



pacific northwest chapter

THE TRAINMASTER

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PACIFIC NORTHWEST CHAPTER TIMETABLE OF EVENTS

Friday June 17 5:00pm Chapter picnic at Washington Park. See information elsewhere in this issue of the TM.

A short business meeting will be held at 7:30pm. Items to be discussed are the expenditure of monies for the OC&E trip and the Mt. Hood's trip to Seattle.

NOTE: Only business meetings are held during the months of July and August. Individual mailings will be made to each Chapter member.

Saturday, September 3 Special train on the Oregon, California and Eastern Railway out of Klamath Falls. Fare from Portland including hotels will be \$170 if going by train to Klamath Falls and \$125 if going by special Charter bus. A brochure will be mailed along with the July business meeting notice.

Friday, September 16 7:30pm The regular monthly meeting of the Pacific Northwest Chapter will be held at the Union Pacific Clubhouse in their Albina yards.

Saturday and Sunday, Oct 8/9 The second Great Northwest Rail Excursion will be operated by the Chapter from Portland to Spokane by way of the Union Pacific and return on Sunday via the ex-Great Northern line and Seattle. A brochure will be mailed about mid-August.

Friday Oct 21 7:30 pm The regular monthly meeting of the Chapter will be held at the Union Pacific Clubhouse at the the corner of North Russell and Interstate Avenues.

Friday, Nov 18 7:30pm The regular monthly meeting of the Chapter will be held at the Union Pacific clubhouse. Election of officers for 1984 will be held in conjunction with the meeting.

Summary of Minutes - Regular Chapter Meeting - May 20, 1983

The meeting was called to order by Vice President Duane Cramer at 7:43 PM in the Union Pacific Clubhouse.

Duane Cramer reported that the Cascade-Deschutes excursion on May 14 & 15 went well except for the weather on Sat. He thanked the Chapter staff for a good job.

Vice President Duane Cramer reported on the following coming Chapter activities:
June Picnic meeting: The picnic will be on Friday, June 17 at the A-frame building in Washington Park. A sign-up list will be posted for pot-luck food. The Zoo Ry. steam train will be chartered for the evening. There will be a charge of \$2.00 a person or \$5.00 a family.

Car Mt. Hood Trips: Two one-day trips to Seattle on Amtrak trains will be run on July 2 & 3, going to Seattle in the morning and returning on the evening train. These trips are being offered to give Chapter members who haven't done so an opportunity to ride on the car. There will be a limit of 20 per trip.

Spokane-Seattle Circle Trip: Larry Miller announced that the Chapter will run the circle trip again on Oct. 8 & 9. A commitment has been received from Amtrak. Larry advised that authorization is needed from the membership for the Chapter board to handle arrangements for the trip. John Holloway moved, seconded by Roger Sackett, to authorize the Chapter board to proceed with arrangements for the circle trip. Motion passed.

The meeting was adjourned at 8:30 PM.

Summary of Minutes - Special Chapter Business Meeting - May 17, 1983

The meeting was called to obtain authorization from the membership to bid on several Amtrak cars. A quorum of 48 members was present.

President Ben Fredericks stated that the Chapter's initial goal was to purchase a sleeper to trade straight across to the S.P. for heavyweight sleeper SPMW 7117. Also, baggage-dorm (tool car) #76 needs to be replaced with a more modern car.

Ben reported that today he, Doyle McCormack and Ray Lewis had inspected a number of Amtrak cars in Seattle including one sleeper, three coaches and a baggage-dorm car. The sleeper and one coach were not in acceptable condition. The remaining two coaches and the baggage-dorm are worth bidding on. The two coaches should be bid at \$3000 to \$5000 each and the baggage-dorm at \$2000 to \$2500. If the bids are successful there will be a cost of about \$1000 a car for air brake work.

Motions from the membership authorized bids of \$5000 each for two coaches plus \$1000 each for air brake work, and \$4000 to a maximum of \$5000 for the baggage-dorm car.

