

The



TRAINMASTER



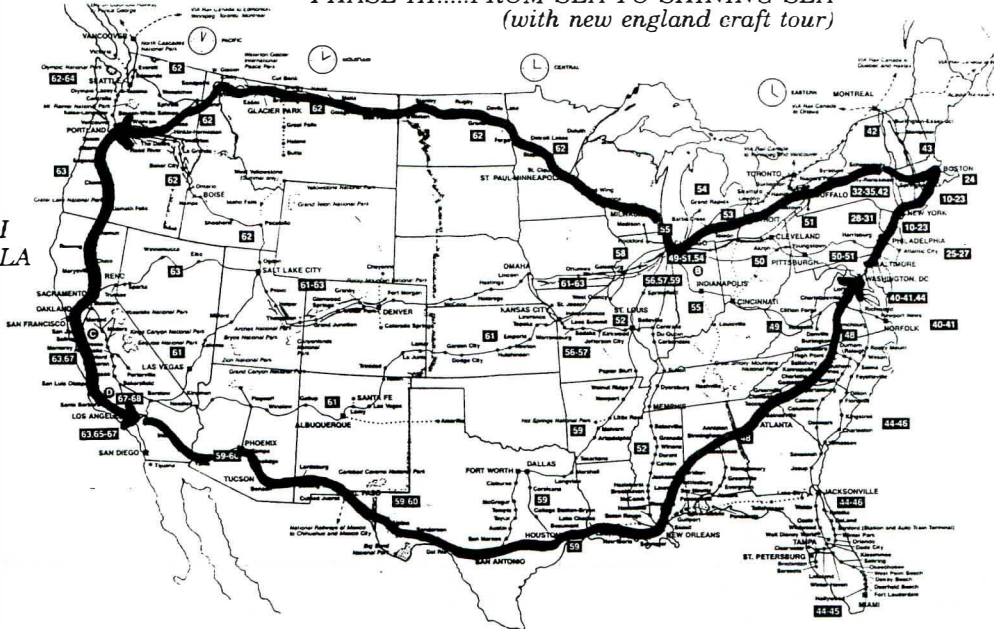
Official Publication of the Pacific Northwest Chapter, National Railway Historical Society.

MAY 1992

SEE THE USA - THE AMTRAK WAY

PHASE III.....FROM SEA TO SHINING SEA
(with new england craft tour)

PHASE I
PORT - LA



PHASE II.....LA - DC \ S.O.N.O.

(stop-over New Orleans)

Phase III - From Sea to Shining Sea

From our classic brick Portland terminal, to the Hearst style Los Angeles depot, to the most beautifully restored nation's Capitol railway station, we have enjoyed the variety of stopovers, no matter how fleeting they may be. Our memories have been fed from simple bus stop types to marble lined concourses. And there's more to come.

We want to take a few moments here to express our feelings as we spent an entirely too short sixty minutes in our nation's capitol. The weather was perfect for viewing and videoing; it was a light traffic Sunday, and the cab that we had acquired through the Union Station's cab master was driven by a very pleasant Nigerian, that we forgot to get his name. Nonetheless, he did a superb job of showing us the most notable places. We were ushered around the immediate quad in front of the Capitol Building, which included the Supreme Court Building, Capitol Building, both front and back of the White House (President Bush was absent, of course), The National Conservatory, The Washington Monument, the Jefferson Memorial, the Potomac River and Washington Bridge, and the magnificent Lincoln Monument (with Oregon's name right in the middle of the western side of the listings of states).

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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:

Regular...\$27/yr.
Joint...\$32/yr.

For more information contact the Membership Chairman, at the above address.

DEADLINES

are terrible things, but they pop up every month without fail. **The deadline for each issue of *The Trainmaster* is the 20th of the previous month.** I always try to squeeze in late material, but I can't guarantee that anything received after the 20th will make it—be warned!

—MC

CHAPTER TIMETABLE NO. 356

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, May 7, 7:00pm, at the Columbia Gorge Model Railroad Club on the corner of N. Vancouver Ave. and Russell Street. All Chapter members are welcome.

MONTHLY MEMBERSHIP MEETING Friday, May 15, 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 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 Yards. Working hours are 9am to 3-4pm on Tuesday, 10am to late afternoon on Saturday. There's a lot of work of all kinds to be done. Contact Richard Gray (656-0260) or Bob Hoffman (236-7710) to see what you can do.

ARCHIVES WORK SESSION Thursday, May 7, 1 to 4pm at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact Bob Weaver at 654-4274 for more information—or just show up! There's lots of work to do.

