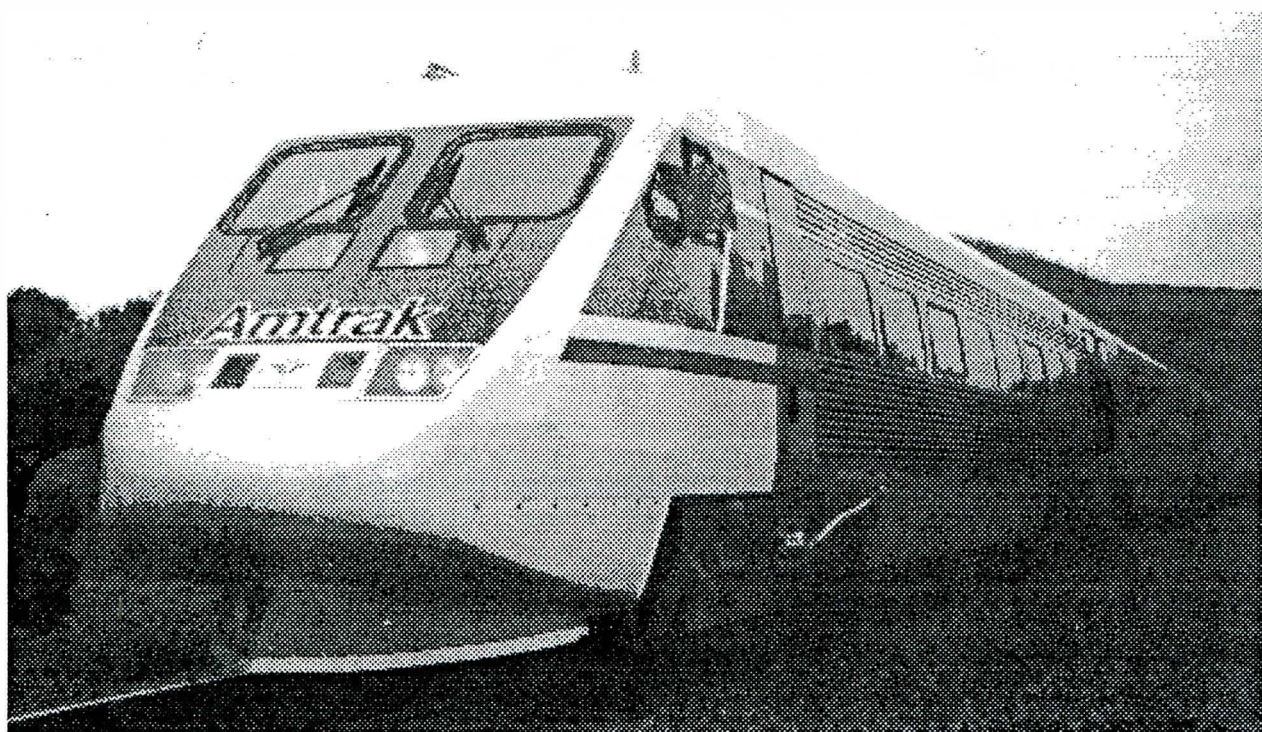




JULY 1993

AMTRAKS X2000 BEGINS NATIONAL TOUR

by Rob Piecuch



Amtraks X2000 prepares to depart Corning, NY after dropping off 150 ABB Traction employees. -Rob

On May 10 and 11, 1993, the residents of the Elmira, New York area welcomed with much fanfare, what has become a familiar face in rail transportation—the X2000.

The event was the start of a national tour for the X2000, the experimental high speed tilt train presently being tested by Amtrak for use here in the United States. The trains first stop on the tour was a visit to ABB Traction

Inc. Elmira Heights, plant.

The X2000 was built by ABB's parent company, Asea Brown Boveri in Sweden and is presently loaned to Amtrak from the Swedish State Railways. Upon its arrival in the states, the railroad began testing the train in the Northeast Corridor, between New York, Washington D.C. and Boston, where it would initially be used.

The trains visit to the Elmira area

was significant due to the fact that should Amtrak decide to purchase the X2000, ABB Traction is the leading contender to build the high speed trains and virtually all production would be done at the companies Elmira Heights plant. The 400 to 500 million dollar contract would be a major boost for the local economy and would keep 400 people employed for at least 2-1/2 years.

