



June 1995

## *NRHS President Honors PNWC at 40th Anniversary Banquet*

by Jim Loomis and Maxine Rodabaugh

The PNWC 40th Anniversary Banquet was held on Saturday, April 22, at Shenanigan's Restaurant on Swan Island. 76 members and guests enjoyed a good meal, and were honored by the NRHS president, Greg Molloy. Shenanigan's sits along the Willamette River waterfront, an area formerly filled with shipyards, now mostly land-based businesses and restaurants. The view, especially as the sun set, was fantastic.

The day started with President Molloy enjoying a breakfast with board members at the Market Street Cafe. The group then travelled to Hood River for a round trip ride from Hood River to Parkdale on the Mt. Hood Railroad. Other members of the chapter also rode along. This enabled Mr. Molloy to meet members, and get a first-hand look at one of the short-line tourist/excursion railroads located near Portland.

The day proceeded to the evening, after a rest period, for the banquet. PNWC President Bob Terkelsen opened the banquet, then introduced President Molloy, Rich Carlson, as regional vice-president, and Gerald Schuler, as national director. Rich gave us a brief background of the chapter, introducing Harold Rice, attending the banquet, as an NRHS member for 58 years. Rich also mentioned former presidents, including Walt Grande, also attending the banquet. Gerald Schuler gave the audience information regarding the outlook of the chapter, in relation to the national. He pointed out that the problems we face are the same ones shared by many other chapters, as well as the national.



**Peter Rodabaugh (left) receives presentation from NRHS President Greg Molloy (at podium), and PNWC President Bob Terkelsen (at right edge), for his leadership in the rail car move. Pete seems to be trying to wake from a dream. It isn't a dream, Pete!**

President Molloy presented a slide show describing the national's headquarters and staff. He also outlined his visions of the future of the NRHS. Mr. Molloy emphasized the national has resources available to all chapters when they need them, including film restoration and a large video library. He described the present preparation of a video to be used on television, as well as audio for radio, to promote the NRHS. He also emphasized the need to enlist younger members to the NRHS, and spread the information to schools.

A special award was presented to Pete Rodabaugh, chapter Rolling Stock chairman and Chief Mechanical Officer, by President Molloy. Pete was honored for his tremendous efforts in orchestrating the preparation of the chapter's rail cars for the move from Brooklyn Yard, as well as devoting many sleepless nights protecting the cars at their temporary locations. Pete received a beautiful weather station. He now has it in his office, where he can check the weather constantly.

Door prizes were then drawn and distributed, and the evening came to a enjoyable conclusion.



## 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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*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/her discretion.*

## **CHAPTER TIME TABLE No. 393**

### REGULAR RUNS

**BOARD OF DIRECTORS MEETING** Thursday, June 8, 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, June 16, 7:30 P.M., at St. David's Episcopal Church, 2800 S.E. Harrison. The business meeting will start promptly at 7:30, with the newsreel and program following a short break. Refreshments will be available; please bring some money to feed the "kitty," so it can continue to feed us!

**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** are planned to prepare cars for leases. Contact Richard Gray (452-8936), or Peter Rodabaugh (771-8545) for an update.

**LIBRARY/ARCHIVES WORK SESSION:** Thursday, June 8, 1:00 P.M. to 4:00 P.M. at Room 1 & 1A, Union Station. Help is needed to get things organized and catalogued. Contact Bob Weaver (654-4274) for more information-or just show up! There's a lot of work to do.

**CHAPTER LIBRARY OPEN HOURS** Saturday, June 17 & 24, 1:30 to 4:00 P.M. at Room 1, Union Station. Call Jim Loomis (253-3926) for appointments, if this is a difficult day and/or time for you.

### EXTRA BOARD

**HIGH DESERT STEAM** trip to Redmond-Bend: July 22 & 23.

**SEATTLE -VIRGINIA V-SPIRIT OF WASHINGTON BRUNCH TRAIN-AIR MUSEUM:** September 9 & 10.

**THE GREAT NORTHWEST MODEL TRAIN SHOW AND SWAP MEET:** Saturday & Sunday, October 7, 8 at the Jackman Long Building, Oregon State Fairgrounds, 2330 17th Street N.E., Salem, OR. 10 A.M. to 4 P.M. both days.

