



pacific northwest chapter

# **THE TRAINMASTER**

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PACIFIC NORTHWEST CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY  
ROOM 1, UNION STATION  
PORTLAND, OREGON 97209  
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## CHAPTER TIMETABLE OF EVENTS

Friday October 21  
7:00pm

The Pacific Northwest Chapter will hold its monthly meeting at the GEORGIA PACIFIC MUSEUM which is located in the basement of the GP Building at 900 SW Fifth in downtown Portland. All members are asked to use the Fifth Avenue Entrance to the building, check in with the guard and then take the esclators to the basement museum. Members will be able to view the Chapter's display on northwest railroading that will be featured at the museum through the end of the year. Also, a special 16mm movie on steam railroading will be shown in the auditorium.

The regular raffle will be held as part of meeting.

Friday, Nov. 16  
7:30pm

The regular monthly meeting of the Chapter will be held at the Union Pacific Clubhouse which is located at the corner of North Interstate and Russell Streets. The program will be a 16mm black and white movie on Pennsy steam. There will also be a newsreel with slides of current events supplied by Chapter members. The annual election of officers will be held as part of the meeting.

Friday, Dec 16  
7:30pm

The annual business meeting of the Chapter will be held at the Union Pacific Clubhouse. The budget for the upcoming year will be discussed and voted upon.

Friday, Jan.20  
7:30pm

The regular monthly meeting of the Chapter will be held at the Union Pacific Clubhouse.

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - SEPTEMBER 16, 1983

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

Car SPMW 7117: President Ben Fredericks reported that the two Amtrak coaches to be traded for heavy weight sleeper 7117 are now in the hands of the S.P. in Eugene. Paperwork for the formal transfer of the car is being completed. The 7117 will be moved to Portland in a few days and will be stored in the S. P. Brooklyn yard.

Annual Banquet: Jim Whaley advised that the Jan. 1984 Chapter banquet will again be at the Imperial Hotel. Cost will be \$7-8 per person.

Nominating Committee: Ben Fredericks introduced the nominating committee: Pete Dorland, chairman, Irv Ewen, Walt Grande and Gary Oslund. Ben advised that the slate of nominees should be ready to present at the October meeting.

Trip Report: Ed Immel reported that there were nine cars and 306 passengers on the OC&E trip. As of today 620 tickets have been sold for the Oct. 8-9 trip to Spokane with hotel space in Spokane the limiting factor for the trip. Coca Cola will be a sponsor of the 4449 trip to New Orleans. The contract with the S.P. for the trip has just been signed by S.P. President McNear.

Locomotive 4449: Doyle McCormack reported that new flue tubing is on hand. New tube sheets are being made. Help is needed to swage the ends of the flues. The firebox side sheets are being drilled. Special runs of staybolt and spring materials have been ordered.

Concession Items: President Ben Fredericks announced that a special run of the Bachman model of locomotive 4449 has been ordered for sale on the trips to and from New Orleans. It will sell for \$44.49. Terry Parker moved, seconded by Jim Whaley, that a committee shall be appointed by the Chapter president to decide what items, the number of items and in what quantity shall be sold at the Chapter concession on the 4449 New Orleans excursion, these items to be in addition to a 4449 belt buckle and the Bachman 4449 model which are already under consideration or committed to. The committee shall consist of not less than five (5) members of which only two can be present board members. The motion passed on a show of hands.

Georgia Pacific Museum Display: Terry Parker reported that the display is done except for captions on the pictures and completion of the video tape. It is due to open next Tuesday, Sept. 20th. The exhibit is called Trains, Tracks and Timber. President Ben Fredericks announced that the October Chapter meeting will be held in the Georgia Pacific Bldg. auditorium in order that the membership can have an opportunity to see the display.

By Law Revision: Ben Fredericks advised that some Chapter members have concerns about certain of the revisions to the by-laws. By-law committee member Alan Viewig announced a meeting for Sat., Oct. 1 at 9:30 AM in the 4th floor conference room of the Corbett Bldg. for Chapter members to bring up any further revisions.

Amtrak Family Days: Amtrak will hold its annual Family Days at the Portland Union Station on Sat. and Sun. Oct. 8 and 9 from 10 AM to 5 PM. The Chapter's car Mount Hood will be on display.