Respectfully submitted,
Chuck Storz, Secretary

On the rail trail: Looking at Oregon from another track

By MILLY WOHLER
of The Oregonian staff

George Mitchoff hadn't been on a train since 1952 when he was in the Army and rode back to Camp Gordon, Ga., after a leave at home in Portland.

In contrast, Thomas Higgins of East Brunswick, N.J., averages 26 train trips a year.

The two men typified the range of rail interest represented by the 682 passengers on the Cascade-Deschutes Rail Excursion sponsored by the Pacific Northwest Chapter of the National Railway Historical Society on May 14-15.

The trip covered more than 600 miles in two leisurely segments broken by an overnight stop in Bend. For 220 miles, the train rode on track usually restricted to freight trains.

Mitchoff heard about the trip and bought tickets as a birthday surprise for his wife, Alta Higgins, who teaches high school, flew home to New Jersey for three days and was back in the Northwest this weekend riding another train.

It was the slow crawl down into the Deschutes River Canyon, and for miles following the river, that had most passengers crowded next to the windows of the 11 Amtrak coaches used for the journey.

The canyon had been the lure for Gaynell Alfred, who had been a social worker in Wasco County during the 1930s. The Portland woman remembered most landmarks as they had been 50 years ago.

"There are three ways to see the Deschutes canyon: walk, paddle a canoe or take a train," Alfred said.

A fourth method, river rafting, had been added, and dozens of blue and yellow rafts were blossoming like giant water lilies on the alternating smooth and frothy surface of the Deschutes River. The raft's occupants seemed startled at the sight of a passenger train following their usually secluded route.

For Ben Fredericks, president of the Pacific Northwest chapter of the railway society, the trip was the culmination of months of planning involving reservations and hotel assignments, transfer buses, a milepost guide for the journey, negotiations with Amtrak, box lunches, and a continental breakfast.

"We seemed to have developed a following," Fredericks said. "On our first trip in October 1981, we used newspaper and radio advertising. On last October's trip we had everyone fill out orders and sent them brochures in February. When we came up with the May trip, we were able to fill it and had to turn down about 150."

The Pacific Northwest chapter, with more than 300 members, is the second-largest in a group of more than 100 chapters in the national organization of rail enthusiasts. Ed Immel, the chapter's director of special projects, coordinated the staff of 28 orange-jacketed chapter members who served as car hosts on the most recent trip.

Fredericks said surveys have shown that 55 percent of those who go on the rail excursions are retired, many are former railroad people, and some have a hobby called "mileage collecting." Many are drawn by the opportunity to enjoy effortless sightseeing of areas hidden from roads and highways.

Helen Carson of Olympia had been intrigued by a "Great Train Trips of the World" series on public television and decided that the excursion would "be a good way to try a train trip."

Two Corvallis couples, Maurine and Don Ratliff and Jack and Charlotte Gates, wedged in a party at the overnight in Bend.

"We went to the Elks Lodge for the seafood buffet and stayed and danced awhile," Maurine Ratliff reported as she boarded the train at 8:30 a.m. Sunday.

Most of the passengers, many of them elderly, had settled for an early bedtime after dinner at one of the suddenly very crowded Bend restaurants.

There were only a few children, all of them boys, on the passenger list.

Paul Van Sickle, 8, was traveling with his father, Dr. David Van Sickle, who is a chapter member and served as unofficial physician for the excursion.

"It seems a good idea to have a doctor along, considering the age of many of the passengers," Van Sickle said. He said medical problems were usually minor, but that he had once obtained insulin for a diabetic patient.

Paul, who spent part of the trip drawing pictures of locomotives, was shy about expressing his feelings, but his father said, "It's an opportunity for us to enjoy something together."

