



pacific northwest chapter

THE TRAINMASTER

MAY 1983

NUMBER 252

Pacific Northwest Chapter
Room 1, Union Station
Portland, Oregon 97209
(503) 226-6747

CHAPTER TIMETABLE OF EVENTS

Friday, May 20
7:30pm

Regular monthly meeting of the Chapter will be held at the Union Pacific Clubhouse at the corner of North Russell and Interstate. The program will be on the Rio Grande Zephyr by Al Zimmerman.

There will also be the regular "Newsreel" consisting of not more than six slides each furnished by Chapter members of events not more than one year old.

Friday, June 17
5:00pm

The Chapter's annual picnic will be held at the "A" frame shelter below the Washington Park Station of the Zoo Railway. The steamer will be in exclusive operation during the evening for use by Chapter members and their guests. The cost will be \$2 per member or \$5 for an immediate family. Cost will include train ride, hotdogs and soft drinks. There will be a sign-up sheet for potluck items at the May meeting. If one is not at the May meeting to sign up please call Cora Jackson at 774-3802 to see what is needed.

THIS IS A FAMILY EVENT AND EVERYONE IN THE FAMILY IS INVITED.

NOTE: The chapter does not normally meet in July and August.

Saturday
September 3

Special excursion train on the Oregon California and Eastern Railway between Klamath Falls and Bly. Ticket price will be approximately \$125 if going by bus or \$170 if using train service from Portland to Klamath Falls. More information in the June Trainmaster.

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - APRIL 15, 1983

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

Car SPMW 7117: Ben Fredericks reported that the S.P. has approved two Amtrak chair cars in exchange for the 7117. Amtrak has a tentative offer from another party for the cars. If they do not receive payment by Tues, April 19, it appears that the Chapter can buy the two cars.

Excursions: Ed Immel reported that the Cascades-Deschutes excursion is sold out. A few cancellations have been received and these will be offered first to Chapter members.

OC&E Trip: The Oregon, California & Eastern excursion will be on Sept. 1, 1983, Ed advised that he hopes to have the details finalized by early May. The total price will be about \$100 travelling to Klamath Falls by bus and \$150 via the Chapters's car Mount Hood. The Chapter will be limited to 150 tickets for this excursion.

Yakima Valley Transportation Co.: Ed Immel reported that electric operation on the YVT is definitely on the way out. A trip has tentatively been set up for Sat., Aug. 20th. The package including trolley operation, hotel and picnic will sell for \$69.00, and will be limited to 60 people.

Membership Chairman John Holloway announced that the 1983 NRHS membership cards have finally arrived and will be given out tonight.

June Meeting: President Ben Fredericks asked for comments from the membership about what to do for the June picnic meeting. Walt Grande moved that the board of directors be authorized to pick a picnic site and time to be sometime during June, July or August. Seconded by Jim Whaley and passed. Randy Nelson moved, seconded by Roger Sackett, that the 1983 Chapter picnic be at Washington Park. Motion passed.

No Smoking Policy: Ben Fredericks reported that the board of directors has recommended that a no smoking policy be in effect during Chapter meetings in the U.P. Clubhouse. There will be no smoking except during breaks.

May Program: Vice President Duane Cramer announced that the May program will be a Farewell to the Rio Grande Zephyr to be presented by Al Zimmerman.

The meeting was adjourned at 8:38 PM.

Respectfully submitted,

Chuck Storz
Secretary

LOCOMOTIVE NEWS

City of Prineville Railway GP-20's 985 and 989 arrived at Prineville Junction on March 28 for delivery to the Railway. The two units are ex-Milwaukee Road and will replace the ALCO's currently operating on the line.

On March 1st, Burlington Northern had 695 units stored serviceable around the system with 76 of these stored in Portland. Those are Portland include 37 GP-9's, 19 U-33C's, 9 GP-35's, 3 SD-7's, 3 SW-1's, 2 SW-9's, 1 SW-900M and 1 NW-2.

Four GP-35's were moved from Portland storage in January and five GP-35's were moved from Portland storage in March and are now assigned to service out of Interbay, Washington (Seattle).

