



September 1995

THE CABOOSE IS GONE, BUT THE THRILL ISN'T

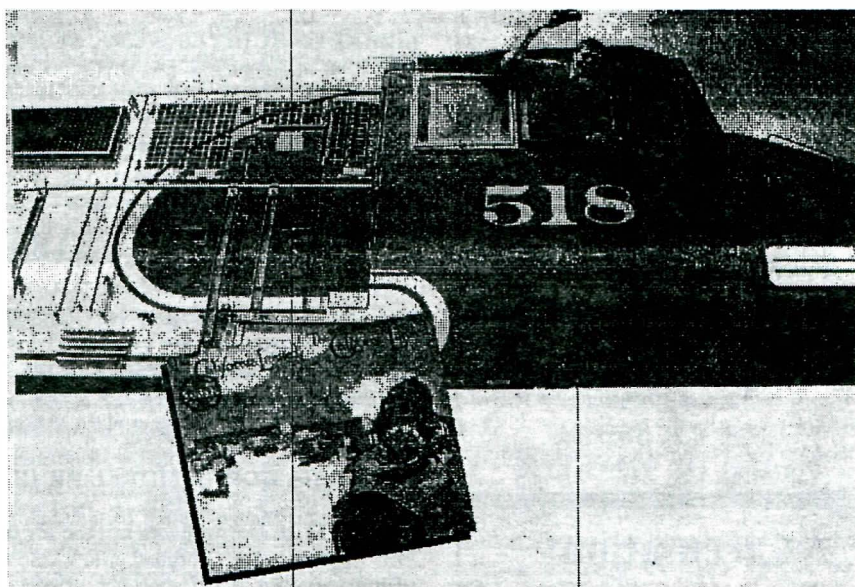
by Eric Schine

-courtesy of *BUSINESS WEEK*

"Oh, no! Are you a foamer?" yells the red-faced bearded man sitting behind the throttle of Santa Fe Engine No. 518. "What's that?" I wonder as I clamber up the huge engine's seven-foot ladder and crawl through a narrow door to the cab. Everything seems oversized, solid, and heavy. On the dashboard in front of me is a big yellow button marked "Horn: and an even bigger red lever labeled "Brake." Hmmm, I can figure this out, I tell myself, feeling a bit like Homer Simpson on his first day at work.

We ease out of the Barstow Yard, a giant switching facility in the high Mojave Desert. Out the windshield, I see a ribbon of rail winding endlessly through a vast desert, green from spring rains. The man shouting at me is Derwin Self, an engineer on the Santa Fe's 166-mile run from Barstow to Needles. And a foamer, I learn, is one of those wild-eyed train buffs who chases Santa Fe trains, snapping pictures, breaking in on radio communications-foaming at the mouth with railroad-induced delirium. I quickly assure Derwin I'm no foamer.

I lie. I know I am one. I just never knew the name for it. Ever since I was a kid, I've loved trains. Train stations, too. I have model trains, train mugs, train key chains, and train history books. Even antique train posters. Whenever I can, I take trains, especially overnight runs where I can eat in the diner and sleep in a berth. There's no explaining it, really. But that's my idea of bliss.



TRAINMAN FOR A DAY- The author aboard a "shooter"-an express freight train (above). Once, the Santa Fe Railroad lured settlers and tourists with romanticized paintings of the West (inset).

Nothing, however, could ever match this: two days on an Atchison, Topeka & Santa Fe Railway Co. "shooter"-an express freight, more than a mile long, barreling from Los Angeles to Chicago with 5,000 tons of just about everything: computer components, breakfast cereal, clothing, and beer. Our train would retrace the breath-taking route that helped popularize the Southwest and open California to a flood of Easterners a century ago. Best of all, I would be spending hours on end with real train guys-hog heads, they call themselves (no one knows why).

Hoggers inhabit a world unto themselves: Amid the stark beauty of the desert and mountains, they are largely isolated from the outside. There's no playing music on the trains, no citizen's band chatter, and, of course, no pulling off for a cup of Joe like truckers do. Worst of all, they say, no family or friends can ride along for company.

