



## JULY 1988

### Chapter Library Open Saturdays

Beginning July 9, the Library Committee will hold open the Chapter library in Room 1 at Union Station every Saturday for use by members. Hours will be 1:00 to 4:00pm. Members will be able to peruse the current periodicals, browse through the lending library, and check out or return books.

Newer members may not be aware of the quality and extent of the books that are available for loan. Not surprisingly, the most complete coverage is of railroads of Oregon and the Pacific Northwest. However, there also are a goodly number of books on other roads, plus many on general topics, such as steam and diesel locomotives, passenger cars, and narrow gauge.

With our recent acquisitions, the volumes number in the hundreds—although some have yet to be catalogued and are not currently available for checkout. Still, the number is growing weekly as Jim Loomis enters them into the system. Books may be checked out for a period of 30 days.

The Chapter subscribes to a number of magazines. Current is—  
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## CHAPTER TIMETABLE NO.310

### REGULAR RUNS

**BOARD OF DIRECTORS MEETING, July 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, July 15, Friday, 7:30pm,** at the Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. The newsreel and program will start promptly at 7:30, with the business meeting 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 the corner of SE 17th Avenue and Holgate Blvd. Our group sits in the back. Come on down!

### EXTRA BOARD

**SEATTLE STEAMBOAT EXCURSION, September.** The July steamboat trip sold out so quickly that all the seats were gone before members had a chance to respond to the brochure enclosed in the June *Trainmaster*. So another has been scheduled, in the hope that more Chapter members will be able to get on. More information will be available at the July membership meeting.

### JULY MEETING PROGRAM

**STEAM AND EARLY DIESELS,** from recently purchased collections.

- 1) *Film: Union Pacific Steam on Sherman Hill*
- 2) *Santa Fe's Edelstein Hill; E- and F-unit diesels near Chillicothe, Mo.*
- 3) *To be selected.*

Program begins at 7:30

*Notice: Programs needed for September, October, November, December.* Anyone who is willing to present a program (slides, film, etc.) at a chapter meeting, please contact Hugh Robertson at 252-3315. Work with Hugh to choose your month and subject—and have fun!

## 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:

Russ Schoof - 829-7269  
17777 S. Ramsby Rd  
Molalla, OR 97038

### Circulation:

Chuck Storz - 289-4529

MEMBERSHIP in the PNWC-NRHS is available as follows:

Individual...\$20/yr.  
Joint...\$25/yr.

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

### Library, from page 1

sues of *Trains*, *Railfan and Railroad*, *Passenger Train Journal*, *the Great Northern Goat*, and others are kept in Room 1 for members' reading.

The Saturday open hours will be your best chance to see and use these materials. Our well-stocked library is one of the benefits of membership in the Chapter—why not take advantage of it?

## Help Wanted

We recently received a letter from former Chapter member Lee F. Hower, requesting assistance. Mr. Hower is writing a story for *Passenger Train Journal* concerning his ride on the Oregon Trunk mixed train on the opening day of fishing season in 1970. To accompany the story, he would like to include a sidebar about one of the rides the Chapter took on the mixed on the Mount St. Helens, particularly the time that the train stalled in South Junction and the SP&S sent a bus to pick up the riders. The bus, instead of taking the riders, went to Madras to restock the beer supply.

Mr. Hower would like to know if any Chapter members who were those trips would like to write the sidebar, and perhaps provide pictures, as well. He would, of course, share the payment. If interested, contact Mr Hower directly:

\* 3720 West 103rd Drive  
Westminster, CO 80030  
Tel. (303) 466-5017

## Windows

Every Tuesday at 9:00 finds Bob Hoffman supervising a work party in the Brooklyn Yards. Bob's crew of party-goers spends its time changing grommets around the windows in the *Mt. Hood* and other chapter cars. If that sounds like your kind of fun—or if you simply would like to make a contribution to keeping our rolling stock in good repair—and you have some free time on Tuesday mornings, why not toddle down and help out? Bob says that, if the sessions work out well, he might extend them to other work on the cars.

## PRESIDENT'S CORNER

The President's corner is, alas, empty this month. It seems President Hoffman has been too busy playing with trains (or at least train windows) to take up his pen. Bob promises to be back next month, however, so look for him in this space.

## Ken Duncan

Many members might say, "Who was he?" We all know faces, but can't always put a name to them. No matter, Ken Duncan was a modest, unassuming fellow who quietly went about his life of 74 years. He loved trains, so he joined the Chapter three years ago to be with others who loved them also.

