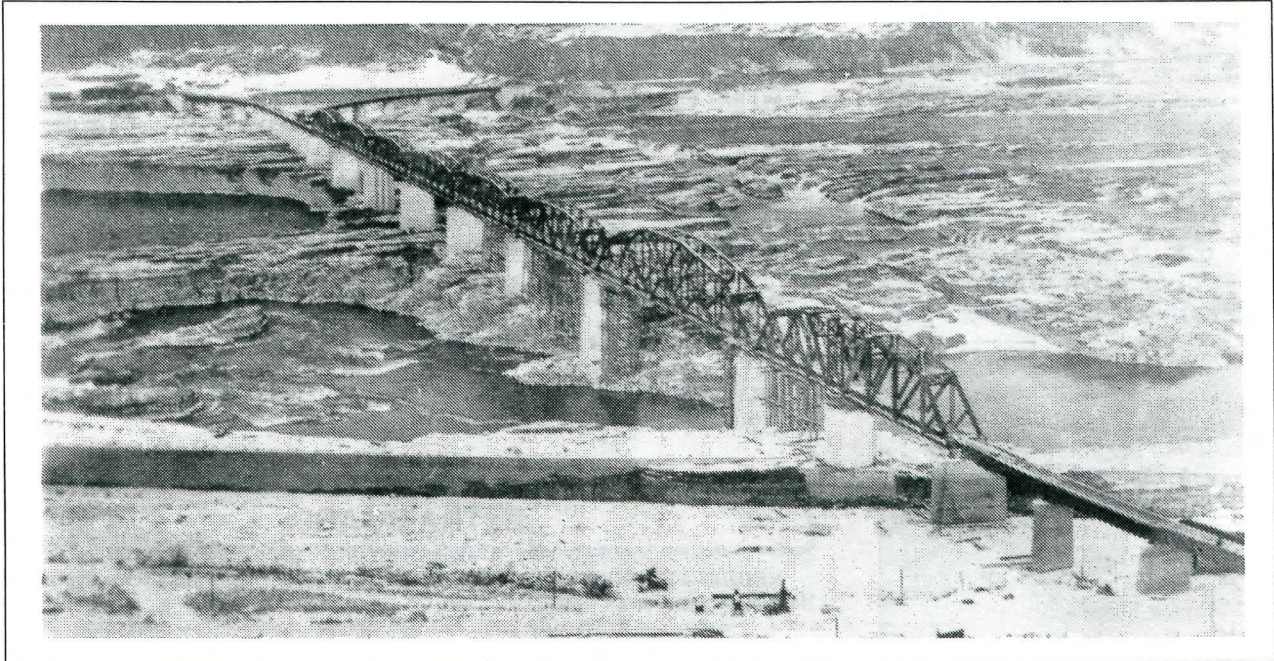




APRIL 1992

What's That Noise?



In the Spring of 1957, I was working as a fireman on SP & S trains 276 - 275 between Vancouver WA and Wishram WA. The Engineer was Tom Craine. We had worked to Wishram the night before, Saturday evening. In the early Sunday afternoon, March 9, 1957, while waiting for a call, Tom and I decide to walk down to the west end of the railroad bridge to see the water rise toward the Celilo Falls. This was the day that they were going to stop the Columbia River at the newly completed "The Dalles Dam". The river was to be stopped completely for a period of time to fill the new lake behind the Dam to about its halfway point. Then to fill it the other half the following Sunday.

Checking with the Wishram yardmaster and finding that our train west wouldn't be there for a couple hours, we went on down to the enormous gravel bar on the Northwest corner below the bridge and walked out to the waters edge. As the water was slowly rising, we walked slowly back ahead of it, talking about how we would never see that part of the river bed again. This gravel bar had always been a place to find Indian points or an occasional Pestle or broken bowl. It also was a great spot to find some beautiful agates.

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I was feeling sad that the next time we came to Wishram, the Celilo Falls would probably be covered with water. The falls that had been there for many centuries, supporting several thousand years of Indian civilizations with Salmon fishing. And also giving the trouble of portage around the falls to the early explorers such as Lewis and Clark.

