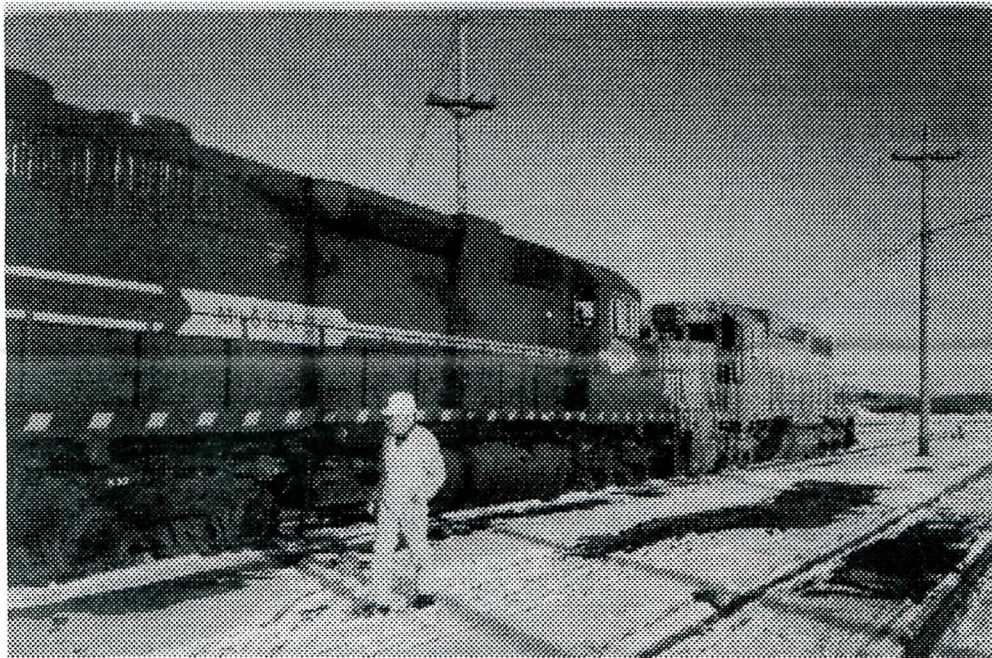




August 1994

The "Missabe" Lives On!

By Merritt (Bud) Parks



Last March my son, who is an NRHS member in Los Angeles, joined me for a trip to Minneapolis on the Empire Builder, and with a rental car we checked out family history in Duluth and Virginia, Minnesota. At Proctor we paid a late afternoon visit to the offices and shops of the Duluth, Missabe & Iron Range Railway. It was after five and the place was locked up, but we found an unlocked door to an adjacent, nearly full circle roundhouse left over from steam days. We wandered around looking at rolling stock significant in the Company's history and came upon-

-wonder of wonders--a gleaming round-end North Coast Limited observation car.

When we finally found a live body he took us to Kent W. Peterson who was on duty. For people who had come on the property as trespassers we were treated royally. He provided hard hats and gave us a tour of the shops.

Peterson said that all the U.S. Steel railroads, their own and those in the Chicago and Pittsburgh areas, suffer from old equipment but they do their best to keep them rolling. He had the hostler move

Bud Parks scrutinizes units 208 & 221 at the Duluth, Missabe & Iron Range roundhouse in March, 1994.

Photo by Bud Parks

two units out into the sunlight for photos.

Amtrak travel is fun for a father and son with railroad interest. I am 82 and Bill is 49. Living far apart, life rarely offers us many days to talk at a deeper level. He has a scanner and we pick up all the railroad conversations. For us those few days on Amtrak and in a rental car were pure pleasure.

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:

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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.

-Jim

CHAPTER TIME TABLE No. 383

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, August 11, 7:00 P.M., at Room 208, Union Station. Enter through the main entrance, turn right two times, past the magazine stand, first door on left at hallway to Wilfs.

MONTHLY MEMBERSHIP MEETING Friday, August 19, 7:30 P.M., at St. David's Episcopal Church at 2800 S.E. Harrison. 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 S.E. 17th & S.E. Holgate Blvd. Our group is in the back. Come on down!