Ken signed up to be a car host, and served last May on the excursion to Spokane as junior to George Michaelson on car 3. George says Ken did his job well and without complaint.

Upon his return to Portland, Ken and his friend of 35 years, Art Hansen, were given a ride home by a mutual friend. Art says that when he watched Ken go into his apartment building, that was the last time anyone saw him alive. Apparently, he went up to his apartment, took off his shoes, and quietly passed on.

Ken was a native of Portland and a graduate of Grant High School. He joined the First Presbyterian Church in 1969, and became a member of the church choir in 1979.

A memorial service was held June 12th; burial was at Willamette National Cemetery.

The Chapter will miss this good friend.

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## CHAPTER BUSINESS

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### Summary Of Minutes - Board Of Directors Meeting - June 9, 1988

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The meeting was called to order by President Bob Hoffman at 7:10 PM.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 5/31/88: Checking \$109,945.52. Savings \$6,899.03. After subtracting the emergency fund and designated funds, available funds are \$75,849.58.

The Chapter board of directors passed the following motions at it June meeting: 1. Motion establishing a committee (Parker, Carlson, Storz) to determine what office equipment should be disposed of, and giving the committee authority to dispose of unneeded equipment. 2. Authorized expenditure of \$750 for Chapter National Director Rich Carlson to attend one more national director's meeting during 1988, the choice of which meeting to be Carlson's. 3. Authorized expenditure of \$50 to purchase copies of "Rails Across Cascades" for sale by the concessions committee. 4. Authorized excursion committee to set up a second Seattle Steamboat Excursion in September, present a budget for the trip to the membership, and pay a \$350 deposit for the boat Virginia V. 5. Authorized Chapter participation in RAILCON '89 to be held in Tacoma, WA on April 28 and 29, 1989. 6. Approved spending \$800 from the Rolling Stock budget for Bob Jackson to inspect ex-SP&S Alco FA's on the Long Island RR and the preparation of a bid. 7. Approved special handling of a possible cancellation of Seattle Steamboat excursion tickets purchased by Charles Rosenberry. 8. Authorized the purchase of three Best padlocks and twelve keys for the library doors in Room 1.

The board defeated a motion that all but \$10 of any cancelled tickets for the Seattle Steamboat excursion be refunded due to the trip being sold out which would therefore not result in any revenue loss.

Library: Walt Grande reported that the Chapter library in Room 1 would be open Saturday afternoons beginning the second weekend in July.

Museum Committee: Dave Stimac reported that approximately 3700 people went through the Chapter's cars on the recent trip to Salem, Eugene & Roseburg.

4449 Advisory Committee: Bob Hoffman reported that he has signed the release cancelling the Chapter's lease on the Brooklyn roundhouse and that the City's new lease with the S.P. has been sent to the S.P. in San Francisco for approval.

Swap Meet: Doug Auburg advised that reservations for tables at the next swap meet must be accompanied by payment. No tables will be held for payment on the day of the meet.

Seattle Steamboat Trip: Doug Auburg reported that 209 tickets have been sold as of today for the Seattle trip and that he expects it to be sold out by Saturday. It appears that a number of orders will be turned away. Doug suggested a September rerun of the trip if the response continues to be heavy.

Respectfully submitted, Chuck Storz, Secretary

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### Summary of Minutes - Special Board of Directors Meeting - June 17, 1988

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The meeting was called to order by President Bob Hoffman.

Kerrigan Gray reported for the excursion committee that the committee has recommended against a September rerun of the Seattle Steamboat trip. While the July trip is sold out inquiries now seem to have dropped off. The committee feels that the potential for further sales is not there and that demand for trips should be allowed to build up for the trip next May.

Dave Van Sickle moved, seconded by Bob Jackson that the Chapter proceed with a second Seattle trip in September. Motion passed.

Respectfully submitted, Chuck Storz, Secretary.

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### Summary of Minutes - Regular Chapter Meeting - June 17, 1988

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The meeting was called to order by President Bob Hoffman.

A quorum of twenty five (25) members was present.

Doug Auburg moved, seconded by Terry Parker to approve a budget of \$37,000 for the September Seattle Steamboat trip. Motion passed 17 to 13 on a show of hands.

Respectfully submitted, Chuck Storz, Secretary

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### Committee Reports

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#### MEMBERSHIP

The following people became Chapter members in June. Welcome aboard!

