

The



TRAINSMASHER



Unofficial Publication of the Pacific Northwest Chapter,
National Railway Historical Society.

If you'd like to submit materials for publication in the **TRAINSMASHER**,
don't bother 'cause we won't print it anyway.

LATE NEWS NOTES

Burlington Northern:

Not satisfied with the striped noses currently being applied to new units by Burlington Northern, the Federal Government has ordered BN to repaint the noses of all diesel units Armour yellow for higher visibility at grade crossings. BN objected, claiming operation of Armour yellow units over their lines would cause damage to signals, bridges and track structures. An appeal of this order is now pending.

Passenger News:

Due to the success of AMTRAK and the popularity of tourist lines, Congress is expected to vote favorably during the next session on a measure to restore all short lines of 50 miles or less that were in operation during the decade prior to World War II. Rhode Island Locomotive Works is to resume construction of steam locomotives to fill the demand to be created by this legislation. Yet to be decided is how the AMTRAK silver, blue and red colors will be applied to the new power, mostly 4-4-0's. All locomotives are to be built with tenders 10 feet longer than in the original plans, this to accommodate Head End Power (HEP) supply for the trains. AMTRAK planners are pushing for restoration of Pullman service on these trains citing "the obvious need and profit potential."

AMTRAK Merger:

The biggest news on the transportation scene is the recently announced merger application by AMTRAK and Greyhound Lines. One of the most innovative ideas in years, buried deep in the legalese of this application, is the proposal to convert all of the current Greyhound fleet to hi-rail, primarily for branch line service. With conversion couplers, the buses could also be used to supplement AMTRAK's Amfleet equipment when needed. Contained in this proposal is a plan to change the name of the highway carrier to **GREYHUGE** and replace the familiar running hound logo with a sleek, no-nonsense elephant. It was explained that on some of the heavily patronized branches, it will be necessary to M.U. the buses and anyone who has attended a circus knows elephants will M.U. more successfully than hounds. There is also a plan to increase the supervisory force for Greyhugue to live up to the new corporate image and put it on a par with partner AMTRAK.

Union Pacific:

UP has announced the sale of all Idaho Division branch lines to a company backed by some of its major Idaho customers. Included is the 157-mile Oregon Eastern Branch from Ontario to Burns, Oregon, where it connects with the Oregon & Northwestern. Due to the dramatic rise in the level of Malheur Lake, part of the line has been under water and out of service for several years. Traffic originating on the Oregon & Northwestern, consisting primarily of forest products, is currently being trucked to a reload facility on the Union Pacific main line.

The new owners of the branch have announced plans to raise the track on average of 15 feet to forever eliminate high water problems and grade crossing accidents. Seventy Eight miles of suspension bridges will be built end-to-end to carry the track well above any possible future level of the lake. Suspension bridges were chosen for their ability to span long stretches with fewer piers than more conventional bridges. This should also eliminate problems with the state and Federal environmental officials as it will disturb the least possible amount of land. Additionally, it will make more acreage available for cultivation in an area that is expected to see a land rush now that lake sediment has settled on the land and the water receded, leaving some of the richest farmland in the West. Traffic resulting from the increased farm production is being counted on heavily by the planners.

When originally constructed, the branch to Burns was projected as a connector between the Oregon Short Line in Idaho and the Oregon & California Railway, then building in the Willamette Valley. While these lofty ambitions were never realized, it appears that the line when finally re-opened will at last become the "bridge" line originally envisioned.

RR Innovation:

Another revolutionary concept in railroading is the study being conducted by a major western road to eliminate derailments entirely. The test equipment is being stripped of trucks, wheels and brake rigging and a row of compressed air jets substituted along each side of the locomotives and cars. These will provide a cushion of air under each car, keeping it the proper distance above the ground and providing a ride that promises to be even smoother than by plane. The jets on the motive power will be slanted back at a 45-degree angle to provide the forward thrust necessary to move the trains.

smoother than by plane. The jets on the motive power will be slanted back at a 45-degree angle to provide the forward thrust necessary to move the trains.

When in motion, the equipment will move at the same height as present day equipment, but when stopped with the jets turned off it will settle to the ground, thereby eliminating the need for steps for entering and leaving the cars. Likewise, freight car openings will be at ground level, facilitating loading and unloading. Since there will be no wheels, hence no brakes, on the revolutionary new cars the air brake system will be modified to operate the jets.

Conversion to the new air-jet operation is to be financed through the savings from eliminating all track structure which, of course, would then be redundant. The constant movement of trains over an area will eventually erode the earth until bedrock is reached, however this is viewed as an advantage as the right-of-way would then be so low it could easily be bridged where needed and completely eliminate the hazards of grade crossings. Depots would be built at bed rock elevation on inflatable supports so they could be kept raised to the level of the right-of-way until such time as it, too, is at bedrock.