My trip began at 7 a.m. at Santa Fe's Hobart Yard, a massive facility in East Los Angeles where truckers unload containers onto flatbed cars all night. It's a graffiti-strewn industrial no-man's-land that gives way to hills dotted with condos. After a while, we roll by abandoned citrus-packing stations, artifacts from the days when springtime meant all Los Angeles smelled

-see **THRILL** 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:

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Regular...\$27/yr.

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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. 396

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, September 7, 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, September 15, 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, September 7, 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.

CHAPTER LIBRARY OPEN HOURS Saturday, September 16 & 23, 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

SHASTA DAYLIGHT 1995 EXCURSION via AMTRAK: October 14 & 15.

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.

COLUMBIA GORGE MODEL RR CLUB ANNUAL SHOW: November 4-5, 11-12, 18-19, 25-26, at 2505 N. Vancouver Ave., 10 A.M. to 5 P.M. Adults \$3 kids under 12 \$1 or free with can of food for the Sunshine Division. Contact Phil Maggs, 2925 SE 164th Ave., Portland, OR 97236 (503) 761-9527 or (503)288-7246 for information.

SEPTEMBER MEETING PROGRAM

Program begins after business meeting

Circus Trains

To be presented by:

Frank Weiler

OCTOBER MEETING PROGRAM

National Convention & Board Meeting Videos

To be presented by:

Gerald Schuler

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

PNWC, NRHS BOARD OF DIRECTOR'S MEETING Summary of Minutes AUGUST 10, 1995

President Terkelsen called the meeting to order at 7:22 P.M.

Present: Board: Ackerman, Larson, Mack, Reese, Rodabaugh, Schuler, Terkelsen.

White (Executive Session). Members: John Bartles, Irv Ewen, Ralph Johnson, Jim Loomis, Richard Parks.

Minutes: The July minutes were accepted as presented.

Treasurer's Report: Maxine Rodabaugh reported on the accounts.

National Director's Report: Gerald Schuler said The 1997 National Spring Board Meeting Committee needs to get together. Some brief discussion ended with Bob Terkelsen's hope that they will meet soon. Gerald said the report of the convention is in the "Trainmaster."

STANDING COMMITTEE REPORTS

Rolling Stock: Bob Terkelsen and Ed Ackerman reported that they had not heard where the Red River (6800) is. Ed said the 6200 parts should be done next week. Richard Parks reminded that we need a work party set up to go to Roger White's and take care of storage there, take an inventory, and unload Roger's trailers. Richard Gray has not had the time to organize these jobs and Richard Parks cannot. Volunteers are needed. Richard also said the expensive seats we purchased at Concrete, WA have not all been retrieved. We need to find out if they are still there and retrieve them. Again, volunteers are needed to do this job.

Excursions: Irv Ewen reported. For the Prineville/Redmond trip we used three buses leaving from the Lloyd Center. Considerable difficulty with the buses in the beginning caused getting only half of the planned Prineville train ride, because of time lost. Irv and Marilyn Edgar negotiated an adjustment from the bus company for the inconvenience. Maxine Rodabaugh reported the profit from the trip. The Seattle trip brochures and advertising in newspapers have brought only 19 reservations

in about four weeks and four of those have just cancelled. Irv recommended cancelling the trip. Possible reasons for the lack of interest are: saturated market, wrong time of the year, using buses rather than train. We will still have to pay the Virginia V contract, perhaps the caterer will release us, and we have ads and printing bills to pay. But we will not have to pay major amounts for motels, food, etc.

MSC Rodabaugh/Mack that we cancel the Seattle trip.

Bend Trip on UP is on Sep. 30-Oct. 1 leaving at 8 A.M. We have 44 seats for which Irv has tickets. The overnight housing has been added on at a total cost of \$275 single and \$250 each double. Bob Terkelsen and Dale Miller will be the car hosts. They will be considered employees of Pacific Limited.