J. David Ingles of Milwaukee pulled a generational switch on the usual father-son combination. Ingles, the managing editor of *Trains* magazine, stopped in Denver to pick up his 75-year-old father, John Ingles, and bring him along for the excursion. The two rode Amtrak's regularly scheduled Coast Starlight to Eugene and boarded the excursion special there on Saturday.

It was something of a trainman's holiday for Dave Ingles, who has been with the 75,000-circulation monthly magazine for 12 years. He usually takes four train vacations each year. His father, a former mechanical engineer for a railroad, was a charter subscriber to *Trains* magazine in 1940.

Passengers on the historical society special followed a 34-page milepost guide as the train traveled down the Willamette Valley, picking up passengers in Salem, Albany and Eugene before heading on to Oakridge and a 44-mile climb of 3,634 feet of loops and curves to Cascade Summit. At Chemult, the train's two diesel engines were switched to reverse its direction for the trip up Central Oregon to Bend. From this point, until the train pulled on to Burlington Northern track at Wishram, the route was usually freight-only.

Saturday's weather had been misty, when it wasn't raining, and the few complaints from travelers centered on the remembered vistas that were obscured.

There were just high clouds Sunday for the eight-hour trip from Bend to Portland with a photo run-by stop at Willow Creek bridge, a steel viaduct 1,050 feet long and 250 feet high.

There were both familiar and obscure names listed on the guide tracing the route from Bend to the point where the train crossed the Columbia River for a rattling fast return to Portland.

Redmond, Prineville, Terrebonne, the Crooked River Gorge Bridge, Opal City, Madras, Gateway, Kaskela, Dixon,

Nena, Cambal, Maupin, Oak Springs, Sherar's Bridge, Horseshoe Bend, Oakbrook, Sinamox, Lockit and Moody flickered past the train's windows.

There were tufted carpets of pink sandflowers near Redmond, seven white-tailed deer browsing in a farmer's field in the depth of the Deschutes Canyon, Canada geese guarding goslings at the Columbia River's edge and a series of startled roadside observers waving as the passenger train thundered past.

At Portland's Union Station, one elderly couple was met by grandchildren.

"How was the trip, Grandma?"

"Oh, Charlie, you couldn't believe it. It was wonderful."

The chapter's next rail excursion, Oct. 8-9, will be a repeat of last year's trip to Spokane and Seattle, with 190 miles on freight-only trackage between Hinkle Yard and Spokane.

Those interested in riding along, or joining the chapter, can send a stamped, self-addressed envelope to Pacific Northwest Chapter, NRHS, Union Station, Room One, Portland 97209. Brochures will be mailed in mid-August.

Fredericks, whose love for trains dates to his first ride from Los Angeles to Chicago on Santa Fe's Super Chief at age 7, went back to his regular job Monday. He's senior sales representative for United Airlines.

Train buff's hobby is riding the rails, collecting miles

Cascades-Deschutes excursion adds 220 to teacher's total

By MILLY WOHLER
of The Oregonian staff

Thomas Higgins is a mileage collector, a lover of trains who has narrowed his passion to assembling short and long distances over rails seldom traveled by passengers.

Last weekend's Cascades-Deschutes Rail Excursion, sponsored by the Pacific Northwest Chapter of the National Railway Historical Society, was a real collector's item.

"You seldom pick up 220 miles at one time," Higgins said as he watched the Central Oregon countryside pass by on the freight-only route that stretched from Chemult to Wishram.

Higgins, who is a high school social studies teacher in East Brunswick, N.J., also mentally saves unusual rail equipment. He gave the new Amtrak coaches a minus grade for their "generic" quality.

"But the scenery is excellent. I rate this higher than industrial wasteland back east."

Higgins estimates he spends \$10,000 a year on his hobby, which has its only tangible form on a yearly chart on which he shows expenses, original miles gathered and total miles traveled. Brochures and information about the trips are stored in boxes marked with the year. He also writes an occasional article for rail magazines and is considered an expert on Canadian rail travel.