**CHAPTER PICNIC, AT THE ANTIQUE POWERLAND, BROOKS,** August 19. More details in the next issue, and at the chapter meeting.

### **JUNE MEETING PROGRAM**

*Program begins after business meeting*

**Last Run of a Cab Forward Over Donner**

**To be presented by:**

**Darel Mack**

### **UPCOMING PROGRAM**

**Scheduled for July:**

**Maintenance of Way Equipment**

**To be presented by:**

**Bob Terkelsen**

**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

## PACIFIC NORTHWEST CHAPTER SUMMARY OF MINUTES BOARD OF DIRECTOR'S MEETING MAY 11, 1995

The meeting was called to order by President Terkelsen at 7:22 P.M.

**Present: Board:** Larson, Miller, Ordway, Reese, Schuler, Rodabaugh, Terkelsen  
**Members:** John Bartles, Ralph Johnson, Jim Loomis, Richard Parks, and Pete Rodabaugh.

**Minutes:** April Board minutes stand approved as corrected. The library report was changed to read: "Jim Loomis reported donation of magazines, public timetables, etc., by Mr. & Mrs. Harold Rice. Harold is a 58-year member of the NRHS."

**Treasurer's Report:** Maxine Rodabaugh reported a payment has been received from the Port of Tillamook for use of the 4461 in February. Account balances were reported. The 40th Anniversary Banquet bills have been paid.

**President's Report:** Bob Terkelsen reported on several pieces of correspondence. He thanked Greg Molloy for speaking to us at the banquet, and we have received a thank-you from Greg for our hospitality. Brent Larson and Bob Terkelsen prepared a letter of thanks to Bob Melbo. We received a copy of a letter written by Bob Melbo regarding space for removing the RDC wheels.

**National Director's Report:** Gerald Schuler said that Darel Mack deserved a big thank-you for the banquet which was very well done. Gerald and Rich Carlson will be attending this year's NRHS National Convention.

### STANDING COMMITTEES

**Finance:** Maxine Rodabaugh reported for Marilyn Edgar that the committee had approved expenditures planned for two trips. The five-year car restoration bonds come due in September. Maxine said we could perhaps pay off 10% now, and made recommendations on funds to be used.

**MSC Larson/Schuler** that we take the funds the treasurer recommended and apply them to retiring the next 10% of the bonds of record as of June 30, 1995.

**MSC Larson/Schuler** that we take the remaining money from the 6800 lease payment and put it in the bond repayment fund.  
**Rolling Stock:** Pete Rodabaugh has acquired Bombardier drawings for the 6200 parts needed and has found a place in Seattle to do the work. The Port of Tillamook proposes to do a hospital move of the 6200 to a work space. We have a bid for repairing the car windows to be sent to the insurance company. We discussed the interest of the Port of Tillamook in leasing every car we can provide. Bob Melbo and Dave Stimac talked to a local railroad, which said we can use their space to change the RDC wheel sets; and it found, we should also change the brake discs. Dave Stimac and Pete Rodabaugh are lining up tools and parts. When these items are available, they will seek people to do the job.

**Excursions:** Dick Ordway reported on the proposed budgets for planned trips. The Redmond trip, "High Desert Steam" begins at 6:30 A.M. on July 22-23, The motel has been arranged. Market Street Cafe will prepare breakfasts and lunches to go with us. Redmond Elks will provide dinner. Next day we have packed breakfast and lunch and then home. We will travel by bus. Two car hosts are proposed for each bus to serve meals. The Seattle Trip on Sept. 9-10 is proposed to use buses up & back.

**MSC Ordway/Larson** that we adopt the budget for the Bend-Redmond trip as proposed.

**MSC Ordway/Larson** that we approve the budget for the Seattle trip as proposed. We discussed the possible need for a 3rd bus for the Bend trip. Dale Miller stated that if we need to make changes in car host trip price concept, we should change the policy. Bob Terkelsen directed the Excursion Committee to write amendments for a May member vote with reasons why to change the charges part of the car host policy. Bob Terkelsen will look into a Mt. Rainier trip for us. If we want to go to the Mt. Rainier triple-header next year, we must seek tickets in the winter.

