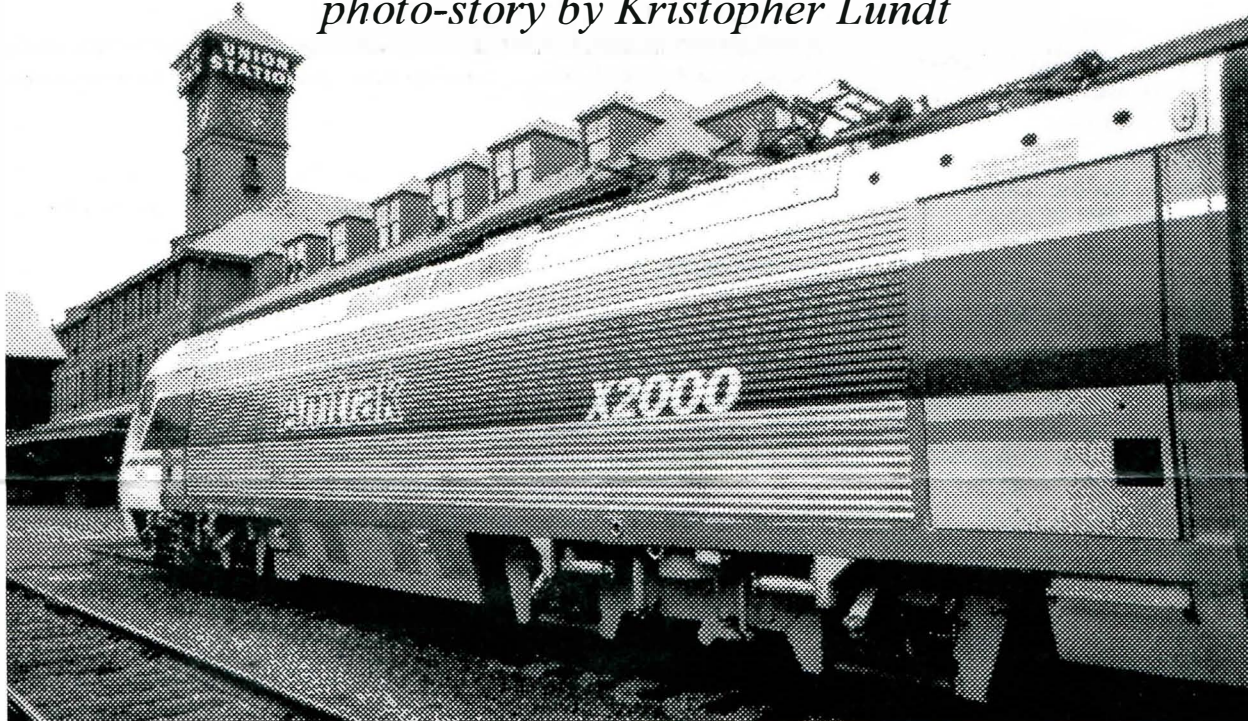




AUGUST 1993

X2000 VISITS PORTLAND

photo-story by Kristopher Lundt



During the Fourth of July weekend, Amtrak's X2000 made its appearance in the Northwest. On Sunday, July 3 the X2000 was in Seattle at King Street Station. The train left Seattle that evening for Portland. Two F40s pulled the X2000 down to Portland, the train arrived at Union Station around 11:45pm Sunday night.

Monday morning the X2000 was opened to the public at 10:00am following a short press conference. A small stage was set up under the Broadway Bridge along Track #1. Oregon Congresswoman Elizabeth Furse, Congressman Ron Wyden and Portland City Commissioner Earl Blumenauer along with representatives from Amtrak and ABB Traction made brief speeches to a small crowd. Congressman Wyden said he would push for more Federal funding for a high speed train between Portland and Seattle. After the speeches, Commissioner Blumenauer drove a gold spike into the rail just in front of the X2000 to symbolize the beginning of the Oregon section of the Pacific Northwest High-Speed Rail Corridor. The corridor will run from Eugene, Oregon to Vancouver BC, a distance of 464 miles. Train speeds must be 90 mph or greater for a corridor to be considered "high-speed".

