

America's veterans ought to be members of one or more of the patriotic, service-giving veterans' organizations. All of America's disabled defenders, who are receiving disability compensation, have greatly benefited by their own official voice—the DAV. I consider it a privilege and an honor to belong to the Disabled American Veterans.

### Community Enterprise at Grassroots Builds Portland, Oreg., Zoo Railway

EXTENSION OF REMARKS  
OF

HON. RICHARD L. NEUBERGER

OF OREGON

IN THE SENATE OF THE UNITED STATES

Wednesday, April 15, 1959

Mr. NEUBERGER. Mr. President, many of us in the Federal Government are continually encouraging action at the grassroots level to combat juvenile delinquency, to provide healthful recreation, and to stimulate interest in scientific and technical developments.

All three of these goals have been attained by my home community of Portland, Oreg., in its construction and expansion of the Portland Zoo Railway, which will be the most elaborate and farflung recreation railroad ever built in our land.

The city government, business firms, labor unions, schools, and civic organizations all have cooperated to launch this undertaking. In addition, some 20,000 local people have purchased shares of stock in the enterprise; many of these are children, making an investment for the first time in their lives.

Business Week magazine for March 28, 1959, has published a most comprehensive and thorough description of the history of the Portland Zoo Railway. Furthermore, I myself wrote an article about this extraordinary project for the issue of Railway Progress magazine of January 1958, under the title "Portland Builds a Railroad." The Business Week article is entitled "A Railroad So Popular It Must Expand."

Indeed, expansion has occurred even since the Business Week article was printed. The vast Weyerhaeuser Timber Corp. has agreed to build a fire train for the Portland Zoo Railroad system, which traverses magnificent stands of fir and cedar forests. The Portland Trust Bank has loaned \$20,000 to the Portland Zoological Society for enlargement of the railway, and no security was demanded. Charles Francis Adams, president of the bank, has described the action as welcome because his institution desires loans which are good for the customer, good for the community and good for the bank. A loan to the Zoo Railway is in that category.

The 104th Infantry Division, of the U.S. Army Reserves, has agreed to construct two-thirds of a mile of track for the Zoo Railway at the Oregon Centennial Exhibition and Trade Fairgrounds, for this is a prime feature of our State's 100th year. The commander of the divi-

sion, Brig. Gen. Eugene Cushing, will bring 200 men to tackle the job as a training exercise. General Cushing is arranging for division chaplains to conduct Catholic and Protestant services to be held at the centennial rail track site Sunday, April 19.

Advising and assisting the soldiers in the track laying will be executives of the railroads serving Portland: The Southern Pacific, Northern Pacific, Union Pacific, Great Northern, Spokane, Portland & Seattle Railway, Northern Pacific Terminal Co., and Portland Traction Co. These rail men will be led by John H. Jones, manager of the Northern Pacific Terminal and president of the Portland Zoo Railway.

Assisting also will be members of the Construction and General Laborers' Union, Local 320, and the Brotherhood of Maintenance of Way, AFL-CIO.

Approximately 3,000 crossties have been donated to the Portland Zoo Railway by the Templeton Lumber Co. of Portland, of which Herbert A. Templeton is the president and moving spirit. This was arranged by Bert Thomas, vice president of the Valsetz Lumber Co., a division of the Templeton lumber holdings. They will be loaded in freight cars and hauled without charge to Independence, Oreg. From that point the Portland Zoo Railway will bring them to Portland.

The Oregon Building Congress, a group of contractors, suppliers, labor leaders, architects, engineers, and others interested in the building industry have voted to join with the Portland Zoo Railway in designing and building a 250-foot trestle bridge over a scenic ravine north of the new bear grottoes. This bridge, supported by two large wood arches, will be 40 feet above a series of pools housing waterfowl. The bridge will provide a truly beautiful and spectacular feature of the Portland Zoo Railway route. Completion of the bridge, a part of the Washington Park line, is slated for August 1, 1959.

I have cited all these accomplishments and donations, Mr. President, because they demonstrate what can be attained at the local level by public-spirited people, whether they are in industry and management or in the ranks of trade unions and organized labor.