Respectfully submitted,  
Chuck Storz, Secretary

## THE LAST SPIKE OF THE NORTHERN PACIFIC RAILROAD

by

Walter R. Grande

One hundred years ago, Portland was in a very festive mood in anticipation of the completion of the Northern Pacific Railroad and the arrival of the special trains bringing President Henry Villard of the Northern Pacific Railroad, ex-President Grant, and hundreds of other dignitaries to Portland. The last spike was driven at Gold Creek, Montana, on September 8, 1883, as construction crews from east and west met, opening the Pacific Northwest for the first time to transcontinental railroad service and ending years of isolation.

California had had its railway connection since 1869 when the Central Pacific and Union Pacific railroads met at Promontory, Utah. There was a strong demand for railroad service as the Pacific Northwest grew from a group of small frontier villages to small cities, largely concentrated along the Columbia and Willamette Rivers, and along Puget Sound. There were also years of frustration waiting for completion of the Northern Pacific, whose charter was signed by President Lincoln in 1864, and whose construction, started in 1870, had been halted by the Panic of 1873. Henry Villard had taken over as President of the Northern Pacific in 1881, just as the line was almost completed, waiting for the last spike.

Four special trains from the East arrived at Gold Creek, Montana, on September 8, 1883, carrying a large delegation of dignitaries from the United States and Europe, including General U.S. Grant, former Secretary of State William M. Evarts, and Secretary of the Interior, H.M. Teller. In addition to the cabinet officials, there were ten U.S. Senators and three former senators; twenty-six congressmen and four former congressmen; nine governors and four ex-governors; nine Army generals; twenty-five high-ranking railroad executives; judges, mayors and fifty journalists, including Joseph Pulitzer of New York and Joseph Medill of Chicago. A special train arrived from Portland carrying dignitaries from Oregon, Washington and California.

The special trains proceeded toward Montana, and excitement mounted as the cities along the route competed to hold festivities that would out-do the previous cities. In Minnesota, President Chester A. Arthur and General Phil Sheridan, returning from a visit to Yellowstone Park, joined the festivities in Minneapolis. At Bismark, North Dakota, the official party lay the cornerstone on the new state capitol building. Sitting Bull, the famous Indian Chief, was present for the occasion.

At Billings, Montana, on September 6th, there were elaborate decorations to greet the trains, and ex-president Billings of the Northern Pacific, for whom the town was named, addressed the crowd meeting the train.

Gold Creek, Montana, is about 55 miles west of Helena, Montana, and is the site of the first discovery of gold in Montana in 1852. A large sign proclaimed: "Lake Superior - 1198 miles - Puget Sound - 847 miles." Approximately 1,000 feet of track remained to be laid. A large pavilion

measuring 230 feet by 60 feet had been constructed along the railroad where the final spike was to be driven. The Fifth Infantry Band, with its 26 members, had been brought in from Fort Keogh for the occasion.

Toward late afternoon the speeches started. President Villard spoke first, followed by William Evarts, who was the orator of the day. Other speakers included Billings, Secretary Teller, and former President Grant, who remarked that when he was a Lieutenant Quartermaster on the Columbia River, he had issued supplies to Isaac T. Stevens, who conducted the original surveys for the northern railroad route as part of the Pacific Railroad Surveys, as authorized by Congress.

After the speeches were concluded, a horse named "Nig" that had hauled rail for building the railroad from its inception was brought to the platform. Then approximately 300 railroadmen quickly laid the rail and drove the spikes on the last thousand feet. The last spike, one that had been used for laying the first Northern Pacific track near Carlton, Minnesota, in 1870, was driven by H.C. Davis, an agent for the Northern Pacific, who had driven the first spike.

The ceremony ended as the sun was setting behind the nearby hills and most of the passengers boarded the special trains to proceed to Portland, using the Oregon Railway and Navigation Company tracks from Wallula Junction, Washington to Portland. Elaborate decorations had been prepared to greet the visiting dignitaries on arrival of the special trains, especially on First Street between Vine and Salmon Streets, where gas-lighted arches were placed at each end of the street.

