



PORTLAND ZOO RAILWAY

A Division of the Portland Zoological Society

"ROUTE of the ZOOLINERS"

PORTLAND ZOOLOGICAL GARDENS, PORTLAND, OREGON

CHAIRMAN OF THE BOARD:
STEWART H. HOLBROOK
(AUTHOR AND HISTORIAN)

PRESIDENT:
JOHN H. (JACK) JONES
(MANAGER, NORTHERN PACIFIC
TERMINAL CO.)

MAIL ADDRESS:
UNION STATION
PORTLAND 9, OREGON

RECEIVED
JUN 15 1934
WILL GIBSON, AUDITOR
CITY OF PORTLAND, ORE.
BY *[Signature]*

Will Gibson, Auditor of City of Portland
City Hall
City of Portland,
Portland, Oregon

Dear Sir:

It gives me great pleasure to invite you to become a member of The Board of Directors of the Portland Zoo Railroad.

At this time we are organizing a Board which, we hope, will become the most distinguished board of directors of any railroad in the world.

I am certain that your assistance in the development of the Portland zoo and Portland Zoo railway is appreciated greatly by the residents of our area. Enclosed is a card testifying your position on the board. I hope you will accept it.

Cordially yours,

[Signature of John H. Jones]
John H. Jones
President

PORTLAND ZOO RAILWAY

World's Most Spectacular Recreation Railroad
Portland Zoological Gardens, Portland, Ore., U.S.A.

CERTIFICATE OF OFFICIAL POSITION:

WILL GIBSON

Honorary Vice- President



W. L. Jones
PRESIDENT

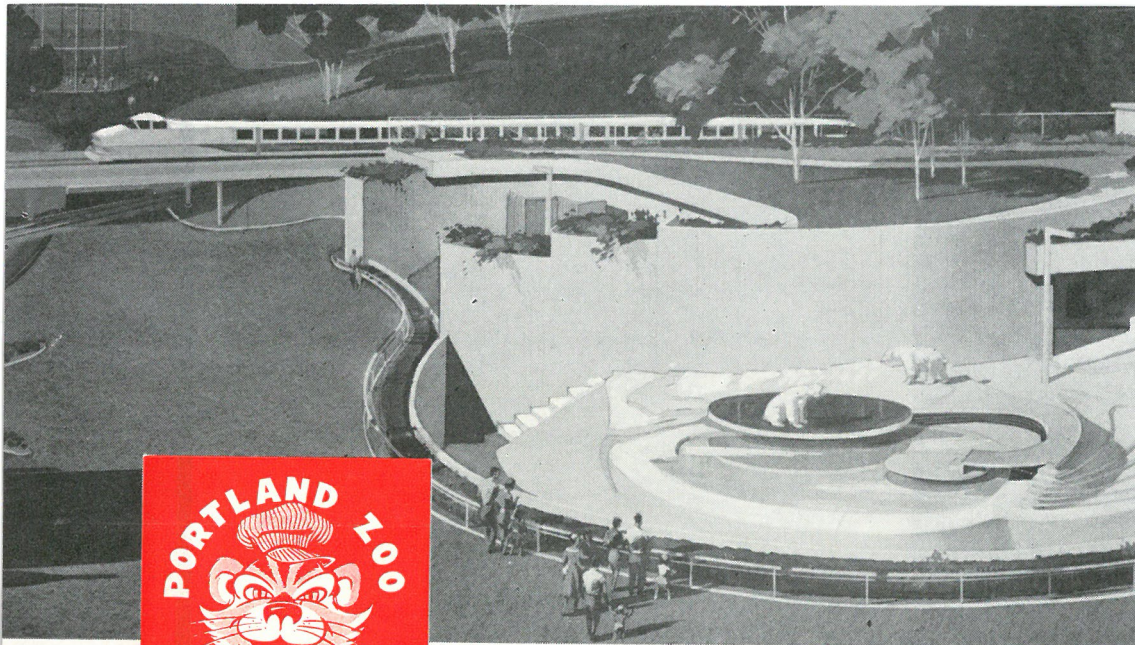
Stewart Hollbrook
CHAIRMAN OF THE BOARD

PORTLAND BUILDS A RAILROAD

by Richard L. Neuberger

Reprinted from **RAILWAY PROGRESS**





PORTLAND BUILDS A RAILROAD

by Richard L. Neuberger

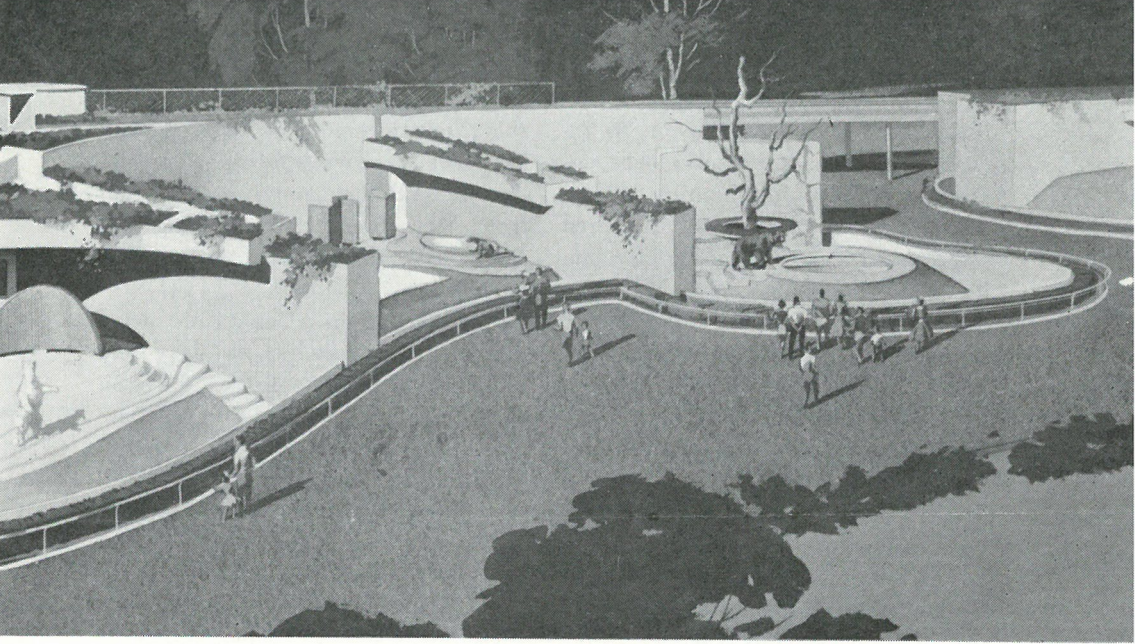
■ IN HIS recent autobiography, Bernard M. Baruch, advisor to Presidents, has told how the sight of expresses and fast freights highballing through his native Camden, S. C., invariably instilled in him a youthful desire to be the owner of the Southern Railway.

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 forty-four, I have been

invited to serve on the board of directors of a railroad. Even though it is of only thirty-inch gauge, the blare of air horns trills in my ears and the smell of diesel fumes twitches my nostrils. Despite the railroad's projected total length of a mere two and a half miles, I already feel the earth quivering 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, Ore., where I was born and raised, is undertaking to build and operate the most elaborate and picturesque 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 Company.



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 ten or twelve times Portland's population.

To begin with, the thirty-inch gauge 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 two and a half miles of Portland Zoo trackage, while no threat to the Pennsylvania or Santa Fe in length, will actually out-distance 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 one and a fourth 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 one and a fourth miles will be thrust into the most densely-timbered solitudes which stockade the city limits of any community in the U. S.

The train penetrating these scenic surroundings will be of substantial proportions. The locomotive, patterned generally after General Motors' Aero-train, 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 twenty-four adults or thirty-two children. Length of the entire train will be 112 feet, nine inches. The twenty-four-foot locomotive will weigh 12,000 pounds and develop 140 horsepower. It will be held by a governor to a maximum speed of fifteen 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 Company 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 rain storms 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 gauge wide enough to eliminate dangerous spills. Interviews with small fry

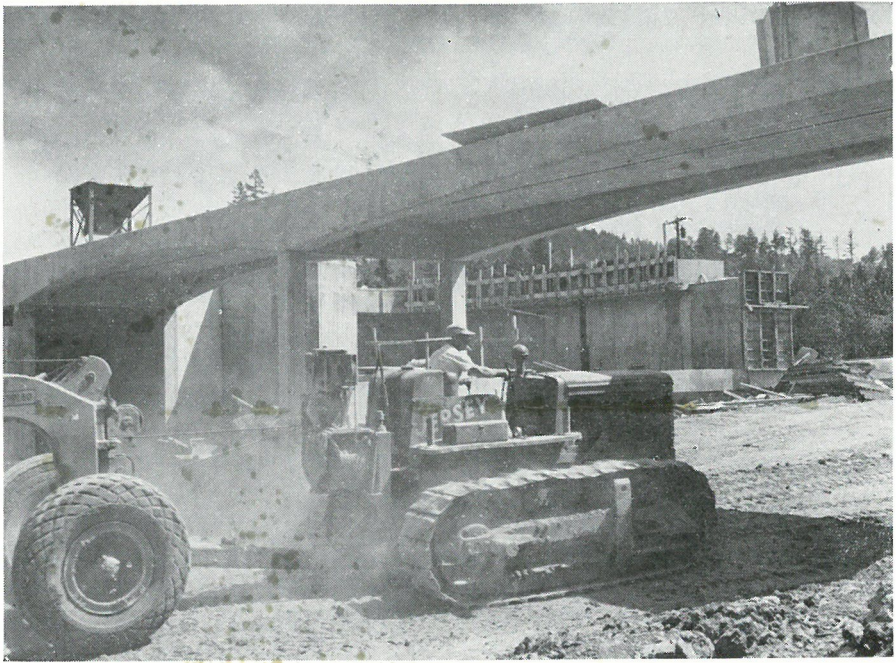
ruled out locomotives which looked like steamers. "We want diesel streamliners," said they and it was evident from their tones that anything less would have an adverse influence upon patronage.