The following BN units were retired between 10/82 and 3/83 and are awaiting sale:

At Vancouver, WA- NW-2 568, GP-9 1771, GP-35 2515
At Interbay- GP-9 1790
At Parkwater (Spokane)- GP-9 1788
At Havre, MT- GP9's 1823, 1895, 1949
At Livingston, MT - GP9-1733, GP-18 1922, SD-9 6186
At Glendive, MT- GP-9 1757
At Northtown (Minneapolis)- GP-9 1943, GP-20 2001
At Soo Line Jct (Minneapolis)- GP-5 1362, GP-9's 1828, 1937
GP-20 2002
At Superior, WI- SD-9 6106
At Clyde (Chicago)- NW-2 535, GP-7 1619, SD-7 6055
At West Burlington, IA- SW-7 133, NW-2 533, GP-7's 1532,
1566, 1597, GP-9 1825, GP-20 2029
SD-7's 6028, 6030, 6032
At Kansas City, MO- GP-9 1974
At Lincoln, NE- GP-7 1559
At Irondale (Denver)- SD-9's 6144, 6149, 6220
At Childress, TX- SW-1200 256

Additionally, two units are pending retirement at West Burlington, Iowa. These are GP-40 3039 and SD-45 6422.

Union Pacific GP-7 103 is the last example of that model running on the Union Pacific. It operates out of Hood River, Oregon three days a week.

Also, several NW-2's still operate in Portland's Albina Yard area. One must travel to Havre, Montana to see an operating NW-2 in Burlington Northern paint.

The Klamath Northern Railway's new 125 ton General Electric engine #207 is now seeing daily service between Gilchrist and Gilchrist Junction.
by Paul Guernsey

CITY OF PRINEVILLE GETS NEW ENGINES

The City of Prineville Railway has received two ex-Milwaukee Road GP20s, MILW 985 and 989. The CoP is keeping the same engine numbers as they had on the Milwaukee. According to EXTRA 2200 SOUTH, the 985 and 989 were delivered by EMD in 1954 as standard GP9s, road numbers 217 and 238, respectively. Milwaukee Road later rebuilt them with new EMD 2,000hp prime movers, main generators and traction motors. At the same time they received chopped noses. MILW 985 was done in January 1970 while MILW 989 was done in December 1969.

The two Geeps came from D.A. Wilson Company of Ames, Iowa, a railroad equipment dealer. It is also believed that the City of Prineville has given D.A. Wilson Company three ALCO switchers, S1s #101 and #102 and S3 #103. The 101 was purchased new by the railroad in 1950, and the 102 was purchased from the SP&S in 1961, where it operated as their #10. S3 #103 originally belonged to Brooks-Scanlon. It later became Hines Lumber Company #102 and Oregon and Northwestern #102 before coming to the City of Prineville.

The two engines retain their original Milwaukee Road black and orange paint but with the MILW painted out and replaced with the City of Prineville. The place where the MILW emblem was placed under the cab window will be replaced by the engine numbers. The CoP operates during day light hours M-F which makes them easy to photograph.

Bryan Leeder
Todd C. Wick

MODEL OF MT HOOD/MT ST. HELENS

Cascade Models, 1520 Leadville, Boise, ID 83706 will produce and import HO brass models of SP&S Mt. Hood and Mt. St Helens and RPO-baggage #31. Delivery date and price will be determined by interest. SSAE to the company brings fact sheet and reservation form. Also many hobby shops in the local area are taking reservations. The Mt.Hood/Mt St. Helens had unusual window spacing which makes them hard to recreate. Based upon the quality displayed by their previous work they should be excellent models.

Don Dietrich

One of the editor's minor peeves - exchange publications of multiple pages that do not staple the sheets together thereby scattering them all over the floor in Room 1 when the envelope is opened.

OREGON TRAIN MOVEMENTS

Once a year the TM tries to provide an update of short line and branch line train movements around the state. It should be noted that the operations are only typical and can and do change from one day to another depending upon business levels and railroad operating requirements.