Also, on September 8, 1883, the Northern Pacific line from Portland to Goble was completed, providing a through rail route from Portland to Puget Sound, utilizing a car ferry between Goble and Kalama, Washington. Prior to completion of this line, passengers to Puget Sound had to use an Oregon Steam Navigation Company steamboat between Portland and Kalama to meet the trains at Kalama.

The special trains were due in Portland on the afternoon of September 11th but were delayed enroute. The pilot train arrived at 12:20am Tuesday morning, carrying Portland dignitaries and railroad officials. The next train, carrying President Villard and his family and some of the German guests, arrived at 12:45am at the Oregon and California station (near the east end of the Steel Bridge, where a plaque commemorating the occasion is on display). The booming of the cannon on the ship STATE OF CALIFORNIA for half an hour kept the passengers from getting their much-needed sleep. For those passengers who were hungry, "a tempting repast was spread on the ship WIDE WEST". Other trains, conveying the second, third, fourth and fifth sections, arrived at intervals, the last reaching East Portland at 1:30pm.

Some of the guests were assigned to the homes of Portland's leading citizens for lodging. Others occupied space on the OR&N steamers R.R. THOMPSON, S.G. REED and WIDE WEST.

The next day there was a parade for the visiting dignitaries. The reviewing took place in front of the County Courthouse. In the words of the MORNING OREGONIAN, "As the parade started, Mr. Villard rose to his feet and stood out, a conspicuous figure, and there was evidently not a person in all the crowds who saw the passing pageantry with greater interest than did the honored president of the Northern Pacific Railroad. His countenance was fairly beaming with interest and delight. Of the procession itself, it may be said, that it was in all respects an honor to the city, and worthy of the occasion. It was noticed that the foreign visitors were particularly interested and especially at the exhibit of Oregon products and manufactures. They gave generous and hearty applause at the appearance of all those special features in the procession and many were the favorable comments heard on all sides of the grandstand".

The dignitaries remained in Portland for several days and were entertained at dinners and other special activities. Special trains took them to Salem and Albany over the O&C, and steamboats took them to The Dalles, Astoria and Kalama. Villard and some of the dignitaries went to Puget Sound by rail from Kalama to Tacoma, and then by boat to Esquimalt and Victoria, returning via Seattle, and Tacoma to Portland before proceeding to the east via train.

Some of the people asked why Villard would spend a quarter of a million dollars to celebrate the completion of the Northern Pacific. The editor of the MORNING OREGONIAN commented: "viewed as a business consideration it is a magnificent strong of enterprise. The money will be well spent. Even in Europe the journals have for the time being stopped talking of political wrangles and are spreading accounts of the Northwest, its scenery, its resources and its prospects, upon their pages. The results of this grand picnic will be to turn the eyes of the world upon the Northern Pacific Railroad, and important benefits will result from wide advertisement. A favorable introduction will of course gain business from the start, but this advantage is by no means the only one which will be promoted. When the extent and value of the land grant is fully understood, when the present resources of the company and its fine prospects are finally known, the value of its securities must of necessity, advance. Every man who comes out with Mr. Villard will become an advertising agent for the Northern Pacific and the country through which it passes, and every newspaper which is represented in the excursion will inquire new intelligence, which will be given to readers. All the pamphlets which the postal department could carry for the next year could not extend the fame of this country as will this grand junket."

The completion of the Northern Pacific Railroad brought great progress to Portland. Villard formed the Northern Pacific Terminal Company to provide shop and terminal facilities for his three railroads at Albina, along with a million bushel grain elevator. A new union station was started on the north end of the business district and a bridge was started across the Willamette River to bring the O&C and the OR&N trains to the west side. The Portland Hotel, which was to be one of Portland's finest hotels, was also started by Villard. Portland was by far the largest and most

prosperous city in the Pacific Northwest, partly due to the efforts of Henry Villard.