KATHLEEN W. & ADOLPH G. WEGENER  
2705 24th Ave. Ct. SE, Puyallup WA 98374

DAVID W. & RUTH E. MARTIN  
18868 S. Central Point Rd., Oregon City OR 97045

CORINNE B. LUCKETT  
12240 S.W. Imperial Ave., King City OR 97224

LILLIAN L. ELMER  
1475 Green Acres Rd. #42, Eugene OR 97401

*Continued on next page*

CHARLES H. DANIELS  
514 S. Fuquay Ave., Fuquay-Varing NC 27526  
M.P. & EMILY B. BARTOLIC  
671 Church St., Monmouth OR 97361  
LOUISA H. BOEHME  
120 S.E. 53rd Ave., Portland OR 97215  
ERNEST P. GREENWOOD  
1610 Church St. S.E., Salem OR 97302  
KRISTINE E. HURLBURT & DON GOULD  
1600 Douglas, Mt. Vernon WA 98273

VERNON M. & DOROTHY M. NEET  
126 E. Hillcrest, Eugene OR 97404  
WILLIAN & JEAN M. WOODS  
433 Brookside Dr., Eugene OR 97405  
EUGENE R. SEVERSON  
1509 N.E. 24th #3, Portland OR 97212  
WAYNE C. PHILLIPS  
20650 Coventry Circle, Bend OR 97702  
MARY A. WILSON  
12200 S.W. Imperial Ave. #4, King City OR 97224  
JOHN LARSON  
411 N. Holman, Portland OR 97217  
DONALD V. DENTEL & PATRICIA KELLEY  
179 N.E. 232ND, Brush Prairie, WA 98606

#### ADHOC UNIONSTATION COMMITTEE

On Monday, June 13, the Union Station Committee had the opportunity to review and discuss bid specifications and blueprints for interim improvements at Union Station. The Committee has concerns about two floodlight poles to be installed on the traffic island in front of the station, and the point to which the high shed is to be dismantled.

The Committee will recommend to the Board of Directors that the Chapter pay for materials to restore two benches from the SP Medford depot which were salvaged by PRPA. If Amtrak approves, the benches will be placed in Union Station with a plaque crediting a joint restoration project. A professional furniture restorer has tentatively donated the labor.

In conjunction with the Activities and Museum Committees, the Union Station Committee will also recommend a couple of ideas for activities and displays at Union Station.

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#### National Director's Report

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##### 1988 Spring Meeting, NRHS Board of Directors

The spring 1988 business meeting of the Board of Directors was held in Chicago on Sunday, May 1. The meeting began at 8:35am, Dr. Raymond Wood presiding. Board Chairman V. Allen Vaughn did not attend this meeting or any other events of the weekend. He sent a one-page report covering chapter status, memberships, and other subjects.

As of April 29, 1988, paid membership in the NRHS totaled 13,644. Chapters were reminded that half-year memberships are issued June 1 - Aug. 31; After that,

new memberships revert to the full-year fee and include the remainder of the current year as well as the year following. Mr. Vaughn concluded his report with the statement, "Because of personal and professional considerations I will curtail my personal travel for 1988 and will not attend any of the Board meetings scheduled, including Chicago."

It was announced at the meeting that in 1988 Rail-tours of America again will not offer insurance. The corporation is being kept intact in the event circumstances change to permit renewed operation.

The first item under Old Business was the matter of a national dues increase. This had been tabled at the November 1987 meeting. (The last time national dues were increased was 1982, from \$9 to \$12.) Three reasons were given to justify the increase: 1) rent on the NRHS offices in Philadelphia has gone up; 2) the building owners are requiring the NRHS to obtain insurance on the leased space (the offices house the Library of American Transportation and the *Bulletin* offices); and 3) membership services costs are on the rise, including significantly higher postal costs compared to six years ago. No action was taken. If enacted at a future board meeting, the proposed \$3 dues increase will go into effect in 1989.

A foreign postal surcharge in the amount of \$4 was passed, and this amount will be added to the price of membership for members living outside the USA.

A major organizational change is coming up. The number of NRHS regions, now twelve, will become 18 at the fall meeting. This will allow a more manageable number of chapters in each region. The Northwest Region will be unaffected by the proposed change. It will continue to include the British Columbia (Vancouver, B.C.), Inland Empire (Spokane), Oregon Coast (Coos Bay), Pacific Northwest, Snake River (Boise), Southern Oregon (Medford), and Tacoma chapters.

The final item of Old Business was an announcement that an agreement had been reached with the NMRA regarding the monies owed us from the 1986 Boston convention. The check had not yet been received, however.

