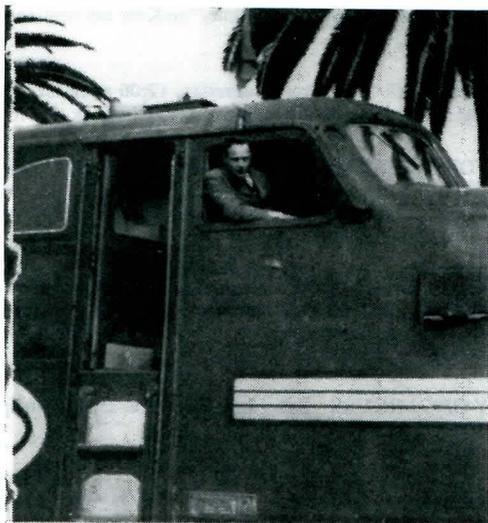




Official Publication of the Pacific Northwest Chapter, National Railway Historical Society.

JULY 1992

I, Orin, a Railroad Kid



Orin - San Diego 1946



Karyl - Mexico 1945

We are recently new members of the Pacific Northwest Chapter of the National Railway Historical Society. We joined in November, 1990. We have been able to join with other Chapter members at our monthly meetings, weekly meetings at the Semaphore restaurant and the annual banquet. The members we have met have such interesting things to say as to how they have gathered together in a common interest in current and historical rails and railroading. This is a group that have come together and we so enjoy knowing one another.

I, Orin, am a railroad kid. Though born in Omaha, Nebraska, we lived in Lincoln, Nebraska, near my grandmother. She lived in an are between the Union Pacific and the Chicago, Burlington and Quincy railroad tracks. Lincoln was the hub of the CB&Q at that time. From 1924 until I joined the US Navy in 1940, I was around the railroads. My uncle, Jacob Sell, was a fireman for the CB&Q, promoted to engineer and retired in 1947.

Karyl rode a train for the first time at 13 years old when she took a trip from San Diego to Los Angeles, California, to see relatives. What a "grown up" thrill!

Karyl was formally involved with railroading in 1944 when she was enrolled in a six-month course at the Spokane Telephone and Telegraph school courtesy of the Northern Pacific Railroad.

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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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Chuck Storz - 289-4529

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. 358

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, July 9, 7:00pm, at room 208, Union Station. Down there where all the Amtrak trains come in. All Chapter members are welcome.

MONTHLY MEMBERSHIP MEETING Friday, July 17, 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.

LIBRARY/ARCHIVES WORK SESSION Thursday, July 9, 1 to 4pm & Saturday, July 18, 9:30am to 12:00 noon at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact Jerry Webb at 298-8163 or Bob Weaver at 654-4274 for more information—or just show up! There's lots of work to do.

CHAPTER LIBRARY OPEN HOURS Saturday, July 18 & 25, 1:30 to 4pm at Room 1, Union Station.

EXTRA BOARD

SP 4449 EXCURSION TO SAN JOSE July 18, 29, Ride behind steam to or from 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 planned for Mid - August no word yet

PNWC EXCURSION Spokane circle trip has been nixed by BN - a Seattle Steamboat trip on Amtrak is being planned for September 12-13

2nd ANNUAL PNWC TILLAMOOK "Salt-Air" EXCURSION Being planned for this fall - stay tuned

JULY MEETING PROGRAM

to be Announced

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

Notices

I'm glad to announce that Kris Lundt has come aboard *The Trainmaster* staff. Kris has been with the chapter 1-1/2 years, being involved with the rolling stock committee. More recently he has been involved with the excursion committee and a contributor to the newsletter.

After some coersion and supplication, he agreed to give it a try. He will be in a better position to intercept local and chapter news items. His home phone is 206-944-9140, Vancouver.

Thanks again, Kris.

I have to point out that if you look to the left, over in the column where the editor's address is, you will notice that is has changed again. *Now* how did that happen?

We were just in a studio, until we found something more permanent. If your familiar with Seattle, we are over by the locks in Ballard. This address is good for at least a year. I promise. Really.

Now if anyone happens to be up here give a call, I can show you around.

