

The



TRAINMASTER



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

NOVEMBER 1991

Union Pacific and the Oregon Trail



With preparations for the sesqui-centennial of the Oregon Trail under way the Union Pacific Railroad should be given high marks for historic preservation. From The Dalles to Ontario the trail and the railroad were never far apart. Both encountered horrendous problems with the crossing of the Blue Mountains and the ups and downs from the Grande Ronde Valley to the Snake River.

The UP roadmaster's blueprints of the right-of-way are an excellent source for identifying the exact position of the historic route of the westward covered wagons of the emigrant trains. Beginning at Oregon Short Line milepost 485.6 near Nyssa, the crossings of the Oregon Trail are

precisely located to Oregon Railway and Navigation milepost 75, near the present Rowena. At this point there is the notation "Oregon Trail terminated, wagons rafted down river." At many points such as along the Burnt River near Lime and Durkee from OR&N milepost 361.0 to 389.8 the trail was mostly inside the present railway right of way. The situation was similar at many other points. Near Rockwood siding at the present community of Fairview a point is marked as "grave of unknown child, 1849."

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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...\$27/yr.
Joint...\$32/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

CHAPTER TIMETABLE NO. 350

REGULAR RUNS

BOARD OF DIRECTORS MEETING, Thursday, November 7, 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, November 15, 7:30pm, at Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. **ELECTION OF OFFICERS** 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 (236-7710) to see what you can do.

ARCHIVES WORK SESSION, Thursday November 7, 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, November 16 & 23, 1 to 4pm at Room 1, Union Station. Jim Loomis will be your host.

EXTRA BOARD

OPEN HOUSE for Columbia Gorge and Mt. Hood Model Engineers in the month of November

DRAIN HOLIDAY PREVIEW - December 7 - 8, Deain Civic Center. See model train displays, Christmas tree forest, Video displays and Santa Claus

NEW YEARS TRIP to Seattle on AMTRAK. Contact Marilyn Edgar or Nita Reghitto for information.

NOVEMBER MEETING PROGRAM

Japanese Railroading

by Rich Carlson

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

Common sense is the least common of all the senses

We are running a series of Burma Shave slogans which come to us by way of *The Keystone* newsletter, Pittsburgh Chapter NRHS.

The one this month is 1940 vintage.

CHAPTER BUSINESS

from the President

Fall has finally arrived with the rain beating against windows and leaves turning shades of yellow.

Plans for next year are shaping up that looks like we will be in a much better financial position. Our May trip to Redding, that was so popular, has been confirmed by Amtrak. We are working on a Deschutes/Bend circle trip for the fall, and maybe another trip using our own equipment. With these successful trips, we can once again steady the course.

We still need a firm group of members on the excursion committee with lots of imagination and creativity. Sign up or just show up for the November 14th excursion planning meeting; 19:30 hours, room 208, Union Station.

The search and planning for a permanent home continues. Thanks to Dave Stimac for his efforts on that score. Your board too, has been working on it. It is a slow process, but we move on.

Please don't get frustrated over our financial situation—we shall make it with patience and prudence. Your board has been carrying out its fiduciary responsibility diligently. I want to thank the people who have volunteered to work on committees and the Tillamook trip. Jamie Robinson has been a big help in Room 1 manning the phone reservations and general information.

-Chuck Bukowsky

Derailed

Everybody dropped the ball in getting this last month's issue of *The Trainmaster* to press.

I was a week late to begin with; in dealing with the new format I found it difficult to integrate the drawings into the appropriate places in the text.

Guys whose Eyes

It seems that our printer also took extra time and was unable to make delivery for three days because of being short handed.

Columbus Day also snuck in and caused further delay being a federal holiday.

I am taking action to help prevent this from happening in the future, but hey folks ____ happens.

It was mentioned at the October meeting that the editor receives compensation for his work. While that was true for past editors, it is not presently the case.

It takes approximately 20-30 hours a month to put this together. If somebody wants to pitch in and help, we can sure find a place for you.