-continued on page 6

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 to the source. Please address contributions, correspondence, and exchange copies of newsletters to:

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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. 355

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, April 9, 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, April 17, 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 (236-7710) to see what you can do.

ARCHIVES WORK SESSION Thursday, April 9, 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, April 18 & 25, 1:30 to 4pm at Room 1, Union Station. Chuck Storz will be your host.

EXTRA BOARD

REDDING EXCURSION on AMTRAK. April 25 - 26, Keep this weekend open. Car Hosts be sure you have a current CPR card

COULEE COUNTRY EXCURSION May 2 - 3, over Washington Central lines of Northern Pacific and Milwaukee heritage Norwester Tours (503) 223-9197

NMRA MODEL RAILROAD SHOW May 23 - 24, 11am - 6pm, Mall 205, Portland, Oregon

SP&S 700 STEAM TRAIN ADVENTURE Excursion up the Columbia Gorge scheduled for Memorial Day weekend, May 1992. PRPA (503)-283-3444

SP 4449 EXCURSION TO SAN JOSE July 18 - 29, Ride behind steam to the NRHS Convention NRM (503) 244-4449

1992 NRHS CONVENTION July 22 - 26 Sponsored by Central Coast Chapter in San Jose Steam - Traction - Seminars - Tours - Photo Stops

SUMPTER VALLEY INVASION Mid - August stay tuned for more details

BEND CIRCLE TRIP September 12 - 13, overnight in Bend

APRIL MEETING PROGRAM

to be announced

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

CHAPTER BUSINESS

Notices

Associate Editor Wanted

I regret to say that I am no longer among you. My wife took a position with a Seattle based sales company, and they wanted her ASAP. We had a week and a half to pack up and GO!!!

While I'm excited about the move, I'm sad about leaving. I have put quite a bit of thought and energy into our newsletter and I feel as though it's mine. Actually, I'm just another spoke in the wheel of the PNWC/NRHS. I want to thank all of our contributors - even if your story hasn't been printed yet, doesn't mean it won't. We have a backlog of stories.

This brings me to a very important point. Does anybody out there want to help me???

I received permission from the powers that be to continue my assignment from Seattle terminal, but a helper unit is required to assist in operations. Duties include; learning computer operations (optional), searching exchange newsletters for material, entering stories into computer, searching archives for related photos, formatting newsletter (if interested), folding newsletter.

I didn't know how to type when I first started - you just pick it up. Even if you are not literate in the computer, it comes pretty fast.

When I took this over from Russ Schoof, he valiantly stood by and helped me through my first issues and I will be just as available - only a little further away.

-Michael J. Callanan

Committee Reports

LIBRARY

Jerry Webb, Chair

The library open hours this month (April) are Saturday, April 18 (day after Membership Meeting) and Saturday, April 25. Your host is Chuck Storz. He'll be there from about 1:30 to 4:00, so please don't arrive about 3:50 and expect to spend a half an hour or more browsing. Chuck thanks you and so do I.

Bob Weaver is still working on Archives and he has lots of dp pm jos cpmtomiomg effprt to make order out of chaos, so give him a call and see what you can do to help. His phone is 654-4274.

The Library Committee is on hiatus on selling books

and other goodies until a few items of business become clearer. At the next Library Committee meeting - April 18 at 1:30pm in Room 208, Union Station - we will decide on how to conduct a "silent auction". You say this is easy, then you have not discussed it with more than one person. At any rate within a couple of months we will be offering books, magazines, who knows what for sale/give away to members. So best keep coming to general membership meetings so you will not miss out.

By-the-way, any and all are invited to attend the Library Archives committee meeting in April and give us your valued opinion on how Silent Auctions should be conducted.

ROLLING STOCK

Richard Gray, Chair



Chapter members Frank Weiler and Ralph Jack working inside the Twin Grove.

The Twin Grove is an ex-Milwaukie Road, 46 seat cafe-lounge car, home built in 1948. It has an all natural wood interior.