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* does 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 Chairperson at

DEADLINES

The deadline for each issue of *The Trainmaster* is the 20th of the previous month. Submissions may be made on floppy disk, in Wordperfect, MS Word, or ASCII formats. *The Editor reserves the right to edit or hold material at his discretion*
-Kristopher

CHAPTER TIME TABLE No. 370

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, July 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, July 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 the 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 Yard. 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, July 8, 1 to 4pm & Saturday, June 16, 9:30am to 12:00 noon at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact James Loomis (253-3926) or Bob Weaver (654-4274) for more information—or just show up! There's lots of work to do.

CHAPTER LIBRARY OPEN HOURS Saturday, July 16 & 23, 1:30 to 4pm at Room 1, Union Station

EXTRA BOARD

Salem Swap Meet: Sponsored by The Willamette Valley Model RR Club, Saturday & Sunday October 2nd & 3rd at the Jackson-Long Building, Oregon State Fairgrounds 2330 17th St NE, Salem, OR. Admission: \$2.00, Time: 10:00am to 4:00pm both days. Contact Bill Geisler, Chairman 2550 Wayside Terrance NE Salem, OR 97303 (503) 362-0582.

1st Annual Chapter Slide Show—Held at November chapter regular meeting. Contact Rocky Regula (648-7904) if you have slide to auction off.

Excursion on the W&P, Saturday, August 14. Trip is from Albany to Toledo and back.

JULY MEETING PROGRAM

Program begins after business meeting

UP 3985 VISIT TO PORTLAND

Anyone who took slides of the 3985
Please bring them to the 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 the Meeting Program Coordinator.

CHAPTER BUSINESS

Finance Committee

Chairperson, vacant

1. Crane bill. This discussed and referred to Stimac and museum group for advice. Agreed not to pay it right now. Hoffman says that money was allocated to pay for the locomotives that we got "free" and Hoffman says that this bill will come out of that money. Viewig is unable to determine where the money is for this payment since no such funds exist in any account. Confusion: A) When did Chapter approve the money for this expense? B) How much has been spent so far?

2. Insurance bill for \$5,500. Hoffman says that when we bought insurance this year we were told we could pay it in three parts. So far we sent in \$2,000 back in April. We did not pay in May. Now the insurance company wants \$3,500. Viewig points out that there is not enough money to pay from checking.

3. McCready trip to National Director meeting. Al McCready submitted bills for reimbursement for his trip to Little Rock. He has \$1,500 in budget and he wants us to pay him back \$838.76 for the trip. All of his bills were broken down in his request form. Conclusion: Finance Committee suggests paying the \$838.76.

4. Rail Sensation booth. Marilyn Edgar for Concessions wants \$26 for a booth but she failed to submit her request on an approved form, so her request was denied.

5. Bonded Car bills from Richard Gray. A) Car 6200 had water pipe clamps installed at a cost of \$36 which Ed Ackerman needs to be reimbursed from Bonded Money. B) Car 6200 batteries. Wagstaff Battery Company has billed us for \$150.

6. Dues to National. \$122 needed to send to Nation for dues.

7. Excursion account. Need to replace the money that was paid to Connie McCready from the First Interstate Account for the printing for Spokane May '93 trip that failed. We need a check from Excursion account to go to FIB account. The Excursion account has a few thousand dollars in the excursion/bond repay account. That money is technically, or more accurately, part of our "savings".

8. Richard Gray account. He has his own checkbook for petty cash Rolling Stock things that he balances with Maxine Rodabaugh.

-Alan Viewig

FROM NATIONAL

MEMBERSHIP TOTALS

As of May 28th the total paid membership for 1993 stood at 16,862 regular and 3,407 spouse members. New members for the 1993 full membership season which began on September 1, 1992 came to a total of 1,908. However, as of May 28th the number of members not yet renewed for 1993 came to 1,957. This figure underscores the important task we face every year to get the membership renewals on the rise.