**Activities:** Bob Terkelsen reported since Darel Mack was not present. Appreciation of Darel's efforts for the 40th Anniversary Banquet were expressed. The picnic at

Brooks will be Aug. 19. Bob named the other participating groups.

**Public Relations:** Gerald Schuler has no information about the NRHS videos yet. We will approach stations locally to play them. Bob Terkelsen asked that Gerald talk to the NRHS Board about getting on national and local news sources all over the country. Need more exposure to young people as well as older people to promote railroads.  
**Museum:** Bob Terkelsen met with Oregon Electric Railroad Museum people May 9. He asked when the Board members want to meet with them to discuss working with them on a rail museum. Bob told us about the prospects involved in combining museum efforts, including rail to get cars in and out, storage, and geography. The Board will visit the site.

### AD HOC COMMITTEES

**TRAINMASTER:** Jim Loomis was thanked for his editing of THE TRAINMASTER.

**Bylaws:** Bob Terkelsen recommended that we don't worry about changing area codes, but just go ahead and mail the Bylaws and the membership list.

**Programs:** Bob Terkelsen reported the coming programs: Dale Miller's in May. In June, Darel Mack will show "Cabs Forward Over Donner." In July, Bob Terkelsen will present "Train Wreckers & Maintenance of Way". In Aug., Dick Ordway will show a film of the Mt. Rainier Triple-Header.

**OLD BUSINESS:** There was no old business.

**NEW BUSINESS:** NRHS National Board Meeting will be here in spring 1997. Bob Terkelsen appointed a planning committee for this event consisting of Rich Carlson, Gerald Schuler, and himself.

**Good of the Order:** None.

Meeting adjourned at 11:13 P.M.

*Respectfully submitted,  
Joyce E. Reese, Secretary*



# CHAPTER BUSINESS

## PACIFIC NORTHWEST CHAPTER SUMMARY OF MINUTES REGULAR CHAPTER MEETING MAY 19, 1995

The meeting was called to order by President Bob Terkelsen at 7:46 P.M. Bob welcomed members and guests and reminded as to sign the register.

**Minutes** from April, Bob reminded, were posted in the back of the room. He asked that errors be called to the attention of the secretary or himself.

**Treasurer's Report:** Maxine Rodabaugh reported the balances of the accounts. A check has been received from the Port of Tillamook for lease use of our car for one day. Our percentage of the Swap Meet income is coming but has not arrived yet. For the 40th Anniversary event the expenses were just a little over income.

**Vice-President's Report:** Marilyn Edgar reported that the Finance Committee meeting was bumped, and followed the Excursion Committee business meeting.

**President's Report:** Bob Terkelsen met with the Oregon Electric Railroad Museum people on May 9 about their invitation to join museums at Brooks. Rich Carlson wrote a thank-you letter to **THE OREGONIAN** for permission to use their article about the railroad police in **THE TRAINMASTER**. A thank-you letter has been written to Bob Melbo for help given at the April Board meeting. A thank-you letter for our hospitality has arrived from Greg Molloy.

**National Director's Report:** Bob Terkelsen reported. Gerald Schuler and Rick Carlson will be attending the National Convention at Lancaster, Pennsylvania. Salt Lake City, Utah has been picked for the 1997 Convention.

### STANDING COMMITTEES

**Rolling Stock:** Report was made by several people. The bid for replacing car window glass will be handled by the insurance company. We pay a deductible. Pete has been to Enright by speeder to look the

6200 over. Quote requests are out for making repair parts. Larry Miller of the Port of Tillamook wants our cars to use on their trips. Pete Rodabaugh reported having the drawing for parts for the 6200 repair and arranging for the work. A location has been offered for removing the RDC wheels for repair. Pete will get the insurance quote for window repair to the insurance company. A contract for the Port of Tillamook to use our cars for this year needs writing and presentation to the Port of Tillamook for signing. Maxine Rodabaugh reported the plan to make payment on 10% of the bonds in June.