OREGON BRANCH LINES AND SHORT LINE
TRAIN OPERATIONS
AS OF APRIL 1983

<u>Railroad</u>	<u>Line</u>	<u>Frequency</u>	<u>Schedule</u>
Union Pacific	Joseph Branch	MWF	Leave La Grande 1:00 p.m. Arrive Joseph 11:00 p.m.
		TTSa	Leave Joseph 9:00 a.m. Arrive La Grande 4:30 p.m.
	Umatilla Branch	Ex S & S	Leave Hinkle 7:00 p.m. Arrive Umatilla 8:15 p.m.
		Ex S & S	Leave Umatilla 9:15 p.m. Arrive Hinkle 10:30 p.m.
	Burns Branch	M & Th	Leave Nampa 10:00 a.m. Arrive Burns 7:00 p.m.
		Tu & F	Leave Burns 10:30 a.m. Arrive Nampa 7:00 p.m.
	Pilot Rock Branch	Ex S & S	Leave Pendleton 1:30 p.m. Arrive Pilot Rock 3:00 p.m.
		Ex S & S	Leave Pilot Rock 4:15 p.m. Arrive Pendleton 5:30 p.m.
	Pendleton Branch	Ex S & S	Leave Walla Walla 2:30 p.m. Arrive Weston 4:15 p.m.
		Ex S & S	Leave Weston 4:45 p.m. Arrive Walla Walla 6:30 p.m.
	Homedale Branch	Ex S & S	Leave Nyssa 10:00 a.m. Arrive Marsing 12 noon
		Ex S & S	Leave Marsing 12:30 p.m. Arrive Nyssa 3:00 p.m.
	Condon Branch	One day a week	Leave The Dalles 2:00 p.m. Arrive Condon 6:30 p.m. Leave Condon 7:30 p.m. Arrive The Dalles 12 midnight

Southern Pacific's mainline and Siskiyou line along with the Union Pacific's mainline and Spokane line see daily through movements that can operate on any schedule. See the latest Amtrak timetable for passenger train movements over the Union Pacific and Southern Pacific mainlines.

	Heppner Branch	MWF	Leave The Dalles 1:00 p.m.
		MWF	Arrive Heppner 5:30 p.m. Leave Heppner 7:30 p.m. Arrive The Dalles 12 midnight
	Bend Branch	MWF	Leave The Dalles 2:00 p.m.
		TTSa	Arrive Bend 11:00 p.m. Leave Bend 12 noon Arrive The Dalles 10:00 p.m.
Burlington Northern	Athena Branch		Infrequent service, only as needed
	Walla Walla Valley	Ex Su	Leave Walla Walla 9:30 a.m.
		Ex Su	Arrive Milton-Freewater 11:30 a.m. Leave Milton-Freewater 1:30 p.m. Arrive Walla Walla 3:30 p.m.
	Pendleton Branch	Ex Su	Leave Pasco 8:00 a.m. Arrive Pendleton 12 noon
		Ex Su	Leave Pendleton 2:00 p.m. Arrive Pasco 6:00 p.m.
	Astoria Line	Daily Ex Wed	Leave Portland 5:00 a.m. Arrive Clatskanie 10:00 a.m.
		Daily Ex Wed	Leave Clatskanie 12 noon Arrive Portland 5:00 p.m.
		M-F	Leave Astoria 8:00 a.m. Arrive Clatskanie 11:00 a.m. Leave Clatskanie 12 noon Arrive Astoria 4:00 p.m.
	West Salem	M-F	Leave Salem 10:00 a.m. Returns about 12 noon
	Santiam Branch	M-F	Leave Albany 10:30 a.m. Arrive Sweet Home 3:00 p.m.
		M-F	Leave Sweet Home 7:00 p.m. Arrive Albany 10:30 p.m.
	Forest Grove	As required, usually MWF	Leave Beaverton 7:30 p.m. Arrive Forest Grove 11:00 p.m.
		As required, usually TThSa	Leave Forest Grove 1:00 a.m. Arrive Beaverton 5:30 a.m.