-editor

Committee Reports

LIBRARY/ARCHIVES

Jerry Webb, Chairman

This month's report by Bob Weaver

Our landlord has installed the window air conditioner in Room 1A. It is doing a good job of keeping the temperature at a fairly even 65 degrees and the relative humidity at 45 percent. This kind of stable environment will help us preserve our paper records and photographs. Thanks again to Jim Loomis for making the air con-

ditioner available to us and to Peter Rodabaugh for giving it a mechanical inspection.

Thanks to Clytis Belloit, Freda Webb, Jerry Webb, Walt Grande and others, we have made a start at arranging and cataloging our Southern Pacific maps and drawings. The cataloged maps (about 200 so far) are available for research use.

We've started with the station plats--large scale maps (usually drawn to a scale of one inch to 100 feet) which delineate the trackage, depots, railroad facilities, town structures, bridges and streams, property lines and other features around stations.

The maps date from the early 1990's to the 1950's. Most are manuscript maps, the original ink and pencil drawn on linen. We've arranged the maps alphabetically and some of the Oregon stations represented include; Airlie (1905), Albany (1929), Aumsville (1905), Barlow (1907), Beaverton (red electric shops, 1913), Brooks (1904, 1926, 1936), Corvallis (1929), Creswell (1907), Dillard (1905, 1907, 1929), Eugene (1905), Grants Pass (1904), Medford (1929), Oregon City (1924), Rice Hill (1904) and Yamhill (1905).

Al Haij has donated a collection of Newspaper clippings regarding Portland streetcars and the Portland Traction interurbans from the 1940's and 50's. He also gave us five audio tape cassettes of radio news and discussion shows in the 1970's about the plans for building light rail in Portland.

Al also donated engineering and consultant reports on streetcar and light rail lines including Tri-Met and Seattle Municipal Street Railway (1939). From his collection of Southern Pacific materials he gave us; ICC and state PUC reports regarding SP passenger train discontinuances in Oregon, California and New Mexico, various railroad periodicals and newsletters, SP employee time tables (1966-1990), railroad and transit public timetables and brochures and a SP Oregon Division timetable bulletin (1967).

Tony and Juanita Reghitto gave the library a 109-page Condensed Profile book produced by the BC Rail chief engineer. It includes a system map, profiles, station diagrams and curvature diagrams as they existed in 1986. Tony and Juanita also gave us a 1989 BC Rail employee timetable.

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - JUNE 11, 1992

The meeting was called to order by President Chuck Bukowsky at 7:07 PM.

CHAPTER BUSINESS

Treasurer Maxine Rodabaugh reported that the Chapter's insurance agent wants a full year premium of \$7100 on the insurance covering the movement of the two locomotives. The original food bill from Service America for the Redding trip was \$25,595. Of this amount a check for \$16,300 has been sent to Service America with payment of the balance in question.

The board of directors passed the following motions at its June meeting: 1) Authorized the expenditure of up to \$20,000 total to load, transport and unload the Oregon Northwestern and the Alaska locomotives. 2) Authorized full participation by the Chapter in the new Rail Sensation organization along with OreARP and PRPA, the purpose of which is to stage a rail fair at Union Station during the 1993 and following Rose Festivals.

Excursions: Al McCready reported that 350 seats have been reserved from Amtrak for a Sept. 12-13 excursion to Seattle. The Spokane circle trip over the BN is not possible due to liability problems between Amtrak and the BN. A general discussion by the board followed centering on financial problems faced by the Chapter if Amtrak trips generating large returns are no longer possible.

Rail Sensation: Rich Carlson and Fred Nussbaum presented to the board plans for a "Rail Sensation" to be staged on June 5-7 during the 1993 Rose Festival. A set of by laws for a permanent Rail Sensation organization was also presented to the board. Organizers of Rail Sensation want to incorporate as soon as possible in order to plan for the 1993 Rose Festival. (See motion #2 above).

