

The



TRAINMASTER

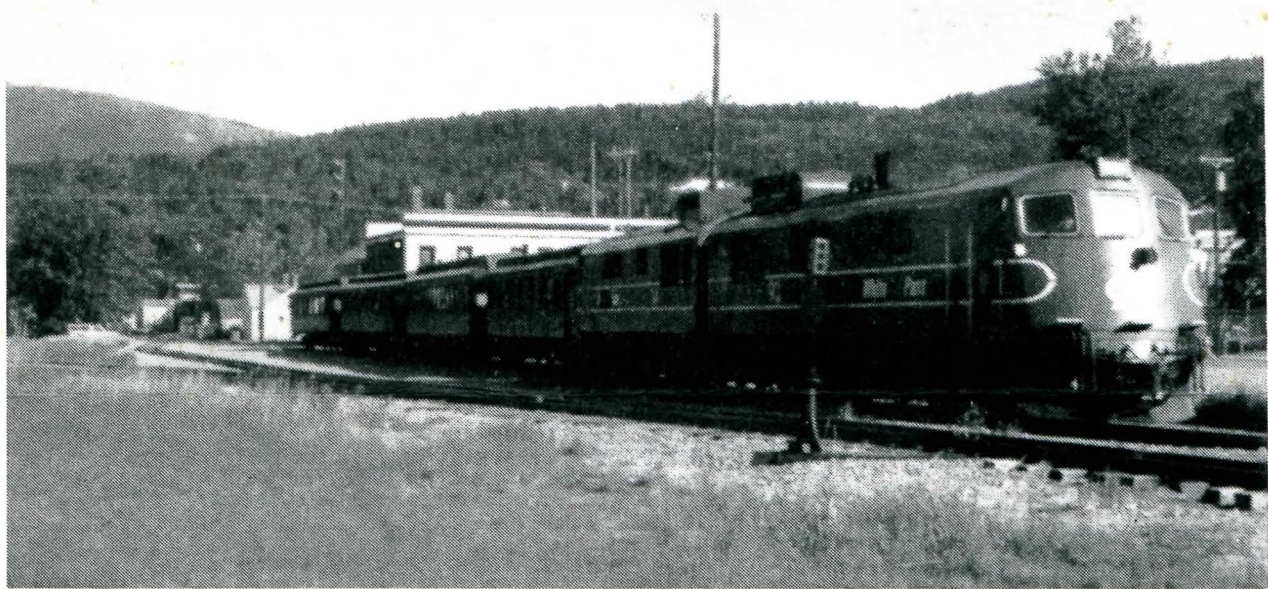


Official Publication of the Pacific Northwest Chapter, National Railway Historical Society.

NOVEMBER 1992

HOW TO MAKE AN OLD RAILFAN FEEL LIKE A KID

photo-story by Ray S. Hewitt



What is the quickest and best way of getting a 79-year-old man feeling like a kid on Christmas morning? If he is a railfan, the answer is easy: arrange for him to ride in the cab of a train.

On June 6, 1992, I was that man. The morning passenger train was getting ready to pull out of the White Pass and Yukon Railroad station, at Skagway, Alaska, to take a train load of tourist to Fraser, a tiny station just over the summit of White Pass.

Bill Rolfs entered the coach where my wife and I had settled ourselves and beckoned to me, "We're going up front. Come on! Grab your camera and lets go. The train is about to leave!"

I was about as excited as a film star receiving an Oscar award, but I was able to grab notebook and camera, and join Bill in dismounting from the car. We rushed forward to the head end, where two diesel locomotive units were idling, signed the required release form, and climbed the vertical ladder into the cab.

The engineer greeted us and pointed to two stools, one on the left side and the other in the middle, within arm's reach of the engineer's console. Bill directed me to the middle seat, which was another honor, because it was closet to the engineer.

Introductions took little time (his name is John Westfall), and the train was in motion before I had time to digest all that was happening, including horn blowing, brake releasing, and throttle opening. It was a most memorable occasion, all the more remarkable because it had been years since my first cab ride.

All my life I had daydreamed about riding in the cab of a big engine. As a mature adult I had listened with envy to the report of a personal friend about

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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

CHAPTER TIMETABLE NO. 362

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, November 12, 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, November 20, 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 WORK SESSION Thursday, November 12, 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, November 21 & 28, 1:30 to 4pm at Room 1, Union Station.