The 43-year-old teacher has gathered 65,000 one-way miles ("You can't count the same route twice") and more than 500,000 total miles.

Higgins said there probably are fewer than 100 people who share his enthusiasm and that they learn to know each other, even though there is no formal organization or officers.

"There are at least a dozen on this train," he said. "I've seen people from New York, Pennsylvania, Massachusetts and Illinois. There are several others from New Jersey.

"You have to start figuring the angles to hold down the costs. We share rooms, cab fares and rental costs. You ask if there's a cheap place to stay near the station or somewhere to do your laundry."

Another mileage collector on the trip, Peter Putnam Bretz of Los Angeles, helps finance his hobby by working as a staff reporter for Rail Travel News, a bimonthly news letter. He's also a driver for a motion picture studio.

"I'd say that everyone who calls himself a mileage collector has to pay 100 percent of the costs. You can't write it off," Bretz said. He didn't start riding until the mid-1960s and has 380,000 total miles.

"If a person rides a steel wheel on a steel rail, it counts," Bretz said.

Even J. David Ingles, managing editor of Trains magazine, wouldn't attempt a guess as to the current champion in the mileage game. He and Bretz agreed, however, that the all-time winner would be the late

Rogers E.M. Whitaker, who wrote under the name of E.M. Frimbo for New Yorker magazine.

"He had ridden every mile of track in the United States by 1958," Ingles said. "Someone asked him then, 'What are you going to do now?' 'Now, the world' he answered. He was the dean. You'd run into him everywhere."

Ingles estimated there are approximately 190,000 miles of track in the United States with Amtrak trains operating on about 24,000 miles.

The serious collectors have a benevolent attitude toward the majority of passengers, who just go along for the ride but make the excursions financially possible.

"We call them daisy pickers," Bretz explained with a grin. "Didn't you notice back there at the photo run-by, some of those women were picking that juniper by the road bed?"

Higgins, who has ridden trains in every state except Hawaii, was in Michigan for a trip on the last weekend in April. Last Monday he flew back to New Jersey to teach for three days, and Thursday night he headed west to Vancouver, British Columbia, to ride on a special to Penticton and add some more original miles.

Although he takes photographs, Higgins said he would throw away the camera if it came to a choice between collecting miles or pictures.

"I don't bother with model railroading, either," he said. "It's too expensive. I can't keep up with everything. I'm a schoolteacher, not a millionaire."

And Higgins doesn't pick daisies.

Sunday Oregonian May 22, 1983

OC&E EXCURSION

The Chapter timetable page gave just a few items on the OC&E trip September 3rd. The OC&E is a Weyerhaeuser logging railroad and operates between Klamath Falls and the small town of Bly. The railroad connects with the woods railroad at Sycan and is a private railroad whereas the OC&E is a common carrier. The Chapter's trip in September will be only the second passenger train over the line since it was constructed in 1927. There was an excursion around 1954 operated by the Central Coast Railroad Club (now Central Coast Chapter NRHS) and was pulled by Southern Pacific SD-9 engines. At that time the OC&E was jointly owned by the Great Northern and the SP.

The weekend trip in September will consist of a equipment furnished by Great Western Tours of San Francisco and will include some ex-Shasta Daylight cars along with a former Autotrain/ATSF "Great Dome". The train will be pulled by General Electric engines repowered with GM prime movers. Along the way the train will operate through a rare double switchback. Photo stops are planned.

Passengers traveling from Portland will have the choice of either going to Klamath Falls by train or using a special chartered bus. Due to Labor Day weekend travel, train space is at a premium and

it became necessary to go to buses. For those going by bus, there will be a special stop on the return to Portland to allow passengers to either have lunch at the Village Green in Cottage Grove or ride the steam-powered Oregon Pacific and Eastern Railway.