Frank has put his own money into the car and has done all the painting and wood work. Tom Green has been doing fiberglass work on the inside.

-photo and story Kris Lundt

MEMBERSHIP

Tammy Auburg, Chair

Please welcome the following new members to the chapter:

CHAPTER BUSINESS

Manning & Betty Blake
Gresham, Oregon

Richard Bellinger
Aurora, Oregon

William Einzeig
Portland, Oregon

Ralph Wm. Geisler
Salem, Oregon

Mark & Cynthia Kavanagh
Salem, Oregon

Jim & Norma Marshall
Bellevue, Washington

Dale E. & Ernestine Scarbrough
Camas, Washington

David Spear
Oregon City, Oregon

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - FEBRUARY 13, 1992

The meeting was called to order by President Chuck Bukowsky at 7:05 PM.

The Chapter board passed the following motions at its February meeting: 1) Renewed the \$750 appropriation from 1991 for moving the locomotive parts from Hines, OR to Portland. 2) Approved an advance of \$500 to buy food and supplies for the Chapter's kitchen operation at the March swap meet. 3) Appropriated an initial amount of \$350 for the fall trip to Bend. 4) Approved a total budget of \$140,000 for the Redding trip and recommended approval by the membership. 5) Appropriated \$189 for Dave Stimac to attend a Rail Equipment Restoration Symposium in at the Sacramento, CA railroad museum.

Excursions: John Von Gaertner reported that Connie McCready is arranging for school buses at Redding with the bus cost to be approximately \$2600. John said that he and Doug Auburg are working on a computerized excursion ticketing program. John requested approval of a total budget for Redding of \$140,000. Seats available for the Redding trip total 550 to 570. The board decided against a trip pin for Redding due to lack of time. John

also reported that the first class car for the Redding trip is close to being sold out.

Rolling Stock: Peter Rodabaugh reported that the three Chapter cars at Tillamook have been prepared for movement. The move is being delayed due to a motive power shortage on the Port of Tillamook Bay RR. Bob Hoffman reported that some of the car seats from Concrete, WA have arrived. Sale of spare parts: The board requested that the sale of any spare car or locomotive parts be cleared through the board before an actual sale.

Concessions Inventory: Dave Van Sickle distributed copies of an inventory of concessions items still in Room 1A, consisting mostly of items which are not too saleable. The remaining 4449 merchandise is not included, most of it being stored by Gordon Zimmerman. Dave will contact Gordon for items needed for the Chapter table at the coming swap meet.

Rose Festival Display: Bob Hoffman advised that the Chapter has been asked to provide a display of cars at the Union Station during the 1992 Rose Festival. The Chapter has also been asked to provide liability insurance for non-Chapter equipment which will also be on display. The display will be an official Rose Festival event which the Chapter will sponsor along with ORARP. The Chapter will share in the profits from the event. A Chapter member is needed to work as coordinator to work with ORARP to set up the display.

Car Rentals for 1992: Bob Hoffman reported that possible car rentals for 1992 include the SP&S 700 trips to Wishram and the NRHS convention in San Jose.

SP Roundhouse: Bob Hoffman reported from a meeting of the City of Portland rail advisory committee that City use of the S.P. roundhouse for the next five years is fairly certain.

Respectfully submitted, Chuck Storz, Secretary

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - FEBRUARY 21, 1992

The meeting was called to order by President Chuck Bukowsky at 7:45 PM.

Treasurer Maxine Rodabaugh reported the following balances in the Chapter's accounts as of 1/31/92:

Checking	\$13,175.90
Excursion	2,399.65
Restoration	2,980.82
Rolling Stock Petty Cash	31.97
CDIC Bond Account	686.64
CDIC Savings	23,500.55
Three Far West CD's (emergency reserve)	25,282.05

CHAPTER BUSINESS

f o r u m

This month we have some good coverage of local activity.