Notices

Chapter Library Closed

The Chapter Library will not be opened on the customary fourth Saturday, December 28, because of the Holiday. We will be back on the regular schedule in January.

New Years Trip

Any one interested in taking a New Years Trip to Seattle call Marilyn Edgar at 236-7271. We will be going up on AMTRAK, spending the night and returning the next day.

Committee Reports

MEMBERSHIP

Tammy Auburg, Chair

Please welcome the following new members to the chapter:

Are In

CHAPTER BUSINESS

Barry & Patsy Robinson
Eugene, Oregon

Linda & Jim Schwartz
Portland, Oregon

Please remember annual membership dues for national have been raised from \$12.00 to \$14.00. This will bring the Regular membership rate to \$27.00 and Joint to \$32.00. Local chapter dues will not change this next year.

ELECTION OF 1992 OFFICERS

Candidates for chapter offices for 1992 have been nominated by the membership. The election will be held at the NOVEMBER membership meeting. According to the bylaws, each chapter member in good standing as of the last day of October will be eligible to vote.

The Candidates are:

- President Chuck Bukowsky
- Vice President Dave Van Sickle
- Treasurer Maxine Rodabaugh
- Secretary Chuck Storz
- National Director Bob Hoffman
 Jerry Webb
- Director at Large (Two Positions)
 Al McCready
 Dick Ordway
 Rocky Regula
 Russ Schoof

**SUMMARY OF MINUTES - BOARD
OF DIRECTORS MEETING -
OCTOBER 10, 1991**

Their Backs

The meeting was called to order by Vice President Dave Van Sickle at 7:09 PM.

Treasurer Maxine Rodabaugh reported that a payment of about \$1600 is due on the Chapter's general insurance coverage. This is one third of the total with another third due in November and the final third due in January, 1992.

The board of directors passed the following motions at its October meeting: 1) Authorized payment of \$1600 on the Chapter's insurance coverage. 2) Authorized payment of \$75 for the Chapter's TRAIN membership for 1991. 3) Established as policy that the outgoing Chapter national director shall prepare the Chapter's activity report for the NRHS activities annual at the end of each year.

Rolling Stock: Peter Rodabaugh presented an estimate of the cost to repair the three cars at Tillamook. Discussions with S.P. officials indicate that \$40,000 is the maximum amount that the railroad will pay for repairs to car 3300. Peter suggested spending the needed \$10,000 to get cars 76 and Mt. Hood back in operation. Treasurer Maxine Rodabaugh is checking with the Chapter's insurance agent for possible coverage under the Chapter's policy. Peter Rodabaugh reported that a problem with the lights on the RDC's has been corrected. Work is continuing on car 4461. Peter also reported a figure of \$1600 a month from a track maintenance firm to rent a Jordan Spreader.

Excursions: Fred Dorsett reported sales of 160 seats, to date, for the Tillamook trip with up to ten orders not yet processed. Security at Banks, OR during the trip will cost \$12.00 an hour.

Move of Two Locomotives: Bob Hoffman reported that Dave Stimac has obtained lower rates to move the locomotives at Hines, OR and Seattle, WA. Details are not available until Dave Stimac returns.

Library: Jerry Webb reported the sale of 133 surplus library books for a total to date of \$1437.45. The estate of a Mr. Hanson of Salem has donated a quantity of 8 mm movie film to the Chapter through the Oregon Lands Board. The material from the S.P. engineering department is still being cataloged.

Report for NRHS Activities Annual: Fred Dorsett brought up the fact that no report for the Chapter appears in the NRHS 1991 activities annual. He suggested that some means be set up to assure that a report goes in (see motions).

Union Station Shed Hearing: The board agreed informally that Rich Carlson should represent the Chapter at the coming Historic Landmarks hearing on trimming the Union Station shed roof. Rich was instructed to generally endorse the ORARP position.

Respectfully submitted, Chuck Storz, Secretary

Get Halos

CHAPTER BUSINESS

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - OCTOBER 18, 1991

The meeting was called to order by President Chuck Bukowsky at 7:44 PM.

