

The



TRAINMASTER

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



OCTOBER 1992

CHAPTER TIMETABLE NO. 361

REGULAR RUNS

FROM THE PRESIDENT

Fall is in the air, the Seattle trip is successfully behind us and Tillamook is coming up. I would like to thank the excursion committee and Irv Ewen, for their hard work, and the car host for their dedication to duty beyond reproach. Our passengers all had a good time, already looking forward to another PNWC outing.

Our annual picnic at Glenwood was a success with trolley park people extending us good rides and the opportunity to be Juice fans for a day.

I would like to welcome our new co-editors of The Trainmaster, Kristopher Lundt and John Lukans. We look forward to a continuation of Michael's "spirited" style. On behalf of the chapter, a hearty thanks to Michael for a job well done, and good luck in becoming a collage student.

A thanks to the nominating committee for a tough job in finding nominees for the ensuing terms. I am sorry I will not be running for re-election, for family commitments preclude my doing so.

Our thanks also to David Stimac for his nosing and digging for rail artifacts to be displayed in our proposed museum. David really works at his mission. Some more up-to-date plans are forthcoming. We all look forward to a fun remainder of the year.

-CHUCK BUKOWSKY

BOARD OF DIRECTORS MEETING Thursday, October 8, 7:00pm, at room 208, Union Station. Down there where all the Amtrak trains come in. All Chapter members are welcome.

MONTHLY MEMBERSHIP MEETING Friday, October 16, 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.

LIBRARY/ARCHIVES WORKSESSION Thursday, October 8, 1 to 4pm & Saturday, October 17, 9:30am to 12:00 noon at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact Jerry Webb at 298-8163 or Bob Weaver at 654-4274 for more information—or just show up! There's lots of work to do.

CHAPTER LIBRARY OPEN HOURS Saturday, September 19 & 26, 1:30 to 4pm at Room 1, Union Station.

EXTRA BOARD

SALEM SWAP MEET & SHOW October 3rd & 4th sponsored by Willamette Valley Model Railroad Club Jackman Long Building 2330 17th Street NE Salem, Or

2nd ANNUAL PNWC TILLAMOOK "Salt-Air" EXCURSION October 17th -18th Leaving from Banks, Oregon

ANNUAL ELECTIONS coming up in November, see election committee chairperson if you want to be a nominee for a position.

LIBRARY COMMITTEE MEETING, ROOM 1, UNION STATION
October 17, 1:30 to 4:00

OCTOBER 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

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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:

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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!

—KL

JACK HOLST AWARD NOMINEE

-DOUG AUBURG-

Doug Auburg has been an active and participating member of the PNWC/NRHS since 1976. He has held the office of president, vice-president, chaired concessions, membership and excursion committees, plus he has worked hard often behind the scene to bring our chapter into the computer generation and kept us as current as we could afford. He's at the ready with mail labels, or current voter list, or whatever a member needs for the asking. His work has made the chapters needs and projects possible because of the many silent hours he spends at the computer. Everything from swap meet to trainmaster to library to excursions to elections, can thank Doug for what he has done over the years. The Seattle Steamboat excursions have been his specialty and now he manages the swap meet which benefits our chapter along with C.G.M.R.R.C. His hard work over the years merits this nomination.

-Marilyn Edgar

ANNUAL PICNIC VIA AUSIE#1187

No, we didn't have the annual picnic in Sydney or Melbourne. On August 29, we gathered at the Trolley Park in Glenwood, the Electric Railway Museum. We were greeted with an ALL ABOARD on not only the well restored Australian trolley #1187, with its light green and with colours but also the Council Crest #503 that presented a great opportunity to have drive-by photography. The weather was perfect and the slow moving Gales Creek provided an ideal setting for the grand table setting of such tasty morsels of fried chicken, pork and beans, potato salad, pea and celery salad, and mouth watering array of tasty desserts.