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

EXTRA BOARD

NMRA MODEL RAILROAD SHOW May 23 - 24, 11am - 6pm, Mall 205, Portland, Oregon

SP&S 700 STEAM TRAIN ADVENTURE has been cancelled - PRPA (503)-283-3444

SP 4449 EXCURSION TO SAN JOSE July 18 - 29, Ride behind steam to the NRHS Convention NRM (503) 244-4449

1992 NRHS CONVENTION July 22 - 26 Sponsored by Central Coast Chapter in San Jose Steam - Traction - Seminars - Tours - Photo Stops

SUMPTER VALLEY INVASION planned for Mid - August

PNWC BEND CIRCLE TRIP has been cancelled a Spokane trip is in the works - we have the train reserved, we just need someplace to run it

MAY MEETING PROGRAM

Movies from our Archives

Program begins after business meeting

Notice: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a Chapter meeting, please contact Chuck Bukowsky 284-7277

CHAPTER BUSINESS

from the Editor

Please make note of my new address (for the third time in two years-maybe we should buy an RV). We are still living out of boxes and wondering where everthing is going to go, but *The Trainmaster* section is in full swing.

Well; okay, half-swing.

There are a few letters that I have not responded to, like from January, but they are on my priority list. Thank you all for your patience.

I have received many comments on the new format of *The Trainmaster*, which in turn I acknowledge would not be possible without our contributors and feature writers.

Thank you Walt Grande, Jerry Webb, Nick White, Kenny Prager, Bud Parks, John and Carol Lukens, Ray Hewitt, Fred Dorsett, Bill Thomasson, Ken Lantz, Kris Lundt, Peter Rodabaugh, Clytis Belloit, George Combs and Orin Knee. (Have I forgotten anybody?)

-Michael J. Callanan

Notices

Board Vacancy Election

Due to a board resignation, the Board of Directors in accordance with article 4.04 of the By-laws, has selected Dick Ordway and Rocky Regula to run for the vacancy in a special election to be held at the May meeting.

-Chuck Bukowsky

Committee Reports

MEMBERSHIP

Tammy Auburg, Chair

Please welcome the following new member to the chapter:

Brent Larson
Portland, Oregon

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - MARCH 12, 1992

The meeting was called to order by President Chuck Bukowsky at 7:09 PM.

The Chapter board passed the following motions at its March meeting: 1) Approved request from Mike Callanan to continue as editor of *The Trainmaster* for a six month period while he is living in Seattle. 2) Approved the expenditure of an additional \$60.00 for large demonstration maps to be used for presentations of the museum proposal. 3) Authorized the purchase of liability insurance for 1992 for a premium of between \$1000 and \$1500. 4) Approved an advance of \$1000 for moving the locomotive from Hines, OR pending receipt of Sam Merrill's contribution of \$1000. 5) Adopted a resolution pledging board support for the concept a new Chapter home. 6) Adopted a policy requiring the Chapter president to present a summary of the month's board meeting at the following regular Chapter meeting.

Rail Sensation: Fred Nussbaum of OreARP presented an outline for a 1992 Rail Sensation which would be an improved version of last year's event. He proposed a committee composed of representatives from each sponsoring group. Use of a professional promotion company was proposed. Due to current construction on the Union Station platform the event would have to be scheduled in August or September. The board took no action pending review of the proposal by counsel.

Museum: Dave Stimac passed out copies of the newly printed museum proposal to the board. He stated that obtaining the property is the key to the proposal. Dave, Chuck Bukowsky and Dave Van Sickle are to meet tomorrow with the head of OMSI to ask for OMSI's support.

Moving Locomotive: Dave Stimac advised that the Chapter's locomotive at Hines, OR must be moved soon due to pending closure of the line to Ontario by the Oregon Eastern RR.

Rolling Stock: Bob Hoffman reported that car rentals to the Washington Central, City of Prineville RR and the 4449 trip to San Jose are in prospect. Chuck Bukowsky reported that new FRA rules will require much more record keeping on the Chapter's cars.

Excursions: Fred Dorsett reported that 173 seats have been sold for the Redding excursion with at least 340 needed to break even. Al McCready reported that the proposed Bend excursion will not be possible due to the turndown by the B.N. because its tracks are not a regular Amtrak route.

Respectfully submitted, Chuck Storz, Secretary.

CHAPTER BUSINESS

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - MARCH 20, 1992

The meeting was called to order by Vice President Dave Van Sickle at 7:32 PM.

Treasurer Maxine Rodabaugh reported the following balances in the Chapter's Rodas as of 2/29/92:

Checking	\$10,312.83
Visa and Excursion	13,386.80
Restoration	2,980.82
CDIC Bond Account	686.64
CDIC Savings Account	23,500.55
Emergency Reserve CD's	25,282.05

Maxine reported that it costs about \$3000 a month to operate the Chapter.

