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The



Trainmaster

August,
1998

The Official Publication of the
Pacific Northwest Chapter,
National Railway Historical Society
Portland, Oregon



August/September Meetings:

Board of Directors Meetings:

August 13 & September 10, Room 208, Portland Union Station, 7:30 PM

General Membership Meeting:

August 21 & September 18, St. Marks's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 PM

Chapter, PRPA to Operate Steam Excursions Over Part of Astoria Branch "Steam Along the Columbia"

Excursion is scheduled for August 22nd and 23rd and will travel from Linnton to St. Helens and return. Power will be SP&S steam locomotive #700. Cars will be our own chapter equipment. For tickets call (503) 649-6602.

- contributed by Darel Mack, excursions committee chair

Chapter Memorial Fund - Contributed by National Director Gerald Schuler

In an attempt to formalize any donations made to the Chapter in memory of a deceased member, relative, or friend of the Chapter, the Board of Directors has recently adopted this program. The procedure and purpose as described should be self-explanatory. We hope that all members will keep this fund in mind whenever the situation occurs.

A separate fund shall be set up in memory of those members of the Pacific Northwest Chapter, NRHS who have passed away. Purpose of this fund will be to receive donations from the individual Chapter members, family, friends, or organizations in memory of the deceased member. Once the Board of Directors approves establishment of this fund, it shall become part of the operating policy of for the guidance of the Chapter Officers as appropriate.

If the family wishes, they may designate a particular activity or piece of equipment that the deceased was interested in for the funds to apply to. If the family does not wish to designate, this may be done by the Board of Directors. In either case, examples of appropriate funds are Rolling Stock; either general or a particular car; towards the

Museum fund; either general or a particular item in the Museum; towards a permanent headquarters and meeting place for PNWC-NRHS; either general or specific furnishings in the Headquarters (chairs, tables, rail oriented pictures, etc.); or a Scholarship for a particular applicant to the NRHS Railroad Camp. When the funds donated are sufficient for a particular item, a small suitable plaque so designated may, at the discretion of the Board of Directors, be placed in a suitable location on or near the item. Under no circumstances shall the money be deposited to the general fund for Chapter operating expenses.

The Chapter Treasurer shall deposit the donations in the appropriate account and make a current entry. An acknowledgment card or letter shall be sent to the donor thanking for the gift. A letter shall also be sent

to the family of the deceased listing those persons who have donated in memory of the member. The amount of the individual donation shall not be revealed, though in cases of multiple donations, the total may be given. The Treasurer may tell total donations for a certain member during a regular Chapter Treasurer's report. If appropriate, whenever

funds are expended to complete a deceased member's memorial project, the family of the member shall be notified, thanking them for their part in making the e said gift possible.

Approved by the PNWC-NRHS Board in April, 1998

Meeting Minutes, July 17, 1998

CTO: 7:35 PM

Welcome Members & Guests.

Officer's Reports:

- Treasurer's Report: Janet Larson--
General Fund
Emergency Fund
- National Director: Gerald Schuler--
Will give a detailed report on the convention at a later date.
- VP: Ralph Johnson--
 - European Vacation: National Railway Museum in York, England.
 - We need volunteers in the following areas:
 - Rolling Stock
 - Membership
 - Please wear your badge to all meetings
 - We need new members!
 - The by-laws need some changes to accommodate the needs of the Chapter.
- President: George Hickok--
 - Excursion flyers were mailed to the Chapter and the PRPA.
 - We need a new propane tank for the Mt. Hood. It was moved by Mr. Johnson and seconded by John Willworth to get a new tank. The motion carried.
 - The Red River and the Mt. Hood are being loaned to the W&P for a private excursion for Tri-Met.
 - Home for the Chapter-- there is no solid news yet on the selected site but it is being worked on.
 - Jim Loomis is not able to continue as Library chairman and is asking for a volunteer to take his place.
 - Upcoming schedule:
 - 7/25--American Orient Express

passenger train will be leaving Albany via Cornelius Pass.