Three additional chapters were voted into the Society: Savannah, Ga., Hagerstown, Md., and Winter Haven/Lakeland, Fla. The name of the Buffalo Chapter was changed to Niagara Frontier. Two chapters, ArkLaTex in Shreveport, La. and Yuma Valley in Yuma, Ariz. appear to have been dissolved, and as of April 30, 1988, are no longer listed as chapters in the Society. By my count, the Society currently has 151 chapters.

Howard Fox, of the Lancaster, Pa. chapter, said that 16 NRHS chapters have radio units using the frequency assigned to the NRHS (151.925 MHz.) The use of these radios needs to be reported to him so he can make an accurate report to the FCC.

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## NEWS—EVENTS—TRAVEL

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### All the Way to Chicago

To attend the 1988 Spring Meeting of the NRHS Board of Directors in Chicago, I made a 5,006-mile round trip by Amtrak. I covered the same route to Chicago and back, riding the *Pioneer* and the *California Zephyr*. It was an opportunity to get a fresh look at a large part of the American heartland, the Colorado Rockies, and more than 400 miles of Oregon during a one-week period that spanned late April and early May. I had travelled only parts of this route, so I really looked forward to seeing the "new" territory—particularly that east of Pendleton and west of Omaha.

Some might wonder why one would willingly spend over 53 hours each way on a trip that can be made in less than one-tenth that time by jet. Any good railfan, however, knows that there is far more to travel than just making time. If there is one word to describe the mood aboard a train, it is "relaxed." Not that schedules don't matter—they do. Missing connections creates problems.

But most people riding a train are not in a terrible rush, and the prevailing attitude is akin to that of a cruise liner.

In addition to seeing the country at ground level, in a journey of this length there is the opportunity to enjoy good chats with at least a score of fellow riders. Whether it is across the aisle in a coach or over a beer in the lounge car, or while enjoying dinner in the diner, you exchange stories, backgrounds, experiences, opinions, et al with a variety of people, whom you will never again see. I believe you come away the richer for it.

Among those I met were a railroad employee from Holland, an out-of-work oil industry worker, a black Episcopal priest, a Wisconsin graduate student, a Chicano rail grinder for BN, a Vermont educator, housewives from Salem and Boise, and a goodly smattering of Amtrak employees. In each instance, something was learned and, I hope, something was conveyed.

I took along a book (*The Closing of the American Mind*, by Allan Bloom), but I only got to read a few parts of it. The ever-changing views outside were too distracting: beautiful natural scenery, forlorn little towns, wild birds, passing trains, junk yards, sparkling rivers—there was always something to catch my eye. Only the blackness of night put an end to looking out the window.

The route passes through seven states: Oregon, Idaho, Utah, Colorado, Nebraska, Iowa, and Illinois. The skies were rainy as we pulled out of Portland, 45 minutes late. It remained cloudy all the way to the Colorado Rockies, when the sun finally broke through. From there on it was progressively fairer skies, and for the weekend in Chicago the weather could not have been better, with clear skies and temps in the mid-70's. It remained nice all the way back to western Idaho, but on entering Oregon we were back into the cool, cloudy, and wet.

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#### Business, from page 4

As you all know, the next Annual Convention will be the Tri-State at Somerset, N.J. (near New Brunswick) from July 23 to 31, 1988. In 1989 it will be held in Asheville, N.C. Locations for 1990 and beyond have not been determined.

The fall 1988 meeting of the Board of Directors will be held in Miami, Fla., followed by the spring 1989 meeting in Colorado Springs. Atlanta, Ga. has been scheduled for fall 1989.

The Chicago meeting was adjourned at 12:30pm.

Rich Carlson  
National Director  
PNWC-NRHS  
May 24, 1988

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#### Nominations for National Officers

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The call is out for nomination of candidates for NRHS national offices, for the first-ever election of national officers. A nominating committee has been appointed by the President, and it is accepting

nominations for the following positions: CHAIRMAN OF THE BOARD, PRESIDENT, SENIOR VICE-PRESIDENT, VICE-PRESIDENT, VICE-PRESIDENT—FOREIGN AFFAIRS, SECRETARY, TREASURER, EDITOR, HISTORIAN, GENERAL COUNSEL, CHAPLAIN, AND REGIONAL VICE-PRESIDENT.

All members in good standing desiring to pursue one of these offices must write to the Chairman of the Nominating Committee (address below), giving a brief (150 words or less) statement of facts so that selection can be made. The Chapter National Directors will vote on the slate of candidates at the November meeting.