**Excursions:** Irv Ewen reported the "High Desert Steam" Bend-Redmond trip brochures are about ready. The brochures will be in the mail by June 1st. The committee has discussed the Car Host Policy. After discussion,

**MSC D.Auburg/L.Jackson** that we adopt the additions to the Car Host Policy.

**MS R.Carlson/D.Auburg** that Section 3, CPR certification paragraph, be deleted. After more discussion,

**MSC Ordway/D.Auburg** to table the above motion until next month when more information is available.

**Activities:** Bob Terkelsen expressed special thanks to Darel and Diana Mack, Nita White, Marilyn Edgar, other helpers and fund donors for the wonderful 40th Anniversary celebration. Pete Rodabaugh was given a gift and thanked for leading the "move" effort. Darel Mack reported that the Chapter picnic will be Aug. 19 at Brooks, the same as last year. Joining us will be the Yaquina Chapter NRHS, Oregon Electric Railroad Museum, Live Steamers, and Willamette Valley Model RR Club.

**Public Relations:** Bob Terkelsen reported for Gerald Schuler that video advertising of NRHS for TV and radio advertising materials are almost ready.

**Museum:** Bob Terkelsen reported that the Board has decided to meet on June 3 at 10 A.M. at Oregon Electric Railroad Museum property (Antique Powerland at Brooks) to visit the site. Interested members are invited to join the Board members.

### AD HOC COMMITTEES

**Membership:** Sara Ackerman reported 36 people were signed in. Wendy Singer and her husband are new members.

**TRAINMASTER:** Bob Terkelsen reported that a volunteer is needed for future editor of **THE TRAINMASTER**. Jim Loomis has found that he is not yet ready to handle the job pressure.

**Programs:** Bob Terkelsen reported: June, Darel Mack's "Cab Forward Over Donner;" July, Bob Terkelsen's "Railroad Maintenance of Way Equipment;" August, Dick Ordway's "Mt. Rainier Steam."

**OLD BUSINESS:** None.

**NEW BUSINESS:** 1997 National Spring Board Meeting will be here. The planning committee appointed to date includes Gerald Schuler, as Chair, Rich Carlson, and Bob Terkelsen.

**Good of the Order:** AMTRAK is resuming service from Seattle to Vancouver, B.C. on May 24. Bob Terkelsen described interesting articles on trains. Tom Babbage spoke about action in Sweet Home with moving their Shay, and people who can help with three cars at Cottage Grove are wanted. Portland Tri-Met has new light-rail cars on display at N.E. 8th and Holliday, Portland.

Meeting adjourned at about 9:00 P.M.

*Respectfully submitted,  
Joyce E. Reese, Secretary*

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### Note from the editor:

Word has reached me that member James K. Ballard has been collecting UP calenders for many years. Unfortunately, during a move in the '60's many dating before 1961 were lost. He is requesting anyone with UP calenders from 1947 to 1960 to please contact him. He can be reached at (509)697-8133. He can also be reached by mail.

James K. Ballard  
1101 West Orchard Ave.  
Selah, WA 98942

# Military Rules and Safe Rail Transportation

By Don Miller

(The following article is originally from the February and March 1995 issues of STEAM ECHOES, published by Sierra Mountain Railroad Club in Auburn. This is the reprint from the April 1995 issue of THE FERROEQUINOLOGIST. The editor is grateful to Ken Lantz and Rich Carlson for suggesting this story.)

**Traditions** can be the chains restricting change. The railroads are in this league. To those folks not acquainted with railroad management and operations, the structure of the industry takes on the hue of planned chaos. Just viewing the railroad marshaling yard gives the impression of an Apple Computer printed circuit board enlarged 1000 times.

Most railroad workers would not understand a printed circuit board—they do understand the rationale of a railway yard. This is by way of saying the operations of a railroad are not understood by the general public. This is not their fault—after all, my knowledge of industries I've not worked for is nil.