	Oregon Electric Branch	Su-Th	Leave Vancouver, WA 7:00 p.m.
		M-F	Arrive Albany 6:00 a.m.
		M-F	Leave Albany 4:00 p.m.
		Tu-Sa	Arrive Vancouver 2:00 a.m.
		M-F	Leave Eugene 5:00 a.m.
			Arrive Albany 11:00 a.m.
		M-F	Leave Albany 12 noon
			Arrive Eugene 5:00 p.m.
		M-F	Beaverton switcher on duty 7:00 a.m.
	Oregon Trunk Branch	M-F	Leave Bend 6:00 p.m.
			Arrive Madras 10:00 p.m.
		Tu-Sa	Leave Madras 12 midnight
			Arrive Bend 4:00 a.m.
		Daily	Through trains are on no set schedule.
Southern Pacific	Tillamook Branch	As required, usually MWF	Leave Hillsboro 8:00 a.m.
			Arrive Batterson 12 noon
			Leave Batterson 1:00 p.m.
			Arrive Hillsboro 4:00 p.m.
	Molalla Branch	M-F	Leave Canby 6:00 p.m.
			Arrive Molalla 9:00 p.m.
			Leave Molalla 10:00 p.m.
			Arrive Canby 12:00 mid.
	Jefferson St. Branch	As required	Leave Lake Oswego 8-9:00 p.m.
			Return 11:00 p.m.- 12 midnight.
	West Stayton Branch	MWF	Leave Salem 11:30 a.m.
			Arrive West Stayton 1:00 p.m.
		MWF	Leave West Stayton 2:00 p.m.
			Arrive Salem (via Woodburn) 6:30 p.m.
	Willamina Branch	Daily Ex Su	Leave McMinnville 11:00 a.m.
			Arrive Willamina 3:00 p.m.
		Daily Ex Su	Leave Willamina 4:00 p.m.
			Arrive McMinnville 9:30 p.m.

Westside Branch	M-Sa	Yamhill turn leaves Brooklyn approximately 2:00 p.m. to Carlton, Hillsboro, and Newberg. Will return to Brooklyn when work is completed.
	TThSa	Local leaves Albany approx. 10:00a.m. to Wrens and Lewisburg. Returns when work is completed.
Bailey Branch	MWF	Local leaves Albany approx. 10:00 a.m. for Monroe, Dawson, and Corvallis. Returns when work is completed.
Newberg Branch	M-Sa	Local leaves Brooklyn approx. 7:00 a.m. to Whitson, returning to Brooklyn at 5:30 p.m..
Coos Bay Branch	Tu-Th	Leave Eugene 10:00 p.m. Arrive Coos Bay 7:00 a.m.
	W-F	Leave Coos Bay 10:00 p.m. Arrive Eugene 7:00 a.m.
	Sa	Leave Eugene 6:00 p.m. Arrive Coos Bay 2:00 a.m.
	Su	Leave Coos Bay 12:30 p.m. Arrive Eugene 8:00 p.m.
Lakeview Branch	MWF	Leave Alturas 12 noon Arrive Lakeview 3:00 p.m.
	MWF	Leave Lakeview 5:00 p.m. Arrive Alturas 8:00 p.m.
Modoc Line	Daily	One train in each direction. No set schedule.
Toledo Branch	Every other day Every other day	Leave Eugene 5:30 a.m. Arrive Toledo 1:30 p.m. Leave Toledo 12 midnight Arrive Eugene 7:00 a.m.
Mill City Branch	MWF	Leave Lebanon 11:00 a.m. Arrive Mill City 2:00 p.m. Leave Mill City 3:00 p.m. Arrive Lebanon 5:00 p.m.

Wilkins Branch	TThSa	Leave Lebanon 11:00 a.m. Arrive Brownsville 1:00 p.m. Leave Brownsville 2:00 p.m. Arrive Lebanon 4:00 p.m.
Dallas Branch	Daily except Sunday and every other Saturday	Leave Albany 8:00 a.m. Arrive Dallas 11:00 a.m. Leave Dallas 2:30 p.m. Arrive Albany 5:30 p.m.
Pennisula Terminal	Ex S & S	Daytime switching.
Portland Terminal	Daily	Daytime switching.
Portland Traction	M-Th	Leave East Portland 7:15 a.m. Business dictates the amount of line to be covered any day.
Oregon, California & Eastern	Tu-Sa Tu-Sa	Leave Klamath Falls 4:30 p.m. Arrive Sycan 8:00 p.m. Leave Sycan 9:30 p.m. Arrive Klamath Falls 1:30 a.m.
Union Railroad		Infrequent service.
Publishers Paper Newberg	Daily	Two trips a day. Usually leave plant at 7:00 a.m. and 12 noon for a one-hour round trip.
Port of Tillamook Bay	As required, usually MWF	Daily local switching. Leave Tillamook 10:00 a.m. Arrive Batterson 12 noon Leave Batterson 1:00 p.m. Arrive Tillmook 3:00 p.m.
Willamina & Grand Ronde	MWF	Operates usually in the afternoon on no set schedule.
Valley & Siletz	M-F	Does local switching, leaving the engine facility about 8:00 a.m.
Gregory Timber Resources	Glendale M-F	Local plant switching and run to SP inter- change in Glendale several times during the day.