So that a record may be compiled of the unselfish and altruistic community interest in the Portland Zoo Railway, I ask unanimous consent to have printed in the CONGRESSIONAL RECORD the article published in Business Week of March 28, 1959, on this unique project and my own article published approximately 1 year earlier in the pages of Railway Progress on the same general subject.

There being no objection, the articles were ordered to be printed in the RECORD, as follows:

[From Business Week, Mar. 28, 1959]

#### A RAILROAD SO POPULAR IT MUST EXPAND

From the Aberdeen & Rockfish to the Zug Island Road, it takes 14 columns of fine print to index all the transportation lines whose vital statistics appear in the fat monthly Official Guide of the Railways. Nowhere in the list, though, is the Portland Zoo Railway, despite the fact that in the Portland, Oreg., union station, its emblem enjoys equal prom-

inence with those of the five major railroads serving the city.

The Zooline, a strikingly uncommon carrier that's an exception to almost every contemporary railroad rule, currently traverses half a mile of realistic 30-inch gage track in the new municipal zoo at Portland. More roadbed and rolling stock are soon to come.

#### OPPOSITES

It sounds slightly Lilliputian, yet in its own small way the Zooline represents an achievement to make the harried brass of the class I roads take note.

While most railroads are disconsolately dropping runs or ripping up track altogether, the Zooline is aggressively laying new iron and ordering new equipment, to add to a system that first went into operation only last June.

Against an earnings picture of the most unmitigated gloom on the grownup roads, the Zooline figured 1958 revenues at \$9.70 a mile, though its accounting procedures might not pass muster with an ICC auditor.

While more and more of the rails advertise "freight service only," the Portland Zooline is designed exclusively for the delight of passengers.

#### PITCHING IN

The effort that went into creating Portland's Zoo Railway had all the community participation of an oldtime small town quilting bee, though Portland, at 404,000 population within the city limits alone, is far out of the quilting bee class. Businessmen donated cash and time, industrialists contributed facilities and manpower, and ordinary citizens even doubled as "gandy dancers" to pound spikes and set rails.

The same spirit is continuing as the line expands and as it ties in with next summer's celebration of the Oregon Centennial, the 100th anniversary of statehood.

#### HOW IT BEGAN

At the outset, the railroad was only an incidental feature of the plans for Portland's new zoo, for which the city's voters approved a \$4 million bond issue in May 1954. The new zoo was to replace a cramped, moth-eaten layout, and mainly because the sponsoring Portland Zoological Society included one or two rail buffs, the budget included \$25,000 for a recreational railroad.

From the beginning, perhaps the prime mover has been 53-year-old Edward M. Miller, assistant managing editor of the Oregonian, Portland daily, and a quietly ardent aficionado of the rails.

Miller's first step was to arrange a study of recreational railroads in operation all around the country—from Seattle to Spartanburg, S.C., Sunbury, Pa., and St. Louis. The findings: Most lines were both popular and profitable especially those elaborate enough to appeal to adults as well as children.

#### WIDENING PLANS

This report contributed to the decision that a \$25,000 toy train such as usually featured in zoos just wouldn't do for Portland. Anyway, Miller and cronies felt a bigger layout would be more suitable for the hilly, fir-studded terrain on which the zoo was to be built.

About this time, Miller cautioned the zoo architects that eventually they would be designing the zoo to fit the railroad, rather than vice versa. "They laughed when we first warned them about that," recalls Miller, "but they soon stopped."

#### BABY AEROTRAIN

After a design competition among Portland architects and engineering firms, rail planners selected a proposal from Northwest Marine Iron Works, a maker of sawmill and heavy machinery and heavy marine engines. Northwest Marine's staff included a mechanical engineer, John Flaschner, with experi-

ence in rail equipment manufacturing in his native Hungary. Flaschner worked up drawings for train roughly half the size of an ordinary passenger train, to run on 30-inch-gage track (standard gage: 56½ in.).

The diesel locomotive was a scaled-down version of General Motors' experimental Aerotrains, and it was to trail four passenger cars topped with clear plastic for unobstructed views. Inside, there would be room for 99 adults or 132 children.

To go along with the train, the zoo architects shuffled bear pits and monkey houses to provide room ultimately for 6,460 feet of right-of-way through the grounds, with tunnels, trestles, stations, a shop, and sidings. All told, train and track, the system would cost \$280,000.