AMTRAK has just offered us a train, and we have bid for a Redding trip. The train, consisting of six Horizon cars and a snack car, will travel on Oct. 14-15. Perhaps one car will be left open for those who want to travel one way only. Proposed rate is \$310 each for doubles and \$340 for singles which includes hotel, one dinner and one breakfast. There should be handicapped accommodations which needs checking. The brochure should have some slots to mark for handicapped needs. Advertising must begin immediately. Approval can come at the chapter meeting where costs will be presented.

Activities: Darel Mack explained that everybody having chicken at the Brooks picnic pays \$2.00 for one section and a \$0.25 pop. The people doing the chicken need a head count very soon. Darel estimates that with us and the other organizations invited there are 60 people plus whoever comes from the Oregon Electric Museum group. Darel asked what we wanted for next year's banquet, the Mallory Hotel or elsewhere in January or later in April or May. Some of us preferred later since the weather may be better.

Public Relations: Gerald Schuler reported that he is about ready to send letters about the national NRHS tapes. He played one for us. Jim Loomis said the tapes are an old size not commonly used now at his station. Jim said a local address could be keyed in.

Museum: Bob Terkelsen said we would have an Executive Session at the end of the meeting to hear about a proposed museum site.

Library: Ralph Johnson announced he will be organizing open days at the library for the rest of the year.

AD HOC COMMITTEES

Concessions: Since the Edgars were not present there was no official report. However, reported was that one weekend at Brooks had brought in a good sum. Should do much better on the Redding trip. The bill for the new bumper stickers has arrived. More shirts, especially sweat shirts need to be ordered soon.

Membership: Ed Ackerman suggested that since spouse membership has been changed in the Bylaws we should change to conform to it. Spouses can now vote and serve as car hosts. The dues should be changed also. Action must be taken now, Maxine Rodabaugh reminded, because National prints the membership forms in October. MSG Ackerman/Larson that the Chapter's spouse dues be changed from \$5 to \$8 in accordance with the new Bylaws, "**Trainmaster**": Bob Terkelsen reminded again that we need a new editor. Jim Loomis needs to be relieved of the pressure. During discussion, Brent Larson suggested putting a "help wanted" ad in "**The Trainmaster**." Bob Terkelsen suggested to Gerald Schuler that we should contact the Boy Scouts for badge jobs to perhaps get some young adults interested in railroading for the future.

Programs: Bob Terkelsen reported: In August, Dick Ordway with the Mt. Rainier Triple Header; September, Frank Weiler with Circus Trains; October, Gerald Schuler with Three National Conventions and Three National Board Meetings. Bob said anyone with a program to present will be most welcome.

OLD BUSINESS

Nominating Committee will be appointed at the August Chapter Meeting.

Membership list and Bylaws copies are coming soon. Maxine and Janet are planning to put them out right away.

(continued on page 4)

CHAPTER BUSINESS

Board Meeting Summary of Minutes (continued from page 3)

NEW BUSINESS

Bob Terkelsen introduced the subject of getting a Museum Board formed and getting a financial account started. He suggested that the subject should be addressed, if not now next meeting or so. There was a little discussion.

Union Station 100th Anniversary: is next year Gerald Schuler announced. He did not know if a celebration was planned and no one else knew. Gerald asked if it would be appropriate to contact national NRHS for a 100 year plaque as other chapters do. No formal action was taken.

GOOD OF ORDER

A letter has been received from Bob Melbo that W&P takes over the Hillsboro branch of SP on August 15.

Chuck Bukowski has asked if the Chapter still belongs to AAPRCO (American Association of Private Rail Car Owners), He can get a discount if we do & he represents us. The consensus was that yes we are and he may represent us.

The meeting was adjourned into an Executive Session.

*Respectfully submitted,
Joyce E. Reese, Secretary*

SUMMARY OF MINUTES CHAPTER MEETING AUGUST 18, 1995

President Bob Terkelsen called meeting to order at 7:47 P.M. Welcomed members & guests, with reminder to sign register.

Minutes: July minutes posted on back table.