Villard realized that the Pacific Northwest did not have sufficient population to support his railroad system. While President of the O&C Railway, in 1874 he established a Land Office in Portland to bring settlers to this area and to provide business for his railroad. An office was later established in Boston, and colonization efforts were concentrated in England, Germany and the Scandinavian countries. After gaining control of the Northern Pacific, Villard established a colonization department on that railroad that distributed literature through the United States and northern Europe. Villard was interested in attracting settlers for the vast amount of government land available as well as land granted to the railroad for each mile of track constructed. The land grants represented only a small proportion of the land given away by the Federal government to encourage settlement, with homesteaders, military roads, and state governments getting the largest percentage. Villard's efforts at colonization of the lands adjacent to his railroads was considered very successful, and were responsible for much of the heavy migration of Scandinavians and Germans to the Pacific Northwest.

Prior to the completion of the Northern Pacific, the Pacific Northwest had been isolated from the rest of the country. To reach Oregon one had to go overland by wagon train, or go by water, either crossing the Isthmus of Panama or going around Cape Horn, a long and dangerous trip. After the completion of the railroads to California in 1869, one could go there by train and then take a ship or stage to Oregon. As the settlers arrived in Oregon in increasing numbers, the population expanded rapidly. Oregon became a state in 1859, but Washington and Montana did not receive statehood until 1889, and Idaho until 1890.

The railroad network continued to expand. The OR&N connected with the Oregon Shortline at Huntington, Oregon in 1884, to give another rail route to the East. The Oregon and California Railroad (now part of the Southern Pacific) was completed at Ashland in 1887, and rail service was available to California. The Great Northern Railway was completed to Puget Sound in 1893 and the Milwaukee Road was built west to Puget Sound in 1909. The Spokane, Portland and Seattle Railway was completed between Portland and Spokane in 1908 providing a direct link for the Northern Pacific and the Great Northern railroads to Portland. In addition, thousands of miles of branchlines, and many additional shortlines were built to provide railroad service to the Pacific Northwest.

The railroads of 100 years ago are still here, but they are operating under different names. The Northern Pacific Railroad, along with the Great Northern Railway, Chicago, Burlington and Quincy Railroad, and Spokane, Portland and Seattle Railway, was merged into the Burlington Northern in 1970. In 1980 the Frisco Railroad was added, forming a system of 31,000 miles, with 50,000 employees, stretching from Portland, Oregon to Pensacola, Florida. The Oregon Railroad and Navigation Company became part of the Union Pacific system, which in 1982 was merged with the Missouri Pacific Lines and the Western Pacific Railroad, to form a railroad

stretching from the Pacific Coast to the Gulf of Mexico. The Oregon & California Railroad became part of the Southern Pacific system, which operates from Portland to New Orleans and St. Louis, via California.

All of these railroads form a important part of the rail network in the United States that provides fast, efficient transportation between all parts of the country.

The railroads that helped to build this region one hundred years ago and they will continue to be an important factor in continuing growth into the next centry.

#### HENRY VILLARD

The completion of the Northern Pacific Railroad was largely the work of Henry Villard, a prominent journalist and financier. Villard was born in Speyer, on the Rhine, Germany in 1835. After completing his education in Germany and France, Villard at 18 years of age moved to the United States, where he lived with relatives at Belleville, Illinois, near St. Louis. He practiced to become a lawyer, but soon prefered journalism, writing for German language publications. He covered the Lincoln-Douglas debates in 1853 and became a personal friend of Abraham Lincoln. He was a distinguished journalist during the Civil War, covering many of the important battles. In 1866 he married the daughter of William Lloyd Garrison, a leading abolitionist.

After the Civil War he made several trips to Europe where he became acquainted with German bankers, and with German investors in American railroads who were having difficulty in getting interest on their bonds. At the time the Oregon & California Railroad was building south from Portland towards California but had run into severe financial difficulties in the Panic of 1873. Villard was sent to Oregon by the German bondholders to check on the financial status of the O&C. He reported to the German stockholders, and was asked to go to Oregon again and take over the management of the O&C. He was soon made president of the line. Villard also became president of the Oregon Steamship Company which handled most of the water traffic between California and the Pacific Northwest. Villard turned his attention to acquiring the Oregon Steam Navigation Company, which operated steamboats on the Columbia and Willamette Rivers. The Oregon Steam Navigation Company had a complete monopoly on transportation in the Oregon Country. Villard formed the Oregon Railway and Navigation company in 1879, and built a railroad east from Portland on the south bank of the Columbia River to eastern Washington.

