



pacific northwest chapter

THE TRAINMASTER

JANUARY 1984

Number 257

Portland, Oregon 97209
(503) 226-6747

CHAPTER TIMETABLE OF EVENTS

- 7:30pm January 12 Board Meeting. Held at the Columbia Gorge Model Railroad
Thursday Clubhouse. Meeting open to all members.
- 7:30pm January 13 Special Monthly Business Meeting. At the Union Pacific
Friday Clubhouse.
- 6:30pm January 20 Annual Banquet of the Pacific Northwest Chapter. Held at the
Friday Imperial Hotel in downtown Portland at 400 SW Broadway. Cost
is \$7.95 per person. Advance reservations necessary. Send a
check to JIM WHALEY at 3106 SW Beaverton Highway, Portland,
OR 97201. Deadline is 10 January, Wednesday.
PROGRAM: Color film on Southern Pacific called THIS IS MY PR.
- 7:30pm February 17 Regular monthly meeting of the Pacific Northwest Chapter at
Friday Union Pacific Clubhouse.
- 10am March 3 Annual Swap Meet will be held at the National Guard Armory on
Saturday NE 33rd Avenue (same location as last year). Send questions
and inquiries about the meet to the Chapter's address to the
attention of Terry Parker.
- 7:30pm March 16 Regular monthly meeting of the Pacific Northwest Chapter at
Friday Union Pacific Clubhouse which is located at the intersection
of North Interstate and Russell Streets in Portland.
- Saturdays, noon Each Saturday at Yaw's in Hollywood. Order off the menu.
About 20 to 30 show up. All welcome. Meet in a reserved room.

SUMMARY OF MINUTES - PACIFIC NORTHWEST CHAPTER BUSINESS MEETING - Dec. 16, 1983

The meeting was called to order by Acting President Duane Cramer at 7:55 PM in the Union Pacific Clubhouse.

November Election: Duane Cramer stated that he was in error in announcing that the fifth and sixth place winners in the election for board members at large would assume the two new positions under the new by-laws when adopted. Terry Parker stated that his vote was influenced by the announcement and he wondered if others were so influenced. Walt Grande moved that any reference to the election of a fifth and a sixth director at large be deleted and that the election of four directors at large stand. Seconded by Ben Fredericks. Motion passed on a majority voice vote.

Adoption of New By Laws: Duane Cramer read the provision in the old by laws which states that the Chapter by laws shall be amended by simple majority vote of the membership. He further stated that the vote on adoption of the new by laws would be governed by that provision. Walt Grande moved that the final version of the new by laws as presented in November be adopted. Seconded by Randy Nelson. Motion passed on a majority voice vote. Rich Carlson moved that the new bylaws become effective on January 1, 1984. Seconded by Randy Nelson. Passed on a voice vote.

Railfan's Guide to Oregon: Jeff Asay reported that he has met with Joe Strapac about publication of the guide. Strapac will handle distribution and has proposed publication of 3000 copies. The deadline for material will be the end of January. Action on appropriating money to handle publication was postponed due to a question of funds being available and the requirement in the new by-laws for a budget.

Swap Meet: Terry Parker advised that the 1984 Swap Meet will be on Saturday, March 3 and will again be at the National Guard armory. Sellers will be limited to two tables due to complaints from local hobby shop dealers. The Columbia Gorge Model Railroad Club will handle the finances for the '84 meet. Ads have been sent to the magazines.

PROJECT '84: Ed Inmel reported that the contract has been received from the Southern Pacific. It should be finalized shortly after some minor changes. Dupont has donated paint for the train and FMC has agreed to paint the cars at the lowest possible cost. Equipment for the train has been finalized. The Hyatt Hotel organization has agreed to furnish ten complimentary rooms in cities where they have hotels and has bid on supplying box lunches. A budget for the project has been drawn up and will be presented to the Chapter board. Local Chapters are lined up to sell the segments of the trip. Magazine ads will appear in early February in the railfan magazines. 416 salable seats will be available. One car eastbound and two cars westbound will be reserved for through passengers.