The Committee has set a due date for nominations of July 15, however, they will be accepted until September 15. For further information, see National Director Rich Carlson.

Send nominations to: Warren E. Olt  
Chairman—Nominating Committee  
National Railway Historical Society, Inc  
P.O. Box 100  
Lutherville, Md 21093

My observations lead me to conclude that, of those states travelled, the tidiest, neatest state is Iowa. The well-tended farms; the absence of junk, abandoned automobiles, and other wrecks; very little debris lying about; nicely-painted buildings, even when old; gave the state an almost manicured look. It showed the residents' pride in their surroundings, which was unmatched anywhere else along the route.

The farther west one goes, the more unkempt things become. Junk, piles of wood, garbage and waste of every kind seem to lie everywhere. Despoiled landscapes and unkempt yards were especially common in Utah and Colorado. The sad towns of Nyssa and Rieth, Oregon, seem poverty-stricken and their appearance matches anything to be found in Appalachia. I don't know why this trashing is so much more common in the West, amid the natural God-given beauty of the landscape, but it is there to see.

Far and away the most civilized, prosperous-looking—even elegant—area on the entire trip was the succession of Chicago suburbs located in the ten miles between Riverside and Naperville, Illinois, places with names such as Hinsdale, Clarendon Hills

*"The farther west one goes, the more unkempt things become."*

and La Grange. The obvious well-being displayed is evidenced by the quality of the homes, office buildings, and even new factory buildings. The views were striking in their early spring beauty.

During the final minutes of the trip home, the last mile or two into Portland traversing Sullivan's Gulch alongside the Banfield Freeway and across the Steel Bridge showed more graffiti, litter, and just plain filth than I had observed anyplace along the line. I started sinking into my seat as I overheard comments from riders around me about the number of transients living under the

bridges. In fact, only in Oregon did I see this profusion of hobo camping. I guess it's because of our moderate climate, but it is a problem that has not been properly addressed. We are forever talking tourism, but the entry into Portland by train does not give one a favorable first impression of the city.

Far more uplifting was the natural beauty of Oregon's Blue Mountain and Wallowa Ranges,

*"Today's cars are probably safer, but some of the thrill is gone."*

Utah's southern desert area, and Colorado's Rockies—not to mention the Columbia Gorge. One of the most exciting sections lies west of Denver where the eastbound train goes through 29 tunnels after passing through the Moffat Tunnel under the Continental Divide. You almost feel airborne as you look down at the Colorado plains and the City of Denver.

Sadly, the state of Colorado also offers one of the more dismaying sights along the route: the Interstate 70 construction project east of Glenwood Springs on the north bank of the Colorado River. They are building a bi-level elevated freeway plus bike path, which in my opinion is a desecration of a beautiful natural setting. It is in the same league as the Alaskan Way on Seattle's waterfront, the Embarcadero Freeway in San Francisco, and I-5 along the east Bank of the Willamette in Portland. Maybe if one is driving I-70 the impression is better, but viewed from the train across the river it is a depressing thing that never seems to end. (*Speed wins again, Rich. Glenwood Canyon is—was—one of the most beautiful places in Colorado. —RS*)

One final, lighter comment about the round trip by train. Inevitably, humorous moments will occur. At one lonely station in Utah, the train came to a stop, 50

minutes late. No one was on the platform, so the conductor entered the Amshak. There he found an old lady who apparently had dozed off while waiting for the train. Fortunately, she had left her suitcases outside, alerting the conductor to her presence! With only one train a day, it's a long wait until the next one.

In Chicago, the Directors' meeting was headquartered at the Midland Hotel on Adams Street between LaSalle and Wells, just a few blocks east of Union Station. There was a well-planned series of events to keep us busy the entire time.

On Saturday morning a special tour in a chartered "L"-subway train was made over CTA tracks. We began at the Quincy and Wells "L" station, which has been beautifully restored to its century-old original appearance. Even the smell of fresh varnish was pleasing, and the charm and the vintage feeling has been successfully recaptured. From there the train headed south, then east, then south again to 35th Street near Comiskey Park. At that point the train switched to the northbound tracks and we headed off the elevated structure into the State Street subway.

