. Passenger load limited to 14 people.

Goldendale: Because of suspended train service due to a washout passengers destined to travel to Goldendale are asked to buy \$6.79 worth of stamps, paste them to their foreheads and throw themselves into the nearest mailbox. Be sure to pack a lunch since the trip could take anywhere from 5 hours to three weeks. (Railpox warns that passengers traveling this route carry extra stamps incase of a postage rate increase)

San Francisco
Los Angeles

Service suspended to these cities since California slid into the ocean last week. Passengers destined to these points are asked to use Continental Airlines service to Hawaii and transfer to a taxi.

WILLAMETTE VALLEY ELECTRIC POWER & RAILWAY CO.

Another of the short lines acquired over the years by the late Al Lowe was the Willamette Valley Electric Power and Railway Company. Mr. Lowe is well known for having purchased the Coopy Falls and Gribble Creek which lasted until the late 50's when the salmon mines on upper McCord Creek were depleted. As for the Willamette Valley line, it is still hard at work hauling the products from the palm forest at the base of Mt. Washington.

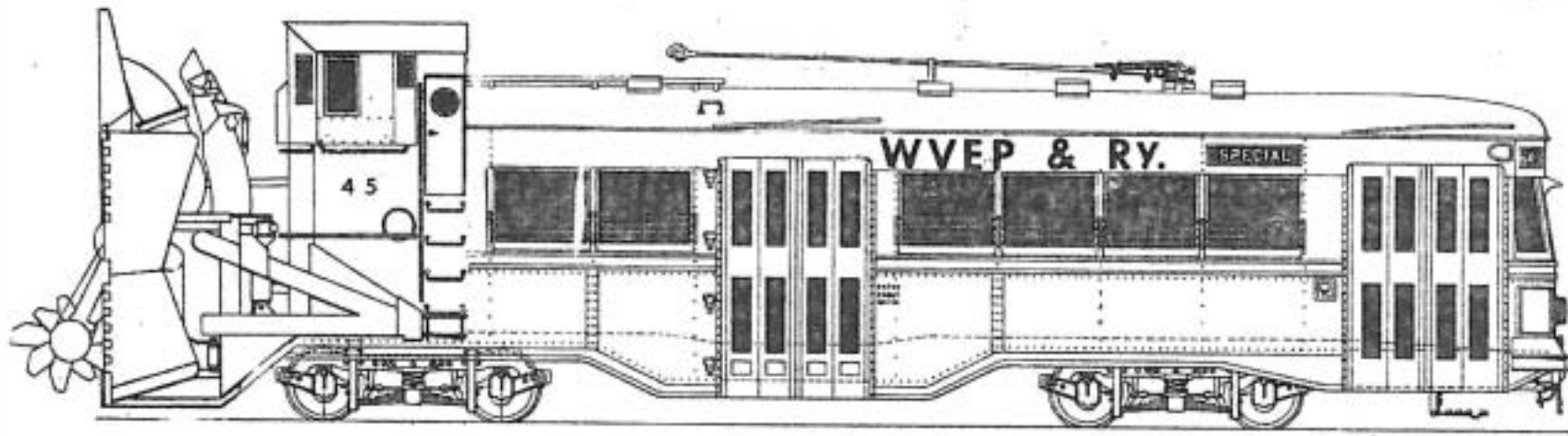
The Willamette Valley Electric Power and Railway Company was chartered under the laws of the state of Montana, Delaware and Oregon to operate freight and passenger service in either, all, or none of the above mentioned places. The founder of the line was Mr. Morton Quigly, also known as the sugarless gum king of lower Harney county. He had the tremendous idea to build a railway connecting Portland, Oregon with any city that wanted the thing. Portland was chosen as the main terminal since that was where Mr. Quigly had run out of the money he had obtained from a little financial dealings in Georgia just before the sheriff of Kumquat City had run him out. The main yards were located behind the Fritz Butternut Bakery Company which was at the corner of Second and SE. Tillamook Street.