Treasurer Maxine Rodabaugh reported the following balances in the Chapter's accounts as of 9/30/91: Checking \$10,193.06. Excursion \$4908.50. Car Restoration \$4456.93. Rolling Stock Petty Cash \$231.97. CDIC Bond Account \$5339.09. CDIC Savings Account \$27,953.09. Three Far West CD's (emergency reserve) \$24,902.03.

No motions were passed by the membership at the October meeting. A motion detailing a procedure for disposing of material from the Chapter library was tabled.

Rolling Stock: Bob Hoffman reported that the two RDC's are being prepared for operation. A lease of the two cars at Christmas time is in prospect. Air conditioning equipment is being installed in car 4461 with the car now close to being operational. Window work has started on car 1220 which will seat 68 when finished. Repair of Three Damaged Cars: Bob advised that the S.P. has put a cap on what it will pay for repairing car 3300. Cars 76 and Mt. Hood are needed for a preChristmas event at Drain, OR. The S.P. wants the draft gear on all three cars inspected by a qualified person. About \$10,000 will be needed up front to have the inspection made and begin repairs. In answer to comments from the floor President Chuck Bukowsky stated that the Chapter's insurance agent is looking into possible coverage of the damage by the Chapter's policy.

Excursions: John Von Gaertner reported about 194 seats have been sold for the Oct. 26-27 Tillamook excursion with total sales of about 210 expected. The trip should net the Chapter about \$9000. The excursion will leave from Banks, OR at 9 AM on Oct. 26, 1992. Excursions: John announced that an Amtrak trip to Redding, CA is planned for Mother's Day weekend and a second trip in September, possibly to Bend, OR. John asked for more member participation on the excursion committee. Car Host Manager: Jerry Webb announced that he is stepping down as car host manager and that Dale Miller will be the new manager. Jerry also said that the committee is having trouble with car hosts either not having CPR training or not attending the required four Chapter meetings.

President Chuck Bukowsky announced that he, Dave Van Sickel and Al McCready will be making a trip to both B.N. and S.P. headquarters in an effort to obtain cooperation from the railroads for the operation of Chapter sponsored excursions.

Membership: Tammie Auburg announced that 1992 dues notices are here and asked that members pick up their notices during the meeting. In answer to a question from the floor Tammie advised that a new membership directory is now being prepared.

Library: Jerry Webb reported that the Chapter library has

received a number of 8 mm movie films from the estate of Clifford Hanson of Salem, OR. The donation was arranged by Al Haij working with the Oregon Division of State Lands.

Respectfully submitted, Chuck Storz, Secretary

New Additions to the Library

"Steel Rails to the Sunrise" is large...three-quarters of an inch thick. You'll find more than you may want to know about the Long Island Railroad. That's what I thought.

In 1832 the first rails were laid. It eventually became a railroad... "small, unorthodox, sometimes ridiculed, and always barely tolerated by those who have come to depend on it". That is in the first paragraph. The next 320 pages and hundreds of photos tell us why it "has a historic appeal as great and fascinating as the western giants."

There are tales of railroad managers ignoring local people's needs because it was built as the fastest route between New York City and Boston and managers did not want to be bothered by locals seeking transportation.

There is a reference to "Mile-A-Minute Murphy" who, in 1899, rode his bicycle over a mile distance in 57.8 seconds on specially laid planks between the LIRR rails while following a special passenger train.

There is a section of stories by employees including the brakeman who claims his legs slipped out the door of a car while the train was going 50-miles an hour, hit a pole, "wrenching him out of the car", spun him around the pole and back into the open door of the car following. He claims to have sworn statements from fellow trainmen who saw it happen. He suffered no ill effects.

Animal lovers will like the short section devoted to "LIRR dogs", including the one who reportedly caught "over two hundred criminals in three years". That's a direct quote.

The book is one of several recently donated to the Chapter by Mr. and Mrs. Alan Thayer of Portland in memory of the Reverend Lee Young. It is in the "Eastern USA section" of our library. Check it out!