Treasurer's Report: Maxine Rodabaugh reported account balances. Insurance payment has been received to cover vandalism damage to car windows. A check for \$2600 has been received from the U.S. WEST Matching Gift Program, and has been applied on repayment of bonds. Balance of \$17,500, plus interest, still remains to be paid on bonds. The new Membership Di-

rectory, including amended by-laws, is ready and a suggested donation of \$1.00 to help cover costs was suggested by the Finance Committee. Chuck Storz was thanked for his gift of \$100 to help with directory expenses.

National Director's Report: Gerald Schuler has the NRHS public service videos now, and Jim Loomis will see they get to Channel 2 and Ralph Johnson will do the same for Channel 10. Gerald will present program at National Conventions in October. Planning committee for 1977 National Directors Meeting will be meeting.

STANDING COMMITTEE REPORTS

Finance: Marilyn Edgar reported the committee met before the meeting to discuss cost of the directories. No regular meeting this month.

Rolling Stock: Ed Ackerman said he is still working on the #6200 parts which should be ready next week. The #6800 still has not been returned due to railroad problems. Bob Melbo has requested use of cars and can use the RDC's as they are. Members are needed to help with storage work at Roger White's place before rain sets in. **Excursions:** Irv Ewen explained how problems with the **High Desert Steam** trip caused the Mt. Emily Shay rail trip to be shortened by 1-1/2 hours. The bus company refunded a third of the bus charge and this has been distributed to full-fare paying passengers. Net proceeds to date are about \$1300. The September 9-10 Seattle trip has been cancelled since we had only 14 passengers after all the advertising. We lose \$2000.

The **UP Bend Trip** on September 30 & October 1 is limited to chapter members at first. Price is \$250 each double and \$275 single, including train and lodging.

AMTRAK Redding trip October 14 & 15 is firm and AMTRAK is being very helpful. Budget for this trip is \$50,000 plus variable costs for food and lodging.

MSC Rodabaugh/Edgar to approve the Redding trip budget.

CPR training for car hosts will be needed—training session will be on **September 23** at 10:30 A.M. at St. David's church.

Activities: Darel Mack reminded us about the chapter picnic tomorrow (8/19) at Antique Powerland at Brooks. Charge of \$2.00 for chicken and soda pop. Bring potluck also. There will be some operating steam equipment. Darel also asked about the annual banquet—where and when? The Mallory, or Shenanigans? January or March or April?

Library: Ralph Johnson is helping Jim Loomis with the library committee to relieve Jim of some of his work load. Jim is still editing the **TRAINMASTER** as well as doing brochures, trip guides and other computer records for the excursion committee. Jim has too many jobs for his health and cannot continue doing the **TRAINMASTER WE NEED A VOLUNTEER.**

Museum: Bob Terkelsen reported the board is looking at two sites—nothing specific to report yet. Willamette & Pacific RR is behind our efforts and offering help where possible. We need a place to work on cars since there have been a number of lease requests.

AD HOC COMMITTEES

Concessions: New mugs—an Empire Builder and a train joke cup—have been added to the 4449 stock. They will sell for \$5. At Brooks Steam-Up sales were \$286.25 for one weekend.

Membership: Reported sign-in was 32 members and one guest. Rosie Foster and her mother have enjoyed trips so much that they are giving four gift memberships to friends at Rose Villa. Cyrus Righter, member since 1984, and former member Paul McGinley have died recently.

TRAINMASTER: See Library report.

Programs: Tonight, Dick Ordway will show his video on the Triple-Header steam trip April 29 this year. In September Frank Weiler will present Circus Trains, and in October Gerald Schuler will show highlights of the last two National Conventions. More programs will be welcome. See Bob T.

OLD BUSINESS: None

NEW BUSINESS:

1. Bob Terkelsen announced that the Nominating Committee needs to be named tonight, to report at the September meeting. Darel Mack will serve from the Board and

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CHAPTER MEETING SUMMARY OF MINUTES

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Rich Carlson, John Willworth, Ralph Johnson and Tamara Auburg will complete the committee.

2. The new By-laws say "For each family member, dues shall be approximately 50% of full local dues". To bring 1996 dues into conformance means half of \$13 (\$6) plus \$2 for National.