The first piece of equipment was a shovel that was used to put up the Schultz' at the construction site. The company acquired two soda motors which were acquired from the Burpee Cola Company and Railway Safety Appliance Limited of Dufur, Oregon. These two 100 ton engines were called "Big Lime" and "Big Orange". Each could pull a 20 ton train down a 5% grade and was capable of operating for a period of over 16 minutes without recharging. The massive 4" cylinders could barely move the wheels let alone spin them when the rail was wet or greasy. "Big Lime" saw limited service after the night hostler put orange in its tank that caused some mechanical problems which the shop crew from Benson High school were never able to correct.

Construction was started late one night when the moon was not out. People in Southeast Portland awoke the following morning to find that a railroad had been constructed through their back yards, across flower beds and down sidewalks. The president of the line was called before the Public Utilities Commission and informed that the right-of-way would have to be purchased and this nighttime track laying had to come to an end or the Commission would remove the charter from the railway. The company president then worked out an agreement with the water works people and the line was run in a sewer under Milwaukie Street to the vicinity of Sellwood. By this time winter had set in and the ground was covered with two to four feet of snow which made route surveying extremely difficult. But an easy route was located running near the Portland Traction Company to Ardenwald. The long 27% grade at Ardenwald was overcome using a counter balance system. The loaded cars were hoisted up the incline with a counterbalanced load from the Grand Ma Holst Jam and Jelly Company. When spring came to the railroad three miles of track were suddenly abandoned since it was discovered that the easy route up to Ardenwald was actually the creek bed of Johnson's Creek. This section of track was replaced with an aerial structure using antennas from '34 Ford coupes.

The main problem for the railway was attracting business both freight and passenger since they ran through an area that had neither. It was therefore decided to open up a large amusement park and sawmill complex to be operated by an ex-logger from California called Cus Pettersun. The site was selected near Sandy in what was once a CCC camp. The sawmill was operated by power obtained from a windmill that ran off the rushing air currents caused by the roller skaters in the large skating pavilion. The logs were hauled down from the woods using three engines obtained from the Cody, Wyoming Brick and Tamale Works. While the engines were easy on fuel the cost of hauling the buffalo chips that they burned for fuel soon put them out of service. The replacement engine was found at the bottom of several rivers in southern Oregon. The parts from several engines were put together to form the on Shheimax locomotive to see service in the woods.

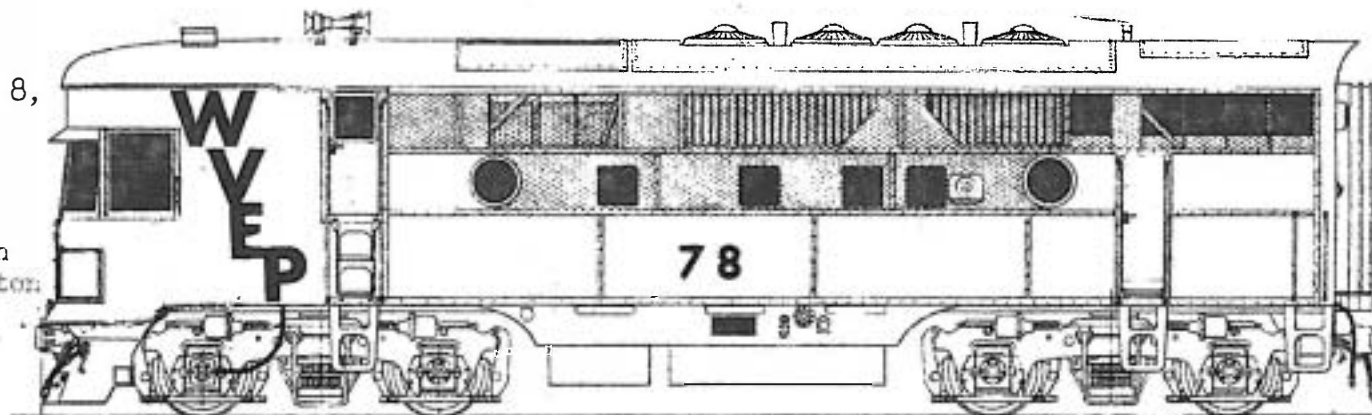
Passenger service was provided for the three people that commuted into Portland each Monday, Wednesday and Friday to serve on the jury for the trial of train discontinuance legalities of the Mt. Tabor and Goose Hollow Interurban Railway.