Excursions: Fred Dorsett reported sales of 229 seats for the Redding trip. Ads are being run in Portland, Salem, Albany and Eugene with a good response from the valley. Fred advised that board member Ray Myer has very generously furnished an additional mailing list of 4000 names for the trip.

Rolling Stock: Peter Rodabaugh reported that cars Mt. Hood, 76 and 3300 were moved from Tillamook to Portland this past week. The locomotive at Hines, OR will be moved out by the Oregon Eastern on March 31 and will then be loaded on a flatcar by M-K at Boise for the move to Portland about May 1. Bob Hoffman reported that holding tanks and toilets are being installed on the RDC's.

RDC Leases and Repair Money: Bob Hoffman reported that leases for the two RDC's cars are in prospect for the month of May. He requested the loan of \$5000 from Chapter savings to complete repairs before the May lease dates. Bob stated that the leases would generate gross income of \$6500. Moved by Lee Jackson, seconded by Ed Ackley to approve the loan from Chapter savings of \$5000. Discussion following pointed out that neither the finance committee or the board had previously heard of or cleared the request for a member vote. The motion passed on a show of hands (roughly two to one).

Museum: Dave Van Sickle reported on the meeting with Marilyn Eichenger, the head of OMSI. She was generally supportive of the Chapter's museum proposal but pointed out some conflict with OMSI's proposed use of land for parking.

Jack Holst Award: The membership discussed the pros and cons of continuing the Jack Holst Award. Some favored more frequent recognition such as articles in The Trainmaster while others wanted the award to remain as it is now given. The matter was referred back to the board.

Respectfully submitted, Chuck Storz, Secretary.

SUMMARY OF MINUTES -

BOARD OF DIRECTORS MEETING - APRIL 9, 1992

The meeting was called to order by President Chuck Bukowsky at 7:12 PM.

The board passed the following motions at its April meeting: 1) Instructed the treasurer to place 10% of the net proceeds from the 1991 Tillamook trip in the emergency fund as provided in the by laws. 2) Authorized an increase from \$1500 to \$1775 on insurance for the movement of the locomotive from Hines. 3) Approved the 1992 roster of the museum committee: Dave Stimac - Chair, Esther Rosu, John Rosu, Mike Rosu, Ralph and Helen Jack, Frank Weiler, Kent Hutchens, Ken Lantz, Terry Parker, Barbara Dougherty, Rocky Regula. 4) Established requirement for the next six months that each standing committee shall furnish a member to serve on the finance committee. 5) Approved an associate membership for the Chapter for 1992 in AAPRCO for a cost of \$90.00. 6) Approved the loan of \$5000 from Chapter savings to prepare the two RDC's for operation, the loan to be repaid into savings when lease income is received. 7) Nominated Dick Ordway and Rocky Regula to run for the vacancy on the board caused by the resignation of Russ Schoof.

Finance: Chuck Bukowsky reported the resignation of Finance Committee Chair Alan Viewig.

Treasurer: Maxine Rodabaugh reported a net of \$450 from operation of the kitchen at the swap meet. About \$1300 in bond redemptions remain to be paid off.

Museum: Chuck Bukowsky reported that he, Dave Van Sickle and Dave Stimac had a generally successful meeting with the head of OMSI. She endorsed the Chapter's idea for a museum but pointed out a conflict with land the Chapter wants and area OMSI wants for parking. Endorsements from the East Side Business Council and the City of Portland are still needed. Chuck pointed out that Dave Stimac has done a great deal of work on the museum proposal including the proposal booklet.

Rolling Stock: Peter Rodabaugh reported much work on the two RDC's to ready the cars for the Central Washington and Port of Tillamook Bay leases. Irel Rail of Springfield is bidding on exterior painting of car 1220. The BN may donate the cost of painting in order to have the car available for the GN Ry Historical Society convention. The Chapter will have to do the interior work on the 1220.

\$5000 for RDC's: Chuck Bukowsky, with the aid of V.P. Dave Van Sickle, recounted the action of the last membership meeting voting \$5000 for the RDC's. The process spelled out in the by laws was circumvented. Ray Myer spoke to the fact that the Chapter is attempting too many projects for the funds available.

Resignations: Chuck Bukowsky reported that Alan Viewig has resigned as Finance Committee chair and that Russ Schoof has resigned as director-at-large.

The meeting was adjourned at 11:23 PM.

Respectfully submitted, Chuck Storz, Secretary

CHAPTER BUSINESS

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - APRIL 17, 1992

The meeting was called to order by President Chuck Bukowsky at 7:39 PM.