-Jerry Webb

Crossing

NEWS—HISTORY—TRAVEL

Oregon Trail

...continued from page 1

It's encouraging to know that a large corporation tries to see that any excavation equipment will not disturb these remains.

Edward H. Harriman operated the Union Pacific and Southern Pacific as basically a unified system. He was a stickler for efficient operation and the problem of the 4205 foot summit of the Blue Mts. and lesser hills between the Columbia and Snake Rivers gave him a lot of thought. Coming up to Kamela involved a long 2.21% grade westward while the eastward ascent was an even longer 2%. Four steam locomotives blasted their hearts out on these grades. Usually spliced in through the train, taking water on the grade was interesting. It was quite a stunt to get each engine tender stopped exactly under the spout at a water tank. Each of the four engineers would control the brakes for the entire train with the other engines standing with throttles partly open. When starting on a grade as slack is bumped from behind, each engine would leap to its feet and as the slack was stretched, drawbars strained, cars and lading shook unmercifully.

Steam locomotives are now thought of as romantic but they were cantankerous beasts requiring a small army of machinists, boiler-makers and helper to treat their aches and pains. Looking for relief, Harriman's engineers thought of

the obvious, a water level route down the Snake River. They built from Huntington to Homestead and the rails were already in place from Lewiston to Portland. Unfortunately, the intervening miles through Hell's Canyon were simply ghastly. Instead they opted for building through the Central Oregon plateau.

A Harriman subsidiary, the Oregon Eastern built from Natron, (Springfield) to Oakridge and from Near Ontario to Crane. It was projected across the length of the Harney Valley and the Fort Rock

Meacham and the blueprints note "Equation: M.P. 263.66-M.P. 263.54." In other words, the easier curves made the new line twelve hundredths of a mile shorter. Recently there has been talk of an extremely long tunnel to eliminate this bottleneck on a heavily trafficked rail line.

If this kind of terrain does bad things to the Union Pacific operating ratio think what it did to emigrants approaching this barrier with tired, jaded oxen or horses, animals and people fatigued to the point of utter exhaustion.

-by Bud Parks

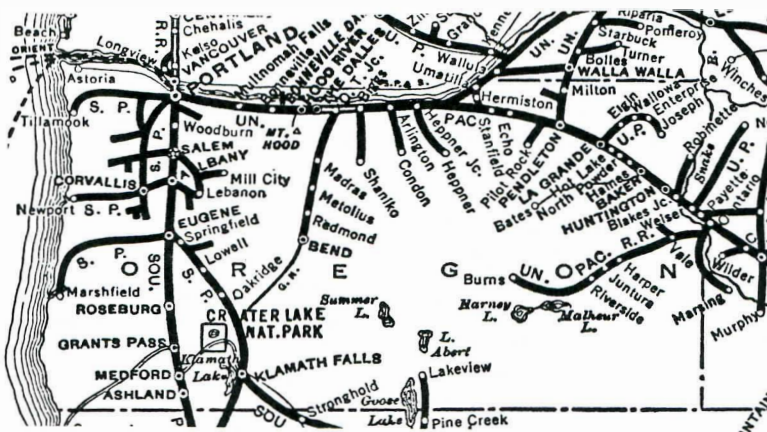


photo on page 1 courtesy pnwc archives

map is taken from a union pacific timetable dated 1942 from the collection of walt grande

Valley, each contributing to Oregon's greatest expanse of level land. Grades up the Middle Willamette and the Malheur were far more favorable. Adverse grades in Union and Baker Counties would also be by-passed. The Crane, Crescent Lake, Oakridge line was practical but a 1913 Supreme Court decision forced divestiture of the Union Pacific and Southern Pacific which killed the proposed cross state line.

Next time you ride Amtrak between Pendleton and La Grande, you will notice that there is no place to go to ease sharp curves and lessen grades. As late as 1982, the railroad relocated to avoid tight curves near



Merritt (Bud) Parks is a Fort Rock, Oregon cattle rancher working part of each year as a volunteer at the Oregon Historical Society dealing with rail-related archives. Appreciation is due George R. Cockle, Union Pacific Research Consultant, Omaha, for information which makes this story possible.