The price for the weekend will be \$170 each double occupancy or \$185 single occupancy if the train is used both ways between Portland and Klamath Falls. For those traveling by charter bus both ways between Portland and Klamath Falls, the fare will be \$125 each double occupancy and \$140 each single occupancy. Included will be all transportation, the OC&E trip, lunch on Saturday and two nights motel in Klamath Falls. Not included will be any meals in Klamath Falls and the OP&E trip on the return.

There is a possibility that a special side trip will operate from Klamath Falls to Lookout on the Burlington Northern and then over the McCloud River Railroad to McCloud and return to Klamath Falls. Mailing of the official brochure has been delayed in order to see if the McCloud trip can be finalized. This side trip will be sold separately.

ATTENTION PICNICKERS!

The annual Chapter picnic at Washington Park will feature train rides behind the Zoo Railway's steam powered 4-4-0. To avoid confusion, misunderstandings and 800 pounds of potato salad but no desserts, there will be a central coordination bureau to arrange the picnic items.

1. The Chapter will provide the following - hot dogs, hamburgers, buns and soft drinks.
2. The Chapter will not provide eating utensils, plates etc. Each person or family should bring their own unless eating out of one's bare hands is normal. Also, be sure to bring a serving utensil if the food item you are bringing requires one.
3. The price, as not reflecting inflation, will remain the same. Two dollars per person, or \$5 per immediate family. Individuals not bringing a potluck food item are assessed an extra \$3.
4. Potluck items needed include salads, desserts, baked beans, potato chips (large boxes only) and any other picnic items.

Individuals that already signed up at the May meeting need just show up on June 17th. For those who have not signed up, call Rachel Immel between 7-9pm Sunday through Thursday at 233-9706

once you have decided what you want to bring. As it gets closer to the picnic date, it might be necessary to ask people to bring items other than their original choices to avoid being inundated with too much of one thing and not enough of another. Every effort will be made to accommodate people who wish to bring their specialities.

Remember, if you are coming to the picnic please call Rachel so enough food can be brought from the Chapter's stockpile.

See everyone on Friday, June 17th anytime after 5:00pm.

LIBRARY NOTES

Members that have checked out books from the library in Room 1 should note that they have to be returned. There are some books that have been checked out for several months and individuals with these books in their possession are asked to bring them back to Room 1 ASAP.

EXTRA BOARD

On April 19th, the northbound Pioneer from Portland was headed by BN SD40-2 #3106. The BN engine was added due to the failure of the Amtrak F40. Passengers were treated to cold sandwiches aboard the train....The Coast Starlight had a derailment at Doris, California on May 10th. The last two cars of the train dug up the countryside after not making it over a broken rail. The last five cars on the train were deadheading for the Chapter's Bend excursion and, of course, were not used the following weekend.....The SP also derailed a freight at Heather May 24th causing the rerouting of the Coast Starlight through Bend for one day.....Someone realigned a switch on the BN's line to Beiber near the border town of Malin. A freight train traveling at 45 miles per hour ran up the spur track and went through a plant that makes bags for potatoes. The engines finally stopped just short of an occupied mobile home.....The Southern Pacific has filed to abandon the northern portion of the Northwestern Pacific between Willits and Eureka, a distance of 145 miles. The reason given was that recurring storm damage had destroyed the track through the Eel River and the millions of dollars needed to restore service could not be justified on economic grounds.....The trackmobile ordered for the Yakima Valley Transportation Company has arrived in Yakima and is in service. It appears that there will be no more operation of the electric freight motors unless some sort of a special railfan event can be arranged.....On March 25th, five people were killed when the Edmonton to Calgary RDC ran into a freight train at 80mph. It appears that a foreman on a work crew had left the switch open.....The SP's business car Oregon is finally back in Portland after having been rebuilt with 480 volt power and a new diesel generator along with other mechanical upgrading.....