EXTRA BOARD

15th ANNUAL RAILRODIANA & MODEL RR SWAP MEET Saturday, March 13, 1993, 10:00am to 4:00pm at the Jackson Armory, 6255 NE Comfoot Road, Portland Or. For Information write to Doug Auburg, CGMRC, 2505 N. Vancouver Ave. Portland, Or 97227

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

CHAPTER BUSINESS

Committee Reports

MEMBERSHIP REPORT

Tammy Auburg, Chair person

RENEWALS

Statder, Gregory E.

Yost, Raymond L.

Woodward, William L.

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310 12th Ave #4

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NEW

Swallow, Ronald E.

Vancouver, WA 98660

McGee, Warren

Livingston, MT 59047

Mosley, R. Kristopher Kirk

Portland, OR 97211

Baetjer, George

Lake Oswego, OR 97034

Bolman, Francis A/E. Irene

Albany, OR 97321

Clemence, Forrest W. & Shirley

Forest Grove, OR 97116

This month begins membership renewal time for 1993. You will be receiving your renewal forms either at the membership meetings, or by mail. Please try to send them back in the near future. Delayed renewals into late January or February result in a second reminder from National and increased expense which is in turn passed onto all of us in the form of increased dues at a later date. There isn't a dues increase from the National level this year, but let's do our part to delay the next one by renewing early, thanks.

-Tammy Auburg

FROM NATIONAL

As of July 1992, the Society's membership stood at 16,687 reg/assoc. with 3,370 spouse/family. New members for 1992 total 2,134 against 1,848 non-renewals.

Dues: Despite occasional rumors to the contrary, no changes to the current National dues levels were approved, introduced, or even discussed at the Spring meeting.

Development: Two new Chapters were chartered, Cochise Chapter in Sierra Vista, Arizona and United Kingdom Chapter in London (the 3rd outside the USA).

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - OCTOBER 8, 1992

The meeting was called to order by President Chuck Bukowsky at 7:07 PM.

The minutes of the September board meeting were approved as read.

The board passed the following motions at its October meeting: 1) Authorized President Bukowsky to sign the form binding the Chapter's renewed directors and officers insurance. 2) Approved renewed Chapter insurance coverage, excluding general liability, for a cost of \$3334.00 and recommended approval by the membership. 3) Authorized financing of the renewal of the Chapter's insurance at at cost of \$126.52.

Chapter Insurance Coverage: Tom Wilkens, the Chapter's insurance agent, presented a renewal program for the Chapter's insurance coverage including general liability, property, rolling stock and directors & officers insurance. As proposed the Chapter will be getting better coverage for a smaller premium than last year (\$3334 vs. approx. \$5000). The lower premium is due to the issuing companies feeling that the Chapter is a better risk than previously thought. Mr. Wilkens said that Maxine Rodabaugh and Richard Gray had been very helpful in reevaluating the Chapter's cars for insurance purposes.

Treasurer: Maxine Rodabaugh reported that payment has been received from Friends of 4449 for Chapter merchandise sold. Dick Ordway requested that donation money be shown as received for the purpose specified by the donor, not just as an unspecified donation.

State of the Chapter: The board discussed again the serious state of Chapter finances and the lack of participation by most members on committees and running for office. Ray Myer and others pointed out that the Chapter's liquid assets are at a dangerously low level.

CHAPTER BUSINESS

The suggestion was made that the need for cash donations be published in The Trainmaster.

Excursions: Bob Hoffman reported that there will be 250 seats available for the Tillamook excursion and that sales have passed the break even point of about 140.

Nominating Committee: Ray Myer reported that as of today no one has agreed to run for Chapter president and vice president. Six members have agreed to run for the two director at large positions.

Present: Board: Schuler, Dorsett, Storz, Bukowsky, Van Sickle, Myer, Hoffman, Maxine Rodabaugh, Ordway. Members: Tony and Anita Reghitto, Janet Rodabaugh, Frank and Irene Weiler.

The meeting was adjourned at 11 PM.

Respectfully submitted, Chuck Storz, Secretary

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - OCTOBER 16, 1992

The meeting was called to order by President Chuck Bukowsky at 7:43 PM.

The membership passed the following motions at the October meeting: 1) Approved payment of a balance of \$4100 due on the Chapter's general liability insurance for 1992/1993. 2) Approved payment of 20% of the \$3129 renewal of the Chapter's non-liability insurance.

Treasure Maxine Rodabaugh reported that about \$11,000 has been spent so far on moving the two locomotives. The Friends of 4449 have paid the Chapter for merchandise sold including this year at San Jose.

Chapter Insurance Coverage: President Chuck

Bukowsky reported that the Chapter's insurance agent Tom Wilkens has presented a renewal insurance package to the board (see motions above).