Treasurer Maxine Rodabaugh reported the following balances in the Chapter's accounts as of 3/31/92:

Checking	\$10,487.05
Visa and Excursion	81,609.09
Restoration	2,980.82
Rolling Stock Petty Cash	31.97
CDIC Bond Account	686.64
CDIC Savings	23,500.55
Emergency Reserve	25,282.05

Finance: Chuck Bukowsky reported that there will be no finance committee report due to the resignation of Finance Chair Alan Viewig. The committee is to be reconstituted with a representative from each standing committee.

Excursions: Fred Dorsett reported very good response from Willamette Valley towns for the Redding trip. Three cars have been set aside for valley passengers. As of today sales for Redding are at 508 including staff. The advertising budget for the trip has run over considerably.

Museum: Chuck Bukowsky reported that the head of OMSI has endorsed the idea of a railroad museum.

Locomotives and Parts: Dave Stimac reported that four 100 ton jacks will be used to unload the two locomotives from flat cars on arrival in Portland, thereby doing away with the need for cranes. The move of spare parts from Hines has been donated. Loading of the locomotive from Hines on a flat at Boise by MK will cost \$4400.

Museum Site: Dave Stimac reported that the shape of the museum site as originally proposed has changed due to OMSI's need for parking. Additional land is probably available on the south side of the OMSI site.

Board Vacancy: Chuck Bukowsky reported that Russ Schoof has resigned from the board. As required by the by laws the board has nominated Dick Ordway and Rocky Regula to run for the position. The names will be published in The Trainmaster with a vote to be taken at the next regular meeting.

Respectfully submitted, Chuck Storz, Secretary

NRHS NEWS

P U L L M A N BIOGRAPHY

Palace Car Prince is the first book-length biography of George Pullman [1831-1897], an entrepreneur whose name and luxury railroad cars became synonymous with the golden age of railroad travel in the late nineteenth and early twentieth centuries. The book tells of the curious transformation of a young man of vision who ascended to prominence following the civil war only to lose control of his empire in the face of a rapidly changing world of industrial and labor relations. In this thoroughly researched work, historian Liston Leyendecker sorts through private and company documents, family records, and newspaper articles to produce an important contribution to our knowledge of the man and events. Liston Leyendecker is professor of history at Colorado State University and specializes in US and Colorado history between 1876 and 1917. The book [cloth, 6x9, 336 pages] is available for \$31.95 ppd.

University Press of Colorado, PO Box 849
Niwot, Colorado 80544, [303]530-5337
Visa/Mastercard accepted

A Genuine Old Timer

A note from Barbara Winslow of CENTRAL PENNSYLVANIA CHAPTER advises HARRY D. WEAVER of Sunbury, Pennsylvania is renewing for 1992. What makes it special is that he is 102 years old!

Our best wishes, Mr. Weaver.

WIN THE OLDEST BRIDGE CONTEST

The American Railway Engineering Association has launched a search for the "oldest operational steel railway bridge in North America," and is offering a \$200 prize for each of two categories. The first category is "any steel [or other form of iron] bridge over 30 ft. in span"; the second category is "truss bridges over 60 ft. in span." Here are the contest rules:

-The arch, girder, or truss must not be substantially altered or strengthened since its original construction, unless the age of the alteration or strengthening itself is old enough to be a candidate for the oldest structure.

-The structure must be located where it originally was used, unless the age of the relocation itself is old enough to be a candidate for the oldest structure.

-The structure must be presently in RR service, not simply remaining in existence or used for highway instead of RR traffic, and must not be in use solely for museum or tourist-RR operations.

Entries must be submitted by June 1 to AREA, 50 "F" St. NW, Washington, D.C. 20001. (202-639-2190).

-submitted by Al Viewig

NEWS—HISTORY—TRAVEL

See the USA . . . the Amtrak Way . . .

continued from page one

We saw the Smithsonian Institute, Georgetown; the Mint; and then down Massachusetts Avenue back to Union Station. It was 60 moments in our time we will not soon forget.

After spending our short hour long cab ride around the Capitol, we boarded the train for Boston, Mass. Though we should have known better, with all our research we put into our adventure, we had forgotten that from Washington, D.C. up through New York City, we flashed along on the electric commuter train. This was our first experience of fast transit. There certainly is not much to see when you are traveling at somewhere around 85 MPH. Also, you don't see too much of the major cosmopolitans when you stop in underground or below street level stations. But the ride was extremely smooth, as it had to be when whizzing along at that rate of speed.