Locomotive 4449: Doyle McCormack reported that the boiler is ready to have the flues put back in. The auxiliary tender in Sacramento looks doubtful and a cab-ahead tender now at the Brooklyn yard will probably be used instead. The matter of a new crew car is up in the air - The owners of known usable cars want plenty for the cars available. March 15th is the present target for firing up the 4449.

The meeting was adjourned at 9:44 PM.

Respectfully submitted,
Chuck Storz, Secretary

Meet Rich Carlson, the new Chapter President

Following the unexpected resignation of Ben Fredericks, who so ably served as president for the past three years, the Chapter's nominating committee replaced Ben's name on the ballot for the 1984 term with that of Rich Carlson. On November 18, Rich was elected as the new president, succeeding Duane Cramer who filled out Ben's unexpired term. While Rich is known to many of the membership, there are many who know little or nothing about him. This article attempts to better acquaint both groups with the man whose full name is RICHARD ALAN CARLSON.

Come February, Rich will have been an Oregon resident for 15 years. He was born in the Chicago suburb of Oak Park, Illinois, and except for three years active duty in the Navy, during which he served in the Korean War in 1952 and 1953 aboard the aircraft carrier USS Oriskany (CVA-34) and later on a minesweeper in the Atlantic, he lived most of his life and received all of his education through college in the state of Illinois.

"I was born and grew up on the far west side of Chicago," he says. "I like to think my interest in trains and transit is due to the fact that within a one-mile radius of my boyhood home there were five different streetcar lines, an "L" line, a trolley bus line, several gasoline-powered bus lines, plus the Chicago & North Western on whose tracks into Chicago ran all of the famous "City" trains of the Union Pacific. Surrounded by such a wealth and variety of trains and transit vehicles, Rich says now that he feels lucky to have lived there when he did. He explains that the automobile was still used primarily for social occasions and vacation trips, not commuting, and public transportation was how most people then did most of their traveling.

"It wasn't anything special at the time. It was accepted as normal," Rich says. On the railroads, steam prevailed, but diesels were moving in, such as on Union Pacific's streamliners. However, he remembers the steam-powered "400's" of the C&NW and the particular Sunday afternoon when his father took him up to the far northwest side of Chicago to see the brand-new Hiawatha roar past at 80 to 90 miles per hour. "All I can recall is a fast-approaching steam locomotive, a thundering streak of orange and silver as a train swept past, dust and debris flying around, and a glimpse of it disappearing in the distance," he recounts. "Still, it left a vivid and lasting impression."

He remembers riding the Chicago Avenue streetcars, heavy red cars that were quite modern. The fare for kids was 3¢, adults, 7¢. For the first thirteen years of his life, streetcars, elevated trains and buses were the extent of his transit and train experience. For five of his teenage years, Rich kept a diary and it shows that his first train ride occurred on the 4th of July, 1942. On this day his family (his parents, his two brothers, his sister and himself) rode from Oak Park to Villa Park on a steam-drawn North Western local. While only a commuter train, it was bigger, heavier, more impressive and a real train. "Until then," he says, "we considered trains to be for the well-off. It took wartime gasoline rationing to get me my first train ride." Later, in the summer of '44, he rode the C&NW "Peninsula 400" up to Stephenson, Michigan, his first long train ride. He recalls there were two German "Afrika Corps" POW's as passengers on the return trip who detrained in Milwaukee. Rich's parents, incidentally, still live in Oak Park, and his older brother, now in California, put himself through college (IIT) by working as a fireman for the Santa Fe in Chicago.

While his fascination with and love for trains goes back a long time, Rich regrets now that he did not take a stronger interest early on. "I feel fortunate to have ridden a lot of trains that are now only fond memories, for example, interurbans such as the Chicago Aurora & Elgin, the Chicago North Shore, including the 'Electroliners', and New York Central's '20th Century Limited,'" he says. "In the late 50's and early 60's I had a job that involved considerable travel out of Chicago, and I got in more train-riding then, including a number of the CB&Q 'Zephyrs', GM&O's 'Abraham Lincoln,' the Santa Fe 'El Capitan' and a round trip in a Pullman of the UP 'City of San Francisco.' I also had a memorable trip on the Pennsylvania 'Broadway Limited' to New York where I traveled first-class with an older rep from the office who concurrently disliked flying and relished living the good life. I just followed his lead from start to finish with drinks and appetizers in the parlor/observation car, the best dinner we could buy in the diner, and somehow after all the brandy et al, finding my way to the bedroom to sleep the rest of the way to Manhattan." Rich also railfanned it around this same time riding a number of CB&Q and B&O steam trip excursions out of Chicago in the late 50's.