NORTHWEST RAIL MUSEUMSBRITISH COLUMBIADUNCAN (Vancouver Island) British Columbia Forest Museum Park

A one and a half mile steam powered narrow gauge railway ride in a forested setting. Many display locomotives and logging equipment plus a museum. A recent addition is a two-man operating sawmill which is used for the museum's lumber needs. Open through September 25th, 10am - 5:30pm. Train trips run every 20 minutes. An added bonus to this fine operation this year is reduced fares. Adult \$2, Seniors and Children (6-18) \$1, under six free and a family is \$7. Call (604) 748-9389.

NORTH VANCOUVER - British Columbia Railway - Royal Hudson

Ride behind a Royal Hudson class 4-6-4 steam engine number 2860 on a spectacular 80 mile roundtrip from North Vancouver to Squamish, along the shores of Howe Sound. Operates Wednesday through Sunday throughout the summer. Departs North Vancouver station at 10:30am and returns at 4:00pm. Fares are adults \$10, seniors \$7 and children \$5 (all Canadian funds). Reservations are suggested. Call (604) 987-5211 for information and reservations.

OREGONCOTTAGE GROVE - Oregon Pacific and Eastern Railway

A 34 mile roundtrip, two hour excursion through forested countryside behind #19, a Baldwin 2-8-2, which runs on weekends. Diesel engines are used on weekdays. Begins June 15th and ends Labor Day. Steam trip times, 10am and 2pm weekends, diesel trips at 2pm weekdays. Fares are adults \$6.90, children (2-11) \$3.45. Call (503) 942-3368.

GLENWOOD - Oregon Electric Railway Historical Society

The Trolley Park is 39 miles west of Portland on Highway 6. Ride is 1 and 3/4 miles through a wooded area. Many other streetcars on display. Season opens May 28th and runs past Labor Day, dependent upon the weather. Also operates weekdays on an intermittent basis. Call ahead for weekday confirmation. Hours are noon to sunset. Fares are adults \$2, children \$1, senior citizens \$1.50, family \$5. Call (503) 356-3574.

PORTLAND - Washington Park and Zoo Railway

A four mile roundtrip between Portland's Zoo and Washington Park. Steam or diesel trains operated throughout the summer. Fares are adults \$1.50, seniors and children \$1. Call (503) 226-1561.

MOLLALA - Shady Dell and Pacific Railway

Scale live steam railroad in wooded area and picnic park. Admission is free (donations welcomed) except during the steam meets on July 23-24 and 30-31. Great family entertainment, bring your picnic lunch. Call (503) 829-6866.

BROOKS - Antique Powerland

Operating and displayed old gas and steam powered farm equipment. The annual Farm Fair will be held July 30-31 and August 6-7th. Admission is adults \$3, children 50 cents. Take exit 263 from I5. Call (503) 393-2424.

OTHER - The Dalles Dam railroad is a free train trip operating between Memorial Day and Labor Day weekend. Leaves from the visitors parking area at dam just east of The Dalles on I84.....The Sumpter Valley Restoration west of Baker, Oregon operates steam-powered trains on reconstructed track of the old Sumpter Valley Railroad. Usually operates on the weekends from Memorial Day to Labor Day.

WASHINGTONWICKERSHAM - Lake Whatcom Railway

The operation is a one and one half hour, nine mile train ride behind ex-Northern Pacific 0-6-0 \$1070. The trip is over a former Northern Pacific branch line. Trips begin June 4th and run on Saturdays through Tuesdays during the summer. Fares are adults \$6, children \$3.00. Call (206) 595-2218.

YAKIMA - Yakima Valley Interurban Trolley Lines

Ride one of the two restored Brill single truck trolley cars like those used in Yakima until 1929. The operation runs through urban and suburban areas over the original trackage of the Yakima Valley Transportation Company. With the demise of the electric freight operations, the future of the trolley cars is uncertain beyond this summer. Saturday runs to Harwood operate between 10am and 4pm. On Sundays the cars operate to Wiley City between 12 noon and 5pm. Charters can also be arranged. Fares are adults \$3, children and seniors \$1.50, children under five are carried free. Call (509) 575-1700.

