

The



TRAINMASTER

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



SEPTEMBER 1991

The Days of Wine and...

Dateline: Salem area, Memorial Day 1991.

The Mission: To explore strange new worlds of Oregon vintages, to seek out new grapes and new taste sensations, to boldly go where we had never gone before...the Willamette Valley Wine Country!

What a glorious day it was! We knew we wanted to do something different. The wine country seemed a perfect setting for this Memorial Day to remember. My mind was envisioning the picturesque drive to the towns of Dundee and Lafayette, the breathtaking glassware I had seen at the antique mall the month before, so I didn't hardly notice that we kept driving down I-5 towards Salem.

When we arrived in Salem, we heard that the area's wineries were having a special celebration for the holiday. We found a Special Attractions brochure for the Salem area complete with a map of the wineries. So, off we went.

Our first stop, Witness Tree Vineyards. So named because of an old surveyor's tree that served as a landmark. It was a quiet gathering with a gentle piano serenading us. "Passports" were being offered to visitors. Not being one who likes to

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CHAPTER TIMETABLE NO. 348

REGULAR RUNS

BOARD OF DIRECTORS MEETING, Thursday, September 12, 7:00pm, at the Columbia Gorge Model Railroad Club on the corner of N. Vancouver Ave. and Russell Street. All Chapter members are welcome.

MONTHLY MEMBERSHIP MEETING, Friday, September 20, 7:30pm, at Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. The business meeting will start promptly at 7:30, with the newsreel and program following after a short break. Refreshments will be available; please bring some money to feed the "kitty" so Kitty can continue to feed you. The program is listed below.

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

ROLLING STOCK WORK SESSIONS, every Tuesday and Saturday, at the Chapter's tracks in Brooklyn Yards. Working hours are 9am to 3-4pm on Tuesday, 10am to late afternoon on Saturday. There's a lot of work of all kinds to be done. Contact Richard Gray (656-0260) or Bob Hoffman (654-0914) to see what you can do.

ARCHIVES WORKSESSION, Thursday September 12 & 21, 1 to 4pm at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact Bob Weaver at 654-4274 for more information—or just show up! There's lots of work to do.

CHAPTER LIBRARY OPEN HOURS, Saturday, September 21 & 28, 1 to 4pm at Room 1, Union Station. Gordon Zimmeman will be your host.

EXTRA BOARD

no scheduled activities
both trips cancelled
possible trip to tillamook in october

SEPTEMBER MEETING PROGRAM

Pacific Electrics pre-1954
by Bob Terkelsen

Program begins after business meeting

Notice: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a Chapter meeting, please contact Chuck Bukowsky 284-7277

The TRAINMASTER

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society, published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official National Railway Historical Society position on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source. Please address contributions, correspondence, and exchange copies of newsletters to:

Attn. TM Editor
PNWC-NRHS
Room 1, Union Station
Portland, OR 97209-3715

EDITOR:

Michael J. Callanan
1020 NE 131st Pl.
Portland, Oregon 97230
253-5458

CIRCULATION:

Chuck Storz - 289-4529

MEMBERSHIP in the PNWC-NRHS is available as follows:

Regular...\$25/yr.
Joint...\$30/yr.

For more information contact the Membership Chairman, at the above address.

DEADLINES

are terrible things, but they pop up every month without fail. The deadline for each issue of *The Trainmaster* is the 20th of the previous month. I always try to squeeze in late material, but I can't guarantee that anything received after the 20th will make it—be warned!

—MC

from the President

The days of summer are gone. Maybe we will have a truly Indian Summer!! Frost is not on the pumpkin yet, but almost.

This summer has been active for our committees.

The Library Committee has been busy sorting and resorting, selling off duplicates, and filling the flat files. Room 1-A is still full, but beginning to take on a different character.

The Rolling Stock Committee is still working on the cars and getting some lease days out of the Red River (6800).

The Excursion Committee has begun work on 1992 & 1993. It has a couple of things that will hopefully go before years end.

Our financial picture is still on hold. We are not broke, but belt tightening. By the time you read this, your Board of Directors will have had a retreat to look toward some new and old projects and some new directions that will make us all happy.

The Sumpter Valley Railroad wants to work with us, so be thinking of the summer of '92 - a busy one.

Remember, NRHS Convention in San Jose, with 4449 and 2747 and lots of bay area rail action!