There are already reports of impending strikes by track laying crews, steel rolling-mill employees and gravel quarry workers who will become unemployed by this drastic change in railroad operation. And, airfans (formerly railfans) are being urged to equip their cameras with dust filters and gravel shields as well as the new single lens reflex periscopes in order to snap those interesting action shots as the trains swish by below.

Without rails there can be no derailments!! Railroad builders should have thought of that many years ago!!

"WHY DIDN'T I THINK OF THAT?" Dept.

A Northwest aluminum company has just announced a multi-million dollar contract to supply light aluminum rail for Tri-Met and several other light-rail projects on the West Coast. The aluminum rail is only a fraction of the weight of steel rail, thereby saving considerable in costs of transportation, handling and installation. This is considered a major breakthrough in urban transportation construction and is thought to be what "light" rail planners had in mind all along.

In this connection, a new facility is being built for the purpose of constructing "light" cars of aluminum for operation on MAX and other light rail lines. All components of the cars will be of aluminum including seats, wheels, axles, traction motors and fare boxes, making them the lightest "light" rail cars in existence. Since the honor system of fare collection has not proven successful, it is planned to return to fare boxes and collection "as you enter." In a further weight reduction move, Oregon

and Washington representatives in Congress are introducing legislation to convert the nation's coins to pure aluminum to further reduce the weight in the cars, particularly during rush hour operation.

This revolutionary concept comes from Putschki-Warsaw, Ltd., a product of our years of cultural exchange with foreign countries. Operation of the new all aluminum cars will result in power savings estimated to cover at least half the cost of the cars over their projected useful life. Construction is to start in about ten months when the new plant is completed. It is contemplated that present heavy "light rail" cars will be replaced at a rate of about one per month starting in June, 1989.

The new cars are designed with large vacant areas on the underside which are to be filled with steel and concrete weights prior to delivery to prevent derailments and tipping over as a result of the strong Gorge winds anticipated in the area where they will be operating.

APRIL FOOL

No, the railroad world hasn't suddenly gone bonkers as reported in the preceding pages. Your temporary editor thought you might appreciate a smile or two to kick off this Spring month that always begins with practical jokes and winds up with a wondrous display of nature's beauty in the great Northwest. And don't forget -- it is the month when Uncle Sam collects our income taxes for the previous year and Congress robs us of one hour of sleep, always paid back on schedule six months later -- without interest.

But, don't be too hasty in ridiculing the ideas you have read. Would you have believed a few decades back that in 1988 you would be seeing entire trains of highway trailers on steel wheels or hundreds of freight trains crisscrossing the country daily with nary a caboose in sight, or that all of the nation's passenger trains would be painted the same color? Think of how quickly you would have hooted down the eager fan who arose in those times to announce that some day the D&RGW would reach Portland, Oregon, and the Pacific Ocean, or that steam heat and telegraph wires would go the way of the dodo bird.

A pleasant summer to all!

Jack Pfelfer

The



TRAINMASTER



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PNWC-NRHS, Room 1, Union Station, Portland, OR, 97209-3715

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Editor (April Issue): Jack Pfeifer - 644-0048
(Editor's Typist/Production: Doug Auburg)
Editor (May issue onward): Russ Schoof - 829-7269
Publisher/Circulation: Chuck Storz - 289-4529

THANKS FOR YOUR HELP WITH THE MARCH TRAINMASTER

The following members showed up to help me fold and label the March TM: Jack Pfeifer, Chuck Storz, Carl & Maxine Rodabaugh, and Richard Gray. Thanks folks! Doug Auburg

POLICY

(Our policy for April is adopted from the Trainsheet, Tacoma Chapter, NRHS)

"Many people are not happy unless they are finding fault with something. We try to accomodate all of our readers, therefore we have included several mistakes."

CHAPTER TIMETABLE--APRIL 1988

BOARD OF DIRECTOR'S MEETING, April 7, Thursday, 7:00pm, at the Columbia Gorge Model Railroad Club on the corner of N. Vancouver Ave. and Russell Street. All Chapter members are welcome to attend.

MONTHLY MEMBERSHIP MEETING, April 15, Friday, 7:30pm, at the Portland General Electric Auditorium on SE 17th Avenue between Powell and Hologate. **MAJOR AGENDA ITEM: ELECTION OF NEW CHAPTER VICE PRESIDENT** (see candidates' statements elsewhere in this issue. Remember, only members with 1988 dues paid as of March 31 will be eligible to vote. **PROGRAM NOTE: THE NEWSREEL WILL START PROMPTLY AT 7:30, THE PROGRAM AT ABOUT 7:45 AND THE BUSINESS MEETING WILL FOLLOW.** Goodies available. Please come prepared to put some money in the "kitty" so we can continue to have refreshments. "Newsreel:" bring 6 slides of current railroad events.