EVENTS & THINGS TO CHECK INTO

From the RIO GRANDE CHAPTER comes the following: If you have always wanted to be a "hogger", your train has come in! The diesels are vintage UP, SP, and WP; 25 in all. The Portola RR Museum in Portola, California is the place. For \$75-\$100 per hour you can ramble (10mph to speed) over a 1-1/2 mile loop on the museum grounds. This "rent-a-train" brought in over \$60,000 last year. For information, contact:

Feather River Rail Society
PO Box 608
Portola, Ca 96122

MEMBERSHIP REPORT

Tammy Auburg, Chairperson

New members:

Mike Kelly

9037 SW 91st Ave.

Portland, OR 97223

John & Gloria Howell

5136 SE Rinearson Road

Milwaukie, OR 97267

Chapter member Robert Brown of Cottage Grove Oregon past away earlier this year. Our condolences to his family.

-Tammy Auburg

Library Committee

James Loomis, Chairperson

After more than a year of extensive effort, the public timetables in our collection are finally recorded on my computer. There are over 2,030 individual listings for many railroads. However, there are by no means a timetable for every single railroad, for every single year (or part, thereof) that passenger service has been in existence.

I am in the process of setting up a 80286 computer for the archives section of our library, and when it is ready (very soon, I hope) it will have both the books and the timetable listings I have on my personal computer. I am leaving it to a very able person, Mr. Bob Weaver, to set up a listing of the archives items we currently have.

I am planning a meeting of the Library Committee for July 17, at 1:30pm in Room 1. I would appreciate attendance of Committee members, so we can further discuss our goals in this very difficult year.

-James Loomis



CHAPTER BUSINESS

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - JUNE 18, 1993

The meeting was called to order by President Bob Hoffman at 7:48 PM.

Treasurer Alan Viewig reported a general checking account balance of \$3574.00.

Chapter expenses are running \$3000 a month. Alan reported the following on Chapter finances: The new lease on the two rooms at Union Station costs a total of \$481 a month. It appears that overpayments have been made to the S.P. on the Brooklyn track lease with a refund possible. A crane bill of \$1300 must be paid for the last of the locomotive unloading expense.

Proposed By Law Changes: Gerry Schuler and Ed Ackerman described proposed bylaw changes regarding vacancies in the positions of Chapter president and director at large. Among the proposals were no change to the present by laws, appointment by the board to fill short term board vacancies, and for director at large, if short term, election for the remainder of the term plus a new full three year term.

Rolling Stock: Bob Hoffman reported that he has met with Dave Duncan and finalized the Montana car lease. Five cars will be going (6200, 4461, 6800 and two RDC's). The cars are scheduled to leave on Monday, 6/21. A check for \$2500 has been received against the total lease cost.

Excursions: Irv Ewen reported that a request has gone to the Willamette and Pacific for an Albany to Toledo and return Chapter member only trip on August 14. The new Yaquina Bay Chapter is to be awarded its charter while the train is in Toledo. The BN has returned Amtrak's request for the Spokane trip due to only one diesel being proposed for the train.

SP Tenders: President Bob Hoffman reported that the Chapter's Daylight

tender is now in Oakland, CA. The rolling stock committee would like to sell both SP tenders owned by the Chapter. They were given to the Chapter some time ago to make one good extra tender for the 4449. The board has recommended the sale of both tenders. Moved by Richard Gross, seconded by Richard Parks that the membership approve the sale of both SP tenders. Motion passed.

Respectfully submitted,

Chuck Storz, Secretary

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - JUNE 10, 1993

The meeting was called to order by President Bob Hoffman at 7:16 PM.

The board of directors passed the following motions at its June meeting:

1) Authorized a \$25.00 payment for a concessions booth at Rail Sensation.

2) Authorized payment of expenses of \$838.76 to Al McCready to cover his attendance at the spring NRHS national board meeting.

3) Authorized finalizing with Norwester Tours of the Montana car lease.

4) Authorized a formal request for attorney Mike Purcell to take over the position of trustee for the Chapter car bond program.

5) Authorized Al McCready to request that records covering the car bond program be transferred from Mr. Purcell's former firm to his present firm.

6) Accepted the resignation of director-at-large Ray Myer.

7) Authorized President Bob Hoffman to negotiate the sale of the two Chapter owned ex-SP tenders and recommended the sale to the membership.