After enjoying a time of greetings and beverages, we boarded the #503 for a short ride to the shop where we saw an interurban brush-type snow remover that was in the process of being brought back to life. It still has a long way to go. From the shop we walked down to the car barn where a Vancouver trolley #1304 was sitting alongside a double-decker on display. We browsed around the old cars in their various stages of restoration and wandered around the electric narrow gage locomotives that we acquired from Crown Zellerbach. They had under an open car port a San Francisco trolley that saw service up to the 70's along with a vintage electric street car from Portugal. And standing somewhat forlorn and unfinished in the background was one of the last custom built street cars that was produced here in the city of roses.

We then returned to the picnic area for a great time of sharing food and conversation. Hopefully next year we will have as successful a time of fellowship with more attending.

The next day, Sunday, Carol and I went down to the State Fair where the #4449, along with its daylight tender "Little Boy" was nose to nose with the equally impressive #700 that was coupled with the Empire Builder lounge #1124, named in memory of John G. Melonas.

Submitted by John and Carol Lukens.

CHAPTER BUSINESS

LIBRARY: Clytis Belloit help inventory our collection of train registers and train orders from the Portland Railroad's VC telegraph office. This collection documents the arrival and departure of trains at Union Station during the 1960s for the Northern Pacific, Southern Pacific, Spokane, Portland & Seattle and Union Pacific railroads.

We want to thank Rufus Cone of Bozeman, MT, for his generous gift of \$25 for library development and operational expenses. He visited our library during the Northern Pacific Railway Historical Association convention and Walt Grande gave him a tour. We provided some copies of SP&S locomotive drawings, from our collection, to Mr. Cone.

Bob Lovell of Astoria, donated a 1937 dining car menu from Union Pacific's "Portland Rose" passenger train. Thanks to Al McCreedy for helping us get interesting item.

Thank you to Orin and KarylN Knee, who gave the library two fine video tapes; "Trolley: The Cars That Built Our Cities", and "Rotary Snowplows on the Cumbres & Toltec". They also donated news clippings, railroad prints by Howard Fogg and two booklets-"Union Pacific at a Glance" and a trip guide for the San Jose Daylight.

Ken McFarling contributed a 1908 document from the Portland Railway Light and Power Company files--USDA meat inspection regulations and forms used for the rail transportation of perishables.

We still need people interested in working with maps, plans, technical drawings, timetables, books, manuals, paper records to help us arrange and catalog our collection. Call Bob Weaver at 654-4274 or Jerry Webb at 298-8163 for more information.

Concessions Committee Report

Chair - Marilyn Edgar

Bob Hoffman

Maxine Rodabaugh

Dave Van Sickle

Nita Reghitto

Jim Edgar

The concessions committee participated in all excursions, swap meet of ours and others that seem suitable nearby. We'll add a sales table at Brooks-Antiques Powerland Steam Fest at the end of July. With limited financial support we try to change our merchandise to spark new interest. Many thanks to Maxine and Nita for a job well done on the Redding trip. Excursions are always our best money makers. We will be involved wherever else invited if feasible and the cost or expenditure are right.

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - SEPTEMBER 10, 1992

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

The minutes of the August meeting were approved as read.

The board of directors passed the following motion at its September meeting: Approved reinvesting the Chapter's emergency fund in the Eaton Vance Government Obligations Fund, and the Income Fund of America, with a 50/50 split between the two funds. (Note: The CD's in which the fund was invested had matured).

Finance: Dave Van Sickle reported that the Chapter's emergency fund has been reinvested in two conservative bond mutual funds after the three CD's in which the fund had been invested expired. The Chapter's insurance is due again and an up to date valuation of the Chapter's cars is needed to be sure they are insured at the correct value.

Treasurer Maxine Rodabaugh reported expenses in August of \$11,309.83 in connection with moving the two locomotives. The Friends of 4449 still owe the Chapter \$755 from past merchandise sales plus an at present unknown amount from sales at the 1992 convention in San Jose.

Excursions: Maxine Rodabaugh reported sales of about 210 seats for the Seattle excursion. There will be 250 seats available for the Tillamook trip.

Locomotives: Peter Rodabaugh reported that the O.N.W. locomotive is stored at the U.P. Albina yard. The switcher from Alaska was loaded in the flat car in Seattle but the tie downs were loosened during switching and will have to be partially redone.