Excursions: Irv Ewen reported that there will be 184 paying passengers on the Tillamook trip departing tomorrow.

Rolling Stock: Richard Gray a generator is being installed under car 6200. Windows are being installed and vestibule repair is under way on car 3300.

Membership: Tami Auburg reported that Chapter membership has gone over 500 for 1992. Irv Ewen reported that a new membership roster will be mailed within the next 30 days.

Jack Holst Award: Peter Rodabaugh announced that voting is taking place tonight for the 1991 Jack Holst Award and nominations will be taken from the floor at the November meeting for the 1992 award.

Nominating Committee Report: Ray Myer reported that the following members have been nominated to run for Chapter offices for 1993:

| | |
|-------------------|--|
| President | Bob Hoffman |
| Vice President | Gerry Schuler |
| Secretary | Marilyn Edgar and Chuck Storz |
| Treasurer | Alan Viewig |
| National Director | Al McCready and Terry Parker |
| Chapter Director | John Willworth, Brent Larson, Bob Terkelson, at Large _____ and Ed Ackerman. |

Chuck Bukowsky reported that the nominating committee had great difficulty in finding members willing to run for office.

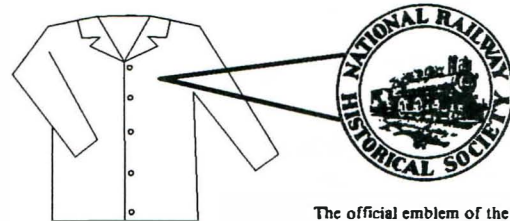
Lewis & Clark Ry.: Ed Berntsen of the Lewis & Clark Ry. announced that he is again looking for volunteers for the company's Christmas tree train.

Attendance: 49 members and guests.

The meeting was adjourned at 8:48 PM.

Respectfully submitted, Chuck Storz, Secretary

**NEED A NEW WIND BREAKER ?
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ON ORANGE JACKETS
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ON FRONT PANEL.
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TERRY PARKER - 284-8742 (EVENINGS)**



The official emblem of the NRHS

BACK TRACK

PNWC members' railway experiences

Kenneth I. Peters, of Portland, a member since 1978, writes that one of his most memorable experiences was in May 1977, watching the 4449 Freedom Train locomotive entering Union Station in Portland. Also exciting was riding the last Erie Lackawanna Ferry from New York City to Hoboken, November 1967; Playing at DV (Spuyten Duyvil) tower in 1965 and 1966; a trip behind the Nickel Plate 765 from Elizabeth, NJ to Jim Thorp, PA in about 1969;

Donald A. Thornton, of Olalla, WA, a member since 1988, recalls pre-WWII memorable trips via SP from New Orleans via Los Angeles and San Francisco, eventually arriving in the Pacific Northwest area.

Don has been an "O" gage (1/4") scale modeler for 40 years, and 1-1/2 inch outdoor rail. He is also interested in occasional rail trips in the U.S. and B.C.

riding a Canadian National train from Toronto to Vancouver, B.C. when it detoured over the Algoma Central in 1966.

Ken's interests, railroads of NJ, eastern NY and Vermont in the 1930's and 40's; trolley lines, electric railroads, short line RR, stations, signals, telecommunications, steam locomotives of the Erie, NYS&W and NYO&W, Amtrak and contemporary passenger inter-city operations; British railways.

HELP WANTED

The TWIN GROVE is a ex-Milwaukee Road, 46 seat Cafe-Lounge car that is currently being restored. Frank Weiler needs help with:

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CALL FOR PHOTOS

*The TRAINMASTER is in need
for photos of:*

**Interior shot of UP's dome-
diner.**

**Up or down stairs, any subject.
B/W prints are preferred.**

*If you have any photos that fit,
contact the editor.*



On Tuesday, August 25 the SP 4449 and the SP&S 700 doubleheaded down to the Oregon State Fair. The city owned Northern's spent two weeks at the fair, before heading home. -photo by Denis Murrell

continued from page 1

his ride in a Southern Pacific freight locomotive. He had volunteered to see if he could wangle such a ride for me, but nothing ever came of it. Later I asked a retired SP locomotive engineer, who is to me almost a brother, about the prospects of a ride, but he was never able to offer me any encouragement.

I have a brother-in-law who retired from an elevated position in SP. His job had required him to ride in engine cabs from time to time, as a way of checking on the quality of work being done on the maintenance of way. His advice was that one must know a trainmaster or road foreman of engines if one wants a cab ride.