#### HELP WANTED

Northwest Marine agreed to build the train at cost, and a Portland fabricator, Hirschberger Sheet Metal Co., went to work making the locomotive and car bodies.

It was an ambitious program, considering that originally only \$25,000 had been allocated for the Zooline. But Miller and Stewart H. Holbrook, Portland author, already had a plan. Forming the Portland Zoo Railway Co., they invited brass of regional railroads to lunch and made their pitch. "Railroads are becoming more and more a legend in the popular mind, less and less a living reality," said Miller. "Why not help us build in Portland a recreational railroad for children which they will never forget?"

Railroad executives are traditionally conservative, but the Portland group was moved by Miller's plea. To work with the Zooline, they tapped Jack H. Jones, manager of Northern Pacific Terminal Co., jointly owned by Northern Pacific, Southern Pacific, and Union Pacific, which runs Portland's passenger station and surrounding yards.

#### MAN OF ACTION

Jones took over as president of the Zoo Railway. At the time, there was doubt whether the initial stretch of track—half a mile with loops at each end, to make a one-half mile—could be finished in time for the proposed opening in June 1958.

The Terminal Co. shops turned out two 30-inch-gage cars for a work train. Miller and Jones found a 30-inch-gage diesel logging engine rusting in the yard of Portland Machinery Co. With a new cab and a coat of red paint, the diesel became "Casey Pioneer" and started hauling the work train.

Then Jones organized "Gandy Dancer Day," with hundreds of Portlanders volunteering to help lay track. The pace still wasn't fast enough; so crews of real-life gandy dancers quietly appeared.

Jones also recruited other railroad brass to the Zooline. Frank Landsburg, an ICC inspector, became safety director—and, thanks to his official Government inspection, brought a big reduction in liability insurance rates. Other volunteer executives flocked to the Zooline from the Southern Pacific, Union Pacific, Northern Pacific, Great Northern, and Spokane, Portland & Seattle.

#### MORE TRACK

No sooner was the Zooliner first in operation than attention turned to an extension through virgin timber along steep slopes, with spectacular views, to the city's Washington Park, which adjoins the new zoo tract. There wasn't any money to pay for it, but the Southern Pacific donated 40 engineering man-days to map a route. Then the Spokane, Portland & Seattle provided a detailed engineering study worth \$5,000. James Yost, Inc., general contractors, volunteered to do the work for just the cost of labor.

To begin meeting Yost's weekly payroll, the Zooline started issuing stock—at \$1 a share, offering as dividend two free rides

when the extension was complete. Bartenders in all of Portland's taverns wore engineers' caps and peddled the stock to patrons; schoolchildren canvassed neighborhoods.

#### FREE BALLAST

The Cinder Hill Co., of Prineville, Oreg., gave 2,500 yards of ballast, which the railroads hauled to Portland free in cars loaded by Prineville and neighboring Redmond children. In return, every youngster in grade schools of the two cities got a free share of Zooline stock.

With all this help the Zooline finished the right-of-way and laid almost 3,700 feet of track on the extension before winter rains halted work.

#### CENTENNIAL TRAIN

The next scheme was a train for the 100-day Oregon Centennial next summer. At the celebration it would bring revenue to the Zooline; later, the rolling stock could be used on the Washington Park route.

For this train, George Burton, a service-repair supervisor in a Portland radio, TV, and music store and a leader of rail-fan groups, is building a replica of a classic old steam locomotive from authentic drawings. Fellow rail buffs are helping in the labor, and all of Portland's foundries are contributing parts. Five cars similar to those on the first Zooliner are under construction at Northwest Marine Iron Works and Hirschberger.

To cope with an expected flood of passengers, the Zooline plans to put still another train on its home track by summer—this one built around the Casey Pioneer work locomotive. Hirschberger is doing the job for \$6,000—"cash when he catches us," says Miller.

#### BONANZA

Miller is still sketchy about where all the money will come from, but he exudes confidence nonetheless—as well he might, from the results of the original Zooliner's first 80 days of operation last summer.