Rolling Stock: Peter Rodabaugh reported that one RDC and the car Red River were used for three weeks on Tillamook excursions during May. Car 3300 is now on a Chapter track with preliminary repair work under way. The 3300 will not be ready for the 4449 trip to San Jose in July. Peter relayed a request from the Rolling Stock committee for \$5000 to repair cars 1220 and Mt. Hood for use at the G.N. Ry. Historical Society convention in Seattle. A donation from the BN is possible to pay for the repairs. The Chapter has received a bill for \$4500 from Bob Steele for bolster inspection while the Chapter's three cars were in Tillamook.

Finance Committee: Chuck Bukowsky reported that only the library and excursion committees have proposed representatives for the finance committee. No firm appointments have yet been made to the reconstituted committee. Dave Van Sickle will be an ex-officio member of the committee.

Chapter Finances: Ray Myer pointed out that upcoming and unpaid obligations are not being at all adequately followed and must be regularly tracked in order to have a correct, complete picture of the Chapter's finances.

Jack Holst Award: President Chuck Bukowsky asked past winners of the Holst award to nominate members

for the 1991 award which was not presented at the usual time.

Respectfully submitted, Chuck Storz, Secretary

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - JUNE 19, 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 accounts as of 5/31/92:

Checking	\$ 5,512.02
Visa and Excursion	26,535.65
Restoration	3,003.06
Rolling Stock Petty Cash	110.17
CDIC Bond Account	692.74
CDIC Savings	23,640.94
Emergency Reserve (3 Far West CD's)	25,282.05

Maxine reported income of \$1645.25 from the 1991 swap meet. Income from the Redding trip is still not known due to unpaid bills. Maxine also enumerated a number of upcoming obligations the Chapter will have to pay.

The membership passed the following motions at the June meeting: 1) Endorsed the resolution (as published in The Trainmaster) calling for the completion of the Portland area light rail system in the next twenty years. 2) Approved Chapter participation in the Rail Sensation organization (see board minutes).

Excursions: Irv Ewen reported that the B.N. and possibly other railroads will now not allow Amtrak charter excursions even over regular Amtrak routes. Trips planned for the balance of 1992 are Seattle Steamboat and Tillamook.

G.P. Shop Equipment: Chuck Bukowsky relayed information from Dave Stimac that Georgia Pacific has steam locomotive shop equipment, located in Powers, OR, [south of Coos Bay] up for donation. The membership endorsed the idea of acquiring the equipment if G.P. will deliver it to Portland. Terry Parker moved, seconded by Marilyn Edgar to establish a donation account to pay any costs involved in moving the shop equipment to Portland. Moved by Al McCready, seconded by Jerry Webb to table the motion pending review by the finance committee and the board of directors. Motion to table passed.

Rolling Stock: Bob Hoffman, on behalf of the R.S. committee, endorsed the idea of acquiring the Georgia Pacific shop equipment. Rolling stock is working on a

CHAPTER BUSINESS

place to store the equipment should it be acquired. Work on car 4461 is about complete except for air conditioning. Work is under way on car 6200. One of the RDC's will remain several months on the Port of Tillamook Bay RR. The car Red River will be in the Daylight train to the NRHS convention in San Jose. The trucks are out from under car 3300 for inspection. In answer to a question from Ray Myer Bob Hoffman said the trucks and wheel sets from the cars damaged by the S.P. must be disassembled and inspected before the S.P. will settle with the Chapter for the damages.

Jack Holst Award: Bob Hoffman announced that the committee to nominate members for the Jack Holst Award (Hoffman, Marilyn Edgar, Peter Rodabaugh) has nominated Bob Weaver, Roger White and Doug Auburg as candidates for the 1991 award.

Respectfully submitted, Chuck Storz, Secretary

JACK HOLST AWARD NOMINEE

-Bob Weaver-

Bob Weaver has been nominated for the Jack Holst Award. For many years Bob has worked hard, faithfully and diligently to fulfill one of the primary reasons for this chapter's existence - "To preserve historical materials of railway transportation". His primary interest is preserving railroad printed matter. Room 1-A is full of these priceless historical items and Bob, along with guiding others of the library Committee, has put together hundreds of pages of inventory called "Archives Accession Record" a form developed by him after conferring with knowledgeable people from other historical societies. This form identifies and shows its location in Room 1-A. This requires hours and hours of work, a lot of it done at his home.