Rich actually likes all forms of transportation. He obtained a private pilot's license, making his solo flight in a Piper J-3, and later qualifying in a Cessna 172. But basically his first and continuing love is trains, even though sports cars still retain a hold on him.

While traveling abroad both while in the Navy and later as a civilian, Rich has ridden trains in North Africa, Europe, and Japan. In 1956 he went to Russia as a tourist and rode a steam train from Helsinki, Finland, to Moscow and back. In 1963 and 1970 he rode trains both in Western and Eastern European countries, preferring them to flying as a way to see more, and not unimportantly, to stretch the travel dollar. When he and his family moved to Oregon in 1969 (he has a son, Eric, who is a freshman at Oregon State, and a daughter, Kirsten, a junior at the U of Oregon), it was in a sleeper on the Great Northern's "Empire Builder." He fondly recalls the final breakfast in an SP&S diner alongside the Columbia River. "Best meal and service of the entire trip," he recounts.

Rich received a B.S. in Journalism from Northwestern University (where he took a minor in history) where he studied under a Navy ROTC scholarship that led to his being commissioned as an ensign in the Navy upon graduation. Following his Naval service he started working as an advertising copywriter for Automatic Electric Co. in Chicago. This led to a succession of business/marketing jobs culminating with over seven years at Zenith Radio Corporation as assistant product development manager. Deciding to live in the Pacific Northwest, which he first saw as a midshipman in 1948, Rich took a job with an independent Zenith distributor here in Portland. Rich is frank to call this job a "misfortune." "It brought me here, but it didn't last six months," he says, "and to keep bread on the table, I got back into advertising as an account exec with Cole and Weber."

However, he decided he didn't want to remain in that field and in 1971 was able to obtain admission to the Lewis & Clark Law School as a night student. "The night law school routine is punishing," Rich explains, "and I highly doubt I could make it now. Still, it worked out even though I worked full-time as a partner in an advertising agency while I studied for the four years toward the J.D. degree."

After receiving his law "ticket" Rich stayed in advertising until he was hired

as committee counsel for the Oregon Senate Labor, Business and Consumer Affairs committee in 1977. Later that year he was appointed as assistant Attorney General and has remained with the Department of Justice since that time except for taking a leave of absence in 1979 to go back to his staff position in the legislature. With the DOJ he first worked in McInnville, but has been based in Portland since 1979.

Assigned to the Family Law Section, he does trial work in a nine-county area both for the Family Law Section and for the Motor Vehicles Division.

Rich is a past president and board member of the Oregon Association of Railway Passengers. He was one of the founding members of the recently-disbanded Transportation and Logging Museum and is a new member of the Oregon Electric Railway Historical Society. He currently serves as chairman of Tri-Met's Citizens' Advisory Committee on Vandalism. He has been a stamp collector for over 40 years, enjoys photography (he is a 16mm movie diehard), and likes wildlife and preservation. Says Rich, "I believe one of the reasons I like trains so much is that they are so environmentally non-destructive." While he remained in the U.S. Naval Reserve where he attained the rank of lieutenant commander, he is now in retired status.

His philosophy about his new position? Rich puts it this way: "Groups such as our chapter of the National Railway Historical Society perform a real service to the community and the nation. Our purpose is to both educate people and to preserve the history of railroads and all that goes with that. We combine the freely-volunteered time and diverse talents of our membership and thereby accomplish what only our organization can do. We do this because we enjoy it, and because it is fun, but also because we believe there is real value and worth in what railroads have done and continue to contribute to this country. Our group has lately been quite active with charter excursions and 'railfan' type trips, creating museum exhibits and by engaging in other enterprises that has made people more aware of trains and train travel. We are good at it and we have earned a fine reputation for our competence and professionalism. We want to strive even harder for the excellence that I believe we can attain. Our 'Project 84' -- by far the largest undertaking of the chapter -- is the run of the ex-SP 4449 to New Orleans for the Louisiana World Exposition. It is a real challenge and our reputation rides on it. I am confident we will make it the success we anticipate, and with the help of everyone in the organization and from without, we shall do this and a lot of other great things in 1984."