The railroads have effectively used the general public's absence of understanding of the industry to their advantage. "FEATHERBEDDING!"—Have you heard this loaded word applied to railroad employees—especially during the times when rail workers were negotiating with their employers in the need to renew their labor agreement.

Through the years quarrelsome issues have been rule changes in labor contracts between workers and management. An issue that has festered since the advent of rail technology has been crew size. Another is permitting one class of employees to do the work of another class of employees. Rail workers objected to these traditional changes on what they considered the valid premise of safety.

As railroad traffic declined, coupled with advances in signal and train control technology, rail management had logical reason to request rule changes. Tradition did slow work rule modification. Naturally rail workers did not want to witness their jobs diminished without some recompense. The argument went "Look, if you (the railroads) want to improve productivity, and you ask us to give up jobs then we ask for 'productivity pay.'"

Such agreements were negotiated. Other work rules changes were made in recent years, imposed by government intervention. This was done by 'binding arbitration' imposed by federal edict.

Railroad employees have complied with these rule changes. The concern of the workers is safety. They do not want rail safety compromised.

First, I must acquaint you with the reason each worker on the railroad has specific assigned duties. Second, each worker would not do the work assigned to another employee.

This is where the military structure of the industry became the key to safe operation of the railroad terminals and the main lines.

In the United States the railroad industry was in its "infant" years when the Civil War erupted. This war for the first time in military logistics used rail lines to move men and supplies. After the war the United States entered an era of tremendous railway building.

Now fate becomes reality. The disbanded armies of the North and South after the Civil War had officers who were graduates of West Point or Virginia Military Institute and the Citadel. Many of these furloughed officers had taken courses in military engineering. They had used the railroad during the war.

Many of these officers took civilian employment as civil engineers to survey and build the expanding railroad system. Once the railroads were built, the railway financiers appointed these military officers to operate and manage the rail lines.

The consequence of this happening was the organizational structure of railroad operations was predicated on the "Soldier's Manual." For those of us who served in the Army, this was the "Military Bible" which each recruit received when he exchanged his civilian clothes for GI garments.

The Soldier's Manual was a document every recruit was to know and understand. The basic tenet—the common thread—which wended its way through the manual was duty. Orders must be obeyed. Each soldier was assigned to a squad or platoon which has specific duties.

This "Soldier's Manual" dictum was transferred by the military officers who built "their" railroads to the assignment of job descriptions for each "platoon" (crew) and each individual in the crew.

This tradition served the industry with distinction. From the roots of military method of operation, the railroads were able to operate the safest form of land transportation.

Let me relate to you an experience I had in my railroad career that nearly caused a tragic disaster. An incident where I voluntarily, upon the request of a company official, performed a task that should have been done by another employee who was assigned to do the task.

As a switchman working for Southern Pacific in San Luis Obispo, I had bid in a bullringers job from 11 P.M. to 7 A.M. The duties of my job to protect switching moves over a street crossing and to cut off helpers and road engines as they arrived eastbound at the San Luis Obispo station.

In those days steam passenger trains on the Coast Division were powered by the magnificent 4400 series locomotives. These were known to many railfans as the Daylight Engines. We railroaders affectionately called them "Yellow Bellies." They were indeed marvelous machines. Lima designed and built these machines to be almost maintenance-free.

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The Southern Pacific had a wise policy for keeping one reserve 4400 at San Luis Obispo roundhouse around the clock. This spare emergency service locomotive could be dispatched quickly should a mechanical problem cripple a scheduled passenger train.

To accomplish this, the eastbound *Lark*, No. 76, which arrived at 2:43 A.M. and departed at 2:53 A.M. had a helper plus the 4400 that was assigned as the 24 hour standby engine. The "fresh" engine for the *Lark* was the 4400 that had come in the previous night. This was the method of rotating the standby engine.

My job as bullranger was to cut off the two locomotives, (the helper and the road engine) on arrival of No. 76. They would proceed to the roundhouse a third of a mile away. At the roundhouse was a herder. His job was to line the switch so the two locomotives could enter the inbound track. He then relined the switch for the main line.