People from as far away as New Zealand have used this Chapter Archives for research with Bob personally assisting in some cases and some have called it one of the best! Time and space does not permit going into more detail about Bob's contribution preserving historical artifacts of railroading for the benefit of the Pacific Northwest Chapter. No one deserves recognition more for many years of effort towards the betterment of this Chapter than Bob Weaver.

-Jerry Webb

The Bluest Skies You've Ever Seen Are In Seattle...

Remember that old song? Well, that is actually true. While springtime is not usually know for its' beautiful weather in the Pacific Northwest, this area is now into its' 5th year of drought conditions with water restrictions being implemented at the end of May. You can get a ticket by the water police if you are caught washing your car or watering your lawn. Who would have ever thought that we would run out of water?

It is hard to believe that Tina and I have been in Seattle four months now. Time is flying. But I have been able to get out and see a few railroad sites.

First of all let me tell you folks, I will never again complain about the little slow downs sometimes found on the Banfield freeway during rush hour. In Seattle, you literally have to plan your driving in accordance with the time of day. You *must* also listen to that radio traffic report. I've already been stuck on the Evergreen Point Floating Bridge for 1 1/2 hours, it seems to stick open for no apparent reason. Things come to a complete halt pretty regular on the freeways. Where we live is close to I-5 in downtown and I have seen traffic at a standstill at 11:00pm.

I've always been interested in the Milwaukee Road and most of my free time exploring has involved either following abandoned right-of-way or researching old geological survey maps. I found one portion where the rails were never torn up; the trees and blackberry bushes had covered most of it. The old right-of-way that served Union Station, which was utilized by Union Pacific and Milwaukee Road, is now a bus-only lane which turns into a bus subway to go through town. Rails are in place in the tunnels for future rail expansion.

From time to time I go over to the Alaska Railroad docks and watch them load the huge ocean-going barges. For those of you who don't know, that is the way all rail traffic gets to and from the Alaska Railroad. I had never seen it myself, so it is not uncommon for me to spend 2 hours there watching. This type of activity only confirms to my wife that I must have been born 100 years too late.

I have also noticed that BN is operating 3-man switch crews up here. Oh well, guess I won't ever be a brakeman again. I have my name on the hiring list at the Employment Security Division, I'm only about number 600! I don't think I'll hold my breath.

I saw something interesting the end of May. There were eleven brand-new narrow gauge locomotives secured tightly on Canadian National flats sitting at the docks, waiting to be loaded onto a ship. Where they were going, I don't know. They were wrapped tightly with tarps, so I couldn't tell who was the manufacturer. All I could see was the series.

The more I see, the more I want to know. It is really kind of fun to move into an area where you didn't grow up, everything is new and demands exploration.

-Michael J. Callanan

NEWS—HISTORY—TRAVEL

New Rail Group in Astoria

They call themselves the Astoria Railroad Preservation Association (ARPA) and their first newsletter published was the Winter 1992 edition. It is planned to be a quarterly publication.

This group was formed to administrate the ambitious project of restoring a steam engine and operating a tourist railroad. They acquired a small 2-8-2, #21, from the Puget Sound Railroad Historical Association (PSRHA, located in Snoqualmie, WA.) in October 1991.

Many local businesses have joined in, creating a large community support base for the project.

Local artist, Lowell C. Janson, is offering a limited edition print of #21, with the proceeds being donated to the restoration. For information on the print, you can contact Mr. Janson at his gallery:

Janson's Studio Gallery
106 Tenth Street
Astoria, Oregon

For more information on the society:

Astoria Railroad Preservation Association
PO Box 541
Astoria, Oregon 97103
(503) 325-5323

Union Pacific News

Funding to rebuild the three historic E9 locomotives has been put into this year's budget. The former E9B 970B, now a heater car, will be restored to locomotive status with the addition of prime movers, traction motors and the necessary electrical gear. Rumor has it the work will be done by VMV at Paducah, KY.