Northwest Regional V.P.: Bob Hoffman reported that Jerry Webb will not be running for re-election as NRHS Northwest regional V.P. Rich Carlson has been approached and is seriously considering running.

Jack Holst Award: Chuck Bukowsky announced that both the 1991 and 1992 Jack Holst awards will be presented at the January 1993 Chapter banquet.

Trainmaster Editor: Chuck Bukowsky announced that Kris Lundt and John Lukens will co-edit The Trainmaster.

The meeting was adjourned at 9:40 PM.

Respectfully submitted, Chuck Storz, Secretary

CHAPTER BUSINESS

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - SEPTEMBER 18, 1992

The meeting was called to order by President Chuck Bukowsky at 7:36 PM.

George Combs: Chuck Bukowsky reported the death of George Combs who has been the Chapter's insurance agent. Mr. Combs was also very helpful to other rail groups in solving their insurance problems.

Excursions: Dale Miller reported that the Seattle trip went well. The dinner train was well received. A CPR class is scheduled for Sat., Sept. 26 for a cost of \$12.00 a person for a minimum of 8 people.

Museum: Chuck Bukowsky reported for Dave Stimac that arrangements are being made to pick up the Georgia Pacific locomotive shop equipment at Powers, OR.

Nominating Committee: Ray Myer announced for the nominating committee that nominations will be taken from the floor at the October meeting. Ray stated that more participation is need in the form of members volunteering to be nominees for Chapter office.

Futures/By Laws Committee: Dale Miller advised that he won't serve on a reactivated by laws committee. He expressed disappointment that the Chapter board hasn't distributed the futures committee report to the membership. Dale said that the membership should be made aware of its content.

1991 Jack Holst Award: Peter Rodabaugh reported that the award committee has nominated Doug Auburg, Roger White and Bob Weaver for the 1991 Jack Holst award. Forms for additional nominations are available.

Tillamook Excursion: Chuck Bukowsky asked everyone present to take brochures and sell the Tillamook trip. About 100 out of 250 seats have been sold so far.

Respectfully submitted, Chuck Storz, Secretary

BOARD HONORS CHEYENNE ROUNDHOUSE RENOVATION

The Historic Preservation Board of Cheyenne recently recognized Union Pacific's renovation of the Cheyenne Roundhouse. Chairman Dick Davidson accepted a commemorative plaque from preservation board members in July.

-UNION PACIFIC RAILROAD

ALBINA INTERMODAL RAMP

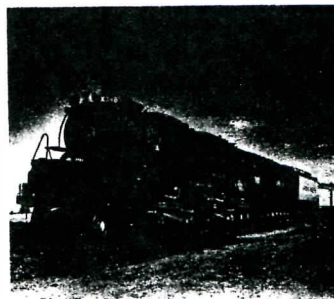
If there seems to be a few more trucks running in and out of the Albina Terminal lately, it's really not your imagination, it's just a sign of the booming intermodal business being generated over the Albina ramp.

The Albina ramp has seen steady growth over the last few years, and 1992 is no exception. Through the first quarter, our ramp activity is up 15% over last year. Ramp activity is measured by the number of lifts performed. One truck container or trailer lift from a railcar to a truck, or vice versa, equals one lift. In 1989, the Albina ramp made 85,114 lifts; in 1990 it made 87,102 lifts; and in 1991 it made 97,475 lifts. That means nearly 100,000 trucks entered or departed the Albina Terminal in 1991, and we are projecting 130,000 lifts for 1992.

Systemwide, our aggressive attitude toward new intermodal business opportunities resulted in a No. 1 ranking for the Union Pacific in 1991 among all major western rail carriers for intermodal market share. So the next time you are driving to work at the Albina terminal and are forced to dodge a truck or two, remember we need those trucks to stay No. 1.