-Chuck Bukowsky

Let's Insure Our Future

So many canceled trips, so many wounded spirits.

The trips that were planned this summer on the BN branch lines were nixed because of the high insurance requirements of the railroad. Many of us have felt this pinch in other areas also, anyone who has had to self-pay a hospital call lately, or young drivers receiving a policy for the first time will attest to the monstrous commitment.

It may be time to re-evaluate the strategy of our spending. Is our revenue producing rolling stock that important to us if it can't be utilized in excursions?

This writer suggests looking at the value of having just a few cars, two or three, to be operated behind AMTRAK.

Those will be sure revenue producers, lets consolidate and save our resources.

What do you think, how do you feel. Please send in your thoughts so we can establish what our direction needs to be.

-editor

CHAPTER BUSINESS

Committee Reports

MEMBERSHIP

Tammy Auburg, Chair

Please welcome the following new members to the chapter:

William Binns
Hillsboro, Oregon

Dan L. & Phyllis G. Hodell
Battleground, Washington

John B. & Carolee Lukens
Forest Grove, Oregon

LIBRARY/ARCHIVES

Walt Grande, Chair

The Chapter library will be open September 21st and 28th from 1pm to 4pm. Library work parties will be held on September 12th and 21st from 1pm to 4pm. We will continue to sell surplus books at the regular chapter meetings.

CATALOGERS NEEDED

Volunteers are needed to help inventory the vast collection of photographs, railroad records, timetables and other railroadiana. Projects include the chapter's photo print collection, Union Pacific's East Portland Tower records, VC tower train registers, UPLaw Department periodicals, and many others.

-Bob Weaver

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - AUGUST 8, 1991

The meeting was called to order by President Chuck Bukowsky at 7:10 PM.

Treasurer Maxine Rodabaugh reported that she and Peter Rodabaugh are working on a detailed report on how the car restoration bond money has been spent.

The board of directors passed the following motions at its August meeting: 1) Authorized payment of a bill of \$122.50 for business cards. 2) Restricted use of funds

generated by the Rail Sensation to the preservation of the Union Station train shed. 3) Authorized spending \$325 for the installation of an air conditioner in Room 1A and recommending approval by the membership. 4) Established policy for the Chapter library generally limiting the collection to material related to the Pacific Northwestern North America and recommended approval by the membership. 5) Authorized the Rolling Stock Committee to immediately begin obtaining the best possible estimate for repairing the three damaged Chapter cars now at Tillamook.

Car Restoration Bond Program: Attorney Mile Purcell presented the board three copies of all documents relating to the bond program. The copies were given to the trustee, Alan Viewig, the finance committee and one copy to be left in room 1.

Excursions: Fred Dorsett reported that the flyers for the Redding excursion were stapled and labeled last Saturday, but have not been mailed due to lack of a contract from Amtrak for the excursion. Chuck Bukowsky reported that he and Al McCready have been in regular contact with Amtrak with the hope that a contract for Redding can be finalized by early next week. Peter Rodabaugh suggested a trip on the Port of Tillamook Bay line from Banks to Tillamook.

Rolling Stock: Pete Rodabaugh reported that work is continuing on car 4461's air conditioning. Two potential leases of car 6800 could generate revenue of \$3200. Cleaning and restoration of the fluorescent lighting are continuing on the two RDC cars.

Insurance: Chuck Bukowsky reported that Dave Duncan is working on a possible group excursion insurance policy. This will require all the rail groups in the area to agree on their insurance requirements.

Nominating Committee: Chuck Bukowsky appointed the following members as the committee to nominate officers and directors for 1992: Fred Dorsett, Tom Green, Barbara Dougherty, Tammy Auburg and Connie McCready.

The board also discussed but took no action on: 1) Having an office manager for Room 1. 2) Problems with the Jack Holst Award including lack of nomination forms in The Trainmaster. 3) Disposition of the former Crown Zellerbach narrow gauge electric locomotives stored at Glenwood.

Respectfully submitted, Chuck Storz, Secretary

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - AUGUST 16, 1991

The meeting was called to order by President Chuck Bukowsky at 9:15 PM.