-Flimsies

When General Motors stated it would close several car manufacturing plants in December, many thought the Arlington, Texas would be the one to go. However, with about \$25 million a year at stake, Union Pacific made a big effort to keep the Arlington plant open. UP ships auto from this plant. The effort paid off, and the Arlington plant was chosen over the Willow Run plant in Michigan to remain open. UP ships 15,000 carloads of auto parts and finished cars from the Arlington Plant.

-Arkansas Railroader

And would you believe it...

Popcorn is now banned on the UP. An employee set fire to some microwave popcorn in the Central Dispatch office in Omaha, NE, causing the evacuation of the office and a halt to nearly the entire UP system. Popcorn is now banned from the building.

-Hawk Mountain

Speaking of Astoria...

The March '92 *Sandhouse* newsletter reports on the activity of BN's methane-powered SD40-2 #7890 test locomotive. It was tested on the Bremerton Branch during Dec.-Jan. It was accompanied by GP38 #2075 'Pacific Pride'.

Now, everyone who went on our *Dixieland Jazz Special* to Astoria in October 1990, pull out your pictures of the photo run-by. Yes, the same engine is on the point.

The #2075 was repainted specifically for BN's 20th anniversary that year in March. All the previous roads' emblems were displayed on either side. That par-

ticular engine was ordered by SP&S, but delivered in BN colors. In fact it helped power the first ever Burlington Northern transcontinental train back in 1970. A company publicity photo shows it and its' brand new brothers crossing the wide open spaces, I believe in Montana, on the first day of operation.

Okay, now everyone with those cameras, beat feet up to Seattle. As of June 5, poor #2075 is sitting in the dead line up here at Interbay. It is very badly burned in the prime mover section. It's very sad to see it as a shell of what it once was.

Rest In Peace old girl.

New Amtrak Historical Society Formed

The June *NRHS News* reports that a new society devoted to Amtrak history has been formed, taking the place of the one formed in Arizona in 1990 which ceased operation due to the death of its' founder. The new society is headed by Jeffrey Kocar, an Amtrak dining car steward. It issues a quarterly publication [*The Observation Car*], with memberships \$10.00 per year. For more info, write to:

Amtrak Historical Society
5250 North Broadway Suite 171
Chicago, Illinois 60640

Southern Pacific pulling out of Brooklyn

The future of SP in Oregon has been under heavy speculation for the past few years. Depending on who you talked to, with the most current *insider* information, the story went from total buy out by BN to total control of the valley by SP.

In late summer 1990, SP's machinists were striking at Eugene. I was head brakeman working the *Hauler* out of Albany and we were sitting in the yard on the OE (*former Oregon Electric-now BN; train crews still refer to it as OE*) right next door. The engineer popped out to see what was up. It seemed that they were all getting transferred to other parts of the system - many to Arkansas, and they didn't like it. I had also talked to the BN tie-crew foreman and he said scuttlebutt was BN was going to buy-out SP down to Eugene. So at that time I fully expected to see that happen.

Well, early that next year word floated around Brooklyn yard that BN was selling the valley line (OE) to SP. Who knows. I guess you don't know until something happens.

Something happened.

Southern Pacific announced in April that Brooklyn yard and Albany yard are candidates for closure. In the *Oregonian* we read: "The company has an overall plan to cut operating costs systemwide this year and that includes trimming field operations...SP would need to re-open a branch line and serve industrial customers in Northwest Oregon out of a switching yard in Eugene. This will put considerable more emphasis on Eugene, which is in dire need of track rehabilitation."

Does that mean the old 'Red Electric' line up to McMinnville and Newburg? Boy, that would be fun. I wonder if they will relay the track between Carlton and Forest Grove?

SP will still originate and terminate trains in Portland, but some other company will do the switching. It is rumored that Washington Central or Montana Rail Link are interested.

I guess a new company could be created: Willamette Central Rail Link.

-Michael J. Callanan

Old locomotive found buried

The Trainsheet newsletter of the Tacoma chapter NRHS reports that an old steam locomotive was found, buried, by workmen who were dismantling an old storage building. The locomotive was unearthed about the first of March and the word spread like wildfire.

"Ange Taylor, Fort Worden State Park ranger, said the response from historians, railroad and steam buffs has been almost unbelievable.