Oregon & Northwestern		Tu & Th	Leave Burns 10:00 a.m. Arrive Senaca 2:00 p.m.
		Tu & Th	Leave Senaca 3:00 p.m. Arrive Burns 7:00 p.m.
Weyerhaeuser	Marcola Branch	Ex S & S	Leave Springfield 7:00 a.m. Arrive Marcola 10:00 a.m.
		Ex S & S	Leave Marcola 2:00 p.m. Arrive Springfield 4:30 p.m.
Klamath Northern		Ex S & S	Leave Gilchrist 12:30 a.m. Arrive Gilchrist Junction 1:30 p.m.
		Ex S & S	Leave Gilchrist Junction 1:45 p.m. Arrive Gilchrist 2:45 p.m.
City of Prineville		M-Th	Leave Prineville 8:00 a.m. Arrive Prineville Jct. 9:00 a.m.
		M-Th	Leave Prineville Jct. 10:00 a.m. Arrive Prineville 11:00 a.m.
		Fri.	Leave Prineville 5:00 p.m. Arrive Prineville Jct. 6:00 p.m. Leave Prineville Jct. 7:00 p.m. Arrive Prineville 8:00 p.m.
White City Terminal		Ex S & S	Switching during daytime hours.
Oregon Pacific & Eastern		Ex S & S	Leave Cottage Grove 2:30 p.m. Arrive Culp Creek 3:30 p.m.
		Ex S & S	Leave Culp Creek 4:00 p.m. Arrive Cottage Grove 3:30 p.m.
Mt. Hood Railroad		MWF	Leave Hood River 9:30 a.m. Arrive Dee 11:30 p.m.
		MWF	Leave Dee 12 noon Arrive Hood River 4:00 p.m.
Longview, Portland & Northern	Gardiner	Daily	Engine on duty 6:00 a.m. to 2:00 p.m. Makes two trips in the morning to SP inter- change at Gardiner Jct.

ZEPHYRING

Frequently, a recounting of a railfan trip begins and ends with detailed descriptions of the motive power, (who built it, when and why), the age and colors of the consist, maybe a little bit about the scenery, and just a footnote on the amenities (sometimes not available on railfan trips, anyway). Your authors propose to treat a 5-day plus trip from the point of view of hedonistic consumers. Our purpose was to ride one of the last Rio Grande Zephyrs from Denver to Salt Lake City. The consist of our group included Bill Davis, Pete Dorland, Dave Duncan, Ed and Rachel Immel, Dave Morris, Roger Phillips, and Jim Schmidt. (Or, as our dining car steward put it, "Snow White and the Seven Dwarfs".)

After leaving Portland on April 2 under mixed skies, the intrepid railfans immediately sought the shelter of the Pioneer's lounge car to provide a welcome respite from the tedium of the thus-far 5 minute journey. A friendly lounge attendant brought sustenance for our collectively parched throats, but before we could say, "Dave, would you bring me another", we were notified that our reservations for luncheon could be honored.

Our party of eight was seated together at two opposing booths, where we were regaled with humor and pleasantries by our cheerful waiter, Ray. He also regaled us with food, which was quite good, and served nicely upon plates of mock china on mock linen tablecloths. By the time our chicken sandwiches, hot turkey sandwiches, and hamburgers (all served with very good chicken noodle soup), were consumed, we had left the Steel Bridge, and were headed on our way to the great unknown.