CHAPTER BUSINESS

f o r u m

"Amtrak, as of April 4, no longer uses Grand Central Station in New York City. This is indeed the end of an era in this country." (The Clearance Card)

The grandeur that rail travel boasted of in the past has relinquished; the priority of the the day with Amtrak is efficiency.

Across the country old gothic structures are being abandoned in favor of compact depots to favorably utilize Amtrak's resources. In Tacoma, Washington, once the western terminus of the Northern Pacific Railroad, we have just such an example. Railroad stations look rather peculiar with no track. Many of the railroad stations in Chicago have been razed because of the growing value of the property on which they stood.

Bridges are also a great operating expense to the railroads, in fact right here in town the BN wants to discontinue operations over certain portions of track because of deteriorating bridge conditions.

In a recent editorial, in the Oregonian, it was noted that Portland Development Commission, which owns Union Station, and Amtrak have come to a tentative agreement about monies to be spent on moving the passenger shelter at Union Station. Amtrak had previously threatened to move its depot to an eastside location because PDC was wanting to much of a commitment for the shelter.

PDC has seven tracks at Union Station, which it wants to trim to five to make better (more profitable) use of the land. At this time three tracks are reserved for Amtrak, two for run-thru freight traffic and two for private cars and rail activities.

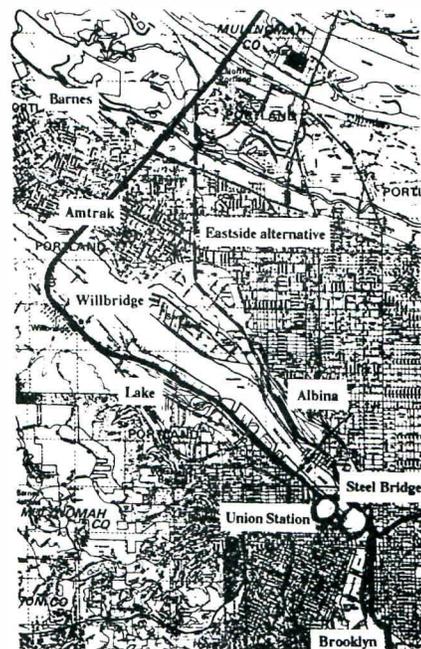
Reducing would eliminate extra tracks, thus rail enthusiast activities would be

limited, if available at all. It was suggested at one point that Amtrak adjust its transcontinental scheduling to accommodate the new restrictions that PDC wants to impose. At this time the Coast Starlight, both northbound and southbound, and the eastbound Empire Builder are all in attendance about 3:00pm. It is also approximately the time that a BN Hot-Shot shows up on it's way to Brooklyn Yard to deliver its train to SP. BN pays a per-car charge to cross the Steel bridge which is owned by UP.

Now if Amtrak feels inconvenienced by the changes (motivated by efficiency, an eastside depot could save 20-30 minutes on the schedule) and decides to move to an eastside location, it is conceivable that BN would want to interchange with SP via UP's Albina Yard. UP's and SP's access to Lake Yard could then be via Barnes Yard and Willbridge, eliminating the need for the Steel bridge. If the Steel bridge is not being utilized, I'm sure UP will quickly seek disposal.

Maybe that wouldn't be so bad. We could turn the station into a museum.

-editor



CHAPTER BUSINESS

Treasurer Maxine Rodabaugh reported the following balances in the Chapter's accounts as of 7/31/91: Checking \$10,773.28. Excursion \$5394.15. Restoration \$4988.68. CDIC Savings \$33,139.64. Far West CD's \$24,524.74. Maxine also reported that rent for the PGE meeting room is going up to \$50 a meeting.

The membership passed the following motions at the August meeting: 1) Authorized spending up to \$400 to install an air conditioner in Room 1A. 2) Directs the Rolling Stock and Museum committees to meet to categorize all Chapter steel wheeled and rubber tired equipment as to its purpose in the following categories: a) For operation purposes, b) For museum-historical purposes and c) For maintenance-support-storage purposes. Requires that a report be submitted at the September business meeting.

The membership tabled the following motions at the August meeting: 1) That all passenger cars except the Mt. Hood, 3300, 72 and one coach be sold with the proceeds to be used to retire the Chapter's bonded debt and upgrade/maintain the remaining cars. 2) That the Chapter's library collection be limited generally to books, papers and maps on railroads in the Pacific Northwest area of North America.