'They've flocked over her from Seattle and up from Portland by the hundreds during the past week,' Taylor said. 'Many have brought old photos to assist us in a real tough job of trying to restore it for use as a historical exhibit here.'

The locomotive had been sought for years when troops were stationed at the fort. Whole platoons were digging for it without success. It was used in the construction of Fort Worden and Fort Flagler between 1890 and 1910. Very little of the equipment used during that period has been found.

.....

Wisconsin Southern has aquired F45's 1001-1003 (ex-BN 6627, 6642, 6635 respectively) from Transisco Industries, operator of defunct Transisco Tours' *Sierra 49er Express* between San Jose, CA and Reno, NV. -Flimsies

Quiz Answers

These answers come to us by way of the March *Desert Rails* newsletter which came to them from the AAR books.

Now when I was working for BN I never did see WHI on equipment, can anybody shed any light on this?

ONT	11	SBD	7
ELS	20	WHI	3
NDM	12	APA	24
PAL	10	RBBX	8
IHRC	16	UO	5
KCCX	15	YS	2
BCIT	23	ZCCX	1
LRWN	14	DAX	21
VEPX	4	TCG	6
MAA	13	CRR	22
GATX	18	FEC	19
QTTX	9	HBT	17

Last Manually Protected Crossing Closed

January 15th, 1992 was the last day of operation for the flagman-protected crossing at Theresa Avenue in St. Louis. For years the gates have been operated manually. Jesse Hollins was operator the past 24 years, working for the Frisco and Burlington Northern. Theresa Avenue was the last manually protected crossing in Missouri and the last on the BN System.

-Arkansas Railroader

I had absolutely no idea that there were any manually protected crossings still active anywhere in America.

-editor

I, Orin, a Railroad Kid

continued from page 1

Northern Pacific paid each student \$50.00 a month to learn to become railroad telegraphers. Karyl learned to send and receive American Morse Code messages via the telegraph key, to type the answers and study the rules in the railroad engineers manual. The week of graduation she left Spokane for San Diego to marry Orin.

Her other memorable experience was in 1945. She rode from Lincoln, Nebraska, on a packed, three-to-a-seat train, to Portland, Oregon. From there she transferred to a train to Kennewick, Washington, to her grandmother's. The gorge train was made up of freight and old, old passenger cars. Karyl's car was so old it had tall-backed cloth seats and--believe it or not--a potbellied stove!! The train stopped halfway up the gorge and everyone got off and went into a nearby cafe for food and coffee! The entire trip from Lincoln was a fantastic trip, with the passengers full of good cheer and camaraderie--as I think probably only wartime conditions foster.

In 1945 both of us joined the San Diego Model Railroad Club. While in San Diego, I built my first railroad model--a caboose, built from scratch on the dining room table.

We went on our first California excursion from San Diego east to Calexico and Mexicali, across the US/Mexican border. Our excursion car was attached to the end of a long freight train and most of us crowded into the red caboose for the trip!! Our big thrill was when one of the freight box cars developed a hot box on an extremely long, steep, downhill grade and we were delayed while the problem was taken care of. See photo of how we occupied ourselves during this delay.

On another 1940's excursion we went to Los Angeles to visit a large model railroad club and Walter Cronkite, one of the members, took us on a tour through his large layout in a separate building. His gracious mother served the women tea in their lovely home. To think, he is still broadcasting, though retired.

After being transferred to the Alameda Naval Air Station, we joined the East Bay Model Engineering Society, located in a huge Santa Fe warehouse beside the railroad tracks in Oakland, California.

In 1948, I tried another project, an O-gauge 4-8-4 C&NW Northern engine, with 1,800 hours of labor in building it from scratch. It won the Best-Model-of-the-Show award at a local craft show competition on the Naval base in Alameda. The photograph we have of it shows the engine against a model background on the East Bay layout. After 47 years, the red caboose stands proudly on the rails behind the big, powerful

engine, reminding us of the past wonderful years we shared with fellow rail enthusiasts.

The East Bay club had three national winners of the National Railroad Model Engineering Society. Cliff Grandt and Walter Brown were two of the winners.