Just prior to the arrival of No. 76, the roundhouse herder would send up, on the house track, the 4400 that would power the *Lark* to Los Angeles. This track-the house track- paralleled the main line to a location where the switch from the house track to the main line was about 200 feet from where the inbound *Lark* stopped.

My routine was to cut off the two arriving engines, send them "to the roundhouse," then line the house track switch. With my lantern, I would direct the engineer to back his engine out. I would then go directly to the house track switch and line it for the main line. THAT WAS MY JOB. The term stretch-means after coupling the new engine to the train, to be certain the coupler locking blocks had securely dropped-I then directed the engineer to pull his engine forward to be certain the coupling had been safely made.

Always the assignment of connecting the steam, train air and train signal hoses was the job of the *Lark's* head brakeman. THAT WAS HIS SPECIFIC JOB.

I was following my routine continually. Then an event happened that nearly caused a disaster.

Train No. 76 arrived-it was 15 minutes late. I cut off the helper with the road power. They went to the roundhouse. I then lined the house track switch. I signalled the engineer to back out. He did. The coupling was made and I proceeded to walk to the head of the 4400 to line the house switch back for the main line.

Suddenly the foreman of the car department ran up, behind me, shouting above the throb of the engine's firebox. "Hey, Miller, we have a problem. Can you help us out?"

"What is it?" I shouted back as the steam from the open cylinder cocks nearly engulfed us in its mist.

"The head brakeman called to go east on the *Lark* never showed-he missed the call. They're going to run the head brakeman who came in through to L.A. He's got his uniform on. Could you make the coupling so he won't get his uniform dirty?"

"Oh, sure," I said. That was my mistake. Being a good guy doesn't always pay.

The car foreman lent me his hammer. I positioned myself between the engine and the first car. I then swung the steam hoses to the position where I could match them. Someone said, I assumed it was the head brakeman who was going through, would I tie the trainline hoses so the 4400 could pump up the train line. This I obligingly did.

The I got back to the steam connection. Those, as any railroader will tell you, are bears to hook up. I finally got them married and the wedges snuggled up with the hammer.

Next came the train signal hose. This was a problem-the glad hands (couplings on each end of the hoses) didn't want to mate. Finally I got them coupled, turned the valve, and backed out. As I handed the hammer to the car foreman, the train started moving. Above the roar of the 4400 the car foreman shouted his thanks to me.

As the steam vapor cleared away, I was horrified to observe the *Lark* going down the house track. By being distracted, I had failed to line the switch back for the main line.

My heart sank. A third of a mile down, the house track ended at the turntable pit. I had mental visions of the 4400 leaving the end of the track and landing on its side in the pit.

As the passenger cars glided by I started counting. My hope was the engineer would make his running brake test-which was required by law. He seemed not to-I kept counting the cars-six-seven-eight-finally to my relief I heard the brake shoes clapping the wheels.

A WONDERFUL SOUND. He's making his running test, I whispered to myself. I pray he or the fireman realize they are not on the main line. Suddenly the brakes came on to a full service application. The *Lark* came to a gradual stop. Maybe a minute passed-then there was a toot of the whistle and the train slowly moved ahead.

I then knew an accident had been averted. The roundhouse herder had lined the crossover switches from the home track to the main line.

The *Lark* was safely on its way to Los Angeles.

Commendation must be given switchman/herder Thermond Esmon. On this eventful night Esmon was the herder at the roundhouse.

His job was to "roll 76 by" (that is, to inspect the train as it passed to determine if there was any dragging equipment). Also, after No. 76 cleared he would line the roundhouse switch for the inbound lead to the roundhouse. This was for the helpers who

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assisted passenger and freight trains over the grade, and were returning from their assigned duties.

Esmon was standing in front of the roundhouse herder's shanty expecting No. 76 to pass him on the main line. He observed the 4400's headlights as the train rounded the curve. He thought the train was on the main.

As the locomotive came onto the tangent track, Esmon realized No. 76 was coming down the house lead-which merged with the outbound engine house lead. Fortunately the leads were clear. With fast action Esmon lit a red fusee-giving the "washout" stop sign. Then he ran to the switches from the roundhouse lead to the main line. He lined both switches.