WEEKLY NO-HOST LUNCHEON, every Saturday, 12:00 noon at the Semaphore restaurant at the corner of SE 17th Avenue and Hologate Blvd. Our group sits in back. Come on down!

NOTICE

PROGRAMS NEEDED FOR LATER IN THE YEAR. Anyone who is willing to present a program (slides, film, etc.) at a Chapter Membership Meeting, please contact Hugh Robertson at 252-3315. Work with Hugh to choose your month, subject and have fun.

EVENTS OF INTEREST TO RAIL FANS

Chapter Spring Excursion: **GREAT NORTHWEST RAIL ADVENTURE**, May 7 & 8, 1988. Portland to Spokane via Pasco, spend the night in Spokane. Sunday: Spokane to Seattle and then return to Portland. \$260 ea (dbl occ) or \$290 (sgl occ). Promises to be a fun trip. Send for a trip brochure.

Rocky Mountain Railroad Club 50th Anniversary Summer Celebration. June 18--July 2, 1988. Ride behind UP 3985, on the new Georgetown Loop, up Pikes Peak and cover all remaining narrow gauge as well as many long abandoned right of ways. Available in segments. Contact: Rocky Mtn. RR Club, PO Box 2391, Denver, CO, 80201. (303)572-7868

NRHS National Convention: "**GARDEN STATE IN 88**" is scheduled for July 23-31, 1988. Brochures available in April. Refundable preregistrations available for \$10 from Tri-State Chapter, NRHS, PO Box 2243, Clifton, NJ, 07015

Overland Chapter **COLORADO RAILS--AUTUMN IN THE ROCKIES**. Sept. 24--Oct. 2, 1988. Georgetown Loop, Cumbres & Toltec, Durango & Silverton, and ride behind UP 8444. Contact: Overland Chapter, NRHS, 1412 Twelfth St., Moline, IL, 61265.

APRIL MEETING PROGRAM

RAILROAD BRIDGES ALL OVER THE UNITED STATES by Al Viewig
(Note: The Program will start about 7:45pm)

"YOUR VOTE" (An EDITORIAL)

by the April Editor, Jack Pfeifer

America's strength and that of its institutions lies in the democratic process whereby each person has a vote and can help elect the leaders. Admittedly, the system works better on some occasions than others, but is most successful when the voters are well informed. In this presidential election year there is no shortage of information, albeit somewhat slanted in favor of the provider.

When information about the candidates is not that forthcoming it is the responsibility of the voter to learn as much as possible before casting a vote. It has always been the practice of the writer not to vote unless knowledgeable about the choices to be made. This philosophy is valid in all situations -- from presidential elections right down to the local scout troop, neighborhood association and yes, our Chapter!

Having served three years as a Chapter director, I will seize upon this opportunity to urge each and every Chapter member to attend Board meetings and observe their elected representatives in action. It can only result in the member being much better informed and therefore, much better qualified as an elector. At most Board meetings in those three years the number of Chapter members in attendance could be counted on the fingers of both hands -- sometimes on the fingers of one. Yet, at the election last November over 200 ballots were cast!

All of the Chapter business is discussed at Board meetings and most of the discussion is by the elected members of the Board, an ideal opportunity for the spectator to learn how each member of the Board stands on the various issues and how he conducts him/herself in the face of controversy.

Unfortunately, personalities and factions play all too large a part in the decisions by some Board members. As chairman of the Bylaws Committee, I submit proposed bylaw changes to the Board after they have been thoroughly discussed and recommended by my committee. So there will be an opportunity to study the proposed changes and be prepared with discussion and questions, I always mail copies of the changes to all Board members in advance of the meeting at which they are to be presented. On one of my most recent submissions the first question put to me by another Board member was, "Who proposed this change?" I refused to answer on the grounds that we were there to consider the merits of the proposal, not the person who recommended it. Notwithstanding my refusal, more than one member of the Board continued to demand to know whose idea it was. The originator of the proposal was in attendance at the Board meeting and finally spoke up. When it turned out that the member making the proposal was not from the "wrong" faction from the questioner's perspective, attention was turned to the proposal's merits.

The majority of the Board members conduct themselves in a mature and businesslike manner. As a Chapter member, you would applaud their actions if you were present. On the other hand there have been occasional performances at Board meetings which would have embarrassed you. During the time it was my privilege to serve on the Board, I have seen Board members explode at one another very immaturely; I have seen delicate issues explained and handled very wisely; I have heard persons reveal disturbing conduct on the part of a Board member; I have heard excellent solutions offered during discussions of Chapter dilemmas; and I have been very embarrassed by raw profanity in a Board discussion before a mixed group of members. Also, persons wishing to do business with the Chapter have been insulted by inane questions and innuendos directed at them during the discussion of their proposals. With unpaid volunteers running an organization some of these incidents, however inexcusable, will occur. The real tragedy, in my view, is that so few of the Chapter members were there to witness these performances to enable them to be better informed voters at subsequent Chapter elections.