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 non-profit 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 barbar-



ians 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



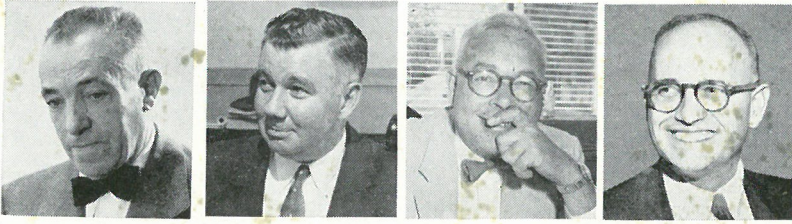
Under construction: one of three viaducts for Portland's half-size railroad

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. Brick layers 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 Company, 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 im-

TOP BRASS OF THE PZR



Portland Zoo Railway officers include (l. to r.) author Stewart Holbrook, chairman; railroader John H. Jones, president; newsman Edward Miller and U. S. Senator Richard Neuberger, board members

mense 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 per cent 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 sys-

tem 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 Company, 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 and 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 Americana 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.

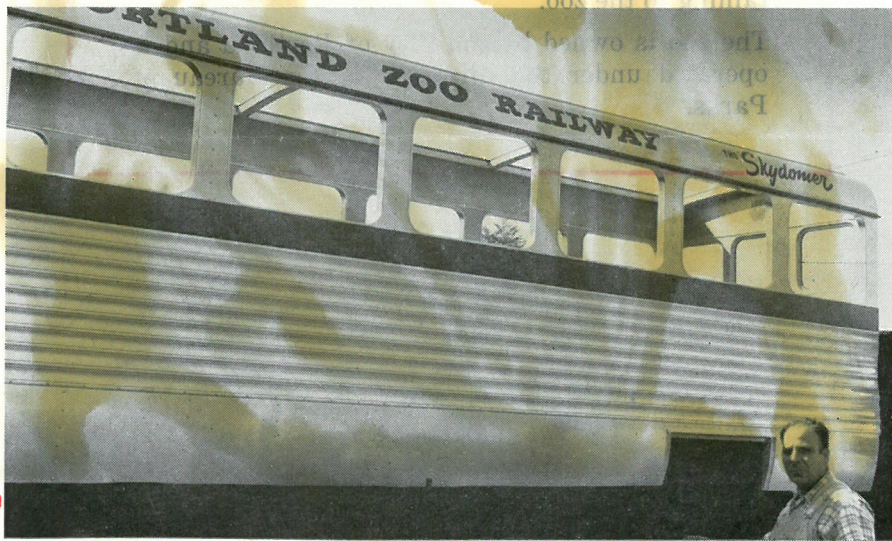
Although all of these individuals long ago grew to manhood, they are deriving great nostalgia at present from seeking a name for the zoo train and an official medallion for the zoo railroad. Designer Flaschner favors "Bluebird" for the domeliner which will swoop through the fir glades. The first medallion 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 vista-domes 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.

Zoo's aluminum-skinned "Skydome" was big hit at 1957 Oregon State Fair



This reprint of Senator Richard Neuberger's article on the Portland Zoo Railroad comes to you from the Portland Zoological Society through the courtesy of RAILWAY PROGRESS.

The Portland Zoological Society is a non-profit civic organization established under State of Oregon charter. The Portland Zoo Railroad Company is a division of the Zoological Society.

The Zoological Society was created for the sole purpose of lending support to the Portland Zoo. The Society works closely with the Portland Zoo Commission which was established by the Portland City Council to advise the Council on matters pertaining to the zoo.

The zoo is owned by the City of Portland and is operated under the direction of the Bureau of Parks.