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LIST OF THE NEW OFFICERS AND DIRECTORS FOR 1984 - so far

- President: RICH CARLSON
- Vice President: JIM WHALEY
- Secretary: CHUCK STOPZ
- Treasurer: LARRY MILLER
- Directors: DUANE CRAMER
- RANDY NELSON
- ALAN VIEWIC
- MARY LOU WEAVER

National Delegate: JOHN HOLLOWAY

(There are two new positions on the Board that were created by adopting the proposed By-Laws and those spots shall be filled as per section 4.04 of the By-Laws.)

NEW BY-LAWS PROVIDE FOR MANY COMMITTEES AND MEMBERS NEEDED FOR COMMITTEES

President Rich Carlson is looking for interested members to sign up for the committee of their choice. There are several committees that need at least five members so there are plenty of spots for distribution. The committees are listed in the by-laws under Article VIII and they include: Finance; Rolling stock; Membership and Hospitality; Excursions; Library; Museum; Publications; and Activities.

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MEMBERSHIP DUES ARE DUE ABOUT NOW

If you did not get a renewal notice handed to you recently or find one in your mail, contact JOHN HOLLOWAY, the National Director to our Chapter.

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NO OFFICIAL ANNOUNCEMENT YET ON THE STEAM TRIP TO NEW ORLEANS

But we all know that there will be a trip so save some time and money for the planned departure for the first week of May. Details cannot be released yet due to the status of the planned event.

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THIS PUBLICATION NEEDS SOME ADVANCE PLANNERS AND PLANNING

With the soon to be set up Publications Committee, the Trainmaster will be controlled by the committee. Currently ALAN VIEWIG is serving as the editor and if things go well, there is a hope that several folks will volunteer to finally produce for publication a major article on rail events of the Northwest. Probably there will be a major emphasis each month to permit several folks to contribute. So for a starter let us plan that in the MARCH issue, with a deadline of 25 February, we will devote several pages to the soon-to-be-removed WILLAMETTE BRIDGE of the Burlington Northern here in Portland up by the St. John's Bridge. (You may be more familiar with that bridge than all of us put-together, so why not plan your article now on what you know about that bridge,)

Additionally there is a service to be performed by listing the needs and desires of our members and readers a bit unlike the personal ads too many of you are now reading. We should list the rail needs of anyone with the ability to admit that the member needs help in finding information or sources.

Since our membership is around 300 we need to have some type of a personal introduction of various members and maybe we can introduce a modified type of gossip column so you can be more familiar with your spouse or fellow member.

As with any project, the more the merrier and if you have any hints or desires to see a more complete "Trainmaster" then drop AL VIEWIG a line at: 430 SW Morrison Suite 217, Portland OR 97204.

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ALL CHAPTER LIBRARY MATERIAL DUE BACK IN FOR INVENTORY IMMEDIATELY

If you have any Chapter materials from Room ONE sitting around, please make an effort to return them immediately so that the library committee can inventory it.

TV SPECIAL ON TRAINS SET FOR FEBRUARY 8

Check your local listings for the educational channel (10 in Portland) for the time for the showing of LOVE THOSE TRAINS on public broadcasting. This is a product of National Geographic.

LEE JACKSON STILL WORKING ON HELL GATE BRIDGE PROJECT

In case you happen to have a nice photo of the Hell Gate or even some faded old engineering drawings, give LEE JACKSON a call to see if he can profit from your collection. For a while now he has been collecting info on the bridge and still could use more. Phone 774-3802. Home: 5825 SE Lambert, Portland OR.

1984 NEW ORLEANS EXCURSION POSTCARDS

The Concessions Committee would like to ask the assistance of the membership in obtaining pictures for a packet of postcards to be sold on the New Orleans trip.

They would like PRINTS or SLIDES of 4449 in Daylight colors. Pictures of 4449 pulling a train should not include either non-Daylight painted cars nor diesel helpers.

Four photos will be selected for use and will include a still shot, a nite shot, and two running shots. Entries should be labeled with the owners name and address and will be returned. A maximum of four entries will be accepted per person. Photo credits will be given on each card and you might be able to also reserve your copyright if necessary.