The inside of the X2000 is truly impressive. Plush wall-to-wall carpet and large seats. The seats are like the seats in Superliners cars but they are slightly larger, larger padding and there is more leg room between seats. In the First-Class cars there is a table with folding wings at each seat, each seat has a large window next to it. Below each window there is an outlet for your portable phone and two outlets for lap-top computers. On the outside arm rest of each seat, there is a headphone jack for music. You can use any standard Walkman headphones or you can purchase headphones on board to take with you to use again. There are two telephones on the X2000. Each one takes a phone card for payment. The phones can only transmit calls, you cannot receive calls while on board the X2000. Next to one of the phones is a FAX machine to send written messages. At each vestibules, the steps are pneumatically operated when the door is opened and closed. In one of the vestibules there is a wheelchair lift on both sides of the car to lift a wheelchair into the train. There is a large bathroom in the same car to accommodate

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

Attn. TM Editor

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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 the above address.

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. 371

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, August 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, August 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 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 Hoffinan (236-7710) to see what you can do.

LIBRARY/ARCHIVES WORK SESSION Thursday, August 12, 1 to 4pm & Saturday, June 21, 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, August 21 & 28, 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 slides to auction off.

AUGUST MEETING PROGRAM

Program begins after business meeting

presented by Dick Ordway

UP 3985 TRIP TO BEND

SEE THE DESCHUTES RIVER FROM THE VESTIBULE

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

1st ANNUAL CHAPTER SLIDE SHOW

Have you ever wondered what to do with those extra train slides or duplicates lying around the house? At November's meeting you'll have an opportunity to auction off those slide for a profit, or donate the money to the Chapter.

Start looking now for those slides. Look over old, duplicates, wrong angle, or anything of interest to auction away and have fun in the process.

Your slides can be given at any time from now until the November meeting to Rocky Regula (503) 648-7904 (maybe by then Rocky will have learned how to load slides into the projector).

Interest in the auction can be heightened if we can solicit the help of an experience (or at least a fast talking Chapter member) auctioneer. Anyone interested in the job, please contact me. -Rocky Regula, Activities Chairperson

CHAPTER PICNIC

Saturday August 28 at Shady Dell in Mollala. This year the Chapter picnic will be pot-luck. Hope to see you there.

The W & P excursion mentioned in the July TM has been postponed. As soon as more details are worked out the Excursions Committee will make an official announcement.

Steam Excursion with #261

The Soo Line Historical & Technical Society will hold its annual convention on September 17 & 18 1993, in Fond du Lac, Wisconsin.

In conjunction with the convention, the ex-Milwaukee Road 4-8-4 #261 (see March Trainmaster) will pull a train from Fond du Lac to Stevens Point, WI., and back. On Sunday, September 19, the train will leave North Fond du Lac at 8:00 am and travel 90 miles to Stevens Point. This trackage is currently Wisconsin Central's main line and will allow #261 to put on quite a show.

At Stevens Point, an optional Texas-style Western Barbecue is being discussed along with a tour on Wisconsin Central's facilities. An extra-fare ride will be available for those desiring to stay on the train as it travels west to Junction City. There the entire train will be wyed and return to Stevens Point, then back to North Fond du Lac.

This grand trip will be one of the very first outings for this steam engine. Tickets are expected to sell out fast; 25% have already been sold. Coach price is around \$39.00 to \$60.00; price for First-Class has not been set. Make checks out to "SLHTS EXCURSION". We will then reserve tickets for you and bill you the balance when exact prices are established.

Rumor has it we may even have Wisconsin Central's President, Ed Burkhardt, at the throttle for part of the trip! Now, get your reservations in today and we'll see you September 17, 18 & 19, 1993 in Fond du Lac, WI.

Gerald R. Thompson, President SLHTS
525 Clifford Street
Plymouth, WI 53073



MEMBERSHIP REPORT

Tammy Auburg, Chairperson

New members,

Harold E. & Alice L. Aichholz

5520 SW Vermont Street
Portland, OR 97219-1036

Wayne Halling

13014 SW 62nd Ave.
Portland, OR 97219

Ralph H. Johnson

3426 SE Kathryn Ct.
Milwaukie, OR 97222-5538

Dan A. & Frances Sexton

121 SE 30th Place, Apt 121
Portland, OR 97214

John F. & Martha Siebenthal

6322 SE Brownlee Road
Milwaukie, OR 97267

Robert A. Vogel

PO Box 1202
Burlingame, CA 94010

John Smoot, who has been a member since 1981, died of cancer earlier this year. Paul Paist also passed away this year. Paul had been a member since 1982.