We got our fleeting look at New York City from the Brooklyn side and picked out the Twin Towers, along with the faint sight of the Empire State Building, which was almost dwarfed by the neighboring buildings.

After flying up through the short corner of NY State we changed back to the diesel powered engines and wound our way up to the Atlantic seaboard cities like Bridgeport, New Haven, and New London. Unfortunately, we were too late to stop at Mystic, CT., but we did get a chance to see where General Dynamics turn out the nuclear submarines.

We make our Boston arrival at the South Station about 8:30 PM, where we grab a cab for a run to our motel, and prepare for the next highlight of our vacation.

The next seven days will take us around the New England states on an Arts and Crafts tour, sponsored by Country Magazine. Our focus was now on the beautiful countryside and seascapes...we were hoping to see the magnificent fall colors we so often find on calendars and travel ads. We weren't disappointed. The hills were full of autumn tones, and there was a chill in the air. The weather cooperated with us to the last two days when we finally got our Oregon Mist (it missed Oregon and hit New England). Even though we were traveling in a different mode, we still found evidences of the railroad along the way. In New England, there are many railway beds with no tracks, and occasionally there is an old

station house along the road. One was even a unique round station, which was nicely painted and in good condition, on a farm. We even had lunch in a restored railroad yard in North Adams, MA. The buildings were painted to their original colors, and turned into boutiques and galleries. They had a few early rail passenger cars and what looked like an old 20,000 lb. capacity revolving truck crane.

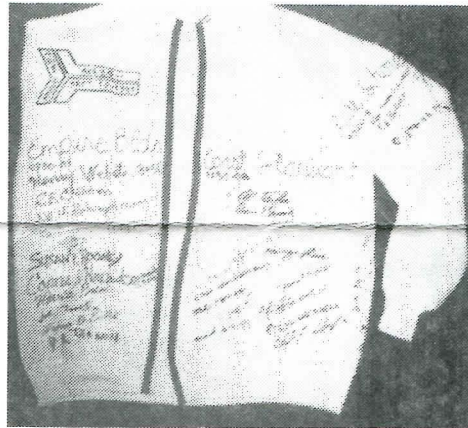
Unfortunately, we had to leave the beautiful New England and our new found friendships before starting to go westward ho! As we boarded our slumber coach I made a 360 degree video scan of the Boston metropolis and a walk through another very classic Union Station. This horse shoe shaped building has been lovingly taken care of by the city. The evening comes up quick when you start out at 5 PM, so we settle into our room.

The next morning, we arrive at Cleveland, Ohio. Here, we get the first glimpse of one of the Great Lakes, Lake Erie. Again, there wasn't much to see of the city as the train was below street level. The only interesting structure that was notable was the Cleveland Indian and Cleveland Browns Football Stadium. The sunrise was showing its brilliant colors as we passed through the industrial areas. We were able to just glimpse the several boat harbors along lakeside.

The terrain was now flat with farms scattered about, some with a few trees. We passed another nuclear plant just before Toledo,

Ohio. Indiana looked much like Ohio. We rolled into Chicago, again below street level, so our view was limited to the tops of the tallest buildings. Once off the train, our task was to find our way through the maze of the underground area into the main terminal. Later, we discovered that our route had taken us under the street from one portion of the Union Station to another. The old station was huge and beautifully marbled with another soaring ceiling. Although it was in a state of renovation, we could still admire the massive tall marble columns with its lifesize statues holding an owl, representing prosperity. The exterior of the Union Station was equally impressive, with its many supporting columns resembling the Parthenon. We spent our layover hour by walking down to Lake Michigan, yes, we said walk. It was a beautiful experience. We did cab back, though. Unfortunately, they had removed the Picasso Statue for repair, but seeing the canals and canal touring boats was rewarding.

At 3 PM we boarded the Empire Builder on our way from Chicago to Portland. This part of the trip had



special meaning for us, in that as a child, Carol had traveled this route several times, to and from her former home in Fargo, North Dakota. For me, it was a view of my roots where my father was born, in Minot, ND, and in his early years he had traveled the area from here to Canada, and to Chicago and St. Paul, MN.

Between meeting a new acquaintance, a woman lawyer from Amsterdam (who had mistakenly occupied our sleeper), to meeting our singing car attendant, Henry, we settled in for our final leg home. Henry made sure that his passengers had every convenience he could provide, along with his happy, song-filled attitude.

While traveling through the suburbs of Chicago, which seemed to go on and on, we were amazed to see a deer along the tracks as well as a rabbit bounding across a back yard.

After an enjoyable evening of meeting new friends, and having a restful sleep, we awoke in Grand Forks, North Dakota. We had, unfortunately slept through Illinois and Minnesota, but hope to make up for that when we take our next trip.