So if you have pictures that you feel are post card quality, contact LARRY HODSON at (H) 629-9809 or at (W) 641-4676.

MORE ON 4449 CONCESSIONS AND YOUR CHANCE TO HELP

In addition to souvenir items sold on the excursion to New Orleans, some will be sold by the Chapter thru mail-order. Ads have been placed in Model Railroader, Trains, and Pacific News to promote the Bachmann model, the Daylight jersey, belt buckle, cap, and pin. Sales of these items will be in conjunction with the excursion.

We will need volunteers to handle incoming orders and to package souvenirs for shipment. If you are interested please contact RICH CARLSON or LAPPY HODSON.

WHO IS GLADYS HERDMAN AND WHY DID THEY SAY ALL THOSE THINGS ABOUT HER

MONTHLY SLIDE CONTEST PROPOSED FOR NEWSREEL PART OF PROGRAM

Each member is allowed to enter 6 slides permonth in the Newsreel portion of the monthly program. It has been suggested that the best slide of the nite be recognized and then at the annual banquet, the best of those slides will be judged for the Best Slide of the Year. Details to follow. Comments welcome.

AMERICAN LOCOMOTIVE BUILDERS : A book review by Bob Slover

A SHORT HISTORY OF AMERICAN LOCOMOTIVE BUILDERS IN THE STEAM ERA.

By John H. White; 1st ed, copyright 1982 by the author; published by Bass, Inc., Washington DC; \$9.95 plus \$2 handling from the publisher.

Mention American steam locomotive builders and the names Lima, Alco, and Baldwin come to mind. These major builders have been covered to some extent by other authors. American Locomotive Builders identifies and provides a short history of the less well known builders.

The 116 page softbound book is divided into two sections. The first 22 pages describe the evolution of the industry and its product, and the impact of political and economic conditions. The key players and their activities are also discussed. This section provides a framework in which to view the individual firms.

An encyclopedia-style abstract of the firms makes up the second section. A page or two is used to outline each of the major builders, but there are other firms for which only one sentence is needed to cover the available information. Some of these produced the most unusual locomotives.

The majority of listings fall somewhere inbetween, giving basic detail about the companies that decided to build locomotives. This seems to include every under-employed foundry or machine shop in the country. However there were companies that concentrated on locomotive building and produced well designed machines. A few of the firms still exist in some form. The author also describes the change in key personnel, allowing the reader to follow individuals from one company to another. Frequently these changes were to or from railroad shops.

The easily read text is enhanced by drawings, photographs, and advertisements which are clear and sharp. For those who want more information, Mr. White provides a bibliography and in some cases includes a reference in the listing for individual firms. American Locomotive Builders is meant as an interim report to preserve the information that exists now, with a hint of a future in-depth effort. This reviewer looks forward to seeing what develops.

Available from : Bass Books, 1435 "S" St, NW, Washington DC 20009 for \$11.95.

Reviewed by BOB SLOVER

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QUICK AND UNBIASED NOTE ON EDITOR AL VIEWIC

Since I do not know many of you by name or sight, I assume you also are unlikely to know who I am. Currently I am self employed as an attorney, so if you want to chat by phone, late in the afternoon is the safest time to reach me. My phone number recently changed to 228-8655. Any hints or gossip that you care to share can be processed by phone. Mail comes to me at 430 SW Morrison #217, Portland 97204. I shall try to get this ready for assembly around the 25th of each month so if you have something you want to share, try to get it to me then or give me a call so I know it is coming. As an aside, I have several hundred photo magazines that must be cleared from my office, so if you are in the mood to thru some quite old and some very new magazines for free, give me a call. As you will quickly note, proof-readers are born and not made, and I might not be one of them. All errors should be reported tho. Keep in touch.

During May and June, the Pacific Northwest Chapter will be operating the ex-Southern Pacific Daylight engine #4449 on a passenger excursion train between Portland and New Orleans. The train has been named THE LOUISIANA WORLD'S FAIR DAYLIGHT and will be a 13 car train painted in the famous orange and red colors of the original Daylight trains. The daily schedule has been set and all ticket information will be found in the March issues of TRAINS, PASSENGER TRAIN JOURNAL, RAILFAN and PACIFIC NEWS.