-Tammy Auburg



CHAPTER BUSINESS

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - JULY 8, 1993

The meeting was called to order by President Bob Hoffman at 7:05 pm. The board of directors passed the following motions at its July meeting:

1) Extended official thanks to the rolling stock crew and other members who worked very hard to prepare Chapter cars for the Montana lease.

2) Approved payment of bills authorized for payment by the Finance Committee at its July 7th meeting.

3) Established policy for payment of leases to require cash or certified check in the amount of 50% of the full lease cost before Chapter cars depart on a lease with the balance being due when the cars return.

Rollin Stock: Bob Hoffman reported that the Rolling Stock Committee worked very hard to prepare five cars in time for the Montana lease. Bob also reported that the Chapter will probably receive notice from the Southern Pacific terminating the lease for the tracks where the Chapter's cars are stored. Use of tracks at Adair Village north of Corvallis has been suggested as a possible new storage location.

Finance: Treasurer Al Viewig reported that bills due include just under \$4,000 for insurance and \$1,300 in crane charges to unload the Baldwin switcher. To keep current money will have to be withdrawn from the Chapter's CDIC savings account. Sale of the two ex-SP tenders will generate enough cash to carry the Chapter through the balance of 1993. The 1993 Rail Sensation just broke even or lost money. Al reported that he has hired a bookkeeper to assist with the Chapter books.

Excursions: Bob Hoffman reported

that the Willamette & Pacific trip is off for now due to W & P policy not being finalized in time. Spokane trip: Amtrak has resubmitted its request to BN with two locomotives and approval is expected shortly.

Keys: Gerry Schuler reported that some Chapter keys have been returned by members no longer authorized to use them. A number of letters about keys have not been answered. The Board discussed the possibility of changing locks.

The meeting was adjourned at 9:50 pm.

*Respectfully submitted, Chuck Storz,
Secretary*

SUMMARY OF MINUTES - REGU- LAR CHAPTER MEETING - JULY 16, 1993

The meeting was called to order by President Bob Hoffman at 7:36 pm. Treasurer Alan Viewig reported that the Chapter's CDIC savings account will have to be partially used to cover ongoing expenses. The Chapter is still owed \$1500 by the B.N. for use of Chapter cars in 1992 for the G.N. historical society convention. Payments into the account for the bonded cars have not been made in some cases after use of the cars.

Sale of Tender: Bob Hoffman reported that an offer has been made sell the Daylight tender to the City of Portland for \$10,000. Selling the tenders has been approved by the membership.

Move from Brooklyn: Bob Hoffman reported that the SP has yet to give the Chapter formal notice to vacate the tracks at the Brooklyn yard. Possible new locations include elsewhere in Portland, Beaverton and

Adair Village.

Rollin Stock: Peter Rodabaugh thanked all who helped prepare the five Chapter cars for the Montana lease. Peter and Richard Parks went with the cars. The cars were used to give 750 high school student a 2-1/2 hour ride from Whitefish to East Glacier, MT. BN F-units 1 & 2 pulled the train. The cars went on to Havre and then returned to Portland. Car 6800 went right back to Montana on another lease. *Maya - Revised*

Excursions: Irv Ewen reported that verbal approval has been received from Amtrak for the October 16 & 17 Circle Trip to Spokane. The Chapter member only trip on the Willamette & Pacific is off for now due to administrative delay in obtaining approval. It may run in September or October. *10th*

Rail Sensation: Bob Hoffman reported that a last minute insurance problem cost an unplanned expenditure of \$3500 for the event.

Chapter Picnic: Marilyn Edgar announced that the Chapter picnic will be at Shady Dell on Saturday, August 28. *Anytime before lunch*

Director-at-Large Election: Barbara Dougherty and Peter Rodabaugh were nominated by the board, per the By-Laws, to fill the unexpired director term of Ray Myer who resigned. Peter Rodabaugh was elected.

*Respectfully submitted, Chuck Storz,
Secretary*

IT'S BEEN A LONG DAY

You know you've been rail-
roading too much when you go
to the hardware store and ask
for a can of SD40 instead of
WD40

-Roanoke Chapter, NRHS

TIMBER TIMES Logging & Lumbering History & Modeling

Timber Times is the quarterly magazine dedicated to logging modeling in all scales. The first issue was Winter, 1993 (this issue and the Spring issue are sold out).

The magazine is about 32 pages in length and includes plans and model building articles as well as historical photos and thumbnail histories of operations outfits. Both the front and back outside covers feature historical photos of particular interest. The subscription rate is \$14.00 per year (\$20.00 foreign). The single copy price is \$4.50 postpaid.