8) Accepted the donation to the Chapter by Anita Reghitto of Tony Reghitto's van and authorized purchase of insurance to cover the vehicle.

Rail Sensation: Bob Hoffman advised that any surplus generated from Rail Sensation events will be distributed as grants to the three founding organizations (PNWC, OreARP, PRPA).

By Law Revisions: Ed Ackerman reported that proposed changes of the by laws include changes in the procedure for filling vacancies in the office of president and director-at-large. Bob Hoffman reported receiving 43 responses to his request for suggestions for by law changes. The trend seems to suggest continuing Chapter activities much as they are now.

Rolling Stock: Bob Hoffman reported that the Montana lease has been signed and that the cars are due to depart June 19. Advance payment of \$2500 on the lease is expected.

Excursions: Bob Hoffman shared with the board a long fax from Amtrak's Washington DC office. It is addressed to the BN official who will approve the Spokane trip and asks for very prompt handling of the request. The FAX appears to show progress toward approval of the Spokane trip.

Museum: Al McCready passed out copies of the inventory of car 76's contents taken by Al and Walt Grande. The displays in the car were found to be in better condition than expected.

Activities: Bob Hoffman advised that Rocky Regula needs help with activities. Bob Terkelsen volunteered to be the board contact for the activities committee.

The Trainmaster: Bob Hoffman reported that Kris Lundt has agreed to continue as editor of The Trainmaster. Rich Carlson will proofread copy before publication.

Ray Myer Resignation: The board accepted the resignation of Ray Myer as director-at-large. The board will hold a short meeting after the regular meeting on 6/18 to name two candidates to fill the vacancy.

Respectfully submitted,
Chuck Storz, Secretary

Railroad Slang

Battleship—Large locomotive, especially superheater type.

Bee Hive—Yard office.

Big Hole—Emergency position of the air brake valve.

Cupola—Observation tower on a caboose.

Cut—Several cars coupled together anywhere or a few cars attached to the "goat", or engine.

Donkey—Engine without a tender used for switching around backshop and roundhouse.

Flimsy—Train order.

Fog—Steam.

FRED—Flashing Rear End Device

Grabber—Conductor.

Greasy Spoon—Railroad eating house.

Gum Shoe—Railroad Policeman.

Hole—Passing track where one train pulls in to meet another.

Iron Skull—A boiler maker.

Johnson Bar—Reverse lever on a locomotive (steam).

Keeley—Water can for hot or heated journals.

-from The Gondola Gazette

Steam Locomotive Wheel Arrangement

- 0-4-0 Four wheeled switcher
- 0-6-0 Six wheel switcher
- 0-8-0 Eight wheel switcher
- 2-4-2 Columbia (first shown in 1893)
- 2-6-2 Prairie
- 2-8-0 Consolidation
- 2-8-2 Mikado
- 2-8-4 Berkshire
- 2-10-2 Santa Fe
- 2-10-4 Texas
- 4-4-0 American
- 4-6-0 Ten wheeler
- 4-4-4 Jubilee
- 4-8-2 Mountain
- 4-8-4 Northern (SP&S 700 and SP 4449)
- 4-10-2 Southern Pacific
- 4-12-2 UP only
- 0-6-6-0 Mud Hen
- 2-6-6-6 Allegheny
- 2-8-8-4 Yellowstone
- 4-6-6-4 Challenger (UP 3985)
- 4-8-8-2 Cab-Forwards
- 4-8-8-4 Big Boys

Board of Director Election

In accordance to the Chapter By-Laws, the Board has nominated Barbara Dougherty and Peter Rodabaugh to fill the vacancy of Director of the Board created by the resignation of Ray Myer. The term is for the remainder of this year, 1993, as this was the third year of Rays three year term.

The election will be held at the July Meeting. Additional nominations from the floor will be accepted by the President at the beginning of the meeting and before the election. The two nominees are:

Peter Rodabaugh. Peter completed one term as a Director last December 31, 1992 and has agreed to serve remainder of this term if elected.

He has fulfilled the position of Chief Mechanical Officer very capably for five years. He has been active as a car host and has been very helpful and supportive to the Chapter in many other ways. Peter was also awarded the Jack Holst Award for outstanding service. *-Rolling Stock crew*

Barbara Dougherty. Barbara and her late husband Ray joined the PNWC in 1985. She has been an active member.