MSC Rodabaugh/Edgar that dues for family members be changed from \$5 to \$8 in accordance with the new bylaws. (Family members can now vote and serve as car hosts)

Good of the Order: Richard Parks and John Bartles have earned us \$372 from the sale of scrap aluminum from the Rodabaugh rentals. Willamette & Pacific has requested use of our cars for a trip from Albany to Toledo for a fund raiser for another railway historical group. Rich Carlson said a new waiting room for AMTRAK is being made at Union Station. The Willamette Shore Trolley is running again—take a ride for \$5—the route is beautiful. The AAPRCO Convention will be held soon at Ft. Nelson B.C. and Chuck Bukowsky will represent us there. Willamette & Pacific will take over the Hillsboro track on August 15, and Portland & Western takes over the Banks tracks shortly. A railroad lantern for \$5 was found at the St. David's rummage sale and was auctioned off for \$13 with the money to go to our host church, St. David's.

Meeting adjourned at 8:51 P.M. followed by refreshments and program.

Joyce Reese, Secretary

HELP WANTED!!!

An editor is **desperately** needed for *The Trainmaster*, as the current editor is now back to full-time at employment, following recovery from major spinal surgery. The editor has been unable to keep up with other commitments as well, and would greatly appreciate the assumption of the editing duties.

The chapter has a computer available for the job, utilizing Ventura Publisher© and an upgrade for that program. There is an abundance of material in Room 1 to assist in learning the ropes of this program.

Contact **Bob Terkelsen** at Room 1 (503) 226-6747 or in Salem at (503) 399-1882 if you are interested.

EXCURSION COMMITTEE REPORT

Irv Ewen, chair

The committee met in Room 208 on Tuesday, August 16. The Seattle trip has been cancelled due to the low turn-out of orders (18) and 4 cancellations. Final debriefing on the Prineville trip was performed, resulting in more ways to improve on the next trip. No matter how well a trip turns out, there is always room for improvement. The U.P. trip scheduled for Sept. 30th & Oct. 1 is "official," with flyers being distributed in *The Trainmaster* this month (August issue). Since there are only 44 seats available, this is definitely first-come, first-served. The price includes lodging, which is in addition to U.P.'s package. Prices are \$250.00 ppdo and \$275.00 ppso. Contact Irv Ewen ASAP for a reservation, or send in payment with your request to the excursion committee at Room 1. The agenda now focuses on the Redding trip being planned for October 14th and 15th. The budget committee arrived at a package price **no higher** than the one in 1992! The package will include rail travel on Amtrak's newest cars, the *Horizon* series, overnight stay in Redding, meals on the train, dinner Saturday night and breakfast Sunday morning in Redding, as well as the prime attraction of the trip — daylight running through the Cascades and Siskiyou! 400 seats are available, and brochures are being distributed shortly. This is the first chance we have had to utilize Amtrak equipment, so get your orders in now!

LIBRARY COMMITTEE REPORT

James Loomis, chair

The committee met in Room 1 on Saturday, August 19, at 9:30 A.M. A clarification was made regarding the chair position noted in *The Trainmaster*. James Loomis is still chair, and regrets any concerns expressed by some members. The suggestion was made for Ralph Johnson to *assist* in organizing library hours for the remainder of the year. Bob Weaver presented his findings of a temporary storage location, should PDC exercise the 30-day notice in our lease. The Oregon Historical Society has space available for storage at a low cost. It must be emphasized that this is a **contingency plan only**. **No move is anticipated in the near future**. The committee feels it is important to have options available, should the need arise. The air conditioner in Room 1A has a dead fan, and needs repair as soon as possible. The unit is important in keeping the temperature down during the summer, as well as reducing humidity, both of which are very harmful to photos and printed matter. The next meeting of the committee is set for October 21, in Room 1, at 1:00 P.M.

THRILL

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like one big orange blossom. At least that's what old-timers say.