- 7/25 and 7/26, 8/1 and 8/2--Steam Up at Oregon Electric in Brooks.
- 8/16--Picnic at Brooks
- 8/22 and 8/23--Linnton to St. Helens excursions with PRPA 700.
- 9/12 and 9/13 Westside Light Rail opening.
- 9/26 and 9/27--Cornelius Pass excursion with the 700.
- 10/3--Private Charter to a picnic at Trojan.
- The W&P railroad may allow those of us who work on our rolling stock to attend their safety classes!

Committee Reports:

- Finance.
- Rolling Stock: George Hickok--.We really need a rolling stock chairperson!
- Membership: Ralph Johnson--
- Excursions: Darel Mack--
- Library: John Willworth--.
- Museum.
- Trainmaster: Glenn Laubaugh--
- Activities: Marilyn Edgar-- The chapter picnic will be at 1:00 on 8/16 at Brooks. There is a \$2.00 charge per person for the bar-b-que and bring a main dish, dessert, or salad for the pot-luck.
- Concessions: Jean Hickok. We will be selling concessions at the Steam Up at Brooks on both week-ends and could use your help for a few hours! Thanks for volunteering.
- Bond Retirement/Relocation Committee:.
- Programs: Ralph Johnson--
Any suggestions for next year's programs will be appreciated.

Good of the Order:

Hugh Robertson passed away on July 4th. Member Ken Prager is ill. Railfair '99 at the Sacramento Railroad Museum will take place June 18-27, 1999. Phone 916-322-8485. E-mail csrmmf@csrmmf.org or <http://www.csrmmf.org>.

Motion to close meeting 9:07

Respectfully submitted,
Al Hall, Secretary

From The Wire

TRAINLESS TRAIN HORN USE GROWS from a Union Pacific Railroad Press Release:

OMAHA, July 15 --Like a faithful sentry, it stands tall at the railroad grade crossing, sounding the alarm when a train approaches -- loudly, but without waking up the whole neighborhood. That's the advantage of the Automated Horn System (AHS) over the traditional horn, and more and more communities are showing an interest in it.

AHS was first utilized by Union Pacific Railroad at Gering, Nebr. says Cliff Shoemaker, UP's director-industry and public projects. "We had some residents there who were upset after our train volume jumped from a few per day to dozens, because of new coal traffic. That brought a lot of horn blowing."

As it happened, Merrill (Andy) Anderson, retired director of design for UP Engineering, had been thinking about precisely that problem. "I was at my folks' house in Brady, Nebr. east of North Platte (a major train terminal), and train whistles kept us awake all night. I thought to myself, why should they sound the whistle 'way out here, instead of at the crossing? So I started scratching around and came up with an idea."

Anderson, a rail industry consultant at the time, developed AHS. The system consists of two directional horns, mounted 9 to 12 feet high and facing each direction down the roadway. It's suitable only for gated, signalized crossings, being activated by the same track circuitry that lowers gates when a train approaches.

"Most states, and UP operating rules, require that the train's horn be sounded a quarter mile from a crossing and continued until the lead unit clears the crossing," said

Shoemaker. "That means about 15 seconds of horn sound for a train moving at 60 miles per hour."

"With AHS, you get 30 seconds of sound," added Kurt Anderson, manager-special projects (and Andy's son). "It also provides 17 percent greater audibility than a train's horn at 300 feet, giving motorists a better warning."

AHS has a fail-safe mechanism, too, a strobe light that flashes when the unit is activated; if the train engineer doesn't see that light, he hits the train's horn.

AHS sound is concentrated on the crossing area instead of spilling out along the right-of-way. For example, while a train horn sends 80 decibels of sound over 124 acres, AHS affects only 3.8 acres at that sound level. Little wonder that residents like it. "Now, the trains roll by and you hardly notice them," one Gering resident told the local newspaper after AHS was installed.

But Andy Anderson says that while reduced noise is desirable, he also emphasizes the improved safety aspect of AHS.

UP has helped Parsons, Kansas, install AHS at four crossings and is working with Ames, Iowa, which plans to put the system at three crossings this summer. UP is the only railroad that has AHS-equipped crossings, Andy Anderson said. A number of cities, from Anaheim, Calif., to Chicago, also are investigating AHS, which costs a city about \$15,000 per crossing. The city also maintains the system.

Aside from warning devices, UP and other railroads are exploring ways to keep motorists out of the path of trains, because some people insist on driving around, or through, lowered gates and ignoring flashing lights and bells.