In each of those eight years she has served on the snack bar crew at the annual March swap meet sponsored jointly by PNWC and the Columbia Gorge Model RR Club. She serves on the Excursion and Public Relations committees. She has been a car host on several excursions, and on a couple of trips she served as a nursing assistant to Dr. Dave Van Sickle. *-Al McCready*

W & P Excursion

On Saturday, August 14, the PNWC-NRHS will conduct a 1-day excursion on the Willamette & Pacific RR from Albany to Toledo and back.

This excursion is for Chapter members only! Tickets *will not* be sold to the public. The price of the trip has not been set. Each member will be responsible in getting themselves to and from Albany. The train will leave early! It will be a 10 to 12 hour trip.

Some of the details have not been worked out as of yet. More details will be announced at the July meeting on Friday, 16.

Dear Chapter,

Thank you for the donation towards Tony's stone. The Chapter was Tony's life.

The members were a big part of our lives. The support I have got from the members is of great comfort.

The Chapter is #1 in my life now. All my friends are basically in the Chapter.

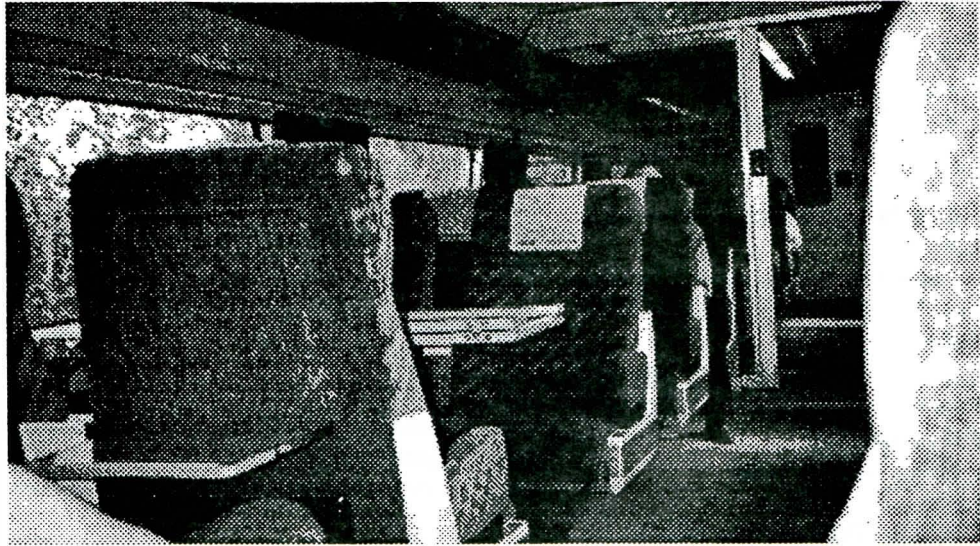
Many, many thanks!

Sincerely, Juanita Reghitto

Broken Bridge

On June 19 the Steele Bridge at the south end of Union Station had an electrical problem. The lower span that carries the railroad tracks was stuck in the raised position. The south bound Coast Starlight was held at Union Station for about 1-1/2 hours while UP electricians fixed the problem. The BN transfer and the SP transfer were held at Lake Yard, and the north bound Pioneer was sitting at East Portland Interlocking during the delay.

The train arrived in Elmira at approximately 7:30pm on Monday May 10, running an hour later than its projected schedule. Hundreds of people lined the tracks to get a look at the high-tech train of tomorrow. A large crowd waited outside ABB Traction's plant as the train slowly made its way down the former Lackawanna mainline, now an industrial spur for ABB, to the plant for display the following day for the company employees.



On Tuesday, following a large celebration and company picnic, the train departed the plant at 4:00pm with 150 ABB employees and many local public officials on board, including Elmira's Mayor James Hare for the trip to Corning, New York. Regrettably, the train sat in Conrails Elmira yards for over half an hour, waiting for the passage of Conrail and Canadian Pacific freight trains. The train finally arrived in Corning, approximately an hour late near the site of the former Erie Lackawanna station, which was torn down several years ago.