"...Oh Beautiful, for spacious skies, and amber waves of grain..."

Well, from the Dakota's to Idaho we surely do have spacious skies, 'cause there ain't no mountains in them thar' hills. Oregon and Southern Idaho get to rolling plains, or Texas levels out with its occasional mountain ranges, but this part of the trip was flaaaaat! And from what I've been told by people that have come from this area, the state tree of North Dakota is the Telephone Pole! Can that be true?

Our amber waves of grain turned out to be acres and acres of sunflowers, with their heads bent over, humbly waiting for the reaper and his machinery. It was close to freezing as we traveled through miles of farmlands, with an occasional grain elevator next to the tracks. In fact at one point we passed under a cloud formation and it was snowing!! Snow on September 5th? Too early for me!

Although the weather or the terrain was a bit monotonous, the crew and the passengers kept busy making acquaintances or just plain relaxing. We never did find much time for reading or crossword puzzling, because there was always something interesting happening.

The next stop, around 9 AM, was Rugby, ND. This is the official geological center of the North American Continent. The town was about two blocks long in any direction. After Rugby, we traveled down the tracks to Minot, where my dad was born and raised. In Minot, I hustled about a quarter of a mile back to the old train station that was now turned into a collection of small shops. This seems to be the theme of restoration projects around our nation.

"...For purple mountains majesty; above the fruited plain..."

As we threaded our way across North Dakota, we

passed over the longest land trestle in North America; one of the biggest manmade dams that provides power for the region; and an oil field! In the western part of the state, it started looking alot like Montana. In both states, we saw the evidences of the fruited plains, as we railed past many miles of stripped wheat fields. Stripped because it was their way of rotating the land. There was this year's cutting in stubble; next to a freshly turned strip; which was next to a portion that had laid fallow for this year.

At Williston, ND, we made short stop, and we were pleased to see a preserved Great Northern locomotive, #3059, a 2-8-2, proudly sitting with its tender in a nice park setting.

In Havre, Montana, there was another locomotive, #2589, a 2-8-4, that had played an important roll in the Canadian and USA Great Northern connection.

The Purple mountains of the Rockies were looming on the horizon as we continued to race across the Big Sky country. As we approached these monarchs of the landscape, we passed by the Little Rockies (as the Indians call them) that were to the South of us. To the North were the gold laden, rounded Three Sisters, and farther north were the mountain tops of the Northern Rockies in Canada. We unfortunately did not win the race with the sun as we ran past East Glacier, Montana, into the foothills of the Rockies. With evening upon us we settle down for an evening's rest with anticipation of being in Washington state in the morning. Maybe next time we'll see Idaho, and the mighty Rockies up close.

We awoke on our last morning of our trip at Pasco, just before sunrise. There was just enough pinkish light to see and video the beautiful Pasco cable suspension bridge across the Columbia River. In the early morning light it had the appearance of a piece of gigantic string art; as the cable fanned out from the tops of the twin towers.

As we traveled down the familiar and lovely Columbia River Gorge, we passed by the Indian drift nets, the numerous falls on the Washington side; and a lone wind surfer on the river at White Salmon. all too soon, the train came to Vancouver and made its final stop in our trip, before crossing over to Portland, where we started.

"...America, America, God shed His grace on thee; and crown the good with brotherhood; from sea to shining sea..."

As we fondly look back on these 22 days of rail travel around these United States, we can honestly say, the above words from Kate Smith's famous song were fulfilled. We saw the grace, we experienced the brotherhood of fellow countrymen (and visitors from other nations), and from Portland, ME to Portland, OR (which was almost named Boston), we have the endearing memories of seas to shining seas.

As a celebrity coined the phrase "Perhaps we'll meet there someday" on our next adventure of...

Seeing the USA, the Amtrak way.

-by John and Carol Lukens

THE OREGONIAN, JUNE 10, 1928

HIGHWAY PLAN FAVORED

USE OF ONE LINE BY TWO RAILROADS PROPOSED.

Project Contemplates Release of Southern Pacific Roadbed for Arterial Drive.