TACOMA - Camp Six

Ride behind a steam powered train pulled by a Shay locomotive at the forestry museum at Point Defiance Park. The entire exhibit is laid out to represent an old time logging camp with all the equipment having once been used in the woods. Fares are adults \$1 and children 50 cents. A family rate of \$3 is also available. Trains operate on weekend from Memorial Day through Labor Day while the museum itself is opened daily. Call (206) 752-0047.

SNOQUALMIE - Puget Sound and Snoqualmie Valley Railroad

This seven mile ride includes a spectacular view of Snoqualmie Falls and operates with either steam or diesel power. There is a old restored station and a museum site. Operations are Saturday and Sundays from Memorial Day through Labor Day, 11am through 5pm. Fares are adults \$4, seniors \$3 and children \$2. Call (206) 747-4025 or (206) 888-3030 on weekends.

ELBE - Mt Rainier Scenic Railroad

This is a 14 mile 1 1/2 hour train ride near the southern slopes of Mt. Rainier. The

ride is behind either Climax #10 or Heisler #91. Operates weekends only until June 25th and then daily until Labor Day. Rides are at 10am, 12:30pm, 3pm. Tourist fares are adults \$6, Seniors \$5, Juniors \$4 and children 3-11 \$3, families are \$16 while first class accommodations cost one dollar more with families \$4 more. Call (206) 569-2669.

BATTLEGROUND - Chelatchie Prairie Train Rides, Inc

A 30 mile roundtrip train between Battleground and Yacolt. Pass over the east fork of the Lewis River and through a 300 foot rock tunnel. Diesel train ride is 3 hours. Summer schedule through Sept 25th - Wed, Th and Fri, 11am and 2pm : Sat, Sun and holidays, 10am, 1pm and 4pm. Fares are adults \$6, children 5-16 \$3 and under 5 free. Call (206) 637-7428.

WORLD TRADE SPECIAL

Southern Pacific operated a special passenger train between Portland and Coos Bay, May 20th and 21st. The train was run as a kickoff to World Trade Week. Aboard the nine car special was the governor of the State, Denman K. McNear, chairman of the SP along with members of the media and invited guests.

The special consisted of a baggage car, a staff sleeper, a diner, the French Quarter lounge, three cars leased from the Sierra Western Company (all three ex-Shasta Daylight coaches) and the business cars Oakland and Stanford. The train was pulled by two engines from the San Jose commute fleet #3197 and #3199.

The World Trade Special was the first passenger train over the branch since June 5, 1953 when regular passenger service between Eugene and Coos Bay was suspended. Passengers aboard the special had nothing but praise for the operation - it was first class all the way with linen, china and flowers on the table. The purpose of the trip was to promote world trade and highlight Coos Bay as one of Oregon's major ports.

THE MT HOOD TO SEATTLE

The special trip of the Mt. Hood to Seattle the 4th of July weekend is filling fast. Saturday's trip is almost sold out and an additional sailing has been scheduled for Sunday. This trip is specially priced for those people that have never ridden on the Chapter's private rail car. The fare of \$35 is only \$2 more than the regular Amtrak fare and includes a continental breakfast and a light supper upon return from Seattle. Departure time is 8am with a return back to Portland scheduled for 9:20pm. Just fill out the coupon below and mail it to Room 1. Deadline for tickets is June 18th.

name _____ telephone _____
 address _____ State _____ ZIP _____
 I would like _____ number of tickets at \$35 each for a ride on the MT.
 HOOD Sunday July 3rd (Sat is sold out), 1983. If Sunday fills I can make the
 trip on Monday YES _____ NO _____.

Send to PNWC/NRHS, Room 1, Union Station, Portland, Oregon 97209. Attention - Mt. Hood trip