Providing power for the train were a pair of power cars from Amtrak's Rohr built Turbo Trains. The two turbos were specially assigned the task of pulling the train due to the fact that the X2000 operates on electricity, and virtually all of the stops on the trains tour are in non-electrified territories. The two engines were even specially painted in a white with blue stripe paint scheme to match the X2000. ABB is presently working on a design for a diesel version of the X2000 for use in non-electrified territory.

The train itself is truly state-of-the-art, the tilting mechanism allows the X2000 to take curves at top speed without slowing down, reducing travel times for passengers and allowing better competition with airlines as well as drawing travelers away from their automobiles. Inside its a first

class operation, with such amenities as reclining seats, FAX machine, cordless telephones payable by credit card, at-seat meal service, in-coach information displays and a 3-channel stereo system at each seat.

The X2000 is not the first high speed tilt train tested by Amtrak. In 1988 Amtrak experimented with other foreign built tilt trains including the Spanish built Talgo trains. The test were inconclusive and none were ordered for mass production.

The trains stop at the Elmira Heights facility is the first of many stops on its national tour, which includes stops in selected cities including Albany, NY, Chicago, St. Louis, Seattle and Portland Oregon. Amtrak hopes this tour will demonstrate how such technology could improve American rail travel. Thus far, the train has performed flawlessly, and it doesn't seem unlikely that we could see a fleet of high speed trains racing back and forth between major cities in this country sometime in the near future.

Rob is a member of the PNWC and he lives in Horseheads New York., Nick Manzo is a friend of Rob and works for ABB Traction.

The seating arrangement in first-class of the X2000 has seating for 4 people on one side and seats for 2 people on the other side of the train.

-Nick Manzo

The face of tomorrow for rail transportation. The X2000 sits at ABB Traction Elmira Heights plant on May 11 1993. *-Nick Manzo*



TRAINMASTER ARTICLE

BY-LAWS COMMITTEE REPORT AND REQUEST

The By-Laws Committee, under the Chairmanship of Janet Larson, has met several times, with more meetings scheduled. They are studying the recommended changes in conjunction with the Futures Report, and others as necessary. It is their hope to finish with a Draft Copy by September, so the membership can vote on the recommended changes at the time of the Chapter annual election.

Besides several issues that have been discussed, two similar issues in relation to the election procedures require additional in-put from the membership before the Committee can finish it's job.

The first of these is regarding the filling of the Chapter President position, in case he/she should resign or be unable to complete that term of office. Three options have been presented. They are as follows:

1. Continue the present system, where the Vice President would appoint a nominating committee to select two nominees for a normal chapter election.
2. Have the Vice President automatically assume all Presidential duties for the duration of that term of office.
3. Depending upon the time remaining in that term of office. If more that six month's remained, number 1 above would apply. If less that six months remained, number 2 above would apply.

The second issue concerns the filling of any Board vacancy that may occur during the chapter year. Four options were discussed for this situation.

1. Continue on with the present system. The President would appoint a nominating committee, who would select two nominees for a normal chapter election. The person so elected would fill the remaining term.
2. Leave the position vacant until the next regular election.
3. The President would appoint a qualified member to fill the unexpired term.
4. The nominating committee as in 1 above would select two nominees, who would be voted upon by the membership. The person so elected would fill the remaining term, plus the next regular three year term.

The By-Laws Committee would appreciate a note from interested Chapter members by the time of the July regular meeting with their recommendations on these two issues. The Committee will then consider the suggestions before completing the Draft.

Gerald Schuler, Vice President and By-Laws Board Contact

COMMITTEE CHAIRS

Activities: Rocky Regula, 648-7904
Meeting Program Coordinator: Vacant
Bylaws: Janet Larson, 253-7436
Concessions: Marilyn Edgar, 236-7271
Excursions: Irv Ewen, 232-2441
Finance: Vacant
Library & Historical Foundation: James Loomis, 253-3926
Membership: Tammy Auburg, (206) 694-7769
Museum: David Stimac, 656-9392
Public Relations: Vacant
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, 281-2415
Ad Hoc "Union Station": Terry Parker, 284-8742
Chapter representative, Portland Rail Equipment Advisory Group: Bob Hoffman, 236-7710

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