*"You almost feel airborne as you look down..."*

As we made a fast, non-stop run under the Loop, I told the conductor that he should announce we were in Chicago's first subway tunnel, opened in 1943. He said he didn't know that—1943 was the year he was born! Then he said, "Here, you tell them!" So I got the mike. I remember that when the subway was opened during World War II, tickets for rides by the public on the first day were obtained only through purchase of a \$25 war bond. I had a war savings stamp booklet with close to the \$18.75 in stamps needed, and managed to

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## Union Pacific in Central Oregon

The Union Pacific has withdrawn sales orders on both the Condon and Heppner branches in central Oregon. One of the reasons UP has decided not to sell at this time is current labor problems with "spin-off" sales and outright purchases on some Burlington Northern properties. UP has adopted a wait-and-see attitude with regard to these complications.

In 1987, a deal was struck with Kinzua Lumber Company of

Heppner to purchase the Heppner branch; however, the lumber company wanted a higher price-per-car payment for long-haul shipments than UP was willing to pay. As a result of this technicality and other items which could not be agreed upon, the sale fell through. It appears that UP intends to continue to serve the mill at Heppner and the other customers on this branch for the immediate future.

The Condon branch, on the

other hand, is currently operated only to serve one shipper, Frank Bauman of Condon who ships grain from Condon and Mikkalo (pronounced Michael-o). There have been no negotiations for its sale, but the lower end near Arlington (from Arlington MP0 to about MP11 between Shutler and Rock Creek) now is being retained by UP for delivery of unit garbage trains to the Waste Management site near Milepost 11. The Waste Management con-

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Chicago, from page 6

scrape up the difference to make the purchase price. I rode the trains and recall assisting a photographer for *LIFE* magazine. All quite exciting stuff for a new high school freshman.

Now, 45 years later, our train rolled northward past Wrigley Field and other points of interest. At Howard Street, the northern city limits of Chicago, we changed trains and boarded a two-car 4000-series vintage "L" train that

Today's cars are probably safer, but some of the thrill is missing.

The vintage train took us all the way back downtown and again into the State Street subway on a non-stop express run. We off-loaded at the Jackson Blvd. station to lunch at the grand old Berghoff Restaurant on Adams between State and Dearborn Streets.

On Saturday afternoon, we made a special trip on the Chicago South Shore & South Bend Rail-

quired 44 new passenger cars. Four have been lost through accidents and ridership has increased, forcing the company to lease a complete gallery-car train (diesel) from Metra, which runs in its Metra colors.

The railroad has an interesting variety of freight and passenger equipment parked about its yard, including some being stored there by other owners. The South Shore recently acquired an open-platform business car, but it is not electric and is intended only for

*"These were the cars I grew up with...and the sounds, the ride, and the views took me back four decades."*

was a real nostalgia trip for me. These were the cars I grew up with in the 1940's, and the sounds, the ride, and the views took me back four decades. The cars were built in 1923, and have been repainted as they were for much of their activities.

The train ran out the "Skokie Swift" tracks to Dempster Street. I had not ridden these rails since a bitterly cold Sunday in January, 1963, when the beloved North Shore interurban line shut down. Now, on this beautiful spring day in April, 1988, we enjoyed a fine ride—almost as nice as anything one can find on today's much more technologically sophisticated equipment. The clear plate glass windows could be lifted wide open, with only a decal on the window sill warning one not to put one's head or arms outside.

road. The shuttle busses failed to show on time so most of us hoofed it to Randolph Street Station located just east of Michigan Avenue. We boarded the train to find that color television receivers had been hung at several locations in each car in order to show the view captured by a video camera mounted at the front of the first car. That permitted everyone on board to see where we were going. As I was riding facing backward (half of the seats in each car face to the rear) it took some doing to adjust to seeing things first coming and then going with only a short interval in between.

The train travelled only as far as Michigan City, Indiana, where the railroad provided everyone with an excellent tour of the shops and maintenance facilities. In the early 1980's the company ac-

use behind diesel power. The road owns a number of diesels which are in regular use for the growing freight traffic.

The Saturday night banquet featured entertainment. "My Kind of Town, Chicago Is" was a terrific audio-visual slide presentation that covered railroading in Chicago over the past two decades. Since part of that period predated Amtrak, it was good to see (and mourn the loss of) the variety and colors of all the many railroads that operated in and out of the railroad center of the nation. Including good coverage of both passenger and freight service, the photography of Mike Schafer and Jim Popson was superb. It deservedly received a standing ovation at its conclusion. It was one of the best slide shows I have ever seen.—*Rich Carlson*

## NINTH STREET ROUNDHOUSE

In the October 1975 issue of *The Trainmaster*, Merritt Y. "Bud" Parks wrote a descriptive story about the Spokane, Portland, and Seattle Ninth Street Roundhouse. He worked as a machinist's helper in the winter of 1943-44, during the days of steam.