The essence of the solution, as I take it, is knowing someone who knows someone. Vic Prestidge was the first person I knew who knew someone. He had trained a good many of the locomotive engineers in New Zealand: so he knew them well enough to get me and my wife into the cab of a crack passenger train in New Zealand.

As tour escort of a group of train fans back in 1988, he was able to get our whole tour party into the cab, rotating us, two in and two out, whenever the train came to a stop. The experience was all the more pleasurable because it had been so unexpected.

Bill Rolfs knew someone in position of authority on the White Pass and Yukon Railroad, and I knew Bill because he was accompanying a tour group on a long ship, train, boat, and bus tour of Alaska and would be the sole escort on the last leg of the trip, aboard the Alaska Railroad. The fact that he is chairman of the Rome Locomotive Works in New York, gives him some clout that few tour escorts have, I suspect. Need I repeat that one way into the cab of a locomotive is to know someone who knows someone?

What hope is there, outside of knowing someone, of getting into the cab? Let me suggest a second-best alternative; a ride in a Budd Rail Diesel Car. RDC's as most members of NRHS societies may already know, do not have a separate, detachable locomotive to pull the train. The motive power comes from twin diesel engines under the floor of each unit, all of which are controlled from the cab of the leading unit. The control cab is on the same floor level as the rest of the car, and all one has to do is walk the center aisle to the front of the train. It can be closed off from the passengers, but in my experience it is likely to be accessible to visitors who take the trouble to get up from their seats and stroll forward to end of the end of the aisle. If visitors are not welcome at that moment, the door at the end of the aisle is likely to be closed.

BC Rail is a good possibility, because the Cariboo Dayliner consists of Budd Rail Diesel Cars. Whether they run as singles, as pairs, or as a coupled train of six, as in my last trip on the Cariboo Dayliner, the company policy is to encourage the public to visit the cab whenever operating conditions permit, and that is most of the time. If a general invitation is not issued over the loadspeakers, it is still worthwhile for one to wander forth to the front end to see if the the cab door is open.

Another possibility is the Anchorage-to-Seward

round trip of the Alaska Railroad, which is handled by Budd RDC's. I found the cab a hospitable place, even though no general invitation was issued to passengers. Perhaps the management assumes that one who is interested enough to visit the cab will come forward on his or her own.

Women need not feel excluded from train cabs. On the New Zealand tour led by Vic Prestidge, my wife accompanied me when it became our turn to visit the cab; some women considerably older than my wife, were boosted up the vertical side of the locomotive, and returned later, highly elated with the cab ride. There were women visitors to the cab on BC Rail, although considerably fewer than men.

Perhaps the day will come when Amtrak and tourist railroads will welcome visitors to the cab, perhaps even sell tickets for seating. Until that time, good luck!

EMPLOYEE BIDS FAREWELL TO STEEL BRIDGE

When Chuck Bryan retired June 30, he left behind a life on the river—both at work and at home.

For 43 years, Bryan tended the Steel Bridge over the Willamette River in downtown Portland, Oregon, first as an oiler and, since 1970, as chief bridge operator. He and his wife, Katherine, have made their home aboard a 55-foot yacht for 17 of those years, but now are moving inland to travel.

As chief bridge operator, Bryan took pride in maintaining the 81-year-old drawbridge. The structure is the only one of its kind in the world. Highway traffic moves on an upper deck, with the lower deck reserved for rail traffic. Each section is operated by separate control boards.

Bryan raised and lowered the bridge for boats coming up and down river. It's a busy marine and rail thoroughfare, averaging 25 boats a day and 15-20 trains on the tracks.