*I want to encourage all chapter members to report on rail activities around town; chapter and other. There are many events that are not being recognized, **even within the chapter**, because the editor wasn't aware of it. I've been here in the chapter just three short years. Some of you "old heads" have a wealth of knowledge that could be shared.*

I would also like to print monthly reports from Committee Chairs. A few are quite faithful in this respect. Just remember folks, less than 20% of our chapter membership ever attends a meeting, and the information printed in the minutes is highly condensed.

If you are short of help on your projects, it could be that your cry for help is not being heard.

My goal for The Trainmaster is to be a top quality publication. The benefit is not mine, but the chapters'.

—editor

The membership passed the following motion at the February meeting: Approved a total budget of \$140,000 for the Redding excursion.

Excursions: Chuck Bukowsky announced that John Von Gaernter has resigned as excursion chair and that Fred Dorsett has been appointed as interim chair. Fred reported that ticket orders for Redding have started coming in and asked that members pass out Redding brochures to friends and business associates. Volunteers are needed to man the Room 1 phone for the next two months to take excursion calls.

Rolling Stock: Chuck Bukowsky reported that the three damaged cars are still in Tillamook due to a motive power shortage on the Port of Tillamook Bay RR. Help is needed for the Tuesday and Saturday rolling stock work parties at Brooklyn.

National Director Bob Hoffman reported that there are already 850 reservations for this year's national convention in San Jose. Both the 4449 and 700 have been invited to this year's Oregon State fair. PRPA is hoping to move the U.P. 3203 to the Brooklyn roundhouse for restoration work. Use of the S.P. roundhouse by the City

Letter to the Editor

Dear Editor,

I wish to announce that I no longer can serve this Chapter as the head of the Finance Committee. This is due to my concerns about the way the Chapter has been dealing with the Rolling Stock group.

At the March membership meeting the general membership was told by the Rolling Stock Committee that the Chapter had to authorize immediately the expenditure of \$5,000. It was pointed out by myself and others that this was an unbudgeted request that had to go first to the Finance Committee for review and then it had to go to the Board of Directors for review before it should be presented to the general membership.

After some discussion, the general membership approved of the requested expenditure.

As a result of that vote, I was forced to reconsider what effect the Finance Committee has on the Chapter. Since the general membership voted to spend the \$5,000 and do it immediately, I can see that the role of the Finance Committee is not needed. And, as a result, I can see that I am not needed to act on the Finance Committee.

Hopefully the general membership will have had a chance to look at the By-laws to see how the Finance Committee is supposed to work and maybe there will be a better method proposed.

The main reason that I devoted two nights per month to the Finance Committee was to see that there was a neutral overview of the books and the cash flow. Somehow that role has disappeared and with it, I too will disappear from the Finance Committee.

There is a great fear that I have that the general membership will vote to spend money that is needed elsewhere. If there is no review of those proposals as to how the cash flow will be affected by such immediate expenditures, I cannot see how the Chapter will be able to make long range plans.

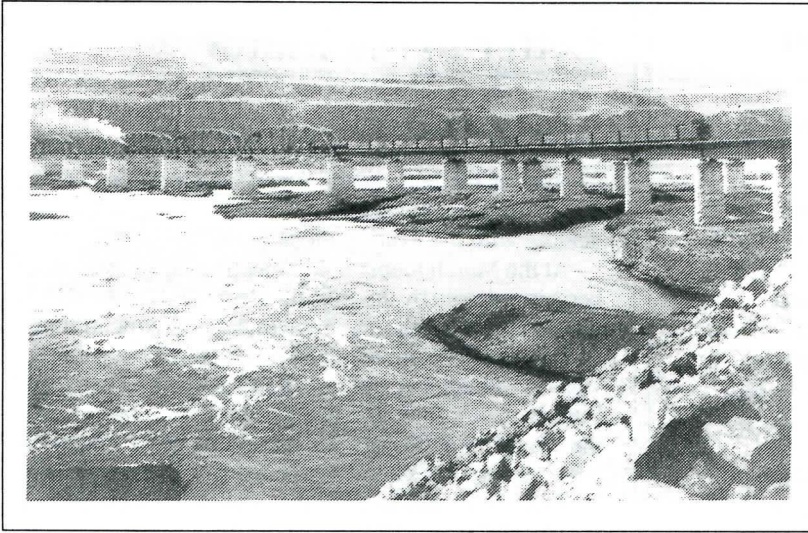
Sincerely yours,
Alan Viewig

of Portland and the yard tracks by the Chapter seems assured for the next five years.