The figures are such as few professional railroaders ever see: in 80 days 107,000 paying passengers and a net profit of \$5.61 per mile on revenues of \$21,339. Even though this doesn't take into account capital costs, depreciation, or all the free services, it still gives the Zooline every reason to believe its passenger business is here to stay.

[From Railway Progress, January 1958]

#### PORTLAND BUILDS A RAILROAD

(By RICHARD L. NEUBERGER)

In his recent autobiography, Bernard M. Baruch, adviser to Presidents, has told how the sight of expresses and fast freights highballing through his native Camden, S.C., invariably instilled in him a youthful desire to be the owner of the Southern Railway.

My own boyhood ambitions followed a more modest scale. Watching Union Pacific, Southern Pacific, and Great Northern Mallets coping with our rugged Oregon mountain grades, I decided that sometime I might qualify to be a brakeman, conductor, or even an engineer.

These yearnings, alas, always remained unrequited. For one reason or another, I never became a railroader. Now, however, there is to be some belated measure of compensation. At the ripe old age of 44, I have been invited to serve on the board of directors of a railroad. Even though it is of only 30-inch gage, the blare of air horns thrills in my ears and the smell of diesel fumes twitches my nostrils. Despite the railroad's projected total length of a mere 2½ miles, I already feel the earth quavering to the rumble of its locomotives. Perhaps the personal satisfaction is so great because this railroad will carry the most precious cargo of all—children.

My home city of Portland, Oreg., where I was born and raised, is undertaking to build and operate the most elaborate and pictur-

esque home-sized railroad yet planned anywhere in the United States. It will be part of a brand-new zoo in the city's fir-mantled hills, so our system is officially known as the Portland Zoo Railway Co.

No railroad, large or small, was ever more of a community project. Leading citizens are raising funds for its completion. Railroad management and labor in the Portland area are contributing both work and materials, as well as general operating wisdom and know-how. Manufacturing firms are producing the motive power and rolling stock at cost. This spontaneous voluntary effort has been necessary because Portland, a city of 400,000 residents, is constructing a zoo rail route far more elaborate than that ever attempted by metropolitan centers with 10 or 12 times Portland's population.

To begin with, the 30-inch gage is no toy. Railway Progress has reported that jungle products of India and Ceylon are hauled on some 2,000 miles of actual operating railroads of this slender width. Furthermore, the 2½ miles of Portland Zoo trackage, while no threat to the Pennsylvania or Santa Fe in length, will actually outdistance the only other two major recreational systems in the country which might be considered its rivals—Disneyland, near Los Angeles, and the Detroit Zoo railroad.

The first stage of the Portland Zoo Railway is now nearing completion. This is 1¼ miles of track looping around the new zoo, plus a sweep to be added through primitive forests of conifer trees and up the ramparts of a wooded canyon. As income is collected at the ticket office, another 1¼ miles will be thrust into the most densely timbered solitudes which stockade the city limits of any community in the United States.

The train penetrating these scenic surroundings will be of substantial proportions. The locomotive, patterned generally after General Motors' Aerotrains, will haul three streamlined coaches and a club car in which soft drinks and ice cream can be served. Each car will have a capacity of 24 adults or 32 children. Length of the entire train will be 112 feet, 9 inches. The 24-foot locomotive will weigh 12,000 pounds and develop 140 horsepower. It will be held by a governor to a maximum speed of 15 miles an hour, because some of the track will go over high viaducts or along the sides of steep ravines. Dead-man controls will bring the train to an automatic stop in the event of sudden emergencies.

Perhaps because children all over the State of Oregon are thrilled with the prospective completion of their railroad, high-priced talent has been put at the disposal of the Portland Zoo Railway Co. on either a volunteer or at-cost basis.

Certain unusual aspects of this extraordinary little railroad have required that the train be built locally. Portland's damp climate, refreshed with rainstorms from the Aleutians, called for cars with glass roofs of the vista-dome variety rather than the open-type coaches in vogue at California's sunny amusement parks. The spectacular but hazardous right-of-way dictated a gage wide enough to eliminate dangerous spills. Interviews with small fry ruled out locomotives which looked like steamers. "We want diesel streamliners," said they and it was evident from their tones that anything less would have an adverse influence upon patronage.