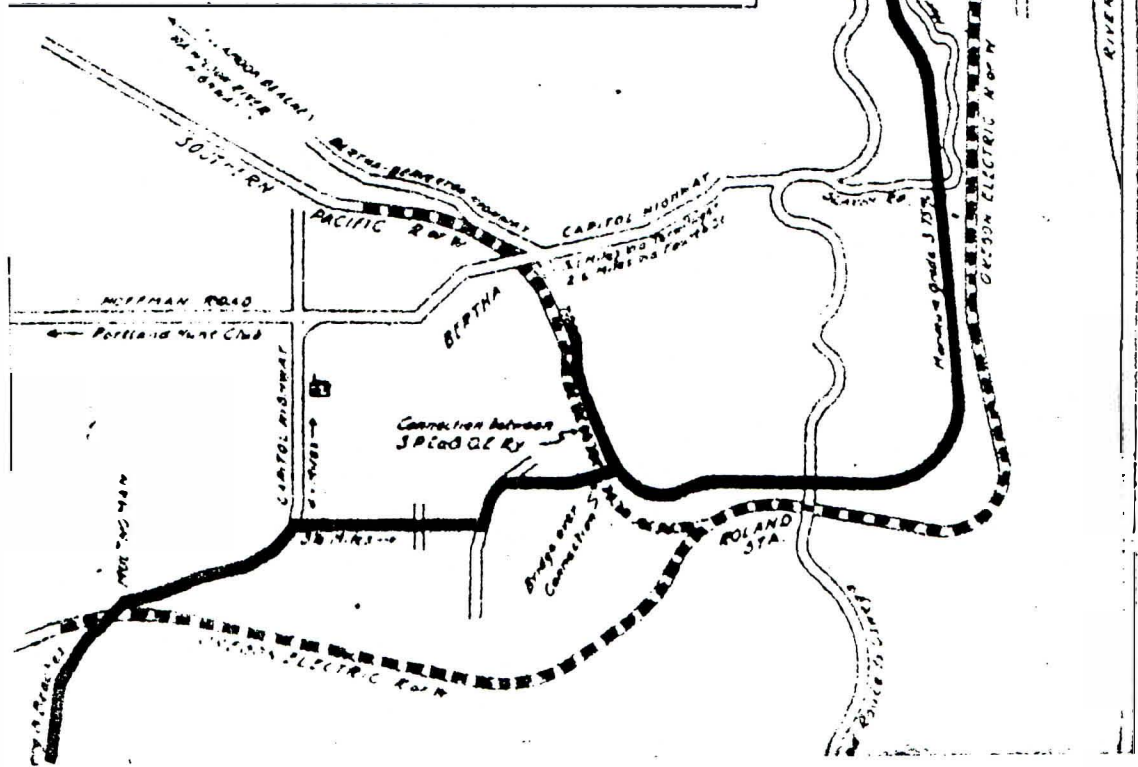
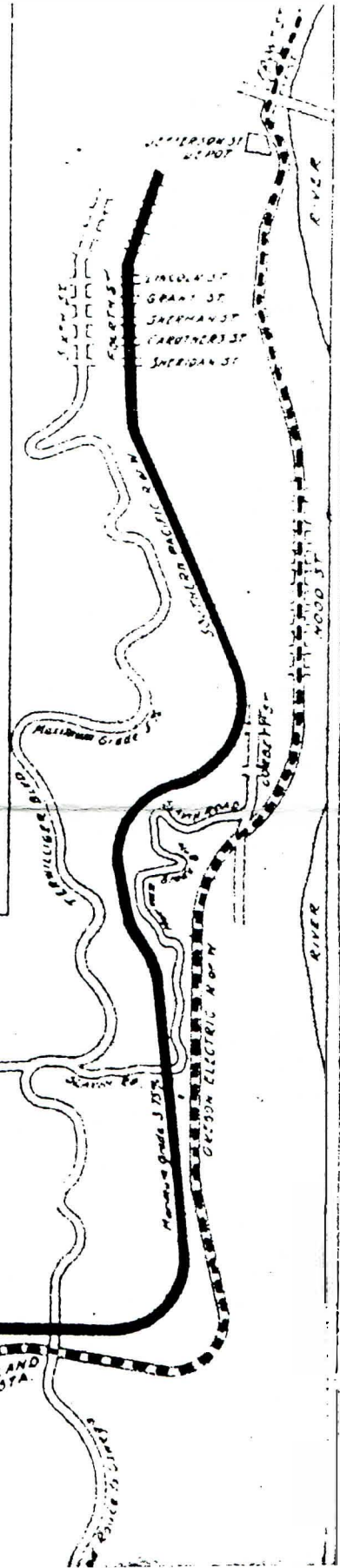
Unusual interest has been attached to the recent proposal that the Southern Pacific company enter into an agreement with the Oregon Electric company whereby the Southern Pacific red electric cars might enter the city over the Oregon Electric company tracks.

Two distinct advantages would result, the proponents maintain. First, the red electric cars would be removed from Fourth street; and secondly, the present Southern Pacific right of way would be utilized as a new arterial highway into the city.

The only necessary connection of the two railroads, it is pointed out, would be a half-mile of track from Bertha station on the Southern Pacific to Roland station on the Oregon Electric.