Villard contacted some of his friends to see if they would contribute \$8 million to a fund he was organizing, the purpose of which he would not disclose. His friends subscribed \$20 million to what became known as the famous "blind pool". Villard acquired control of the Northern Pacific in 1881 and formed the Oregon & Transcontinental Company to control the Northern Pacific and the OR&N. Villard rushed the Northern Pacific to completion. Even as the last spike ceremonies were being held, the Northern Pacific was facing financial difficulties because of cost over-

runs. By 1884, Villard had resigned as President of the Northern Pacific.

Villard remained a strong friend of the Pacific Northwest. he gave substantial financial assistance to both the University of Oregon and the University of Washington, which permitted them to remain open in their early year. Villard Hall on the University of Oregon campus at Eugene is named for Henry Villard.

Villard died in 1900.

#### STOP THAT TRAIN - IF YOU CAN

A reserve deputy found out the hard way, much to his chagrin, that you can not command a 137-car, six-engine freight train to stop at a crossing at will. Despite his parked motorcycle on the crossing and frantic efforts to flag down the SP train, the uniformed officer watched unbelievably as the freight rammied his bike and did not come to a stop until about 300 yards down from the crossing. The deputy was escorting a funeral procession across the tracks, some cars had already crossed, and authoritatively sought to stop the train rather than have the train split the procession. When the train stopped, he pulled his gun and ordered the crew to get out. Backed by the authority of his .357 Magnum pistol, three SP crewmen were ordered to lie facedown on the tracks. The officer was later indicted on charges of recklessly pointing a weapon at a startled SP crew. The officer subsequently resigned. (from Turntable/Spike & Tie).....In other grade crossing news, it was reported by the NRHS News Extra of an incident where a police officer noticed a car stopped on a frontage road near the freeway on a foggy night early in the morning with his one blinking light on. About 20 minutes later the officer passed by again and noticed the motorist still at the same place. He decided to investigate and asked the driver what his problem was. The driver responded that he had been waiting for quite awhile for this freight train to pass and wondered if it was not against the law for the railroads to block a road. The officer replied that it was against the law but in this case it wasn't since the motorist had been waiting in the parking lot of a Victoria Station Restaurant in front of the eating establishment's caboose.

#### PEND O'REILLE VALLEY RAILWAY

In 1977 the Milwaukee Road announced that it was going to scrap the rail line between Newport and Metaline Falls in the northeast corner of Washington state. Residents of the sparsely populated county of 8,500 people claimed that the loss of the railroad would lead to closure of two of the area's biggest employers, a lumber mill in Lone and the Lehigh Portland Cement plant in Metaline. The county's residents got together and in 1979 voted to form the state's first port district to own and operate a railroad. With a Federal grant of \$3.2 million the line was rebuilt and operations continued. After a rocky start the railroad managed to make headway towards success. Last year the line did \$1 million in business and is breaking even financially and appears to be on the verge of attracting new wood industries to the area. (Wenatchee World and Spike & Tie)

# STEEL RAIL BLUES

When the Esquimalt & Nanaimo passenger railway won a reprieve in 1977, it was dubbed "the little engine that could." Now rumours of its death are only slightly exaggerated.



By RICHARD VAN DINE

**I**T is hard to ignore the irony of the recorded music when a telephone caller to VIA Rail's western region office in Winnipeg is put on hold. Despite its mandate to reorganize Canada's national passenger railway system, VIA Rail has, since its inception in 1979, either passively watched or actively participated in the gradual dismantling of passenger rail transportation as North America—and North America alone—embraced the idea that railways could not compete with bus and air travel. The caller listens to the light, serenading sounds of "Up, up and away in my beautiful balloon..." Had VIA known the person at the other end of the line was calling from Vancouver Island, the Muzak might have played a more appropriate tune—say, "Steel Rail Blues."

Next Thursday (Oct. 6) in the Victoria city hall council chambers, three members of the Canadian Transport Commission's (CTC) railway transport committee will preside over a public hearing that could determine the fate of the Esquimalt and Nanaimo Railway (E&N), which celebrates its 97th birthday on Friday, Sept. 30. (The date of the hearing has been pushed forward from the originally scheduled Oct. 11 meeting.)