DOGS AND "GOBS." Soon we're struggling up the Cajon pass, a masterpiece of railroad engineering, linking the Los Angeles basin to the East. For fifteen miles of curves and tunnels, the track gains 1,800 feet through a gap between the snow-capped San Bernardino and San Gabriel ranges. After crossing the San Andreas Fault, with its jagged rock formations, we let out on the high desert.

In recent years, L.A. has sprawled up and over into the desert, spewing nondescript suburbia into once-quiet railroad towns such as Victorville. But past Barstow, we veer away from the freeway, and the only sign of civilization is an ancient stretch of Route 66 and, of course, the tracks themselves.

As we start down a long grade, passing sidings with names such as Bagdad, Klondike, and Siberia, we hit our top speed: 70 mph. Even then, there's not much to do. "I try to imagine what this railroad was like in the old days," says engineer Self, pointing out the shells of old houses every 10 or 15 miles where steel gangs once lived and where water towers stood to service steam engines.

Today, the roadbed is maintained by crews of 200 or 300 Navajo men who lay new track at a rate of three or more miles a day. The workers live in prefab houses plunked down on flatbed cars so they can roll to wherever they're needed on the Santa Fe system. Aboard the trains, which until the mid-1980's required a five-man crew including a fireman and two brakemen, only two workers are needed. Gone is the caboose, replaced by a motion detector, transmitter, and trackside device that drones "no defects" every 10 miles. Gone are the lanterns and flags to guide cars onto sidings. Gone, too, are the men who climbed atop the cars to set the air brakes before heading down a grade.

I leave the train and spend the night in Needles, on the Colorado River. Needles was born as the railroad pushed westward in the 1880's and was once the bustling terminus for the Santa Fe before the line extended to the West Coast. Back then, passengers transferred to waiting Southern Pacific trains bound for Los Angeles. To lure settlers and tourists West, the Santa Fe briefly cut fares to \$1 for a ticket from Missouri. Later, the railroad hired an army of Eastern artists to paint romanticized scenes of the Grand Canyon and Hopi pueblo

MEMBERSHIP REPORT

Please welcome these new members:

Guy P. Gibson
c/o Diamond Scale Construction
P.O. Box 1455
Oakridge, OR 97463

Richard G. Welk (ret. UP)
10545 SW 64th Dr.
Portland, OR 97219

Mrs. Justine Prescott &
Mrs. Joanne Anderson
13505 SE River Road
Milwaukie, OR 97222

Wendy R. & Richard Singer
P.O. Box 82657
Portland, OR 97282

Miss Rosalind Foster &
Mrs. Mary Gertrude Nutting
13505 SE River Road
Milwaukie, OR 97222

Edward & Dorothy Patterson
13505 SE River Road
Milwaukie, OR 97222

Rosie FASTER & her 94-yr old mother were with us on the last Redding trip, and though they can no longer go on trips, wish to support the chapter by giving gift memberships to Justine Prescott and Joanne Anderson, 89-yr old twins who have also been with us, and Mr. and Mrs. Patterson.

These members are included in the new Membership Directory which has just been printed and is being distributed to all 1995 paid-up members. (There are still some members who have not renewed. Call Maxine R. if you are not sure about your dues) The revised bylaws are also included. The directory has all address and phone changes in our records as of August 15, 1995.

Please note that family membership dues have been increased to \$8, so dues will be \$27 for an individual (unchanged) and \$35 for a family membership. Renewal notices will be sent in November, if we receive forms from National in time.

Sara Ackerman, Membership Chair
Maxine Rodabaugh, Treasurer

los. It was a brilliant marketing ploy that gave Americans an idealized view of the Southwest that lasted decades.

Gleaming Santa Fe passenger trains with art deco dining cars and deluxe state-rooms are long gone. So is the glamour that once brushed off on dusty spots such as Needles. I awoke to a town that seems to have more dogs than people, and I'm happy to catch another freight for my final destination: Winslow, Ariz., 292 miles east. Folks in Needles call folks in Winslow "gobs"-short for good old boys, since they all dress like cowboys. And folks in Winslow call folks in Needles "bakeheads" because the temperature often hits 120F there in summer.