Under Chapter bylaws practically all decisions are subject to approval by the membership, but the direction and tone of Chapter activities often take shape at Board meetings witnessed by precious few of the members at large.

So, in my one editorial for The Trainmaster, I take the opportunity to strongly urge each member to attend monthly meetings of the Board so he/she will be a better informed voter when those persons conducting Chapter business again appear on the ballot at a Chapter election.

Your vote is important. It should be based on knowledge.

COMMITTEE REPORTS

Membership Committee

by Fred Dorsett

Please welcome the following new members:

Rockford D. Regula
 Alan & Hilda Barr
 Bruce Carswell
 Tamara A. Auburg
 Albert Spor

Welcome aboard!

Library Committee

by Walt Grande

The Union Pacific Railroad has donated a large collection (approx. 50 boxes) of I.C.C. reports going back to the 1880's. These include a great deal of information about the history of all the railroads in the country.

The Library Committee is developing a comprehensive policy for the acquisition, use, and disposal of archive materials. In the meantime, in order to maintain the integrity and security of these materials, please direct questions, requests or action regarding them to the Library Committee Chairman.

RULE BOOKS DONATED TO CHAPTER

The Pacific Northwest Chapter is indebted to UPRR retiree Frank Dennis for his donation to the Chapter, March 1st, of the following rule books that he acquired from the estate of Allen C. Tuttle, a long time Union Pacific employee who passed away about 1980:

"Consolidated Code of Transportation Rules" (1939)

"Consolidated Code of Operating Rules" (1945)

"The Traveling Engineer's Association Examination Questions and Answers for Firemen for promotion" (1927)

"UPRR Maintenance Rules & Instructions Governing Air Brakes, Communicating Signal System, Electric Headlights, Heating, AC, etc. Form 7170 (3)" (1945, 1955, 1964)

"UPRR Rules & Instruction of the Motive Power & Machinery Dept." (1943)

"UPRR Questions and Answers of Mechanical Examination for Promotion of Firemen to Enginemen" Form 7153 (2) (1948, 1950)

"UPRR Questions and Answers of Air Brake Examination for Promotion of Firemen to Engineers" Form 7154 (2) (1950, 1956)

"UPRR Questions and Answers of Air Brake Examination for Promotion to Hostler" Form 7164 (1948)

"UPRR Instruction Pertaining to duties of Locomotive Firemen in the Proper Firing of Oil Burning Locomotives" Form 7174 (1946)

"UPRR rules and Instructions Governing Time Service (Watches, Clocks, etc.)" Form 7529 (1946)

"UPRR (Oregon Div.) Rules Governing CTC System, Automatic Cab Signal System, etc." Form 7901 (1952)

"UPRR Automatic Cab Signals Rules" Form 7903 (1951)

"UPRR (Northwestern District) Schedule of Pay, Rules & Regulations Governing Locomotive Firemen and Hostlers" (1937)

"Westinghouse Air Brake Co. Passenger Train Handling Instructions" Publ. 9037 (1919)

"Bureau of Explosives Pamphlet 20-G for Trainmasters and Train and Engine Crews (Dealing with hazardous and dangerous shipments including explosives, poison gas, liquids, etc.)" (1941)

"UPRR Examination and Re-Examination: Hostler Rules and Instructions governing Air Brakes" Form 7164-A (2) (1943)

"Union Pacific Railroad Employees Hospital Association Regulations" (1953)

"UPRR (Oregon Division) Block & Interlocking Signal Indicators" (1952)

"EMD Operating Manual for SD-24" (1959)

"EMD Operating Manual for GP-20" (1961)

"EMD Operating Manual for GP-30" (1962)

Not an X-rated title in the lot!! But plenty of X-rated comments from their supervisors when the employees didn't know what was between the covers and conducted themselves accordingly.

Does anyone want to volunteer to do book reviews of any of the above?

CAR HOST LIST 1988

Senior Car Hosts: Junior Car Hosts:

Rachel Immel	Robert Jackson
Pete Dorland	Cynthia Jackson
Kenneth Peter	Paul McMillian
Esther Rosu	Gerda McMillian
Richard Mather	Alan Viewig
George Mickelson	Pat Patterson
Kent Hutchins	Lindy Fredricks
Michael Ackley	Charles Andrews
Duane DeLong	Gerald Schuler
Dale Hammersly	Michael Rosu
Al Wert	Tom Brewer
John Von Gaertner	Leona Nowell
Noel Nelson	Mike Balteau
Eleanor Nelson	Nancy Hodson
Vija Keeler	Darlene Morrison
Larry Hodson	Linda Hoffman
William Gano	Judy Robertson
John Wilworth	Hugh Robertson
Walt Grande	Richard Parks, Jr.
Larry Collier	Richard Gray
Kristine Nelson	Judy Cramer
Randy Nelson	Janet Rodabaugh
Kerrigan Gray	Donovan Gray
Kyrian Gray	Gordon Zimmerman
Fred Dorsett	Dan Lundy
Terry Parker	Doug Crites
Rich Carlson	Dick Gemeinhardt, Jr.
Jack Pfeifer	Beverly Gemeinhardt
Jim Loomis	Barbara Von Gaertner
Chuck Storz	Roger White
Doug Auburg	Richard Gross
Marilyn Rehm	Arthur Hansen
Al McCready	Kenneth Duncan
Bob Hoffman	Bob Badzik
Duane Cramer	Barbara Dougherty
Jim Whaley	Eleanor Reid
Ray Myer	Gerald Webb
Sandra Myer	Freda Webb
Gerry Baldwin	Bill Carter
Al Haij	Steve Howes
Robert Slover	Jim Edgar
Mary Lou Weaver	Carl Rodabaugh
John Holloway	Pete Rodabaugh
Pat Tracy	Bryan Leeder
Jim Schmidt	Russell Schoof
Roger Phillips	Christine Schoof
Bill Davis	
Connie McCready	

Note:

This list does have potentially unqualified members on it. Those people may have the opportunity to qualify be the Excursion date if they:

1. Pay full individual membership dues
2. Update CPR Certification
3. Attend April meeting to complete the "four meetings in the last twelve months preceding an excursion"

rule, if they are only short one meeting.

(All subject to Rule #8 of the Car Host Policy-covering extenuating circumstances.)

Bob Jackson, Car Host Manager, will be calling from the top of both revised lists of the ones that are in the realm of being able to qualify by the excursion date of May 7th until such time as he has obtained his full compliment of hosts.

CANDIDATE'S STATEMENTS FOR CHAPTER VICE PRESIDENT (order determined by lot by the editor)

DOUG AUBURG

I'll keep this very short, since you should all know me and my capabilities by now.

I would like to continue to serve you as a Chapter officer and Board member. The office of Vice President will not take as much time as that of President and so should not be a problem for me to effectively accomplish it and still stay on top of my new job.

If you choose to elect me, I will continue to speak on the Board for moderation, cooperation and building of the Chapter. Bob Hoffman has been a real help to me during the past 14 months and I'd like to return the favor as he embarks on his term of service to the Chapter.

TERRY PARKER

First and foremost, in addition to running excursions, the chapter must find new fund raising activities. Additional funds are needed to continue excellent programs such as the museum car project and restoring our rail equipment. Second, we must define cooperation with other rail oriented groups, and promote the idea if common goals can be met and mutually benefit all involved. We also must be aware of groups that only want chapter resources and equipment, while using the term cooperation only to mask their real intentions. Since 1984, one of the major responsibilities of the vice president is maintaining a current list of chapter assets. A large portion of this task still needs to be performed. Finally, the Board of Directors needs to better inform the membership on the various sides of issues, at the regular business meetings, so votes can be cast on facts, rather than emotions. Qualifications: Vice President 1979-81, In charge car 3300 restoration 1984, Museum Committee Chair 1985, Present Director at Large.

DAVID STIMAC

(No statement was received by the TM deadline. However, the candidate had a candidate's statement in last month's TM)

RAILROAD TIE PLANT REOPENS

by Jerry Webb

The railroad tie treating plant in The Dalles re-opened Monday, March 14, according to a story in a weekly newspaper in The Dalles. The plant had been closed since December when new owners Kerr-McGee Chemical Corp., purchased the plant from Union Pacific Railroad, out-bidding J.H. Baxter Co., which had operated it for 35 years.

About 50 people are employed by the Oklahoma City based Company, about the same number as before. Baxter Company processed as many as 600,000 ties a year plus timber for bridge construction, power poles, construction companies and landscaping business. The new Company will continue this work. At present hundreds of stacks of green ties are in the yard ready for the 24 to 30 hour operation needed to suction off natural water in the ties, force 200 degree creosote solution into the wood, then suction the excess. Pulled from the treatment cylinder, ties "drip dry" on a concrete pad where excess is gathered and recycled. there are 5 cylinders 130 feet long, 7 feet in diameter holding 580 ties each. Short tie length narrow gauge railroad cars are used, moved around the site by a locomotive.

The Kerr-McGee Company and Union Pacific Railroad have spent over 5 million dollars upgrading and improving the facility. Included is cleanup of groundwater and other potentially toxic chemicals, demolishing outdated equipment, painting, leveling stacked timber holding areas, constructing a new concrete drip pad, purchasing new tie-handling equipment and changing underground piping to above ground for environmental reasons. Two large tanks that have been a landmark will be demolished. The plant manager says they are working to make the place aesthetically pleasing as possible.