Rail Sensation 1992: Bob Hoffman announced that the Chapter and ORARP will be jointly sponsoring Rail Sensation 1992 during this year's Rose Festival. It will be an official event. It is hoped that both the 700 and 4449 will be on display along with a number of cars and booths from rail and model rail groups. However, there may be a problem with holding the event if work on the Union Station platform is under way at the time.

Respectfully submitted, Chuck Storz, Secretary

NEWS—HISTORY—TRAVEL



What's That Noise?

continued from page one

The falls were a problem for the later Oregon Trail emigrants and restricted modern river navigation. This would soon be gone in the name of progress.

Going back to Wishram we found out that we were called on duty to go west on a train that had just come in the yard. Getting our stuff together and a bite to eat, we got the steam engine from the Roundhouse and on the train to pump the air for the air test. Tom and I were sitting on the engine, each lost in our own thoughts with an occasional word about how this really was a sad day. The engine was the 701, being used in freight service so the only noises that we

heard were the slight thump of the air pumps and the soft hissing from a few little steam leaks.

All of the sudden I sensed something wrong. What was it? I looked at Tom as he looked at me with a funny look on his face. When Tom said to me more as a statement than a question, "What's that funny noise?" "I don't know", I replied, trying to figure out what was wrong. Then we both said almost together, "The Falls! We don't hear it any more." After hearing it twenty four hours a day all of our lives when in 'Wishram, it was gone. As if the ocean had stopped its roar. It was gone forever.

-Kenny Prager

Why the Columbia Sparkles

Five stars once came down from the sky and slept beside the river, near the The Dalles. Next morning four of them rose into the air and took four sisters back to the sky with them. When the sisters got to the place where the stars live, they saw that the sky world is just like this one, with grass and flowers.

The oldest of the five stars did not go back with the others, because he was still tired from the long journey. He remained lying there on the ground by the river, but he changed himself into a white flint rock, very large and thick and round and bright. It shone so brilliantly that it could be seen from a long distance.

It became a good-luck rock for the Wishram people who lived near it. The star rock brought many salmon up the river, enough for the Wishram to dry for their own use and also to trade with the people who came to the narrows and to the big falls of

the river. The place where the rock lay was a great gathering place for many tribes. Everyone knew the star. The Wishram became known as the Star people.

Across the river on the south side lived the Wasco people. They did not have a star, but they did have a big cup. Wasco means "those that have the cup." Near their main village was a rock in the shape of a big cup. Into it bubbled a spring of pure, cold water. The Wasco people prized the cup very highly.

The Wasco, who were always quarreling and fighting with their neighbors, became jealous of the good luck the bright star was bringing the Wishram. One night when the Wishram people were away, some of the Wasco people crossed the river and stole the star. They wrapped it in an elkskin and threw it into the river.

When the Wishram returned from picking berries, they could not find the star. Months later, when the water of the river was low, some people of the Wishram village saw it shining on the bottom. They got it and put it back on the shore. Always thereafter, someone guarded the star. But three summers later, when the Wishram were again in the Mount Adams country picking berries, Wasco men found the guard asleep one day and stole the star once more. This time they broke it into pieces and threw it into the river.

When the Wishram came back to their winter village, the star rock was gone. Angrily they crossed the river and made war on the Wasco. Some of the young men pounded the big cup until they almost destroyed it. It had been very large and deep. It is now very small. After the star was stolen and broken, the Wishram lost the name Star people and became very common people. But the broken star rock is still in the river. That is why the water sparkles in the sunshine.