Excursions: Chuck Bukowsky reported that the Chapter is still waiting for Amtrak approval of the Redding trip. Amtrak in turn is waiting for approval by a number of S.P. officials. If Amtrak approval was now in hand it would leave only four weeks to sell the trip. Therefore, the Redding trip will not be run. Chuck said that he will ask the excursion committee to begin planning trips at least one year and preferably two years in advance.

Rolling Stock: Pete Rodabaugh reported that most work at present is on windows and air conditioning on car 4461. Cleaning continues on the RDC's. An estimate is being prepared for repair of the three cars at Tillamook in order to receive a lump sum payment from the S.P. Pete reported that he is also working with the OERHS for an extension of 120 days on the time to move the Crown Zellerbach electrics stored at Glenwood. The car Red River was leased to the Northwest Rail Museum for a trip to Tillamook.

Respectfully submitted, Chuck Storz, Secretary.

Adolescence is a period of rapid change. While a child is between the ages of 12 and 17, a parent may age 20 years.

Update on "Champoeg"

In the past Trainmaster, we have reported on the former Oregon Electric Railway Parlor car that is being restored by folks at the Bay Area Electric Railroad Association, operating a museum in Rio Vista Junction, California. The June 1991 issue of the group's newsletter, The Review, had a very interesting story of how a piece of furniture that had been at the Museum for years turned out to be exactly like one that had been on the Champoeg in 1931. But, let The Review editor Rick Borgwardt tell the story:

More years ago than anyone can seem to recall, a late-1920s vintage Atwater Kent radio arrived at Rio Vista Junction. The set was placed in the living room of the bunk house where it reposed and was occasionally used.

Through the years, the set suffered several indignities. The ornate wooden grill work and fancy printed silk cloth which graced the front of the speaker component of the cabinet sustained a direct hit by a flying object. Vintage vacuum tubes died. The Atwater Kent was rapidly becoming a piece of junk. No one seemed to care.

Some months ago, Chris Pagni traveled to Portland to conduct research on Oregon Electric Railway parlor car "Champoeg". While reviewing photo files maintained by the Oregon Historical Society, he came across two prints of the interior of the "Champoeg" taken in 1931. Lo and behold, the car was being used to promote sales of Atwater Kent radios.

Surprisingly, the two photo views revealed an Atwater Kent Radio identical to the set languishing in the bunk house at Rio Vista Junction.

Well, that is how it started, the radio was taken to San Francisco where it was completely renovated and restored, inside and out. Now, the radio with "reconstructed wooden grill work, now silk grill cloth and thoroughly renewed electrical components have created a functional piece of furniture suitable for placement in a 1930s style living room, or, in this instance, as an artifact to be installed within the "Champoeg".

-Jerry Webb

Engineers To Be Licensed

All engineers and their supervisors must now have to pass tests and get certified before doing their jobs, including current engineers. Managers must know the routes of various trains. All certified engineers will have to be re-certified every three years with annual inspection rides. Motor vehicle records will also be looked at for signs of drugs or drunken driving. The new rules will begin on September 17, 1991 (they are a direct response of the 1987 Amtrak-Conrail accident in Chase, Maryland.)

-by L.T. Walker (UTU NEWS)

NEWS—HISTORY—TRAVEL

...continued from page 1

feel left out, I made sure that we got ours as well.

Next stop just up the road, the Pellier Mirassou Cellars. They had live music and all kinds of goodies to feast on as well as a vast array of wines. There we met a wonderful wine steward who educated us on the difference between a blush and a pinot noir blanc. At that point we got a map and decided to see as many wineries as were recommended to visit in one day.

(Now, I bet you're wondering what the heck this has to do with railroading. Well hang on to your hat, I'm trying to build suspense!)

Our last stop was the Eola Hills Wine Cellars. After sampling everything they had to offer, including a syrupy sweet dessert wine, we were ready to head for home.

Perfect day, I thought to myself. Relaxing moments with my husband, beautiful day, gorgeous scenery, and he didn't even mention the "R" word. But wait! We're heading in a southerly direction past the Ocean Spray silos. We live NORTHERLY! Oh Geez! A clearing in the field revealed tracks.

Well, he did give me an option...or is that an ultimatum??? I could walk the old logging line with him or stay in the car and read a magazine for an hour, which would it be?