The weather continued for a good part of the day. (We were fortunate enough to never leave the weather completely behind!) However, during periods of intermittent sun and clouds, we whiled away the hours keeping the lounge car's funds liquid and discussing all those things that railfans always discuss on trips, which no one remembers later. We did remember to put in our orders for the evening meal of prime rib so as to ensure enough for our octet. (The prime rib, considered the "premium" meal on Amtrak is really quite good given the methods of food preparation.)

For the rest of the period we spent in Oregon, little of importance was either done or remembered. Thus, to bed.

At this point, something should be said about the Amtrak Economy Sleeper! If one is lucky enough to be alone in the roomette-sized compartment, then the room is comfortable enough, and the bed is quite nice. On the other hand, if one must share the room with even a normal-sized person, the space is indeed cramped. While the lower berth is adequate, and even comfortable, the space allotted to the upper bunk is most reminiscent of a very

small crypt. A hint to Amtrak - when the next generation of Superliner sleepers are built, put in a little window for the upper berth passengers: the coffin-like feeling would be greatly alleviated.

However, we all survived the night, and some of our group even survived the next day. By this time we had left the balmy weather of Oregon far behind and, on this Easter Sunday, we beheld the wonders of nature gone slightly amok. The roads in the vicinity of Laramie, Wyoming were all closed, and word came to us that we might have to be bussed into Denver due to, not weather, but an overturned tank car filled with toxic material which caused the downtown area of Denver to be evacuated. (This fear proved not to come true.) At this point we were at Borie, Wyoming, in the midst of heavy snow drifts (which our train handled with no trouble), and from the warm comfort of the lounge car, could watch, with some pity, the struggles of the detraining Cheyenne passengers who must be bussed from this small transfer point into Cheyenne itself. The drifts were high, the wind blowing, and the Greyhound bus, which backed down the small platform, caused some consternation among the debarking passengers due to its backing up procedures in almost zero visibility conditions. However, pity is short-lived when the beverages are available, the company is socialable, and two new "fly-ins" were present to hear all of us recount the adventures of the trip so far in great detail and volubility.

We arrived in Denver in good time, and from the station went to our downtown hotel which was only eight miles, and a \$9 taxi fare from the station. At this juncture, our group separated into the intrepid and the indolent. The intrepid cleaned up and headed back downtown for an evening of luxury at the Brown Palace Hotel, and the indolent, who composed themselves in the coffee snop of our hotel and watched "The Sting", reserved their energies for the great trip through the gorgeous scenery of the Rocky Mountains as seen along the route of the "Rio Grande Zephyr".

The snow, which had been falling since we entered Wyoming, continued through the night, but the Denver taxis were up to the task of getting us safely to the depot in time to stand in line for 1 1/2 hours before boarding time. The long wait, however, ensured that we were near the head of the line and thus able to board, leave suitcases, etc. in coach seats, then head post haste for the rear dome observation lounge. An on-time departure was celebrated by sparkly beverages which objected strongly to being opened in the altitude of Denver, and showed their displeasure by spreading themselves liberally over our persons. But nothing would sink our spirits, and we settled back to enjoy conventional equipment and beautiful scenery. Now, at this point friends, harsh reality intrudes. You haven't forgotten, it is hoped, the mention of the continuing snow conditions? Good, because it was

thus that we knew there were Rocky Mountains out there, but with a ceiling of about a foot off the ground, we had to take on trust the fact of being in the midst of glorious scenery. Undismayed, we decided to enjoy the train and worry about the scenery later. All looking forward to enjoying for the last time the ambience of real china plates, real cloth table coverings, and, it was hoped, real food, we headed to the dining car. The train, which was filled with railfans, was also filled with hungry railfans, so a late breakfast proved to be necessary. The totally inundated, but no less efficient, dining car steward had everything under control, and in just about as little time as one gets a microzapped meal out of Amtrak, we were feasting on French toast, scrambled eggs, bacon, toast, sausages, etc. (Some of our little group, knowing that it would be the last conventional meal on American trains, sampled everything (in the interest of historical research, of course!!))

After retiring to the lounge-observation car again, we fell into conversation with several amiable folks, and spent a quiet day looking and snow, snow, and some more snow. Since all of the amenities of the Rio Grande Zephyr were in excellent working condition, we had no fear of not enjoying ourselves in comfort.