Timber Times
PO Box 219
Hillsboro, OR 97123

Olympia Gets New Depot



In May 1993, the new Olympia/Lacy Amtrak depot opened. The depot was built by volunteers with donated material. The Thurston County Sheriffs Department has an office in the depot. This new station is user-friendly with ample parking, easy access off Yelm Hwy. and a beautiful country setting.

-Michael Callanan

OREGON OPERATION LIFESAVER

Operation Lifesaver is a national public information and education program to help prevent crashes and casualties and to improve driver performance at rail/highway grade crossings. All states have their own Operation Lifesaver programs, involving railroads, related federal, state and local governments, and other organizations concerned with public safety. It is at the grassroots level, in the cities, in rural communities and in the schools where Operation Lifesaver has proven most effective.

DID YOU KNOW?

Approximately 6,000 crossing accidents occurred in the US in 1988, resulting in more than 600 deaths and about 2,400 serious injuries—despite all the warning signs, signals, gates, lights and bells. A motorist is 4 times as likely to die in a car/train crash than in any other traffic accident.

Two-thirds of car/train collisions involve trains moving at less than 40 mph.

About 1/2 of the crossing collisions involve motorists who drive around or through crossing gates or otherwise disregard warning devices. More than half occur in clear weather during daylight.

More than 1/4 of all crossing accidents involve vehicles being driven directly into the side of a moving train.

Most crossing accidents occur within 25 miles of home, and the principal cause is failure of the vehicle driver to use due caution.

A freight train with 150 cars traveling 30 mph requires a distance of 5/8 mile to stop. At 50 mph, it takes over 1-1/2 miles to stop. A passenger train with 8 cars traveling at 80 mph requires a distance of 1-1/8 miles to stop.

IN OREGON...

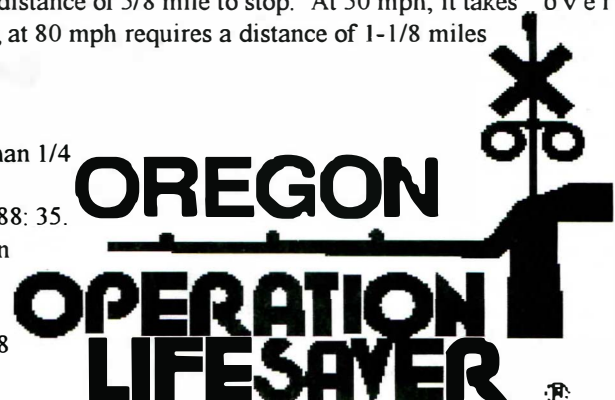
Number of grade crossings: approximately 2,540. More than 1/4 of them equipped with electronic signals.

Number of public grade crossing accidents in Oregon in 1988: 35.

Number of people killed in vehicle/train crashes in Oregon in 1988: 3.

Number of serious injuries: 9.

Decrease in crossing accident numbers in Oregon from 1978 to 1987: 79%.





During the "press tour" camera crews from the local television station, stop to film the inside of the Bistro Car. Amtrak personnel were on hand to answer any questions. First-Class passengers will have meals served at their seat. There are seats in the Bistro Car to eat your meal if you are tired of sitting at your seat.

from page 1

handicapped travelers.

At each end of the train there is a control-cab car where the engineer drives the train. The engineer compartment has two seats, the engineer sits on the left side of the cab. The control console is similar to the new B32-8WH with its desk-top style controls. The gauges and instruments are laid out in an easy-to-find pattern without bringing fatigue to the engineer on long trips. On the right side there is a seat for a second person in the cab. The radio is located between the two seats and has a programmable keyboard for entering any railroad's road channel. The X2000 is equipped with cab-signal-control (CSC) to stop the train if a red signal is encroached. The X2000 also has a device to stop the train if a car goes thru a crossing gate. At each road crossing, there will be a barrier that blocks the tracks. If a car smashes



The X2000's Control Cab offers the engineer all the comfort and luxury in train travel. It has a climate control environment, and easy-to-reach controls. There are two large windows to provide a wide view. There is also a small refrigerator in the cab.

thru or goes around, an alarm sounds in the cab and the computer automatically applies the brakes on the X2000. This device is used in Europe and it has saved many lives, and crossing gates along the Corridor will be upgraded with this device.