ROLLING STOCK WORK SESSIONS every Wednesday and Saturday, at the Chapter's tracks in Brooklyn Yard. Working hours are 9:00 A.M. to 3:00 or 4:00 P.M. on Wednesday, 10 A.M. to late afternoon on Saturday. There's a lot of work of all kinds to be done. Contact Richard Gray (656-0260) to see what you can do.

LIBRARY/ARCHIVES WORK SESSION: Thursday, August 11, 1:00 P.M. to 4:00 P.M. & Saturday, August 20, 9:30 A.M. to 12:00 Noon at Room 1 & 1A, Union Station. Help is needed to get things organized and catalogued. Contact Jim Loomis (253-3926) or Bob Weaver (654-4274) for more information-or just show up! There's a lot of work to do.

CHAPTER LIBRARY OPEN HOURS Saturday, August 20 & 27, 1:30 to 4:00 P.M. at Room 1, Union Station.

EXTRA BOARD

1994 NMRA National Convention, August 14-21, 1994. Contact Columbia Gorge Express, 2505 N. Vancouver Ave., Portland, OR 97277 (503) 288-5289.

1994 RAILFAN RETREAT, September, 1994 on Willamette Pass, in the Oregon Cascades. Contact Rocky Regula (648-7904) for information.

Model Railroad Swap Meet & Show, October 1 & 2, at the Jackman-Long Building, Oregon State Fairgrounds, 2330 17th Street N.E., Salem, OR, 10:00 A.M. to 4:00 P.M. both days. Call Bill Geisler, chairman, at (503) 362-0582 for more information. See advertisement in this issue for directions and admission information.

AUGUST MEETING PROGRAM

Program begins after business meeting

Presented by Terry Parker

**Films from
1929 Rose Festival**

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 President.

CHAPTER BUSINESS

Summary of Minutes Board of Directors Meeting JULY 7, 1994

The meeting was called to order by President Terkelsen at 7:14 P.M.

Treasurer's Report: Maxine Rodabaugh reported on the accounts. Refund has been received from the VIRGINIA V. SP settlement so far only covers damage repairs to the Mt. Hood and the #76 concession car. Car #3300 has yet to be repaired. Adequate insurance is a must for any operating car.

National Director's Report: Gerald Schuler noted that national (NRHS) will be 60 years old in 1995. The 1995 National Convention will be held from June 28 through July 2 in Lancaster, Pennsylvania.

Vice President's Report: Marilyn Edgar reported finding extra cylinders and keys to secure rolling stock, subject to final determination by Rolling Stock Committee.

President's Report: Bob Terkelsen said his report will be in "Old Business."

Finance: Vice President Edgar reported on possible site(s) for the move from Brooklyn.

Rolling Stock: Richard Parks & President Terkelsen reported. Help is needed to prepare the equipment for moving.

Excursions: The Port of Tillamook trip brochures are on the way to the printer. Help will be needed in preparing them for mailing. The next meeting will be on July 25. President Terkelsen presented his plans for the brochure for the Chehalis-Centralia train short trip. Plans are for the trip to take place on the Saturday after Labor Day.

Library: Jim Loomis presented the Library Committee's proposed circulation policy. After some discussion, it was **MSC Larson/Mack:** that the proposed policy be accepted.

Activities: Picnic at Brooks has been changed to Saturday, September 17., and is noted in The Trainmaster. Darel Mack is working on the Annual Banquet planned for early next year.

AD HOC COMMITTEES:

Bylaws: The new Bylaws are being prepared in final form, and will be ready soon.

Concessions: The new T-shirts have a fading problem. Vice-President Edgar is investigating the problem.

Trainmaster: Bob Terkelsen contacted Rich Carlson about being editor. Rich will take over eventually when he retires and is back from a trip. He will act as associate editor in the meantime.

Rail Sensations: Gerald Schuler reported that he read the drafted letter at the general meeting last month. The chair is not ready to act yet.