So the zoo train is being constructed in Portland, according to these and other special stipulations. An iron works and a sheet-metal company are combining to handle the job on a nonprofit basis. Cost to the zoo fund will be approximately \$60,000. If the train were manufactured by Northwest Marine Iron Works and Hirschberger Sheet Metal along conventional fiscal lines, the expenditure would amount to at least \$100,000. Locomotive and cars have been designed by a rail enthusiast named John



Flaschner, who fled to America from the tyrants and barbarians invading his native Hungary. In Budapest he had worked as an engineer for a firm building trains for the export market. Rolling stock which took shape on Flaschner's drafting board is still in service on South American and African railroad lines.

With such men as Flaschner placing their talents at the disposal of the little zoo railroad, help began to come from other sources. L. R. Smith, Portland superintendent of the Southern Pacific's extensive operations in Oregon, put one of his regular survey crews to work locating the right of way for the extension through the stately forests surrounding the zoo. This spared the fund of the children's railroad at least \$1,500. A manufacturing firm in distant Los Angeles agreed to fabricate the switch frogs for the entire system without any payment at all, which represented a saving of \$1,000. Bricklayers from the building trades unions put trowel and mortar to thousands of bricks at the zoo while foregoing their wages, and much of the building material was presented as a gift by local suppliers.

Two men have been principally responsible for organizing this kind of participation. One is J. H. (Jack) Jones, manager of the Northern Pacific Terminal Co., who serves as president of the Zoo Railway. The other is Edward M. Miller, assistant managing editor of the Portland Oregonian, the newspaper which recently won a Pulitzer prize for exposing alleged criminal elements in certain labor unions. Miller, one of the mayor's civic appointees to the Portland Zoo Commission, is a zealous railfan who would rather travel by train than via Cinderella's coach-and-four. Before the first bulldozer ever had cleared ground for a bear pit or tiger grotto, he decided that the majestic terrain was ideal for America's finest recreation railway. To make this possible in spite of the limited population and financial resources of the community, Miller had to enlist an immense quantity of volunteer skills and equipment.

The newspaper executive rallied to his cause Jack Jones and other local railroaders by stressing one theme consistently. "Look," Miller would tell them, "fewer people every year have direct contact with railroads, as travel by airplane and private automobile increases. This means railroads are becoming more and more of a legend in the popular mind, less and less a living reality. Yet trains have great dramatic impact on people. Why not help us build in Portland a recreational railroad for children which they will never forget? It not only will have a profound effect in our own State of Oregon, which is an important source of raw materials to be hauled eastward, but its fame will radiate throughout the land. And the children thus thrilled and entertained will some day be the shippers of this country's freight. \* \* \*

"I decided Ed Miller was about 200 percent right," said Jack Jones, "and that's why I agreed to become president of the Zoo Railway. I also decided that, if I were the head of a big system myself, I would endow children's lines in zoos and parks all over the United States, with the colors and emblems of my own particular system very much in evidence. What better way to make an impression on the next generation of Americans?"

As head of the Northern Pacific Terminal Co., Jones would have to feature a chameleon's multiple colors to please all his bosses. The system, which operates 100 miles of track in or near Portland's Union Station, is owned jointly by the Union Pacific, Southern Pacific, and Northern Pacific Railroads. When the Portland Zoo picked up \$4,000 at the Oregon State Fair in Salem with an exhibition, Jones provided one of his railroad-section gang crews to erect and dismantle

the zoo's tents. He also persuaded the Spokane, Portland & Seattle Railway to haul to the fair the first car fabricated for the zoo train.

Another railroad celebrity whom Ed Miller has recruited for the forested zoo system is Stewart H. Holbrook, the noted Oregon author who specializes in books about Americans and American folklore. One of his most heralded volumes, "The Story of American Railroads," has been a persistent seller ever since it was first published in 1946. Holbrook, who will be chairman of the board of the railroad, contemplates an imposing list of officials, ranging from general superintendent to chief of redcaps. These will stem predominantly from the ranks of railway management and labor in Oregon.