The X2000 is expected to be running at 125 mph by the year 2000. The X2000 will run from Portland to Seattle in two hours. Its tilting-technology allows the train to go thru curves 30%-40% faster than conventional trains. The cost of this project is around \$1.2 billion (yes, billion). Approximately \$800 million will be spent in Washington, \$450 million in Oregon and \$25 million in British Columbia. The money will be spent on improving or eliminating grade crossings, depot restoration, upgrading signals, extending CTC territories, new bridges, doubletracking and installing high-speed crossovers to reduce delays with freight train movements.

The goal is to have 8 round trips daily between Eugene and Portland, 9 round trips daily between Portland to Seattle and 4 round trips between Seattle to Vancouver, BC. The short term goals for the corridor is to have a train from Seattle to Vancouver, BC. by October 1994. The second goal is to increase the average speed to 79 mph. Right now it's 47 mph.

A lot of work is needed to make the Northwest High-Speed Rail Corridor a reality by the year 2000. It will be one of the largest investments ever made in the Pacific Northwest and it will improve our lives and quality of living by cutting down on pollution and noise.

HELP!

SAVE

#E-70



MILWEST -

in co-operation with other interested historical groups, is involved in a project to restore - The Milwaukee Road's Class EF-4 "Little Joe", #E-70, in Deer Lodge, Montana.

Built by G.E. in 1948 as the #GE750 - the #E-70 and eleven similar motors served on the Rocky Mountain Division until retirement in mid - 1974. This locomotive is the sole survivor of the Milwaukee's best known post WWII electrics.

#E-70's appearance has badly deteriorated since dedication at its permanent display in mid- 1975. The restoration of the #E-70 is planned to include:

- 1.) Complete sandblasting and priming;
- 2.) Repainting to the orange, black, and maroon paint scheme - C. 1954; and
- 3.) Illumination of the unit to include - headlights, class lights, number boards, and ground lighting.

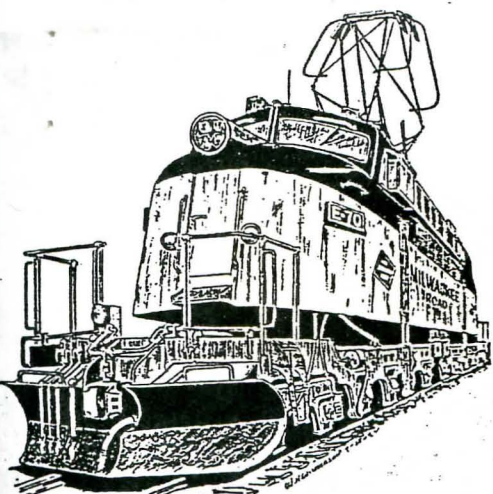
A re-dedication of the restored #E-70 is planned for mid-1994, with your co-operation we will meet this goal.

PLEASE HELP US TO COMPLETE THIS HISTORIC PROJECT.

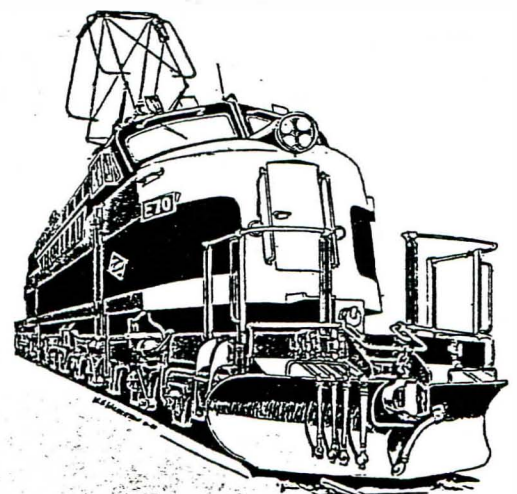
Send your Tax-Deductible Contribution (in any amount) to:
Powell County Museum and Arts Foundation
C/O The #E-70 Restoration Fund
1106 Main Street
Deer Lodge, Montana 59722

SPECIAL NOTE:

Contributors of \$100.00 (U.S.) or more will be named on a plaque to be included at the display site. A contributor of \$1,000.00 (U.S.) or more will receive a special commemorative plaque with photo of the completed Joe.



Present appearance



Future appearance

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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*Map for Picnic - Pat Lucks
Bring what you want to eat & drink
Call Marilyn 236-7271
Go to Mollala*

214 S. from Oregon City ↑

*Nita
what to bring*

M
William Thomasson
7466 N. Van Houten
Portland, OR 97203