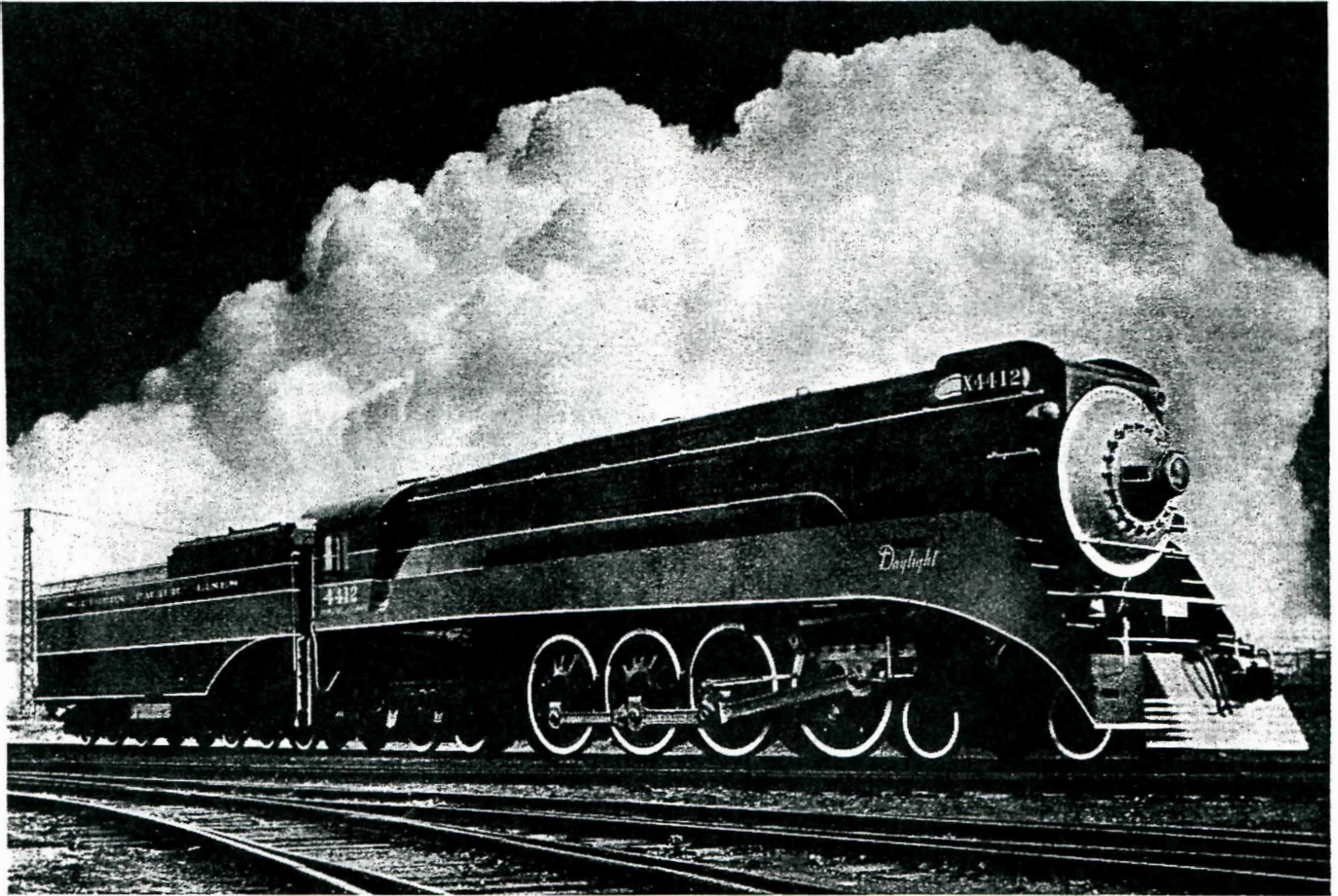
When the river is at average height, clearance under the lower deck is 20-22 feet. "It doesn't take much of a boat for us to have to raise the bridge," said Bryan a few days before retirement. The highway deck also is raised for larger boats. "It's like operating a big elevator. When the upper deck goes up, we ride with it."

A six-person team of operators, oilers and maintenance personnel is responsible for round-the-clock bridge operations and upkeep of equipment. It's no small job, considering counter weights weigh 1,000 tons each and cables cover two miles.

Looking back, Bryan said his biggest job change coincided with the advent of marine radios, which allow boat pilots to personally contact bridge operators to raise the bridge. Prior to that, pilots communicated by horn.

Bryan added he's seen some exciting moments on the river. "I was on this bridge one time when a ship hit it and moved one leg seven inches. It doesn't get much memorable than that."

-UNION PACIFIC RAILROAD



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COMMITTEE CHAIRS

Activities: Vacant
Meeting Program Coordinator: Vacant
Bylaws: Vacant
Concessions: Marilyn Edgar, 236-7271
Excursions: Irv Ewen, 232-2441
Finance: Vacant
Library & Historical Foundation: Jerry Webb,
298-8163
Membership: Tammy Auburg, (206) 694-7769
Museum: Dave Stimac, 656-9392
Public Relations: Al McCready, 281-2415
Publications: Vacant
Rolling Stock: Richard Gray, 656-0260
Chief Mech. Off.: Peter Rodabaugh, 771-8545
Car Rental Agent: Peter Rodabaugh, 771-8545
Ad Hoc Property Development: Al McCready,
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Ad Hoc "Union Station": Terry Parker, 284-8742
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