Although all of these individuals long ago grew to manhood, they are deriving great nostalgia at present from seeking a name for the zoo train and an official medallion for the zoo railroad. Designer Flaschner favors Bluebird for the domeliner which will swoop through the fir glades. The first medallion featured a jolly elephant in an engineer's visored cap. This drew some frowns from the Democrats on the board of directors, so a frolicking Bengal tiger was substituted instead. "Anyway," rationalized one of the Democrats defensively, "tigers are cousins of cougars, which are indigenous to Oregon, while elephants don't have a solitary kin among the wildlife of our State."

On June 1, 1958, the most lovingly-created zoo train ever to operate in America will make the inaugural pilgrimage over a recreational route without scenic counterpart anywhere in our Nation. Youthful passengers in the club car of the Bluebird will order their first root beers and Eskimo pies. Some lucky youngster will ride the fireman's strategic seat—at an extra cost of \$1 from dad's wallet. Small young faces will dot the glass-enclosed vistadomes as the hillsides and evergreens fleet past.

But the real fun will be enjoyed by all of us adults who watch proudly from the station platform.

### Two Hundredth Anniversary of the Death of George Frederick Handel

#### EXTENSION OF REMARKS OF

**HON. EDWARD P. BOLAND**

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 15, 1959

Mr. BOLAND. Mr. Speaker, German contribution to modern civilization has been great, and innumerable Germans have added immensely to what is commonly called Western civilization. Germans have been particularly outstanding in the sciences, but no less distinguished have they been in the arts, especially in music. And Handel is one of the giants in the world of music.

George Frederick Handel, who died exactly 200 years ago at the ripe age of 74, was the son of a barber-surgeon in Halle, Lower Saxony, who by his unusual talents and through ceaseless industry gained immortal renown as a composer. At the age of 20 he produced his first opera, "Almira," one of a series of great operas culminating in the "Messiah" and "Israel in Egypt" which together have long placed him among the foremost of great composers of his time. Even today he is considered one of the greatest composers of all time.

The celebration of the 200th anniversary of Handel's death evokes many memories, and recalls historic events in German history, but we can hardly forget the importance of current international events connected with Germany. Indeed, the Berlin situation, the even larger issue of German unification, and the matter of strengthening the Western democracies in their fight against Soviet totalitarianism, are issues that the West cannot hope to solve without the wholehearted cooperation of the German people. On this 200th anniversary of Handel's death let us preserve the freedom of West Berlin in a manner demonstrated by President Truman in 1948-49, let us work for a united, free, and democratic Germany, and let us work for closer cooperation among all freedom-loving peoples of Western democracies.

### Steps Toward World Order

#### EXTENSION OF REMARKS OF

**HON. JOHN A. CARROLL**

OF COLORADO

IN THE SENATE OF THE UNITED STATES

Wednesday, April 15, 1959

Mr. CARROLL. Mr. President, I ask unanimous consent to have printed in the CONGRESSIONAL RECORD an address on the subject "Steps Toward World Order," delivered by the senior Senator from Minnesota [Mr. HUMPHREY] before the University of Virginia Law School, at Charlottesville, Va., on March 12, 1959.

There being no objection, the address was ordered to be printed in the RECORD, as follows:

#### STEPS TOWARD WORLD ORDER

(Speech by Senator HUBERT H. HUMPHREY before the University of Virginia Law School, Charlottesville, Va., March 12, 1959)

In these dark times when crisis is piled upon crisis, it is easy to lose heart, to give up hope. The Berlin crisis is bristling with complex and knotty problems. It is perhaps the most serious situation we have faced since V-J Day. The Formosan crisis has quieted down, but has not disappeared. And there is always a crisis of one kind or another in the turbulent Middle East.

With every crisis there are dangers and risks. But there are also opportunities and responsibilities. I have not lost hope for a more enduring peace, and I believe the American people have not lost hope. We must keep hope alive. Genuine hope. Not hope based upon wishful thinking, but tempered with a realistic understanding of the world we live in.

A few months ago I was in Moscow and Berlin. It was an unforgettable experience. I have a firsthand knowledge of some of the vexing problems we face. But I have not surrendered the gift of hope which gives men the courage to press on, the vision to see beyond the encircling gloom a better world.

Genuine hope does not permit us to escape the present into some utopian future of our dreams. Genuine hope helps us to come to grips with the present in the name of the future and out of respect for the values of the past. Evil triumphs when good men fail to act.