Union Pacific has a 10 year contract to buy products. The railroad owns the land. The Chemical Company purchased everything from the ground up. Untreated wood comes from Oregon and Washington mills in a semi-processed form. The plant trims and inspects for quality, drills holes for tie plates and notches bridge timber before being creosote treated.

NORTH OF THE BORDER

by Jack Pfeifer

Some of Canada's most spectacular scenery, from the Rockies to the Pacific Ocean, can now be enjoyed from the coach windows of a new service by VIA Rail. Their transcontinental CANADIAN and SUPER CONTINENTAL trains do not traverse most of the scenic Canadian Rockies in the daytime, but VIA now offers a "Daylight" train (where have we heard that name before?) between Vancouver and Banff.

Departing Vancouver each Sunday AM, May through

October, the train makes the daylight run to Kamloops, where passengers spend the night and continue to Banff Monday, arriving in the late afternoon. Returning, the train leaves Banff Thursday AM, again with an overnight in Kamloops, and arrives Vancouver Friday PM. Fare for adults is \$495 (Canadian) for the round trip and includes two nights hotel (double occupancy) in Kamloops, as well as continental breakfast and box lunch on the train, which carries no diner.

The schedule allows two days in Banff, more than enough to enjoy the spectacular scenery and a bus trip to Lake Louise with optional bus or rail return. VIA Rail can arrange hotel and tour reservations at Banff and Lake Louise as well as "Daylight" train reservations. From Oregon and Washington, call VIA at 1-800-665-0200.

NORTH OF TWO BORDERS

by Jack Pfeifer

Alaska's famous narrow gauge White Pass & Yukon is slated to resume operation this year over a portion of the line constructed at the turn of the century as a result of the Klondike gold rush of the '90's.

When the only source of freight revenue dried up in 1982 the WP&Y was not able to survive on its seasonal tourist traffic and ceased all operation that fall, bringing hardship to the seaport terminus of Skagway, a regular stop for many of Alaska's cruise ships. Since then the Alaska cruise business has boomed, due in part to the unsettled political conditions in the Mediterranean. More ships have been added each season although many have now eliminated the Skagway call where WP&Y trains boarded passengers right on the dock.

When service is resumed this Spring, a 3-1/2 hour round trip to the top of White Pass will be offered for \$65.00. Although the line originally extended to Whitehorse, BC, trains in 1988 will not cross into Canada, due in part to the lack of time in which to work out border crossing arrangements with Canadian authorities.

The railroad will be strictly a passenger operation as the WP&Y has its freight equipment up for sale.

If you are planning a cruise to Alaska this year, make sure it includes a stop in Skagway.

U.P. DISPATCHING CENTER IN PORTLAND TO CLOSE

by Jerry Webb

The February, 1988 issue of Union Pacific's INFO says the company's new computerized train and crew dispatching center is expected to begin operation in Omaha by the end of 1988. All regional dispatching centers will be shifted there, with the Portland Center the

first to go.

Located in the historic UP Freight House in downtown Omaha, it is the same structure that saw the original Union Pacific Railway auctioned off in 1897 to Edward H. Harriman.

The \$55 million complex will house operations of all UP dispatch offices by the end of 1989, handling dispatching of all trains -- as many as 700 a day -- moving across the 20-state system. Some 400 men and women will be employed with dispatchers watching on screens as trains move from city to city. All operations of regional crew management centers will also be consolidated in the Omaha Center.

On the outside, the 97 year old building will be restored to its original 19th century appearance, while inside it will be a showcase of digital technology. Besides the wall-sized displays, using large-scale video projections, computers will make decisions on routing and meeting places. The story in UP's INFO magazine states: "The operational displays, the remotely-controlled switching and signaling function, and the system-wide crew-calling operations will be supported by a new computer center to be built along the south side of the original structure. Among its capabilities will be the capacity to make fail-safe train routing and train meeting decisions based on pre-programmed control priorities."

The story says the centralized train and crew dispatching center is part of the railroad's continuing program to increase efficiency.

LETTER TO THE EDITOR

I am concerned about the impression our members and those of other rail-oriented organizations have about the rail museum situation in Portland.

Establishment of a railroad museum to educate and share with the public our interest in, and the wonders of, the flanged wheel, has been a priority in the Pacific Northwest Chapter for the past several years. As with any volunteer organization, money has generally been the stumbling block. A 1982 study of locating such a museum near Union Station found the proposed building unsuitable and the 1984 Louisiana Worlds Fair Daylight train did not generate the hoped for funds for a museum project. In the meantime collection of information and statistics on other rail museum operations has continued by the Chapter Museum Committee, but without a site and funds, no definite proposal could be formulated. There has been an attitude of involving as many people as are willing to become involved because planning, building, and finally running a museum is no easy chore; nor can we ignore the existence and interest of all other rail groups in participating fully in the final outcome of this research.