Snow Blower and streetcar built by Holloway Machine Works, Culver, OR for WVEP&Ry, January 1947

WILLAMETTE VALLEY ELECTRIC POWER AND RAILWAY COMPANY

WVEP&Ry, JP (Junk Pile) 8, constructed by Hokie Locomotive Works from a lost Union Pacific GP9, in 1958, since scrapped by the Storz Exploration Company, Sunas, Washington.



Willamette Valley Electric Power and Railway Company cont'd

Never really a strong carrier during any years of its life the WVEPR got a new lease on life during World War II when the government built a giant bayonet factory on the line. The WVEPR searched the country over for equipment and managed to acquire two hand me-downs from National Cash Register company who were known for their fleet of fireless cookers. The WVEPR however, managed to get two of their cash registers that were motorized with a Budda engine that burned incense. Hauling all those bayonets out of the factory gave the Willamette Valley Electric Power and Railway company the reputation of being a real sharp carrier.

After World War II the bayonet factory closed and the line started its slide towards abandonment but not without a few kicks to let the world know that it was still trying. In 1946 a new superintendent of motive power was acquired by winning 19th prize in a cereal contest. The new superintendent, Alvin Zipperman, was known for two pieces of equipment he ordered for the line. In 1947 without anyones knowledge he ordered a snow-blower/street car from an obscure builder in central Oregon. The fact that the line had never been electrified seemed to make no difference to Alvin. To say that the piece of equipment got little use would be an understatement.

While on a railfan trip chasing the #844 Alvin saw a Union Pacific GP9 sitting on a siding Alvin stole the unit and returned it to the WVEPR shops where it was rebuilt into an F7 unit to throw off the cops. The front end was made from the parts of a 1947 Hudson Hornet.

Business was never able to justify the continued existance of the line and when the road asked to be included in any me ger plans, anywhere immediately the Union Pacific/Southern Pacific wanted to include it in the Rock Island plan. The Penn Central wanted no part of it and Snitzer got it for \$5.67 in 1968.

OBSURE RAILROAD FACTS:

1. The last railroad spike in Wahkiakum County, Washington was pulled on June 28, 1969 by a gilnetter, Lars Aagaard for use as a fishing sinker.
2. Lilliwaup and Fysht were never connected by rail.
3. Carbon County Squid Fisheries and Mine Safety Appliance Company never operated a 2-8-0!
4. A.T.&S.F. really stands for the Anaheim, Techapachie & San Fernando.
5. Oriville D. Fischanaeller holds the world's record for fireing. He was fired by the Coos Bay, Roseburg & Eastern Railroad and Navigation eight times in 1921.
6. The most unusual rail shipment ever handled by the Oswego, Dallas & Roseburg was a flat car of pertified mongoose gizzards consigned to Cornelius S. Osgood.
7. Most unusual railroad construction in the state of Oregon was the 47% grade of the incline of the Christmas Valley Central R.R.. Civil engineer Kenneth McFastone won the "Engineering Fete of the Year, 1916" for his design of this incline in totally flat country.
8. Circulation of the "Trainmaster" now exceeded 17 copies per issue!
9. SP engineer Ron Harr couldn't find the "Start" switch in the Peterson Lumber Co. Heisler.
10. Shay "expert" and author, Dan Ranger, spends his spare time running and rebuilding Heisler locomotives. Heisler "expert" Jack Holst spends his spare time running and rebuild-Shay locomotives. Climax "expert" Walt Casler laughs at both of them a lot.