SCHEDULE OF THE LOUISIANA WORLD'S FAIR DAYLIGHT

DAY NO	DAY	ACTIVITY	MILES	DATE
EASTBOUND TRIP				
1	SAT	LV. PORTLAND		5/5/84
		AR. KLAMATH FALLS	319	
2	SUN	LV. KLAMATH FALLS		5/6/
		AR. SACRAMENTO	332	
3	MON	SACRAMENTO DISPLAY		5/7
4	TUE	LV. SACRAMENTO		5/8
		AR. SAN FRANCISCO	170	
5	WED	SAN FRANCISCO DISPLAY		5/9
6	THR	SAN FRANCISCO DISPLAY		5/10
7	FRI	LV. SAN FRANCISCO		5/11
		AR. FRESNO	298	
8	SAT	LV. FRESNO		5/12
		AR. LOS ANGELES	270	
9	SUN	LOS ANGELES DISPLAY		5/13
10	MON	LOS ANGELES DISPLAY		5/14
11	TUE	LV. LOS ANGELES		5/15
		AR. YUMA	251	
12	WED	LV. YUMA		5/16
		AR. PHOENIX	174	
13	THR	PHOENIX DISPLAY		5/17
14	FRI	LV. PHOENIX		5/18
		AR. TUCSON	121	
15	SAT	LV. TUCSON		5/19
		AR. EL PASO	313	
16	SUN	EL PASO DISPLAY		5/20
17	MON	LV. EL PASO		5/21
		AR. ALPINE	219	
18	TUE	LV. ALPINE		5/22
		AR. SAN ANTONIO	386	
19	WED	SAN ANTONIO DISPLAY		5/23
20	THR	LV. SAN ANTONIO		5/24
		AR. HOUSTON	211	
21	FRI	HOUSTON DISPLAY		5/25
22	SAT	HOUSTON DISPLAY		5/26
23	SUN	LV. HOUSTON		5/27
		AR. DALLAS	260	
24	MON	DALLAS DISPLAY		5/28

(continued next page)

25	TUE	DALLAS DISPLAY		5/29
26	WED	DALLAS DISPLAY		5/30
27	THR	LV. DALLAS		5/31
		AR. HOUSTON	260	
28	FRI	LV. HOUSTON		6/01
		AR. LAFAYETTE	219	
29	SAT	LV. LAFAYETTE		6/02
		AR. NEW ORLEANS	140	

WESTBOUND TRIP

1	SAT	LV. NEW ORLEANS		6/09
		AR. HOUSTON	364	
2	SUN	LV. HOUSTON		6/10
		SAN ANTONIO	211	
3	MON	LV. SAN ANTONIO		6/11
		AR. ALPINE	386	
4	TUE	LV. ALPINE		6/12
		AR. EL PASO	219	
5	WED	EL PASO REST		6/13
6	THR	LV. EL PASO		6/14
		AR. TUCSON	309	
7	FRI	LV. TUCSON		6/15
		AR. PHOENIX	121	
8	SAT	LV. PHOENIX		6/16
		AR. YUMA	174	
9	SUN	LV. YUMA		6/17
		AR. LOS ANGELES	251	
10	MON	LOS ANGELES REST		6/18
11	TUE	LV. LOS ANGELES		6/19
		AR. SAN LUIS OBISPO	222	
12	WED	LV. SAN LUIS OBISPO		6/20
		AR. SAN FRANCISCO	248	
13	THR	LV. SAN FRANCISCO		6/21
		AR. SACRAMENTO	170	
14	FRI	SACRAMENTO REST		6/22
15	SAT	LV. SACRAMENTO		6/23
		AR. KLAMATH FALLS	332	
16	SUN	LV. KLAMATH FALLS		6/24
		AR. PORTLAND	319	

A more detailed time schedule will be published in a later issue of the TRAINMASTER. Tickets are limited and all seats will be sold on a first-come, first-served basis. The Pacific Northwest Chapter is selling tickets ONLY for the Portland to Sacramento segment. Please do not write the chapter for other ticket information since it will just delay your reply since it will be forwarded to the correct co-sponsoring organization.