Along with the acquisition of the Union Station property by the Portland Development Commission, the

Northwest Rail Museum was formed for the purpose of using a portion of that property for a museum. These members of the Pacific Northwest Chapter, NRHS, chose to set up a completely separate organization, following which there have been differences of opinion regarding the structure of the governing body, plus questions regarding the plan set out by the Portland Development Commission. There didn't seem to be any way to become involved in this planning through the NRM.

All of us in the Chapter and other rail-oriented organizations are there to enjoy our efforts at furthering the interest in railroading and preserving its history. Don't be uninformed about the facts which led to some of the actions during the past months in our Chapter. Instead of innuendos and accusations we need open discussions and the airing of differences so as to strengthen, not weaken, our Chapter. With that approach we will emerge stronger and better equipped to accomplish our goal.

A good start would be for each member to attend the open (Chapter) Board meetings where there is much discussion of all aspects of the Chapter's business, including a possible museum. Also, attend the Saturday lunch where there is always an informal exchange of ideas. See the Trainmaster for times, dates and locations.

Please come join us!!!!!!

Marilyn Rehm

HAPPY BEARS

by Jerry Webb (from a story Lancaster Dispatcher, Lancaster Chapter, NRHS)

A Burlington Northern train derailment in 1985 in Montana resulted in a happy meeting place for bears who developed a desire for vintage corn mash.

Among other things, some of the cars were loaded with grain. Hundreds of tons were spilled, and even though most was recovered, a lot was left on the ground. As time went on, the rain turned it into vintage corn mash, which intoxicating visiting bears -- who returned time and again. Their keen noses picking up the scent from miles around meeting at the spot for an intoxicating good time.

The story doesn't mention whether bears and trains had unfortunate meetings, but wildlife biologists, began looking for ways to discourage the bears from visiting the site. But the bears were not to be discouraged. As one official put it: "Once the bears realize the rewards of going to a place like that it's hard to break them of the habit."

However, BN crews may have come up with the solution ... using an item that man has used to eliminate one of man's smellier creations -- the outdoor privy.

They are applying quick lime by pouring it over exposed corn-laden soil. No smell, no bears and so prohibition has returned to northwestern Montana in the vicinity of Esses, MT, at least for the bears.

BUSINESS MEETING MINUTES

Summary of Minutes - Regular Chapter Meeting - March 18, 1988

The meeting was called to order by Chapter Vice President Bob Hoffman.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 2/29/88: Checking \$80,294.04. Savings \$6798.28.

The membership passed the following motion at the March meeting: Appropriated \$750 for the museum committee to build closed display cases in car #76 in preparation for the April O&C display trip.

Election for President: The election held tonight to replace Doug Auburg as Chapter President resulted in the following vote: Bob Hoffman 53. Dave Stimac 10. Bob Hoffman elected as the new Chapter President.

President Bob Hoffman reported as follows: 1. The East Portland tower interlocking machine has been moved from the Columbia Gorge clubhouse to temporary storage at the Brooklyn yard. 2. The S.P. has published a tariff of \$125 each way to move cars between Brooklyn yard and the Union Station. 3. The Chapter has been assigned parking space #45 outside Room 1. 4. The office of Chapter Vice President is vacant. Members interested in running for the position should contact a board member.

Activities: Jim Edgar announced that a number of items from the Roger Peck collection are on display tonight. A volunteer is needed to take charge of the Chapter picnic at Washington Park.

Swap Meet: Doug Auburg reported that the swap meet went very well. There were 865 paid admissions and 140 tables sold for a gross of about \$3500.

Excursions: Kerrigan Gray reported that as of today 159 tickets have been sold for the Spokane excursion. Sales from the brochures have been poor so far. Eighteen radio spot announcements have been bought on station KXL. It is very important that Chapter members pass out as many brochures as possible. There is a need to get information to the public to encourage sales. Continued full funding of Chapter programs depends on a profitable trip. Doug Auburg reported that he has started on arrangements for a Seattle Steamboat Trip which will be in July or August. The Seattle trip will have a limit of 280.

Library: Walt Grande announced that the Library Committee will meet at 2 PM on March 26 in Room 1. Completion of the shelves in Room 1A will be pushed. The committee hopes to have regular Saturday afternoon work sessions so that the library can be open each week.

Museum Committee: Dave Stimac reported that the museum committee is at work preparing car 76 for its April display trip to Salem, Eugene and Roseburg. Dave asked for small items to display in closed glass cases on the 76 during the trip. Al McCready reported good cooperation from the S.P. and school districts in the display locations.