Source: Indian Legends of the Pacific Northwest

by Ella E. Clark

University of California Press,
Berkeley

submitted by Clytis Belloit

New Arrival

White Pass & Yukon #81 was unloaded at Brooklyn roundhouse on March 4. It was SV #19 and went to the White Pass along with SV #20 during W.W.II, about 1942, becoming WP&Y #80 & 81. Both were shipped back to the Sumpter Valley RR a few years ago. It came by truck from eastern Oregon - held up several days by fog on the roads. Now the #19 is in "our" roundhouse, sitting along side SP 4449 & SP&S 700, awaiting restoration.

-Bill Thomasson

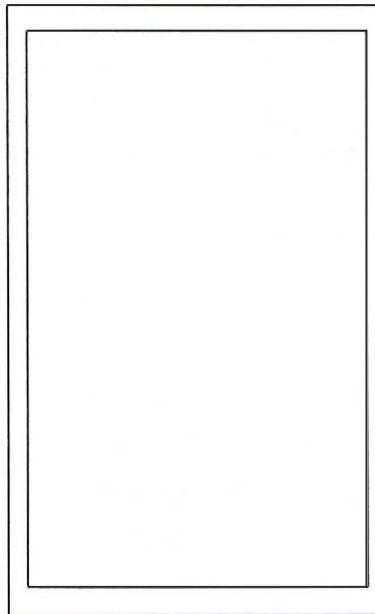
I chatted with Bill Thomasson at the banquet and found that he had lived in Alaska in the late 60's and been involved in the Yukon Chapter - NRHS.

-editor

New Private Car Rates

Amtrak has issued a new private varnish tariff effective Sept. 1, 1991. Private cars occupied by no more than 20 passengers and two attendants will be moved at a rate of \$1.75 per mile with a minimum charge of \$500. Unoccupied cars will be charged \$1 per mile, with a maximum of two riders permitted for the purpose of property protection. Basic parking charges are \$50 per day for dead storage, \$70 per day for crew occupied storage and \$100 for guest occupied storage. Sanitation services, if available, will be provided at an additional charge of \$70.

-The 470



SAFETY TIP OF THE MONTH WHEN RIDING MOWER, STOP - LOOK - LISTEN BEFORE CROSSING TRACK!

A man was charged with drunken driving after riding a lawn mower into the path of a freight train, police said.

Michael Runyon had used the five-horsepower riding mower for transportation after his license was suspended for drunken driving five years ago, said detective Joe Cervantez.

"I don't know how he survived," said Dale VanDusen, who witnessed the wreck Wednesday night. "It's a miracle."

The train hit the rear of the mower, flipping it about ten feet in the air as Runyon tried to jump clear, witnesses told police in this western Illinois town of 14,500 persons.

Police charged Runyon, a farmhand, after officers found remnants of a twelve-pack of beer scattered along the tracks. Runyon also was cited for disobeying a railroad crossing signal.

-Lakeshore Timetable

Come Blow Your Horn

Part 3

In the November 1990 issue of The Trainmaster we read about the city of The Dalles enforcing a ban on horn blowing within city limits. The March 1991 issue noted the Florida ban. And now - the rest of the story...

The FRA issued an emergency order that requires the Florida East Coast Rwy. to resume sounding train whistles at Florida highway/rail crossings after 10 PM. Since 1984, a number of Florida localities concerned about noise passed ordinances prohibiting the sounding of train whistles at night. According to a recent FRA study, there has been "an alarming increase" in grade crossing accidents at the more than 500 highway/rail crossings subject to the ban.

Accident and fatality data from 1990 and the first half of 1991 show that nighttime accidents have nearly tripled since the bans were imposed, compared to a 23 percent increase at the railroad's crossings not affected by the ban. The emergency order applies only to the FEC. FRA is now considering rulemaking to address whistle bans nationwide.

Now the City Commission of Lake Worth has voted in a special session recently to join Hollywood, the Florida League of Cities and others in an attempt to overturn the new rule, which they say threatens their residents' peaceful sleep.

-The 470

Seattle - Leavenworth?