Several new approaches to foil such behavior are under study, Shoemaker said, including:

-- Snare nets that are stored above road-level at a crossing, then lowered as a train approaches to stop vehicles that ignore the flashing lights and gates. They function like the cables on an aircraft carrier that grab and stop landing jet fighters. "The nets are designed to stop a truck doing 60 miles an hour without seriously hurting the driver," Shoemaker said. The devices are being installed on a UP line in Southern Illinois for testing, he said, but "they are really intended for use in high-speed rail corridors where you must have certain protection."

-- The "sealed corridor" arrangement, which can include a combination of devices designed to preclude drivers from going around gates. Systems being evaluated include "barrier gates" that not only lower but lock into place; median barriers along the center line of the roadway leading to the crossing, which would prevent impatient drivers from going around gates or around vehicles ahead, and four-quadrant gates.

-- Video surveillance cameras. "They're using this system at the Duff Avenue crossing in Ames, Iowa. It takes a picture of the driver and the license plate, and the image is transmitted directly to the police department and activates the ticket-writing process." The camera has substantially reduced the number of violations at the crossing. However, a specific ordinance must be enacted to allow the system, as most states require a police officer to witness a violation before a ticket can be written, Shoemaker said.

Portion of Union Pacific Locomotives Equipped with Distributed Power Technology

From a Union Pacific Railroad Press Release

OMAHA, July 13 -- Nearly 1,000 of Union Pacific Railroad's fleet of 7,100 locomotives are now equipped with distributed power (DP) technology.

In a DP train, the lead locomotive radio-controls the operation of other locomotives which are "distributed" throughout a train, or at the rear of a train. Before DP technology,

either two trains with lighter tonnage would operate or trains would require "helper" locomotives, with engineers on board, to help push trains over a steep grade. Locomotives would be added to or removed from a train when it reached steep mountain grades, resulting in lost productivity.

Union Pacific uses DP technology on a variety of trains that operate over Oregon's Blue Mountains because of the steep grades in that area. DP technology has also proven beneficial in coal train operations.

Last month, more than 34 percent of the coal trains from Wyoming operated with DP locomotives. Using this equipment, coal trains from Wyoming moving to Chicago can haul 125 cars and 137 cars to utilities in the South. Without DP locomotives, these same trains would be limited to 115 cars. Nearly 50 percent of UP's coal trains from Wyoming's Southern Powder River Basin will use DP technology by August.

Union Pacific's use of distributed power has resulted in operational benefits including:

- increased transit speed,
- better control of the train,
- more railcars pulled per train.

By increasing the use of DP trains, productivity improvements are gained in the ability to haul more tonnage for our customers and to increase track capacity.

Union Pacific Sells 12-Mile Section of Line Through Royal Gorge

For quite some time, there has been much speculation and rumor surrounding the fate of the famous and notoriously scenic ex-Denver & Rio Grande line through Royal Gorge. It appears that continued operation of the line is somewhat secure for the present moment, as the following Union Pacific Railroad press release indicates:

OMAHA, July 6 -- Union Pacific Railroad completed the sale of a nearly 12-mile section of its line through Colorado's Royal Gorge last Friday to the Royal Gorge Express (RGX).

The sale of the line is the result of the efforts by the State of Colorado and Union Pacific to identify other options for rail lines in

Colorado that were identified as candidates for abandonment as a result of the Union Pacific/Southern Pacific merger.

Two affiliates of RGX will operate trains over the eleven and three-quarter mile rail line between Canon City and Parkdale. Rock & Rail, Inc., will conduct freight operations and serve a new rock quarry near Parkdale. Canon City and Royal Gorge Railroad (CCRG) will operate a tourist passenger train over the line. CCRG hopes to begin operation during this year's tourist season.

Union Pacific will retain trackage rights over the line to serve a power plant at Canon City and to preserve Union Pacific access to the entire "Tennessee Pass" route between Dotsero and Pueblo, CO.

UP continues to serve stations on this route from Pueblo to Canon City on the east and from Dotsero to Sage on the west. However, with the exception of a mining customer at Malta, local service between Parkdale and Sage has been discontinued, as permitted by the Surface Transportation Board's UP/SP merger ruling. No trains have run across the entire route since last year.