"ALL THAT PAPERWORK." Ray Piles, our new engineer, doesn't like either place much. "Going from Needles to Winslow is like leaving nowhere just so you can get to no place," he gripes. He should know: Piles, who joined the line in 1957, had made the trip nearly every other day for seven years. Still, Piles seems to enjoy pointing out every rock and dried-out creek bed as we make the 7,000-foot climb to the

Arizona Divide. We pass through pinyon pines, wildflowers, and, finally, the snowy ridges of northern Arizona.

This patch was always a favorite for tourists on the Super Chief, Santa Fe's flagship passenger train that ran from 1936 to 1971. Ed Wilkins, our soft-spoken conductor, misses the old days when there was more to do on the freights, but not the demise of passenger trains-collecting tickets, "all that paperwork." Even worse, "there were kids screaming and some old lady slipping on a grease spot," recalls Wilkins, a 36-year Santa Fe veteran. Now, Wilkins can spot the elk, coyotes, and cougars along the way. When you get right down to it, he says, railroading hasn't really changed all that much. "It's still just the train running down the track," he says. For a foamer like me, that's more than enough.

ERIC SCHINE

Foamer Schine is a correspondent in BUSINESS WEEK'S Los Angeles bureau.

Special Thanks to Orin Knee for providing this article from the May 22, 1995 issue of BUSINESS WEEK.

The UP / SP merger

One of the many stories to come...

An open letter to SP employees from Phil Anschutz, President and CEO of SP:

Southern Pacific Rail Corporation has entered into an agreement whereby there will be a merger of the Southern Pacific with the Union Pacific.

The railroads will file a merger application with the Interstate Commerce Commission in November. Following regulatory approval, expected by mid-1996 based on the ICC's policy and the experience of the Burlington Northern-Santa Fe merger, the operations of the two railroads will be merged.

The Union Pacific has been an extremely well-managed company and has been financially very successful. While 1994 was SP's best financial performance in the last 10 years, UP's operating ratio was considerably better than ours. On the other hand, SP employees have been tenacious and resilient. Many of you have worked through a failed merger and an acquisition, demonstrating your ability to cope with obstacles.

SP brings a valuable franchise and infrastructure to this merger. The combination of the strengths of these two companies will make for a great company. There is true synergy created by this combination. I truly believe that for most employees this combination will be a great benefit. You will be working for the finest transportation company in the country. With financial success there will come more job security and there will be the pride that comes from working with a consistent winner.

While the merger is pending, SP continues to be an independent railroad, and will continue to compete as vigorously as possible with all railroads. We are committed to running the Southern Pacific as safely and efficiently as we can and to serving our customers as a stand-alone Southern Pacific.

This has been a long, difficult struggle since we purchased the SP in 1988. We have been through a lot. Fortunately, real estate profits gave us the ability to invest in the railroad to the extent that we are in better shape today than when we began. We have made investments in new locomotives, rail cars and track. We have put in place a state-of-the-art transportation service center in Denver that will lead to continuing improvement in our operating efficiency. We extended our system capability with entry into Chicago and we are now number one in serving Mexico. Our customers now have more confidence than ever with our commitment to meet their needs. Wall Street showed its respect for us when the company went public and applauded our turnaround performance in 1994.

As you have heard, however, the competitive situation mandates that we should not try to go it alone. Teaming up with the UP is the best way for us to meet this competitive challenge. In many ways, I wish we could continue to stay independent, but it simply wouldn't be the right thing to do.

We know you have many questions and concerns. We also know you want as many details as possible. We will try to answer as many questions and provide as much detail as possible in the weekly issues of update.

We have a big challenge on our hands, but we also have the people who can make it happen.

Sincerely,
Philip F. Anschutz

*-from Gulf Coast Railroading * August, 1995*

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*
Ad Hoc "Union Station": Terry Parker, 284-8742
Chapter representative, Portland Rail Equipment Advisory Group: Frank Weiler, 774-3319

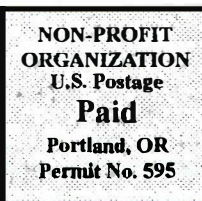
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