The proposal by a Leavenworth businessman would use an F45 locomotive and two hi-level cars. AMTRAK crews would operate the trains four times a week between Seattle and Leavenworth, WA.

Starting operations are planned for summer 1992.

Santa Fe

If You're Going to be a Railroad, You can't be an Airline

Reprinted from *Air Classics* Fall 1975
submitted by Peter Rodabaugh

Any progressive company, in any field of endeavor, is always on the lookout for potential new markets and areas in which to expand, both corporate and profit-wise.

It was in this vein that the Atchison, Topeka and Santa Fe Railway Company incorporated, on May 4, 1946, a wholly owned air affiliate; Santa Fe Skyway, Inc.

And why not? World War II was over and with it went all the various governmental agencies that attempted to insure the nation's transportation network ran smoothly, if not always competitively. Now it was back to the job of providing competent transportation and just as important, turning a profit.

Original plans were modest; air service would be limited to the general territory served by the railroad, from the Chicago area to California and various Texas Gulf points, with service limited to several shippers using the airline for specialized freight under relatively long term contracts. Non-scheduled common carrier service was something to be thought of in the future.

When incorporation was officially announced, the Skyway had already gone airplane shopping, having purchased a pair of war surplus Douglas C47s from the military. Both were flown to the Grand Central Airport Company located at the airport of the same name in Glendale, California for a complete major overhaul, with the first C47 refurbished in early June, the second two months later.

Just under two months after officially becoming a commercial entity, on Wednesday, July 31, 1946, Captain Steve Doss and First Officer E. W. Harris took off from Los Angeles Municipal Airport at 12:45 pm Pacific Standard Time with 200 crates of very perishable strawberries. Destination: Lamantia Brothers Arrigo Company, commission merchants of Chicago. Also on board were 850 pounds of frozen fish, berries, peaches and melons for Fred Harvey of restaurant fame.

Besides being a first for the new airline, the flight was also a first for aviation freight. Douglas Aircraft designed a new refrigerator unit, making the aircraft literally a flying icebox!

From Los Angeles, plane #1 headed north for Salinas, California and at 3:46 pm, the ship headed for Amarillo, Texas, arriving 25 minutes after midnight, Thursday

morning. A change of crews, a quick refueling and the C47 departed 40 minutes later for a non-stop hop to the Windy City, touching down at 6:06 am Central Standard Time. The first flight was history and Santa Fe Skyway, Inc. was now in business.

The customers were impressed by the initial flights and shortly after, with the aid of the second twin-engine C47, the company began flying fresh flowers from Los Angeles to Texas, Oklahoma and Louisiana.

By late September, a third C47 had been overhauled and was in service. Santa Fe president F. H. Gurley announced that applications for certificate of convenience and necessity, authorizing Santa Fe Skyway to carry the United States mail would soon be filed. Things were looking up.

Tri-weekly loads of flowers were being flown to New Orleans with stopovers at Ft. Worth, San Antonio and Houston. Frozen shrimp from Galveston, aircraft engines from Detroit, merchandise from Chicago and even

an occasional planeload of Talon zippers from Erie, Pennsylvania were contracted. October 21st signified the beginning of flights from Chicago and Los Angeles via Ft. Worth, Oklahoma City, Wichita, Kansas City and St. Louis.

More freight meant more airplanes would be needed and the company once again went shopping, this time coming up with four ex-Army Douglas C54s.

Three days before New Year's, 1947, Santa Fe received the first C54 overhauled from Douglas. With the 20,000 pound payload of this new "Skyway Freighter," the idea of new contracts was entertained. A movable insulated bulkhead, part of the Douglas designed refrigeration unit installed in the airplane, allowed two different temperatures to be maintained in the aircraft.

With the coming of the new four-engined aircraft, Oklahoma City was set up as a fueling and crew change point, an ideal spot situated midway between the Los Angeles headquarters and Chicago.

By the time Santa Fe Skyway's first anniversary rolled around, the firm was 110 employees strong and owned the original trio of C47s and a C54 fleet of four.