Railroad Tracks

A Train Ride He Will Never Forget

reprinted from The Timetable, Washington, D.C. NRHS

Not too long ago I was working as Conductor of Amtrak Train #29, the Capitol Limited between Washington D.C., and Pittsburgh, Penn. The train was very busy, and all coaches were crowded. Early in the trip I noticed one of my passengers was a young sailor, in full dress blues. On his chest he wore a few ribbons and on his sleeve was a patch that read, "U.S.S. Wisconsin." I knew that the Wisconsin had been one of the two battle ships in the Persian Gulf during Desert Storm. I talked to the sailor, and found out that yes, he had been stationed in the Gulf during the war and he was on his way home for a visit.

After I got caught up on my work, I went up to the coaches, where he was sitting, to welcome him home. I found him animatedly talking with everyone who was sitting around him.

Since the sailor was the first returning war hero that I had encountered, I arranged for the young sailor to have a steak dinner with all the trimmings, on the house. I also told him that he was welcome to have anything that he wanted from the bar. He said that he did not want any alcohol, but would enjoy a cold soda.

The coach in which the sailor was sitting was close to the front of the train, and he had to walk back through the train to the lounge car to get his soda. Coincidentally, just as he began walking to the lounge car I made an announcement over the public address system welcoming the young man home. Over the P.A. I said something like, "Ladies and Gentlemen, may I have your attention please. I am pleased to

announce that we have a V.I.P. on the train this evening." I went on to give his name, rank, and ship on which he was stationed. I also mentioned that he was on his way home from the war.

The young sailor's trip to the lounge car turned into a spontaneous, one-man, welcome home parade. In every car the other passengers saw him, and everybody gave him a standing ovation. Men shook his hand, and slapped him on the back. Women hugged him. It was great!

The outpouring of thanks toward the sailor was one of the most gratifying events that has ever happened on one of my trains. I doubt that the young sailor knew any of the other passengers on the train. However, he seemed to be very pleased and grateful, if not somewhat overwhelmed.

The big welcome home made everyone feel real good about our troops, about ourselves, and about our Country. I can only hope that all returning troops will receive such a warm welcome when they return home. This was one train trip that no one will soon forget. God bless the United States of America and God bless our returning troops.

-by Robert J. Hoffer

Top Ten

Here is a list of chapters with the most members. Totals shown reflect the number of members paying their National dues through each Chapter:

1. Bluewater Michigan (544)
2. Philadelphia (435)
3. Atlanta (422)
4. Washington D.C. (382)
5. Pacific Northwest (377)
6. Intermountain (348)
7. Ontario and Western (327)
8. Central Coast (326)
9. Baltimore (316)
10. C.P. Huntington (314)

All chapters are important, regardless of their size, and contribute much to the total success of the Society.

-NRHS News

Where is Our Car?

This article showed up in my box this month. Dated: *RAILROAD*, November 1978.

Further north in Oregon, Bill Bain, Ed Immel, and Pacific Northwest-NRHS, taking well deserved plaudits for a job well done on their recent NRHS National Convention, report that PNW has acquired another passenger car-former Espee instruction car 115. Originally, it was lounge car 2934, built by American Car & Foundry in 1924. It will be leased to Tacoma-NRHS and Steam Inc. (Project 1364) for a nominal sum as the Pacific Northwest Chapter's show of support for the effort to restore Northern Pacific 4-6-0 No. 1364 to running condition. Tacoma Chapter and Steam Inc. paid the shipping charges and will maintain and provide storage space for the ex-SP car indefinitely. Project 1364 is worthy of your support.

Where did it go?

Railroads devised the nation's time zones and established standard time to bring order to national timetables.

(Arkansas Railroader)

Burma Shave

COMMITTEE CHAIRS

Activities: Vacant
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 - 236-7710
545 NE Floral, Portland, OR, 97232
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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