BNSF, regional to Load 110-Car Trains

This press release from the BNSF has an interesting example of a regional railroad and a giant working together to improve service:

FORT WORTH, Texas, June 29, -- The Burlington Northern and Santa Fe Railway Company (BNSF) and the Red River Valley and Western Railroad (RRVW) today announced that they have signed an agreement offering incentives for multi-station loading of 110-car trains of corn and soybeans.

The program, which goes into effect September 1, allows grain shippers to load at up to three stations to build 110-car trains and earn efficiency payments of \$100 per car if loading time requirements are met. Under BNSF's standard program, 110-car trains must be loaded at one station to qualify for incentive payments. Eligible customers will also gain the benefit of using BNSF's heavy-axle, high cubic capacity grain cars, which allow for loading to 286,000 pounds.

"This program has significant benefits for RRVW customers because of the relatively low density of crop production compared to other corn and soybean producing areas," said Dennis McLeod, RRVW president. "This new agreement reduces the size of the station's drawing territory, thereby lessening damage to state and local roads. Additionally, the program minimizes investment by shippers by maximizing the use of present grain elevator facilities."

"BNSF is combining its long-haul economics with the RRVW's gathering flexibility to maximize operating efficiency and enhance car utilization," said Stevan Bobb, BNSF vice president, Agricultural Commodities Business Unit. "We are able to offer this program because of the unique nature of corn production in this area and because it will not harm other BNSF shippers who make investments to improve efficiency."

RRVW owns or operates 750 miles of former Burlington Northern Railroad trackage in Minnesota and North Dakota, transporting approximately 30,000 cars per year.

BNSF 3 for 1 stock split - BNSF Press Release

FORT WORTH, Texas, July 16, 1998 -- The Board of Directors of Burlington Northern Santa Fe Corporation (BNSF) (BNI: NYSE) today announced a three-for-one stock split in the form of a stock dividend and a 20 percent increase in the common stock dividend on the post-split stock.

"This action reflects our progress to date and the Board's confidence in our ability to fully realize the tremendous potential of our company," said Robert D. Krebs, BNSF Chairman, President and Chief Executive Officer. "The Board also believes that a stock split will result in a market price for BNSF stock that will be attractive to a broader spectrum of investors," Krebs pointed out.

The record date for the stock split is August, 17, 1998. New shares will be issued for all shareholders, effective September 1, 1998. No action is required on the part of shareholders.

BNSF has approximately 158 million shares outstanding.

PNWC-NRHS

ANNUAL

JOINT PICNIC

SUNDAY, AUGUST 16TH, 1998

AT ANTIQUE POWERLAND

BROOKS, OREGON

COME JOIN US FOR FUN,

FELLOWSHIP, GOOD FOOD,

AND TRAIN RIDES ON THE

WILLOW CREEK RAILROAD.

BARBEQUED CHICKEN AND A

SOFT DRINK - \$2.00

**BRING YOUR FAVORITE MAIN DISH,
SALAD OR DESSERT, AND YOUR OWN**

TABLE SERVICE.

TIME - 1 TO 4 PM

PLAN TO EAT AT 2 PM.

FOR MORE INFORMATION

CONTACT MARILYN EDGAR AT

236-7271.

Monthly Board of Directors Meetings:

Thursday, August 13, September 10, 7:30 pm. Room 208, Union Station. These meetings are scheduled on the Thursday evening of the week prior to the monthly membership meeting.

Monthly Membership Meetings:

Friday, August 21, September 18, St. Mark's Lutheran Church, 5415 S.E. Powell. These meetings are conducted on the third Friday evening of every month.

Chapter Library Open Hours:

The Chapter's Railroad Research Library is scheduled to be open August 22 and 29 from 1:00 to 4:00 pm, The Library, located in Room 1 of Union Station, is usually staffed two Saturdays a month.

Chapter Picnic At WAPI:

See information on page 6.

Upcoming Membership Meeting Programs :

August: "Steam Operated Sawmill" - video from collection of Naomi Gray

September: Slide show of slides from the NRHS national convention in Salt Lake City. Convention activities included Union Pacific steam locomotive #844 pulling a train in the Royal Gorge, and several passenger trains on local short lines.