Respectfully submitted, Chuck Storz, Secretary

BOARD MEETING MINUTES

Summary of Minutes - Board of Directors Meeting - March 10, 1988

The board of directors passed the following motions at its March meeting: 1. Recinded motion channelling all donations to the Chapter through the Museum Committee. Media materials are to be directed to the library committee as specified in the bylaws. 2. Appropriated \$650 for Chapter National Director Rich Carlson to attend the April national board meeting. 3. Authorized use by the SP&S Ry. Historical Society of caboose pictures from the AFE collection. 4. Recommended to the membership spending up to \$750 to install display shelves with doors in car 76. 5. Authorized key to Room 1 for Doug Auburg as acting publications committee chairman.

Doug Auburg turned the gavel over to V.P. Bob Hoffman at the beginning of old business.

Excursions: Kerrigan Gray reported that 111 tickets for the Spokane excursion have been sold as of today. Sales of 355 are needed to break even. Newspaper ads have been placed by Rich Carlson. Newspaper ads have also been placed in Washington state publications. A car host list for the trip has been made up according to the new rules and will be published in the April Trainmaster.

Library Committee: Walt Grande announced organization of a number of library sub-committees as follows: Books, Magazines and Newsletters: Jerry & Freda Webb; Audio Visual: Jack Pfeifer; Drawings and Maps: Kermit Williams; Archives: Bob Weaver; Historical Foundation: Gordon Zimmerman; Assistant Chair for Library facilities: Bob Slover; AFE Files: Chuck Storz; Research (answering inquiries) Walt Grande.

The Trainmaster: Doug Auburg reported that computer trouble delayed publication of the March issue of The Trainmaster. Doug will assist Jack Pfeifer with the April Trainmaster. By mutual agreement no stipend will be paid to the editors of The Trainmaster for the first four months of 1988. A memory expansion board for The Trainmaster computer will be purchased with part of the money saved to expand it to 640K of memory.

Portland Terminal Co. Safe: Rich Carlson reported on the pending sale of a large steel safe by the Portland Terminal RR. Co. (now located on the second floor of the Union Station). The board discussed using the safe vs. fireproof file cabinets vs. regular lockable file cabinets to

store the Chapter's negative collection. The board asked Rich and Walt Grande to look into the matter further and make a recommendation at the next board meeting.

Rolling Stock: Bob Jackson reported that there have been problems in the process of installing the motor-generator set under car 6800. Final installation will have to be done at Dee on the Mt. Hood RR. Howard Kallio of the B.N. has advised that the move of the Chapter's cars from Silvis, IL is on the B.N. contributions committee agenda for April.

Respectfully submitted, Chuck Storz, Secretary.

COMMITTEE CHAIRS

- Chapter Representative to Steam Locomotive Advisory Committee: Bob Hoffman, 236-7710
- Activities: Jim Edgar, 236-7271
- Meeting Program Coordinator, Hugh Robertson, 252-3315
- Bylaws: Jack Pfeifer, 644-0048
- Concessions: Marilyn Rehm, 236-7271
- Excursions: Kerrigan Gray, 777-6610
- Finance: vacant
- Library & Historical Foundation: Walt Grande, 246-3254
- Membership: Fred Dorsett, (206) 256-4981
- Museum: Dave Stimac, 288-2421
- Ad Hoc "Permanent Home": Kerrigan Gray, 777-6610

THE TRAINMASTER
Pacific Northwest Chapter
National Railway Historical Society
Room 1, Union Station
800 NW 6th Avenue
Portland, OR 97209-3715

- Public Relations: Al Viewig, 223-2526
- Publications: vacant
- Rolling Stock: Bob Jackson, 233-2667
- Car Rental Agent: Carl Rodabaugh, 253-4241

CHAPTER OFFICERS:

- President: Bob Hoffman - 659-8402
14105 SE Laurie, Milwaukie, OR, 97267
- Vice President: vacant
- Secretary: Chuck Storz - 289-4529
146 NE Bryant St, Portland, OR, 97211
- Treasurer: Kyrian Gray - 777-6610
3947 SE Francis St, Portland, OR, 97202
- National Director: Rich Carlson - 292-0975
9110 NW Stark Ct, Portland, OR, 97229
- Directors:
- Bill Carter - 646-8116
13915 SW Stirrup St, Beaverton, OR, 97005
- Kerrigan Gray - 777-6610
3947 SE Francis St, Portland, OR, 97202
- Bob Jackson - 233-2667
2131 SE Tenino St, Portland, OR, 97202
- Terry Parker - 284-8742
1527 NE 65 Ave, Portland, OR, 97213
- Carl Rodabaugh - 253-4241
9908 SE Lincoln St, Portland, OR, 97216
- David VanSickle - 297-3807
9816 SW Arborcrest Way, Portland, OR, 97225

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