Program: President Terkelsen reported the Operation Lifesaver program by Gary Beckley is coming. Mr. Beckley needs some volunteers for the program.

OLD BUSINESS:

Chapter 40th Anniversary: The committee, President Terkelsen, Darel Mack, Dick Ordway, and Connie McCready, will meet soon. Gerald Schuler is studying the possibility of a national NRHS speaker.

Member Commemoration: (of Bob Hoffman) Item needed for Trainmaster. Darel Mack will research information about a memorial plaque.

Vote for replacement board director: The members will vote at the July meeting. The two candidates are Terry Parker and Dale Miller.

Wig-Wag at Columbia Gorge Model RR Club: President Terkelsen is still researching the status of the wig-wag.

NEW BUSINESS:

Site Committee: President Terkelsen proposed a site committee to do research. Members of said committee is being formulated.

Meeting was adjourned at 10:17 P.M.

*Respectfully submitted,
Joyce E. Reese,
Secretary*

Summary of Minutes of Chapter Meeting July 15, 1994

Meeting was called to order by President Terkelsen at 7:44 P.M. Members and three guests, Ryan Miller, the son of Dale Miller, Richard Harris, and Elaine Terkelsen were welcomed.

Minutes: Members were reminded to read the minutes on the back bulletin board, and please let the secretary know of any errors.

Treasurer's Report: Maxine Rodabaugh reported on the accounts. A matching gift has been received from the U.S. West foundation.

National Director's Report: Gerald Schuler presented a brief report on the National Convention, which he attended last month. He is researching the possibility of receiving a grant (from the national?). The '95 convention will be held in Lancaster, PA from June 28 through July 2. The NRHS is sending postcards for early reservation requests. The NRHS is now international, with a new chapter in London, England.

President's Report: President Terkelsen reported the formation of a museum site committee.

Vice President's Report: Vice president Edgar reported finding cylinders and keys in our possession. She proposes their use by the rolling stock committee, but wants them to finalize their decision before proceeding.

STANDING COMMITTEES:

Finance: Approved the budget for Tillamook trip on October 29 & 30, 1994. **MSC Lee Jackson/Dick Ordway** to approve the Tillamook excursion budget. Brochures are being mailed soon.

Rolling Stock: President Terkelsen reported that lots of help is needed at Brooklyn Yard to prepare the cars for the eventual move. He also reported that the Centralia-Chehalis train trip will be on September 24. Fare of \$45.00 will include bus transportation to/from Portland, the train ride, and a box lunch.

Library: Jim Loomis reported. The committee has prepared a new circulation policy, which has been approved by the board. Use of the policy will begin shortly.

CHAPTER BUSINESS

Summary of Minutes Chapter Meeting July 15, 1994

-continued from page 3

Activities: Darel Mack reported that the member picnic will be September 17 at Brooks. Hamburgers, hot dogs, and pop will be provided for a price, and members are encouraged to bring salads and/or desserts. Details at August meeting. Suggestions are needed for the location of the Annual Banquet in 1995. Darel is still working on the semaphore.

AD HOC COMMITTEES:

Bylaws: Janet Larson will have the amended bylaws available soon.

Concessions: Vice president Edgar reported that Nita White will be in charge of concessions at the Brooks Steam-Up. Volunteers are needed for July 30 & 31, as well as August 6.

Trainmaster: President Terkelsen thanked Jim Loomis for doing the July issue. Rich Carlson is still a possible future editor.

Programs: President Terkelsen reported programs for the next four months. Dick Ordway on the Bull Run Watershed this month, 1929 Rose Festival films by Terry Parker in August, Operation Lifesaver in September, and Lumber Companies by Lee Jackson in October.

OLD BUSINESS:

40th Anniversary: President Terkelsen reported the formation of a committee to plan the anniversary, scheduled for March, 1995.

NEW BUSINESS:

Election: Election of a new board member-at-large to replace Connie McCready took place. The two candidates: Terry Parker and Dale Miller.

MSC Edgar/Jackson that a written ballot be used. Dale Miller was elected.