Having just seen the movie Stand By Me a week before, I decided to go for the adventure of walking the tracks.

I learned as we went along that this was the old Dallas logging line, it went up into the mountains. He explained that the nails in the ties all had dates on the heads so the Maintenance of the Way folks would know when to replace them. We looked hard for any dating back to the teens, but to no avail.

When we got to where the diamond had been, Mike wanted to go up away, but I decided to stay

back and look around. As I began to explore, I noticed a delapidated shed right by the track. Mike said that was where the telegraph operator worked. "Must've been an isolationist," I thought. There were signs of new life in it, a double nest was anchored on the shelf above me, it's inhabitants out for a test flight. No gang graphitti had invaded this place. Yet I did spy some chicken scratchings on the boards. Something dated 1963. And codes:

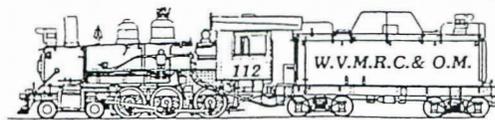
Junction City
Albany - .
Salem - -
Union Station ...

These were the codes used by that old operator to communicate with the various stations up and down the line. Calling ahead for weather reports and train schedules, I would imagine. Realizing we had found a piece of history that wouldn't be seen by most folks, we scratched the codes into a piece of wood with a nail.

As we headed back up the tracks to the car, I'd realized that it had indeed been a perfect Memorial Day to remember.

...And all the way back, I kept looking at the dates on those nails.

-Tina Callanan



Saturday & Sunday
October 5th & 6th
1991

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October 5th & 6th
1991

Swap Meet Salem, Oregon

The Willamette Valley Model Railroad Club
is Sponsoring a Swap Meet
At The Armory Auditorium, 2310 17th Street N.E.
Salem, Oregon

MODEL TRAINS WILL BE RUNNING

Admission:

Adults \$2.00
Children (under 12) Free

Hours:

General Public: 10:00 am to 4:00 pm Saturday
11:00 am to 4:00 pm Sunday
Sellers: 8:00 am to 4:00 pm Both days

Tables:

\$15.00 Second Day FREE
Remittance in advance

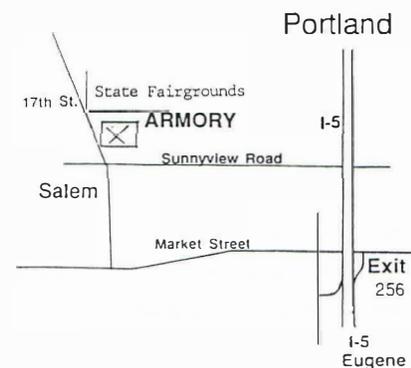
THE NORTHWEST'S LARGEST
SWAPMEET.....

OVER 150 TABLES...

Contact:

Bill Geisler 2550 Wayside Terrace NE
Salem, OR 97303 362 0582

Bill Meads 467 J David Street SE
Salem, OR 97306 370-7428



Caboose Ride

Who says railroads don't have a heart? According to the FLIM-SIES (California based publication dealing with western roads), "Seven year old Seth Trimpey of Hugo, (Grants Pass) Oregon and his family learned just how kind the Southern Pacific can be. Seth, who has a passion for trains, is also chronically ill. He has cerebral palsy, epilepsy, and asthma and has undergone 21 operations in his lifetime; six of which were heart operations this past summer. His mother wrote a letter to the SP last fall detailing how his love for trains pulled him through the operations. She also asked if there was an abandoned caboose the SP could donate to him. The letter quickly passed through the company and permission was granted to make a donation. Ex-SP caboose 1936 was freshly refurbished and repaired (it had been gutted by a fire). On December 17 it was lifted by a crane on to a 39-foot section of track in Seth's backyard. Thanks to the SP, and the countless hours donated by the SP's Oregon Division employees, this whole project cost the parents nothing.

*-The Orderboard
(Tampa Bay Chapter)*

Union Pacific Layoffs

*reprinted from the ARKANSAS
GAZETTE, July 21*

Apparently, a ruling on July 18 issued by the emergency board created in April by Congress to end the rail strike could mean Union Pacific could lay off as many as 1,600 train crew members across the country, with possibly 300 affected in Arkansas. Most of the eliminations would be early-retirement offers. Train crews have already been cut since 1984, but union officials are now worried that UP will try to "hurry along" the process.