In 1948, I took a rail trip from Alameda, California, to Portland, Maine, just to see parts of our country I had never seen before. I stopped off in Chicago to attend the rail fair being held there.

During the 1950's, we both travelled throughout the west, hiking along old railroad tracks and trestles from Coloma, California, where gold was discovered at Sutter's mill in 1848, to the Denver and Rio Grande at Durango, Colorado. We investigated the old sugar plantations in Hawaii and saw their old engines, cars and roundhouses. We "spooked around" the old railroad stations in Gold Hill and Virginia City, Nevada and rode the fast trains in Japan--from Kobe to Yokohama--flying through the picturesque countryside of rice paddies and small villages.

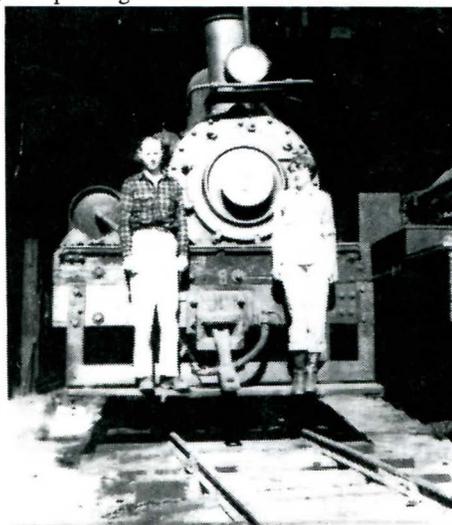
In the 1960's, while in Alaska, we rode the Alaska railroad from Anchorage to Fairbanks. I rode this train during a terrible flood in Fairbanks when the water was over the railroad tracks. In the photograph it looks like the train is skimming along the surface of a lake! Karyl was able to visit Air Force friends stationed in Fairbanks and to ride the Alaska Railroad. The route takes the train through small Indian villages and at times one looks down at Dall sheep.

In 1967 we rode the Russian train from Moscow to Leningrad during Christmas time. It was a memorable event with our American youth singing American folk songs and the Russian youth singing their folk songs.

Karyl cannot travel now, but I have participated in many of the excursions from Portland, Oregon and have met many wonderful, interesting people on these excursions. We joined the Chapter in 1990.

On the following page we have prepared a brief questionnaire. This is a private survey, we would like to know you and how you became interested in rails and railroading. Perhaps there could be a booklet containing these stories of the various ways we arrived at our present stage in the interest of railroads and railroading. We are a special group.

Karyl and I would appreciate it if you would fill out and return our interest in Rails and Railroading survey. You see from the above how we came to love rails and railroading--we would like to know how you did, too.



Karyl & Orin 1948

Orin and Karyl Knee
735 SW St Clair Ave Apt 1410
Portland, Oregon 97205
(503) 227-7198

RAILROAD/RAIL INTEREST QUESTIONNAIRE

"Along the Tracks"

1. What is your name?

2. When did you join the National Railway Historical Society? _____

3. When did you join the Pacific Northwest Chapter? _____

4. Do other members of your family belong? Name(s)?

5. What are your interests in current or historic rail and railroading: For example; modeling, excursions, steam, trolley, narrow-gage, light rail, old routes, facilities, modern planning, etc.

6. What have been your most exciting or memorable experiences in railroading?

(If you need more room, please attach additional pages)

7. Are there other comments or observations you would like to make regarding this survey? _____

8. Would you approve of your contributions to this survey being summarized in an article in the Trainmaster, provided a draft is sent to you for approval before publishing? Yes _____, No _____.

9. If the above answer is Yes, what is your address and telephone number?

Telephone: (Area code): _____ Number: _____ - _____

COMMITTEE CHAIRS

Activities: Vacant
Meeting Program Coordinator: Vacant
Bylaws: Vacant
Concessions: Marilyn Edgar, 236-7271
Excursions: Irv Ewen, 232-2441
Finance: Vacant
Library & Historical Foundation: Jerry Webb,
298-8163
Membership: Tammy Auburg, (206) 694-7769
Museum: Dave Stimac, 656-9392
Public Relations: Al McCready, 281-2415
Publications: Vacant
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