Fireproof File Case: President Terkelsen requests one for the valuable papers of our chapter. Any knowledge of one that is available would be appreciated.

AMTRAK Volunteers: In response to a request from the Soil Conservation Service and AMTRAK, at the June chapter meeting, Ralph Johnson volun-

MEMBERSHIP COMMITTEE REPORT

-Sara Ackerman, Chairperson

Please welcome the following new members who have joined the Chapter since the end of 1993.

D. H. (Buzz) & Judy Yost
10705 NE Tillamook St.
Portland, OR 97220

Wallace E. Burton
43400 Carol Dr.
Nehalem, OR 97131

David & Ann Thomason
16229 15th Dr. SE
Mill Creek, WA 98012
(Central Coast Chapter)

John R. Dube
Manzanita, OR

Elmer E. Smith, Jr.
3270 Holiday Dr. S
Salem, OR 97302-5841

John W. Beardsley
2334 Friendly St.
Eugene, OR 97405

John E. Buffington
P.O. Box 1114
Arcata, CA 95521

Louise E. Ives
3800 NE 135th Ave.
Vancouver, WA 98682

Glenn E. Laubaugh
4903 SE Meldrum
Portland, OR 97267-6916

Wayne H. Long
16901 SE Division #6
Portland, OR 97236

Gordon Primdahl
1012 Willow Lane
Mount Prospect, IL 60056

Charles R. Turner
4556 SW Idaho Drive
Portland, OR 97221

Robert G. Wenzel
P.O. Box 66312
Portland, OR 97290

John R. Bartles, Jr.
9221 N Lombard St Apt 2
Portland, OR 97203

Paul J. Shrock
8050 SE Tolman St
Portland, OR 97206-6361

James E. Fallon
8954 SW Barbur Blvd #178
Portland, OR 97219

We are currently in the process of updating the membership directory and the revised by-laws and expect to have copies ready in late August. There are still some members who have not yet renewed for 1994, including some "Chapter Only" members from other chapters. If you wish to be included in the new roster and continue to receive The Trainmaster, please send your dues in right away. We don't want to omit anyone!

If you are not sure how you stand, please call Maxine Rodabaugh at 253-4241. Remember, each member is an important part of our organization.

teered to help with educating passengers about crops and points of interest on the AMTRAK runs between Portland and Eugene.

Good of the Order: President Terkelsen said the Yaquina Pacific Chapter president discussed their acquisition of a boxcar in Springfield. Meeting adjourned at 8:49 P.M.

Respectfully submitted,
Joyce E. Reese,
Secretary

America at Work

Story provided by Orin Knee, courtesy of T.B. Thompson
(from a 1915 article by Joseph Husband)

I SEMAPHORE

Every night, at exactly eight minutes past nine, the limited roars through the village. I can see it coming several miles away, its powerful headlight fingering rails and telegraph wires with a shimmer of light. Silently and slowly it seems to draw nearer; then suddenly, it is almost above me. A wild roar of steam and driving wheels, the wail of its hoarse whistle at the crossing, and then, looming black against the night sky, it smashes past, and in the swing of drivers and connecting rods I think of a greyhound, or a racehorse thundering the final stretch. High in the cab window a motionless figure peers ahead into the night; suddenly he is blackly silhouetted by the glare of the opened fire-door, and in the orange light I can see the fireman swing back and forth as he feeds his fire. The light burns against the flying steam and smoke above; then blackness--and now the white windows of the Pullman flicker past, and through the swirl of dust and smoke I watch the two red lights sink down the track.

Every time I see that black figure in the cab I wonder how far he can peer ahead into the night, and I wonder at the perfect faith that is his: faith in silent men who keep the semaphores lighted and true, and in those humble servants whose constant watchfulness guards him from broken rail and loosened fish-plate. Last night I sat beside him.

It was not my limited that I boarded, but a faster, greater engine that helps to rush half across the continent a train before which all others wait and all tracks are cleared. I stood with the division superintendent on the platform of the little station where it must pause for water. Beyond the yardlights its song rose clear and vibrant. With a flare of lofty headlight and the grind of brakes it was beside us, steel lungs panting heavily, a reek of oil sweating from heated sides.