Reading his recollections brought pictures to my mind, enabling me to see in my imagination the activity required to maintain a fleet of some forty steam engines. These included not only SP&S, but also Great Northern Mikados and Pacifics used on the Portland-Seattle run. About them, Mr. Parks said, "The engines assigned to this engine terminal were mostly small, varied, and certainly picturesque." The larger engines, such as the GN 2500 class and SP&S 700's and 900's were too long for the turntable, and were serviced at the Northern Pacific roundhouse at Guilds Lake.

A few logging engines from the Gales Creek and Wilson River came to the roundhouse regularly for boiler washing, inspection, and light repairs.

Mr. Parks' favorite was the 153, a light ten-wheeler of "graceful lines." He wrote about the "loving care" he bestowed upon her, such as changing fittings and piping "...even if only slightly defective."

In discussing the log trains, Mr. Parks said they had no air-brake cars and they drifted out of Cornelius Pass tunnel slowly, with brakemen on the ground setting up hand brakes to hold the train on the descending grade heading for the slough on the west side of Sauvie Island. The switch at the foot of the pass normally was lined for the log dump, as the log trains could not be depended upon to stop. He says, however, he never heard of any "getting away."

Mr. Parks said the Astoria Passenger was handled by engines 150 and 151, which had the habit of regularly breaking driving axle springs. He wondered if this was caused by speed plus bad track or if the engines had an inherent problem.

The cafe-parlor-observation cars on the Astoria train were turned on the roundhouse turntable in the dead of night and he remembered the fresh paint job of the cars, and "...it was a sight to see its sides and brass rail gleaming in the street lights on a rainy winter night."

The SP&S Pasco locals were handled by Atlantic-type engines. His description of them: "They would run like scared rabbits" but slipping was a problem when starting.

Then Mr. Parks turned descriptive, and I quote directly from the last three paragraphs of his story.

*"In my memory I am walking along Ninth Street, just off work at eight in the morning. Way off in the distance towards Guilds Lake first Number 1 is coming in with the Northern Pacific connection from the east. They blow a long and two shorts to call attention to their green markers for a following section. Way down there the yard crews answer. Moving closer, they repeat the ceremony. Again the switch crews acknowledge.*

*"Then, somewhere near that curve at Thurman Street the sounds of the five-note chime whistle are beamed from a parabola of buildings—the long and two shorts very loud now and melodious, haunting, sad, thrilling. Once more a new group of yard engines, and there are a lot of them working the yard leads and industry and dock spurs, respond with a variety of diesel honks and steam whistles—like spectators cheering a long distance runner approaching the finish line.*

*"They are in sight now. One of the 620 Pacifics is up front. They blow for the switch tenders and blow for Ninth Street. They are in the open here, with loud clear tones—no echo. The bell peals out crisp notes. Next it is the sound of seemingly endless head end cars and coaches clattering through the crossovers and into the station. Inside the coaches there is a veritable*

*Continued on next page*

## Imaginative "Efficiency Testors"

Not being employed as a railroad man, but rather one who enjoys reading about railroad operations, I have found admiration for the creative imaginations of those whose job it is to test operating railroad crews on various rules and regulations.

So it was with interest that I read a story of a trainmaster and an assistant master mechanic for the old Rock Island Railroad, which reportedly took place in the Fort Worth, Texas area sometime in the early 1960's. It was related in a 1964 issue of *The Coupler*, the newsletter of the Pacific Great Eastern Railway (now B.C. Rail).

It seems those two placed torpedoes on the rail, then went down the right-of-way setting out fuses, after which they slipped into the roadside weeds to observe the oncoming train and see whether its crew observed the rules.

What they did not see was a local citizen—who was unaware of how railroad rules are tested—thinking the two were "skulking figures" and promptly calling the police to report he had seen two people he knew were planning to blow up the train, or at least rob it.

Well, police came running, but the train got there first. While the crew and the two "bandits" were talking, the police drew guns and demanded to know what was going on. Quick talking by the railroaders finally convinced the fast-acting police that it was merely a routine test.

However, from that day forward the two test administrators were known around local railroad circles as the "James Brothers."  
—Jerry Webb

### New Cars for Amtrak

Amtrak has announced an order for 50 new coaches, to be built by Bombardier, of Canada, plus an option on an additional 100 cars. Bombardier will provide financing for the \$50 million order.