The list of freight items had grown also, now including drugs, machine parts and baby furniture in addition to the original cut flowers and airplane parts. Meanwhile the company asked the Civil Aeronautics Board to expedite its hearing on the firm's application authorizing

**Right after World War II,
the air freight business
was a wide open market
that Santa Fe Railway was
determined to get in on.**

At its peak, the air-line operation employed 110 people and used seven aircraft.

direct air freight service to 27 communities along the Santa Fe system.

With the airplane inventory holding at seven, the company expanded its railroad tradition of naming equipment after various Indian tribes to include the Skyway. Now the air was filled with not just impersonal complicated pieces of aviation hardware but individual airplanes with individual names such as Sky Chief Navajo, Sky Chief Apache, Pueblo, Taos, Acoma, Zuni and Hopi, with additional names set aside to be tagged after the Sky Chief name.

But just as things were looking bright and rosy in the accountant's ledger books, the Civil Aeronautics Board stepped in, declining the company permission to operate as a common carrier of air freight and U.S. mail.

On December 5, 1947, just eighteen months after inauguration of service, the CAB single out Santa Fe Skyway, denying it even the temporary exemption which was granted to the other air cargo carriers early that year.

Despite its more than two-million air miles with a perfect safety record, without the title "common carrier," the firm could only operate as a contract carrier. With the rest of the air cargo carriers free to solicit air traffic and develop their respective businesses to the fullest, the parent company threw in the towel as of January 1, 1948.

With service permanently suspended, the airplanes were sold off and the Santa Fe Railway gave up its fledging hopes of becoming a leader in the new postwar air freight business.

What it basically came down to, as far as the CAB was concerned was, "if you're going to be a railroad, you can't be an airline."

Train and Station Porters

Reprinted from The Flatwheel, September 1991

On the Atlantic Coast Line Railroad before the 1967 merger with SAL, there were four different classifications of porters related to passenger traffic. The Seaboard and Southern Railroads used the same general classifications, so this could be used as a guide for southeastern railroads.

The different classifications were train porter, mail porter, chair-car attendant, and station porter.

The train porters were hired and directed by the Division or District Superintendent. Their runs covered specific districts on the railroad or could be inter-district as determined by management. Their duties were to care for the passengers, to assist the conductor in his duties, to keep the lounges, toilets, aisles and other areas free of trash and to generally keep the cars as clean as possible.

Train porters were called to duty under the same conditions as train crews at the Coast Line's eleven major terminals. Train porters were required to wear a uniform similar to the conductors and brakemen with the company assuming 50% of the cost.

The mail porters were also hired and directed by the District Superintendent. Their runs were also within or between districts. Their duties consisted of helping the baggage master or conductor load or unload at stops and terminals. They assisted with company mail, railway express, US Mail and other articles that required physical handling.

Mail porters were not required to wear uniforms, but train porters and

mail porters could be used interchangeably.

Train and mail porters were most visible on secondary, local mail and express trains, but could be found working the head-end cars on streamliners and premier trains. These jobs were abolished with advent of Amtrak in 1971.

The chair car attendants were hired and directed by the Superintendent of Dining Cars. Their runs covered portions of other roads and vice versa, permitting chair car attendants of other roads to run over portions of the Coast Line. Their duties were similar to those of train porters, but they were found only on the premier streamlined all-coach and coach-Pullman trains to Florida. Their uniforms were white coats with dark grey pants and caps with insignia.

The station porters were furnished by the District Roadmaster. They were usually track or section gang members exercising seniority for the jobs. They were completely independent of the other Porter Crafts and were directed by the local depot or station agent. Their duties included keeping the waiting rooms, platforms, restrooms and ticket offices clean and neat. They also kept the station grounds mowed and trimmed. Station porters also worked freight stations as warehousemen.

The train porters, mail porters and chair car attendants were represented by the Brotherhood of Sleeping Car Porters. The station porters were represented by the Brotherhood of Maintenance of Way Employees.

—by Bill Cogswell

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