The engineer, a torch in his hand, swung down, and we shook hands before I climbed the iron rungs to the cab. From the high windows I watched him oil and stroke the sinews of his monster. Behind, on the top of the tender, the fireman was filling the tanks with a torrent of water. Then they joined me, and in the torchlight I saw the black studded end of the boiler, like a giant cask-head, a tangle of pipes across its face; water-gauge and steam dial dimly illumined by shaded bulls-eyes. The engineer blew out the torch and climbed into his seat. Opposite him, I settled into mine, the fireman behind me.

There was the thin piping of a whistle in the cab and the engineer slowly opened the throttle. We were off. Rumbling and swaying, we passed the upper windows of the station. Telegraphers in shirtsleeves were fingering their instruments beneath shaded lights. The chill of the frosty night air penetrated the cab, and I buttoned my coat about me and looked

ahead into the darkness. We were gathering headway. A string of freight cars on a siding swept behind us; already the lights of the village were far behind. Ahead of the long body of the locomotive, extending incredibly beyond the small front windows of the cab, the track, hardly visible in the ray of the headlight, terminated suddenly in the darkness. The roar of drivers and machinery was deafening. From side to side the engine rocked like a plunging derelict. The crashing roar grew louder, loud beyond belief, and the rocking and trembling almost threw me from the seat.

The fireman slid open the jaws of the fire-box, flooding the cab with light and heat. Within, the flame, white to pale daffodil in its intensity, twisted like streams of fluid in the draught. Behind the cab the black end of the tender rose high above my line of vision, rocking and swaying in contrary motion to the engine, like a bulldog twisting on a stick. Balancing on the smooth steel floor, the fireman stoked his grate-bars, his shovel feeding spots where the coal was thinnest. Then darkness as he closed the doors with his foot. Only the two dim lights on gauge and indicator; and on each side, and above, the stars racing evenly beside us. I looked down at the road-bed: it was flooding past us like a torrent.

"Green." I caught the word above the tumult.

"Green," echoed the fireman.

America at Work

-continued from page 5

Far ahead, four colored lights gleamed like gems against the sky. Two rubies below; above, another ruby and beside it the pale green of an emerald. The green light was in the upper right-hand corner of the square.

"Seventy-five to eighty." The fireman shouted in my ear.

"Block's clear. That green light gives us a clear track."

Already the block semaphores were behind us. Blinded by the rush of air I tried to see the track ahead. Like a dark avalanche the world seemed pouring under our pilot, and beneath I felt the road-bed, at last in motion, shivering and swirling like a mill-race. From under the engine puffs of steam shredded into fog-rift, white in the light from the round holes beneath the grate-bars. And through the two great circles of light projected by them, as from a stereopticon, flickered embankments, telegraph-poles, hills and houses, like a reeling cinematograph.

"Green."

"Green," came the confirmation.

The fixed green star shone for a minute and flashed past.

Faintly I heard the fireman at my ear.

"Almost ninety."

Long ago the headlight had become useless except as a warning of our approach; we were past the farthest range of its illumination before the eye could discern what lay before us. Blind and helpless we tore on. Broken rail, a train on the crossing, or open switch,--we would never see it. But "green" shone the light, and wholly trusting in the silent men who flashed to us their word of safety

we never faltered. I thought of a stalled train that might lie sleeping on our rails. But "green" was the light,--their thin cry through the long night watches.

The engineer, silent, his hand fingering throttle and air-brake, sat huddled high on his seat. Through his goggles he watched the blackness ahead. A brief second's time to set his brakes was all he asked. Far off in the great city the chief dispatcher was following our flight mile by mile, block to block. Over the wires his voice and the voices of his helpers told the rapid story of our progress. In the lonely tower at the next curve some one would flash the green beacon to our straining eyes, and report us on our way. To him others were now reporting, giving him the certain knowledge that our way was safe. Keepers of the safety of our path; how perfectly we trusted them; how great and unrewarded is their perfect service.