Harold Murray, vice-president of VIA's western region, insists the hearings are routine, part of the CTC's required five-year review of any subsidized passenger rail service. But those who are worried about the E&N's future don't consider this hearing "routine": along with the review is an application to abandon the E&N's daily Victoria-to-Courtenay round trip passenger service. Given the nature of recent CTC hearings into the E&N, abandonment applica-

tions are routine: the current application is in fact a renewal of Canadian Pacific's abandonment application of 1977, which was initially approved by the CTC before a wave of public protest forced the CTC to reverse its decision and order the continuation of Vancouver Island's only remaining passenger railway.

The E&N begins its day at 8:15 am at its Victoria terminal on Esquimalt Rd. The lone dayliner car, a 1954 Budd Diesel capable of holding about 70 passengers, rumbles through Vic West, Esquimalt and Langford and begins the ascent to the Malahat. Hanging over Goldstream Park, it crosses the 78-metre-high Niagara Canyon bridge—one of only two such bridges built by the CPR in 1886—and a 66-metre-high bridge at Arbutus Canyon. The views of Saanich Inlet below are as spectacular as any scenic vistas along the trans-continental railway.

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**T**he battle to save the E&N has been perceived as a kind of modern-day David and Goliath confrontation, the little local locomotive versus the corporate giant.

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Through Duncan, Nanaimo, Parksville, Qualicum and on to Courtenay, the dayliner seldom tops 72 km/hr. as it negotiates grades and curves long since smoothed out of major rail lines elsewhere. The E&N is not a Japanese "bullet" train designed to beat the speed of light. Its leisurely four hour journey is akin to a Sunday drive in the country.

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**C**anadian Pacific bought the railway and adjacent land from Dunsmuir for \$2.3 million. CP sold most of its land holdings over the next 65 years for more than \$140 million.

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There are even vestiges of the personal touch—the conductor will call ahead to your destination and have a taxi waiting for you at the station if you wish—that have long since disappeared on other routes. It is not surprising, then, that the battle to save the E&N has been perceived as a kind of modern-day David and Goliath confrontation, the little local locomotive versus the corporate giant.

**C**ONTROVERSY is nothing new to the E&N line. The railway was born out of a dispute over British Columbia's 1871 entry into the Canadian confederation, when Ottawa found it couldn't meet its promised deadline for an extension of Sir John A. Macdonald's "national dream" railway to B.C. The federal government tried to work out other compromise deals but armed its negotiator with a back-up offer, an island railway linking Victoria and Nanaimo. By 1884, it struck a deal with Robert Dunsmuir, "B.C.'s first capitalist", giving him 840,000 hectares of land (from Goldstream to Campbell River, nearly a quarter of Vancouver Island, including all mineral and foreshore rights) and a \$750,000 cash grant to build the railway and operate it "continuously and in good faith." Macdonald himself drove the last spike into the line just south of Shawnigan Lake and in 1886 the first scheduled train on Vancouver Island made the trip from Esquimalt to Nanaimo.

Canadian Pacific got into the act when it bought the railway and adjacent land from Dunsmuir in 1905 for \$2.3 million, and stretched the line to Courtenay in 1914. Besides taking over a profitable freight and passenger line, CP gradually sold most of its land holdings over the next 65 years for more than \$140 million.

In 1970, the company decided the E&N's annual \$300,000 operating loss was too much to bear, and applied to the CTC to abandon passenger service. But the CTC, unconvinced that CP was marketing the railway adequately, rejected the application. In 1975, CP tried again, after closing the line north of Parksville because of unsafe bridges. Again, the CTC rejected the bid, and instead ordered the railway to rebuild the bridges. CP officials appealed the decision to the Privy Council, but again were unsuccessful.