Our scenery slowly lost it's snowy look and Helper, Utah found us again back in the dining car reveling in the Zephyr's special trout dinner. It is rare that restaurants serve quality pan fried trout, so the excellent dinner provided us by the Rio Grande was especially pleasing. (Some of the Philistines in our group choose to indulge in London Broil [also excellent, I'm told.]) From dinner on, the scenery changed to the familiar flattish desert of Utah, and all too soon the lights of Salt Lake City were visable from the darkened dome car.

Our arrival in Salt Lake City provided additional excitement, as that part of the country was experiencing high winds (so high that 14 piggy back cars were blown off their freight train.) The weight (probably due to excessive passenger eating habits) of our car proved sufficient to keep us on the tracks. But the connecting van trip between SLC and Ogden gave the lie to that theory, as the van rocked and swerved back and forth across the highway as we made for Ogden depot. Winds of up to 80 mph had been recorded for that day. But, a safe arrival was made, and we prepared to await our San Francisco Zephyr in the very small Ogden depot waiting room. Two of our party were to depart 9 minutes after us on the Desert Wind enroute to Southern California.

The next hour or so provided somewhat nervous-making excitement as Amtrak crossed the Salt Lake fill at 60 mph (the members of the group who considered themselves experts at train speed timing were fair and far out in the speed estimates). Being in the

darkened, empty upper level Amtrak lounge, one could easily feel the accentuated sway of the cars in the wind and a quick look through the diaphragms between the diner and the lounge indicated much more sway than usual. (More than one of our party thought briefly of the fate of those 14 piggy backs!) But Amtrak got us through, and after another night in the upper coffins and lower berths, we awoke to blazingly bright sun shining on the Nevada desert.

After not seeing the sun since late in September, the clear blue sky of the Sierra Nevadas just accentuated the mind boggling scenery of the mountains. White snow, green firs, and blue sky was as good an advertisement for Amtrak Superliner Lounge cars as any advertising agency could wish. Our trip spent in the lounge car was made even more enjoyable by the best lounge car attendant most of us had ever had the good fortune to meet. The young man kept the car clean, took and delivered drink orders to one's seat and provided intelligent and interesting commentary on the passing scenery as we descended from the mountains towards our Sacramento destination.

When we arrived on time in sunny, clear-skyed, and warm Sacramento, we all forgot about cold, snow, rain, and other unpleasant facts of nature. After checking into a nearby motel for a much deserved cleaning up, our merry little group went our separate ways, only dictated by individual interests. Meeting for dinner at a quaint old Sacramento eatery, we whiled away the evening waiting for our departing Amtrak Coast Starlight at 11:30 pm. After boarding, a final evening of conviviality was enjoyed before going to well-earned slumbers.

The next morning we awoke to the splendors of the Cascades which, some believe, are not outshined by either the Rockies or the Sierra Nevadas. (Amtrak's route through these glorious mountains should be a required trip for all visitors from the Alpine countries of Europe.) The day was clear, with blue sky and enough snow to lay to rest fears of a coming summer drought. Deer were spotted welcoming us back into Oregon and soon the approaching sunny haze of the Willamette Valley showed that our trip was nearly over. Arrival at Union Station was fifteen minutes late, and while home, bath and rest awaited some of us, others had late evening work shifts to look forward to with some trepidation. Nonetheless, the unanimous consensus was of a trip well-spent, and 3,217 miles of enjoyment a fitting climax to participating in the final days of the last non-Amtrak mainline passenger train in our country.

Rachel Immel

Correction train operations- the Union Pacific's Burns Branch and the Oregon & Northwestern are shut down for about a month. The former Hines Lumber Company mill is being turned over to new owners and the UP is using the time to resurface about 20 miles of track just east of Burns.

PACIFIC NORTHWEST CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

(An Oregon Non-Profit Corporation)

Room 1, Union Station, 800 NW 6th Ave.
Portland, OR 97209 (503) 226-6747

1983 CHAPTER OFFICERS

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PACIFIC NORTHWEST CHAPTER MEMBERSHIP

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