*-by Toya Hill
(Arkansas Railroader)*

AMTRAK NEWS

Amtrak has received notice from Burlington Northern that requests to move private cars on Amtrak trains over BN lines would no longer be accepted unless the cars are equipped with self-contained toilet holding tanks. BN's position is that the new federal law exempting Amtrak from local anti-dumping laws does not apply to private cars. Amtrak is attempting to resolve the matter with BN.

(AAPRCO)

In 1978, the federal government paid 62% of Amtrak's costs. By 1990, the federal share had declined to 28%. While the federal government spends 10% less on Amtrak than it did 10 years ago, federal highway spending has gone up by over 50%.

In 1988, Amtrak generated twice as many passenger miles per gallon of oil as domestic airlines, and over 50% more than private automobiles. Between 1978 and 1988 Amtrak reduced its fuel consumption per passenger mile by over 1/3 (36%) vs. 23% for air carriers and 21% for automobiles.

In 1990, California embarked on an improvement program that is investing more to improve Amtrak service in that state than the federal government spends on Amtrak's entire national system in one year.

Adding highway lanes to an interstate freeway costs up to 10 - 20 times as much as adding high quality tracks to an existing rail line.

(The Semaphore)

Fallen Flag

Due to the death of its founder and financial difficulties, the Amtrak Historical Society has ceased publication of its newsletter. Anyone interested in picking up the reins from Elsie Montano can write:

Amtrak Historical Society
PO Box 1019
St. Johns, Arizona 85936
ph (602) 632-5430

(Arkansas Railroader)

Getting the MOST from Train Travel

Train travel is on the increase
This new booklet will help you enjoy your train trip

- * tips on how to get the best fare
- * obtain sleeper reservation when computer shows no availability
- * detailed first hand information about Amtrak equipment and procedures

To order a copy phone or write:

Rail Passenger Services Consulting
4564 Oakhurst Lane Southwest
Port Orchard, Washington 98366
ph: (206) 876-5376

COMMITTEE CHAIRS

Activities: Pat Barbour, 255-6390
Meeting Program Coordinator: Vacant
Bylaws: Russ Schoof, 829-7269
Concessions: Marilyn Edgar, 236-7271
Excursions: John Von Gaertner, 639-0978
Finance: Al Viewig, 228-8655
Library & Historical Foundation: Walt Grande,
246-3254
Membership: Tammy Auburg, (206) 694-7769
Museum: Dave Stimac, 656-9392
Public Relations: Al McCready, 281-2415
Publications: Irv Ewen, 232-2441
Rolling Stock: Richard Gray, 656-0260
Chief Mech. Off.: Peter Rodabaugh, 771-8545
Car Rental Agent: Carl Rodabaugh, 253-4241
Ad Hoc Property Development: Al McCready,
281-2415
Ad Hoc Room 105: Dave Van Sickle, 297-3807
Ad Hoc "Union Station": Terry Parker, 284-8742
Chapter representative, Portland Rail Equipment
Advisory Group: Bob Hoffman, 659-0914
Chapter representative, Northwest Rail Museum
Board: Chuck Bukowsky, 284-7277

CHAPTER OFFICERS:

President: Chuck Bukowsky - 284-7277
3004 NE 28th Ave., Portland, OR 97212
Vice President: Dave Van Sickle - 297-3807
9816 SW Arbor Crest Way, Portland, Or 97225
Secretary: Chuck Storz - 289-4529
146 NE Bryant St, Portland, OR 97211
Treasurer: Maxine Rodabaugh - 253-4241
2315 SE 104th Dr. Portland, OR 97216
National Director: Bob Hoffman - 654-0914
14105 SE Laurie, Milwaukie, OR, 97267
Directors-at-large:
Fred Dorsett - (206) 576-0762
P.O. Box 4202, Vancouver, WA 98662
Ray Myer - 659-0352
3407 SE Vineyard, Portland, Or 97222
Peter Rodabaugh - 771-8545
3945 SE Gladstone St, Portland, Or 97202
Jerry Schuler - 285-7941
2034 N Webster St., Portland, OR 97217
David Stimac - 656-9392
2136 SE 5th, West Linn, OR 97068
Jerry Webb - 298-8163
1402 Dry Hollow Rd., The Dalles, OR 97058

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

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