The proposed highway, it is contended, would relieve Terwilliger highway of heavy travel, would give a better route to trucks which are now denied Terwilliger, and would have a maximum grade of 2 1/2 per cent. Sanderson Reed, attorney, is leading a group of citizens seeking to bring about the proposed development.

-submitted by Ken Lantz



12 Days per Mile?

article reprinted from the Oregonian, November 23, 1991 submitted by Karyl and Orin Knee

Unused flight simulators that are housed in rail cars recently took off on a wild trip at Fairchild Air Force, Washington.

The simulators were moved to the base museum, derailing six times and taking 12 days to go one mile on new track laid by volunteers.

The two-week project was completed recently when Spokane Mayor Sheri Barnard hammered a golden spike into the final rail tie at the base on the outskirts of Spokane.

Since 1962, the four rail cars housed flight simulators that trained pilots for B-52 bombers and KC-135 tankers.

The simulators were declared outdated several months ago, and base officials persuaded the Air Force to let the base museum have them. The only problem was the cars were about a mile away from the museum, and the two points were not connected by rail lines.

The base enlisted the help of about 100 volunteers to help dig up old track, lay a new line and move the cars to the museum. The project went smoothly until the cars derailed while negotiating a curve.

The cars were put back on track and moved again with the help of professional rail crews, but they derailed again.

In all, the trains derailed six times before they were finally moved, one by one, an inch at a time, around the curve, Maj. Jerry Kolstee said. The one-mile trip took 12 days.

"It's the wildest addition to the museum we've ever had," Col. Steve Smith, base commander, said from a platform made of old rail ties. "They aren't moving from here. Ever."

Several of the cars will be refurbished to house museum displays.

Diesel's Disappearance

There was nothing out of the ordinary about the weather on the night of that channel crossing -- the usual steady swell, a full moon to paint the Cliffs of Dover, and air that was crisp and invigorating. Quite late a steward saw Dr. Rudolph Diesel step out of his cabin and onto the deck. That was a common practice of the tall, sober-faced inventor with the close-cropped military mustache. Operating factories in both Britain and Germany, he was constantly shuttling between the two countries back in the summer and fall of 1913 and regularly took a turn around the deck of the channel boat before retiring. The steward shrugged his shoulders and went on about his business.

Next morning Dr. Diesel was not among the passengers who disembarked in England. In his stateroom, apparently not disturbed, was the usual assortment of luggage. But the Doctor, himself, had disappeared. There were the routine questionings and rumors of suicide and accidental death. More likely, however, was the surmise that Diesel had been carrying important plans, and knew too much about the submarines which Germany was equipping with his new engines.

Be that as it may, his body was never found, nor have subsequent events shed the faintest light upon this tragic mystery. Tragic, because Diesel, despite his great achievements, was still in the prime of his life, with the pinnacle of his ability before him. Born of German parents in Paris, in the year 1858, he had been forced to flee to England with his family, at the outbreak of the Franco-Prussian War. While yet in his early teens, he showed an unusual aptitude for mechanics and upon graduating from preparatory school he was sent to Munich Technical College.

There he was exceptionally fortunate.

It cannot be denied but that he was very brilliant. Still one of his professors was responsible for leaving a marked impression upon him. This man was famous Von Linde who, after years of effort, liquefied air. Von Linde's lectures were inspiring. They made ambitious students hunger to explore those unknown fields far beyond the borders of recognized science. When this instructor dwelt upon the rank inefficiency of the steam engine, Diesel's peace of mind was disturbed. Many a day the boy came to school pale for want of sleep; his mind groping in the darkness for a solution to his many problems. Before he finished school he had one dominant idea that utilized every moment of his time.

In 1892 he built his first power plant. It was a dismal failure and Diesel was nearly killed when he tried to operate it. Undismayed, he carried on and a few years later constructed the famous engine which today bears his name. Diesel saw a bright future for this mechanism in the marine field. Up to that time the submarine had been nothing more than an experiment. Here was an engine destined to make the undersea boat a successful weapon of modern warfare. The still-young inventor opened factories in both Germany and England and within a decade was a very wealthy man. Then with the first World War about to set all Europe ablaze, we find him disappearing under the circumstances already outlined.

*Source - Railroad Magazine
May 1943.*

submitted by Fred Dorsett

Thank you to Walt Grande who provided photos of the Oregon Trunk Celilo Bridge for our last issue.

Page 1, showing the bridge nearing completion, from the Jerry Risberg Collection.

Page 6, showing mixed freight crossing to Oregon from Fallbridge (later changed to Wishram) Kiser photo - 1912

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