I looked back. Behind, the Pullmans cast steady squares of light on the racing cut. Here was our freight. Sons of Mary; even more blindly they trusted, "peacefully sleeping and unaware."

Sons of Martha; they were beside me.

"Green," they chorused.

Out of the night came the instant crash of the westbound express. With a blast of air and a slamming roar it seemed to brush us. It was gone.

Through a sleeping village we tore on with a wild hoarse cry. Darkened windows flashed reflected light. A station platform whipped past our heels; huddled groups of people pressed back against the building.

"Green!"

Like brilliant stars from a rocket gleamed a constellation at a double crossing. Ruby drops of fire; but the pale green light shone steadily above. The wheels hammered on the crossing.

Thicker and thicker, like colored fire-flies, the switchlights tangled in a maze. We were entering the city. There was the constant rattle of switch points, and I felt the growing murmur of the streets. On either side buildings piled up in shapeless walls like a canyon; there were sudden glimpses of interrupted streets, waiting street cars, and the glare of arc lights. We were slowing down.

Cleveland. The station echoed with the iron coughing of engines. Men and women surged between waiting trains; their voices mingled in the uproar. The departing, the returning; men staggering with bags and suitcases, women with little children in their arms. In the green star they trusted.

REMINDER:

The Chapter picnic will be held at Brooks, Oregon (near Salem), on Saturday September 17. Hamburgers, hot dogs and pop will be provided for a price, but bring your own salads and desserts. Be sure to come to the August meeting for more details!

Also, enjoy a bus trip from Lloyd Center to Centralia, WA, for a trip on the Chehalis-Centralia R.R. on Saturday, September 24. \$45.00 covers the bus, train, and a box lunch. Contact Bob Terkelsen for a brochure or more details. It will be a fun trip behind steam, and we return the same day.

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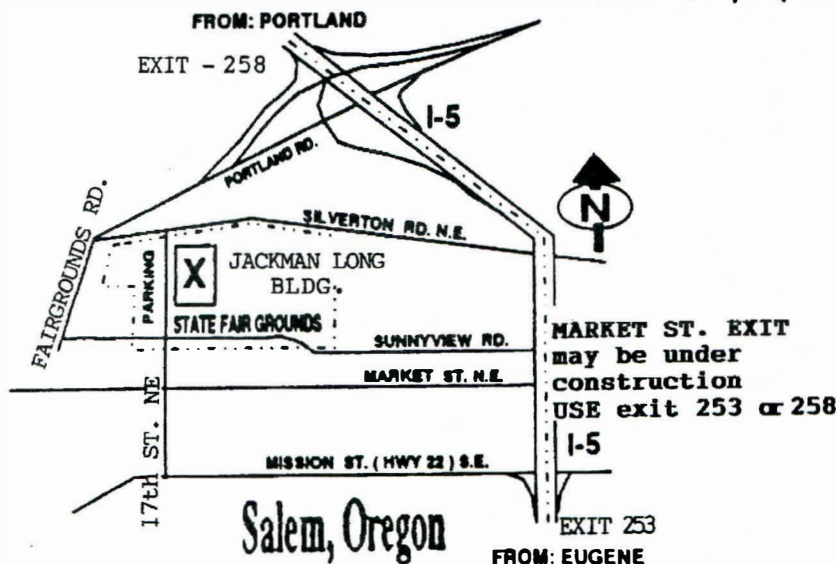
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CONTACT:

Bill Geisler, Chairman
 2550 Wayside Terrace, NE
 Salem, Oregon 97303
 (503) 362-0582

TABLES: \$15.00 (Second Day FREE)
 (Remittance in advance)

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Concessions: Jim Edgar, 236-7271
Excursions: Irv Ewen, 232-2441
Finance: Marilyn Edgar, 236-7271
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Museum: David Stimac, 656-9392
Public Relations: *Vacant*
Publications: *Vacant*
Rolling Stock: Richard Gray, 452-8936
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