By this time the engine crew on No. 76 was aware they were not on the main line.

Engineer H. L. Bishop, a seasoned and old-time engineer, had made his first running air test, as required by federal law, then realized he was on the lead-not on the main. At the same time he saw Esmon's "washout" stop sign. From the light of the headlight he could see Esmon was quickly lining the switches that would direct him back onto the main line.

Instead of stopping, Bishop merely allowed the running air brake application to slow his train down to a few miles an hour. Once the switches were lined Esmon gave the highball with his lantern. Bishop responded with two toots of the whistle. No. 76 was safely on its way to Los Angeles.

A disaster had been averted thanks to a fellow switchman, T.C. Esmon, and an "on their toes" engineer and his fireman.

The fireman on No. 76 that eventful night was Leonard Green. He was a man with long railroad experience. Actually he was a promoted engineer. Due to cutbacks he was bumped to firing on passenger trains.

Leonard replied, saying, "As we pulled out of the station, Bishop handed me the orders. There was exhaust steam floating all over the place. I started reading the orders. Then, Bishop yelled at me, 'I didn't see the signal that was supposed to be on my side-did you see it on your side?' I told him I thought I saw it on my side. Soon the steam vapors from the cylinder cocks cleared up. We both knew we were on the house lead headed down to the roundhouse. Bishop had already made his running test application. We saw Esmon with his fusee giving washouts, while rushing to the switches to line us out back to the main."

"Essy (short for Esmon) is sure the hero," I said to Leonard.

"Yes," he replied. "Fortunately Bishop and I knew as we rounded the curve and started down the straight track, we were where we weren't supposed to be. Did you hear from anybody on this?"

"Just Chris the yardmaster (Ed Christiansen). He phoned my shanty and said 'That was a close one.' That was all I ever heard," I replied. The lesson for me was, do the job you are assigned to do-not cross over in another employee's assigned duties. □



President Terkelsen has asked that the following letter be published in **The TRAINMASTER**. It is a letter of support for national rail passenger service. He advises all members to write to their congressmen, the President of the United States, and, most importantly, to the governor of the member's home state, urging them to continue funding for national rail passenger service.



## Special Message from President Terkelsen to Congress

I am writing to ask you to please vote to maintain the present level of funding in a very important area.

I speak of supporting the national daily railroad passenger train service now provided by government. As president of the Pacific Northwest Chapter of the National Railway Historical Society, with over 400 members, our board of directors and officers have directed me to write you with our concern in support of railroad passenger service. To give the general public an alternative means of transportation through railroad passenger service is essential. Rail passenger service fills the void. Cutting service back to three or four times per week may make it impossible for some people to adjust their travel schedules to even use the train. The federal government funds the highways and airports both directly and indirectly (reference the Denver International Airport cost overrun of \$3.7 Billion just to open). The federal government also funds most mass transit and light rail systems. Funding rail passenger service would be consistent with these other programs. It is essential to maintain our investment in railroad passenger service to provide a completely balanced nationwide transportation service such as many advanced nations already do. Finally, additional benefits of increased fuel efficiency and reduced air pollution will continue to be returned.

### COMMITTEE CHAIRS

**Activities:** Darel Mack, 654-5017  
**Meeting Program Coordinator:** Bob Terkelsen, 399-1882  
**Bylaws:** Janet Larson, 253-7436  
**Concessions:** Jim Edgar, 236-7271  
**Excursions:** Irv Ewen, 232-2441  
**Finance:** Marilyn Edgar, 236-7271  
**Library & Historical Foundation:** Jim Loomis, 253-3926  
**Membership:** Sara Ackerman, 649-6000  
**Museum:** David Stimac, 656-9392  
**Public Relations:** Gerald Schuler, 285-7941  
**Publications:** *Vacant*  
**Rolling Stock:** Richard Gray, 452-8936  
**Chief Mech. Off.:** Peter Rodabaugh, 771-8545  
**Car Rental Agent:** Bob Jackson, 231-4808  
**Ad Hoc Property Development:** *Vacant*  
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