## Ninth St., from page 8

mass of humanity—some even standing in the aisles. Amid this extravaganza of sounds first Number 1 has arrived with its gallant old engine and tired coaches.

Thank you Mr. Parks for that beautifully expressed picture in words of the SP&S Ninth Street Roundhouse. Now I close my eyes and review those words again...and across the screen of my mind I see that steam engine, those passenger cars, and I hear that whistle and the peal of the bell...how about you? —*Jerry Webb*

## Union Pacific, from page 7

tract to haul garbage has been signed with UP and the plan is to run initially a daily train of sixty double-stack sealed containers from Peninsula Terminal in North Portland to the Shuttler site. Waste Management reportedly has purchased the Peninsula Terminal and will use it for refuse reload from both trucks and barges.

Both branches are operated by a crew from The Dalles, with service to Condon on Wednesday on duty at Arlington at approximately 12:30pm and return to The Dalles. The Heppner branch is serviced by the same crew on Tuesday and Friday, but the branch is out of service between 6:30am and 3:30pm so the train will not enter the branch At Heppner Jct. until 3:30.

Get your pictures of these branches NOW! County maps show the best roads to use to follow the lines. The train crew is very friendly, and if contacted at either terminal, generally will stop and pose for photographers. The Heppner branch is quite scenic with green fields and cottonwood trees abounding in Willow Creek canyon. The Condon branch features two marvelous trestles—one at Rock Creek and the other near Gwendolyn—and a spectacular 3.75 percent grade on much of the lower end and middle mileage.

Don't wait if you want to see these remnants of Oregon history in action. —*Dave Stimic*

## In Review

## Railroading Through Cajon Pass

Though not a newly-published book, *Railroading Through Cajon Pass* is new to our Chapter's library. It is one of a number of new books purchased this year by the Library Committee.

To my thinking, this is one of the best-written rail books I have seen. In an easy-to-read and intelligible manner, the author relates events and experiences on the famous southern California pass as only one who has first-hand knowledge can. The author became a railfan at age 13, and in 1946 he spent a month at Cajon's Summit, staying in the Pacific Railroad Society's former L.A. Railway funeral car the Descanso. He liked his stay so much that he became a Santa Fe train order operator a few months later. Most of his career was spent working at Summit, so he knows about which he speaks—and he speaks it well.

The book covers everything. It covers the geology of the pass, operations on the district, water stops, track, section gangs, and signalling. There are lots of maps, including maps of every station that ever was located on Cajon. There even are several pages on Santa Fe and Union Pacific steam locomotives' freight tonnage ratings—boring to me, but I know some would look it over eagerly.

The book features poems written by an early-day Santa Fe agent who worked for many years at Summit and other Cajon Pass offices until his retirement in 1935. A poem he wrote in 1907 while at Summit is beautifully descriptive. A few lines:

*Just a ornery little station at the toppin' of the pass.*

*Nary tree nor ary water, and uncommon short on grass...*

*'Round us lays the Sara Madres, all the biggest peaks in sight,*

*San Antone an' San Gorgonio loomin' awful left an' right.*

Also in the book is a section written by another author, called *Helping 'Em Over the Cajon*. It's a

composite day in the life of a steam-era helper in the hill, in language that puts you there even if you didn't see Cajon in the days of steam.

It is an excellent book. Come down to Room 1 and check it out. —*Jerry Webb*

## Locomotive &amp; Railway Preservation

A two-year-old, semi-monthly magazine is *Locomotive & Railway Preservation*.

A high-quality, slick-paper magazine, it has something for everyone. For example, it has run a six-part series on steam boilers. The series goes into great detail—too much to have any meaning to me. But I know it must contain helpful information for those who are restoring boilers.

Something I really do like is a two-part series on interurban railroads, but then I know there are others who wonder why space is wasted on that.

Each issue carries a large section called *Preservation News* which covers, sometimes in detail, the doings of restoration groups, both in the U.S. and Canada. The magazine also has the usual departments, such as editorials, letters to the editor, and book reviews.

The January-February issue had a story about the meaning of "nostalgia." The author says it is a "gut" feeling, and he takes issue with what most think nostalgia to be. It's an interesting piece, even if you don't agree.

The same issue had a story called *Snakes Alive—They're for the Birds!* It is interesting and humorous, dealing with birds roosting on railroad vehicles stored outdoors.

If you haven't seen an issue, stop by Room 1 some Saturday afternoon during our Library open hours (beginning July 9) and look one over—the Chapter is a subscriber. —*Jerry Webb*

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