-UNION PACIFIC RAILROAD

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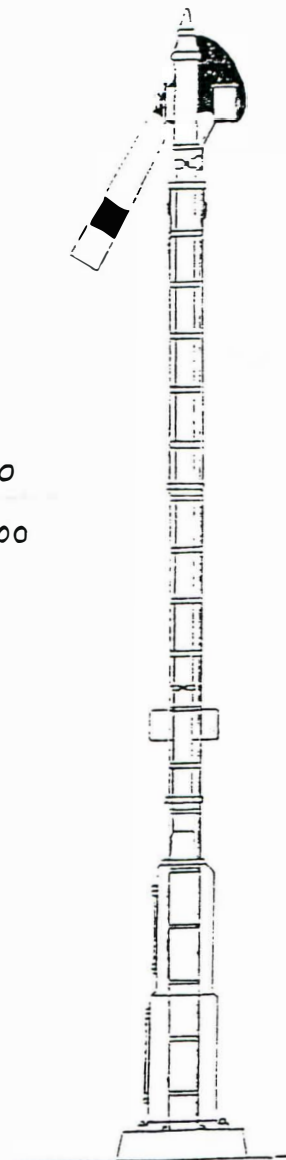
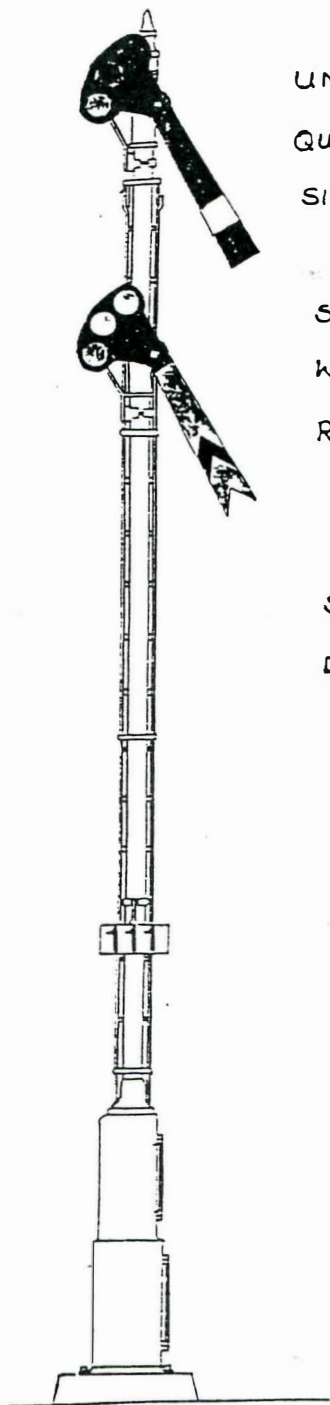
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OWN A PIECE OF THE PAST

DOUBLE HEADING

from Dispatcher March 1992

Have you ever wondered about doubleheading of steam locomotives? I have. I knew that diesels could be operated from the cab of the lead engine, but I didn't know how they did it when in steam. How could they coordinate the power and speed? My friend in Cheyenne, WY works for the UNION PACIFIC on the steam crew. Rick Steele writes, "The lead locomotive does most of the work. The engineer on the second locomotive increases power when the speed of the train starts to fall, to maintain the speed of the train. This is done by either clocking milepost, or (if you have one) watching the speed recorder.

"Diesels work differently, as all of the locomotives load amps and drop amps at the same time, all of them being controlled by the lead locomotive by means of the M.U. (multiple unit) cables.

--Richard Hitchcock

Where Your National Dues Go

The Society is taking many steps to be both more open and more businesslike in how we run our affairs. A new updated budget was passed at the April board of directors meeting in Savannah to cover National operations for Fiscal Year 1992 (which ends September 30). The size, activity level and scope of NRHS is unmatched by any other rail history organization, and the budget reflects that activity. Here is a brief summary of how your \$14 of national dues is budgeted to be spent:

\$6.72 BULLETIN. Cost to produce and distribute six issues per year.

\$1.59 STAFF & MEETING EXPENSES. Except for part-time office manager, the Society is run by a staff of volunteers, all of whom pay their own way to conventions and board meetings. The Society reimburses them for telephone, postage, printing, etc. on Society business and to attend a few special meetings, such as the weekend several National officers spent in Philadelphia organizing the budget.