If you have any programs or program suggestions that you feel would be of interest to the Chapter, Please contact Ralph Johnson at (503) 654-1930.

Other Groups' Events:

Columbia Gorge Open House

The 51st Annual Show of the Columbia Gorge Model Railroad Club will be November 7-8, 14-15, 21-22, 28-29, 1998 at 2505 N. Vancouver Avenue, 10 AM to 5 PM. Adults \$3.50, kids 3 to 11 \$1 (kids FREE w/ can of food for Portland Police Dept. Sunshine Division). Info: Phil Maggs, 2925 SE 164th Ave., Portland, OR 97236, (503) 761-9527 or (503) 288-7246. E-mail: pmaggs@teleport.com



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Portland, Oregon 97209-3715

Voice: (503) 226-6747, Fax: (503) 230-0572

E-Mail: pnwc@easystreet.com

http://www.easystreet.com/pnwc

(Internet service donated to the chapter by EasyStreet On-Line Services, Beaverton, Oregon)

ISSN: 0041-0926

Editor:

Vacant

Assistant Editor:

Glenn Laubaugh

Circulation:

Chuck Storz, (503) 289-4529

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Committee Chairs

Activities: Marilyn Edgar, (503) 236-7271
Meeting Programs: Ralph Johnson, (503) 654-1930
Concessions: Jean Hickok, (503) 649-5762
Excursions: Darel Mack ('98): (503) 654-5017
Finance: Ralph Johnson, (503) 654-1930
Library & Historical Foundation: Jim Loomis,
(503) 253-3926
Membership: Ralph Johnson, (503) 654-1930
Museum: Glenn Laubaugh, (503) 655-5466
Public Relations: Gerald Schuler, (503) 285-7941
Publications: *Vacant*
Rolling Stock: *Vacant*
Chief Mechanical Officer:
Peter Rodabaugh, (503) 771-8545
Car Rental Agent:
Bob Jackson, (503) 231-4808
Safety: Judy Hall, (503) 699-5042

Chapter Officers

President ('98): George Hickok, (503) 649-5762
Vice-President ('98): Ralph Johnson, (503) 654-1930
Secretary ('98): Al Hall, (503) 699-5042
Treasurer ('98): Janet Larson (503) 253-7436
National Director ('94, '95, '96, '97, '98):
Gerald Schuler (503) 285-7941

Directors-at-Large:

Ed Ackerman ('98, '99, '00): (503) 649-6000
Bob Jackson ('97, '98, '99): (503) 244-4440
Glenn Laubaugh ('98, '99, '00): (503) 655-5466
Darel Mack ('98): (503) 654-5017
(Filled vacancy, position opens at end of 1998)
John Willworth ('97, '98, '99): (503) 284-8628
Frank Weiler ('96, '97, '98): (503) 774-3319

The **TRAINMASTER**
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800 N.W. 6th Avenue
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Portland, OR
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Mailbag

Portland Rose on Hardware Calendar

As I look up at my August, 1997 Orchard Supply Hardware calendar, I see Gil Bennett's painting of the Portland Rose going along side the Columbia in early dawn in 1949. Giving poetic license for the description of passengers still sleeping, I was wondering how that could be? My 1969 Official Guide, the last listing I think of the Portland Rose, has it leaving Portland at 7:00 am. Perhaps it was similar in 1949. Anyway, how can people be sleeping under any condition unless they went to bed after boarding in early morning?

I guess the real question is, did the Rose have evening boarding the night before so it could leave at dawn? If so, the description could be accurate. If not, I would guess most people were crowding the dining car for the "first call to breakfast." Anyway, it is a nice picture and, yes, I can smell the early morning dew, the woods, and the river. It is very quiet accept for the train, which I will be able to hear for the next 10 minutes as it recedes up the river. Nice picture, Gil. Good timing for my Portland trip to the past.

Gary Collins, Boulder CO.



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(Internet service donated to the chapter by EasyStreet On-Line Services, Beaverton, Oregon)

ISSN: 0041-0926

Editor: *Vacant*

Assistant Editor: Glenn Laubaugh, (503) 655-5466

Circulation: Chuck Storz, (503) 289-4529

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