By late 1977, however, the CTC suddenly approved the abandonment, thus beginning in earnest the E&N's turbulent struggle for existence. John Cooper, then a brakeman with CP Rail (he's now on leave of absence, having been elected to Victoria city council in 1979 and again in 1981), rallied a number of Victorians together under the banner of

the E&N Steering Committee in order to fight the abandonment order. Cooper believed the E&N's demise was due to "corporate neglect" and set about collecting evidence to show the dayliner service still had a useful life for Vancouver Islanders. As the number of passengers declined over the years, CP had virtually abandoned the line anyway, running a dilapidated passenger car, closing trackside stations, and letting the railbed deteriorate. The committee needed time. CP was going to shut down the dayliner in 45 days when former Saskatchewan premier, federal New Democratic Party leader and Nanaimo MP Tommy Douglas filed an appeal of the CTC decision and won a six-month reprieve for the railway.

The steering committee went to work, whipping up publicity and attracting customers for the endangered railway. When CP filed its abandonment request, statistics showed that an all-time low of 6,500 passengers rode the E&N in 1976. With the rumblings of cancellation in 1977, that number rose to 11,000, still far short of enough passengers to warrant continued service. But Cooper's committee rallied public and corporate support wherever it could, and even undertook to market the E&N on its own, without CP's participation. Among the highlights of the campaign was a television advertisement promoting the passenger service. It was arranged by the steering committee and sponsored by Island Farms Dairy Cooperative, without the assistance of CP. Public response was so great, says Cooper, that CP had little choice but to react to requests to upgrade service, including unlocking the stations along the route, adding an extra car to the run and inaugurating Sunday service. By the time the CTC was ready to hear the steering committee's appeal, CP was faced with staggering evidence that the E&N was not about to be abandoned by Vancouver Islanders—more than 45,000 people took the Island train in 1978, a 400 per cent increase in ridership in just one year.

At the same time, passenger train service in Canada underwent a major organizational shuffle with the creation of

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**T**he rallying call 97 years later is similar: 'A deal is a deal.'

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VIA Rail, and Cooper thought that the administrative change would bring new effort in promoting the E&N. He was, he says now, gravely mistaken. "Instead, they have, actively obstructed some of our suggestions for improving the service." A case in point, he suggests, occurred in 1979 when the steering committee petitioned the CTC to force VIA to lower its \$4 minimum fare on the run. The minimum fare was designed for major routes and was incompatible with the E&N's traditional "short-haul" market, the committee said. "We argued successfully and got the minimum reduced to \$3, but VIA fought it every step. And what did they do then? They enforced a policy that ended 'unauthorized stops'."

**C**OOPER'S bitterness over VIA's handling of the E&N runs deep. As the guiding force behind the steering committee, he feels betrayed by VIA's unwillingness to pick up where the steering committee left off. By 1979 the E&N carried more passengers in one year than it had in all of the years between CP's first abandonment application in 1970 and its third request in 1977. "All VIA had to do as an imaginative and creative manager was to build on that momentum. This community

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**W**e got the minimum fare reduced to \$3, and what did they do then? They enforced a policy that ended 'unauthorized stops'. — John Cooper

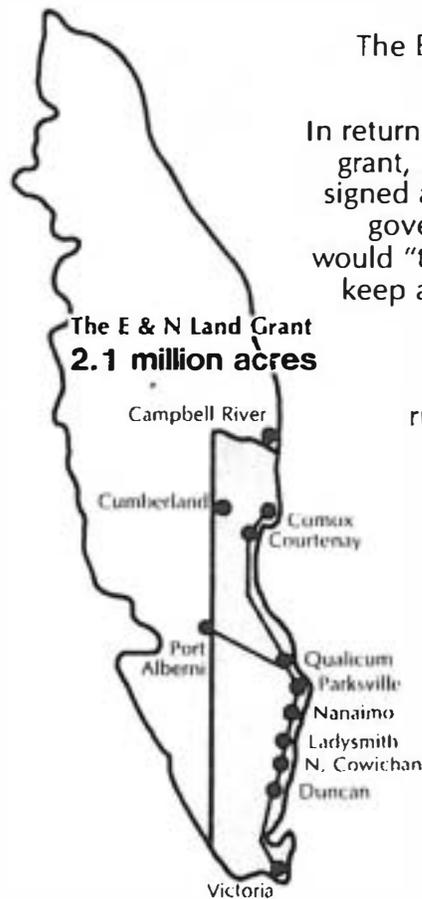
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earned that chance. We demonstrated how it can be done—we marketed the goddamned thing for them."