\$1.43 OFFICE RENT. The Philadelphia office houses the business office, libraries and BULLETIN workspace.

\$0.99 MEMBERSHIP SERVICES. Cost for data processing, printing and issuing cards, billing and processing dues and keeping the records straight.

\$0.87 ADMINISTRATION, SALARIES & INSURANCE. Cost for office expenses, salary of part-time office manager, bonding of financial officers, etc.

\$0.80 OTHER OPERATING EXPENSES. Manuals, newsletters, catalogs, library expenses, emblem sales inventory and a reserve for startup of new services.

\$0.48 OPERATING SURPLUS. Helps to fund grants, library acquisitions and other non-operating expenses.

\$0.39 ADVERTISING. For public recognition and to recruit new members.

\$0.39 CONVENTIONS. Startup funds for conventions and National overhead to assure quality and consistency of convention programs (1989 onward).

\$0.34 CORPORATE. Notices and minutes for annual meetings, and other corporate requirements.

This is a brief summary which doesn't really convey the full range of National's activity. Some of these programs will be discussed in more depth in future articles

Zerah Colburn

I am writing a biography of Zerah Colburn who was born in Saratoga, New York in 1832 and died in Boston in May 1870.

Zerah Colburn travelled to London in 1858 and later became Editor of the Engineer. He returned to the USA on the Great Eastern in 1860 and settled in Philadelphia where he created his own magazine called The Engineer. He wrote many articles on railway engineering between 1854 and 1870.

In 1866 Zerah Colburn returned to London to start the publication of a magazine called Engineering. He stayed in the UK for 2 years before returning to the USA. It is understood that he settled in Boston, Massachusetts where he died in 1870

If anyone could provide me with information about Zerah Colburn, and the whereabouts of his family, I would be most grateful.

I was Editor of The Engineer in London from 1969 to 1980

John Mortimer
The Old Barn
Willen Village
Milton Keynes
MK15 9LT

**THE NORTHWEST'S OWN RAILWAY
SPOKANE, PORTLAND & SEATTLE
RAILWAY AND ITS SUBSIDIARIES
VOLUME ONE - THE MAIN LINE**

AUTHOR - WALTER R. GRANDE

The first of a two-volume set on the history of the Spokane, Portland & Seattle Railway and its subsidiaries is being published this fall. Volume One is a complete history of the SP&S Main Line: the early history of railroads in the area, plans by the Northern Pacific to build a line from Vancouver to Kennewick, and formation of the Portland & Seattle after the Great Northern decided to join in the venture. It also includes a complete history of the Portland-Vancouver terminal, Vancouver-Wishram, Wishram, Wishram-Pasco, and Pasco-Spokane segments of the SP&S Ry. There are also chapters on corporate history, finance, traffic patterns, operations, equipment, a roster of all SP&S locomotives and a section showing a photograph of every class of locomotive owned by the SP&S. Volume One includes sixteen pages of color including three Howard Fogg paintings.

The author, Walter R. Grande, is a retired BN employee and is president of the Spokane, Portland & Seattle Railway Historical Society. He was co-editor of *Rails to the Pacific Northwest* and *4449 Album*, and the author of numerous articles on Pacific Northwest railroading. He had access to a large number of SP&S files not previously available to researchers.

The manuscript for Volume Two is almost completed. It covers the SP&S branch lines and subsidiaries, and should be out in a year or two.

Approximately 300+ pages and 200+ photographs, with 20 pages of maps, tables, etc. The size of the book is 9" x 10 5/8" in a horizontal format. Price: \$56.50 plus \$3.50 shipping and handling, U. S Funds, plus any foreign postage. No sales tax in Oregon. Satisfaction guaranteed.

SPECIAL PRICE TO MEMBERS OF PACIFIC NORTHWEST CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY--\$48.00 plus \$3.50 shipping and handling for each book. Publication date - November, 1992.

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Bylaws: Vacant
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