VIA vice-president Harold Murray disagrees with critics who say VIA hasn't tried to market the island railway. "Nobody has to tell us how to market. We've done quite a bit, probably more than we would normally spend for that sized market. We have realistically done all we can on the line." On the upcoming CTC hearings, Murray refused to either confirm or deny VIA was supporting the latest CP application to abandon passenger service. "We'll be presenting a brief and the commission will decide. That's all I'm going to tell you. You'll hear the brief when we come out there. I'm not going to give you my strategy."

Cooper is convinced the steering committee has ample evidence to show VIA hasn't lived up to its promise to run the E&N efficiently and effectively. And he believes the CTC will again extend the life of the passenger railway for another five years. But this time, he adds, it could be the last reprieve. He and other members of the steering committee don't intend to do VIA's promotional work for them any more. "I'm getting tired of doing their job." His hope is that the CTC will be specific in its recommendations, instructing VIA to carry out specific marketing strategies and service improvements that the steering committee has been detailing for years. And he thinks they will, if enough Vancouver Islanders let their voices be heard.

E&N boosters believe they have another ace to play, one that dates back to the 1884 agreement that established the railway. When the Canadian government tried to negotiate a compromise in the deal that brought B.C. into confederation, adamant Islanders rallied around the slogan, "The Terms of the Union, the whole Terms of the Union, and nothing but the Terms of the Union." They settled for the E&N Railway, and now they are clinging to the terms of the compromise that promised the little island railway's operation "continuously and in good faith." The rallying call 97 years later is similar: "A deal is a deal."



### The E & N Land Grant

#### The Deal

In return for this generous land grant, the E & N Railway Co. signed an agreement with the government whereby they would "truly, and in good faith keep and maintain the same rolling stock required therefore in good and efficient working and running order and shall continuously and in good faith operate the same. . ."

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## A Deal Is a Deal Save the E & N!

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**I**ts leisurely four hour journey is akin to a Sunday drive in the country. There are vestiges of the personal touch that have long since disappeared on other routes. The conductor will even call ahead to your destination and have a taxi waiting for you at the station.

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From - MONDAY, September 26, 1983  
Victoria, British Columbia

SHASTA REGION TUNNEL DATA

MAIN LINE OR BRANCH LABEL	NUMBER OR NAME	MILE POST WEST PORTAL	NEAREST STATION	SINGLE OR DOUBLE TRACK	LENGTH IN FEET	ALIGNMENT IN FEET			TUNNEL LINING IN FEET			PORTAL		CONCRETE FOOTINGS	
						CURVED	TANGENT	CONCRETE	BRICK AND CONCRETE	UNITED WITH STEEL BOLTS	STEEL BOLTS	WEST	EAST		LEFT
MAIN LINE	1	213.1	GRAY ROCK CANYON	SINGLE	213.00	213.00	213.00	213.00	213.00	213.00	213.00	213.00	213.00	213.00	213.00
	2	214.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	3	215.1	GRAY ROCK		184.00	184.00	184.00	184.00	184.00	184.00	184.00	184.00	184.00	184.00	184.00
	4	216.1	GRAY ROCK		216.00	216.00	216.00	216.00	216.00	216.00	216.00	216.00	216.00	216.00	216.00
	5	217.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	6	218.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	7	219.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	8	220.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	9	221.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	10	222.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
SHASTA ROUTE	11	223.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	12	224.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	13	225.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	14	226.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	15	227.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	16	228.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	17	229.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	18	230.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	19	231.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	20	232.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
SHASTA ROUTE	21	233.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	22	234.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	23	235.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	24	236.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	25	237.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	26	238.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	27	239.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	28	240.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	29	241.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	30	242.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
SHASTA ROUTE	31	243.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	32	244.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	33	245.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	34	246.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	35	247.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	36	248.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	37	249.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	38	250.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	39	251.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00
	40	252.1	GRAY ROCK		141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00	141.00

\* INCLUDES 300 YD NOT INCLUDE SNOW ROCK OR MUD BENEATH  
 \*\* INCLUDES PORTAL OF 1,407 FT. NOT BUNTING

PACIFIC NORTHWEST CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

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