



pacific northwest chapter

THE TRAINMASTER

J U N E 1 9 8 4

N u m b e r 2 6 2

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CHAPTER TIMETABLE OF EVENTS

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|--------|-----------|---------|--|
| 7:30pm | FRIDAY | June 15 | Monthly business meeting at the Union Pacific Clubhouse at the intersection of North Russell and North Interstate in Portland.

Program involves a railroad movie and the NEWSREEL which incorporates members' slides. Each member may show up to six recent railroad slides. Please check in with JIM WHALEY to see how to get your slides loaded correctly in the projector. |
| 5pm | SUNDAY | June 24 | Return of the 4449 at Union Station. Come on down to the station to see our beautiful train come in under steam. |
| Noon | SATURDAY | July 14 | PICNIC at the Glenwood Trolley Park. |
| Noon | SATURDAYS | every | Regular weekly lunch at Yaws of Hollywood. We meet in the back in a private room, order off the menu, and pay our own way. Usually 20 to 30 gossip for a hour or so. Come on down. |

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - MAY 18, 1984

The meeting was called to order by President Rich Carlson at 7:43 PM in the Union Pacific Clubhouse.

Project '84: President Rich Carlson commented on the status of the project. Things are generally going very well. There have been some delays enroute due to routine lubrication on the locomotive. The first serious problem occurred last Friday when the auxiliary tender developed a hot box near San Jose. The tender had to be set out but was rapidly repaired by the Southern Pacific and caught up with the train in Los Angeles. A piston valve was repaired in San Francisco. Today the train is going from Phoenix to Tuscon. The Los Angeles to Phoenix segment was only about half sold out. Ed Immel working hard on P.R. to boost ticket sales. Souvenir sales are running about double what was expected. Air conditioning in the cars was a problem at least as far as Los Angeles.

Portland Terminal RR Alco Switchers: Jim Whaley had nothing new to report. He has heard that the Portland Terminal RR Alcos have been sold to Chrome Crankshaft. but he's been unable to verify this. The City of Prineville Alco S-1 has been sold.

La Grande Railroad Celebration: President Rich Carlson reported that he has received a letter from Dr. Grover of La Grande requesting help with a railroad celebration to be held in August. Rich suggested that the Chapter should attempt to help the La Grande community with the celebration to build its reputation.

Chapter Picnic: Jim Whaley reported that the Activities Committee has decided to have the Chapter's annual picnic at The Trolley Park on July 14 or 21. Further information will be published in the June issue of The Trainmaster. Having the picnic at The Trolley Park will give Chapter members an opportunity to look at the Chapter equipment stored there.

Project '84: President Rich Carlson announced that volunteers are needed tomorrow to tidy up the Southern Pacific Roundhouse. Kerrigan Gray will be in charge.

Souvenir Sales: Rich Carlson announced that a selection of Project '84 souvenirs will be available for purchase at tonight's meeting. Souvenir sales on the train are going very well. Complete sets of cachet envelopes are available.

President Rich Carlson announced that the June meeting will be on the 15th at the Union Pacific Clubhouse.

Respectfully submitted,
Chuck Storz, Secretary

SP&S HISTORICAL SOCIETY MEETS:

The Spokane, Portland & Seattle Ry. Historical Society and Special Interest Group held its first convention in Vancouver, WA June 1-3. Activities included exhibits, a Vancouver yard tour, showing of slides and movies and a banquet. About 35 members attended. Anyone interested in membership should write to Dick Nedrow, 5709 Harlow Dr., Bremerton, WA 98312.

A QUICK EDITORIAL

There were a few responses to the financial comments that appeared in recent issues of The Trainmaster and probably now is as good a time as any for this matter to come to a head. Over the past few months there have been several major projects undertaken by the Chapter and some have involved expenditures that we as a Chapter never heard of before. Maybe the membership should have paid more attention or maybe the members should have asked for a more complete accounting prior to the current projects, but no matter, the time we are talking about is now and just how much we should be told.

As the editor and as a member of the Board of Directors, I have different concerns now than I did a year ago. If the financial matters were left up to me, I would run a list each month in the Trainmaster of every check paid out. Also I would have a list of all income that month. I have met with great resistance in trying to publish financial data and as a result I could not begin to ever run such a list of outgoing checks and incoming monies without the assistance of the officers. What should we tell the membership?

How the matter of money has drawn some responses. Truthfully, not one person came up to me after the list of salaries appeared and complained about the publication of the salaries. It appears that some have gone to other officers and have complained. What we need now is some hint from the membership as to the direction that the Trainmaster should follow in future reporting of financial matters.

If you believe the Trainmaster should not report any financial matters of the Chapter, please let the Chairman of the Publications Committee know.

If you believe that the Trainmaster should report to the members the financial matters of the Chapter, please let the Chairman of the Publications Committee know.

If you have an opinion as to the proper role of the Trainmaster in releasing economic information to the members, please let the Chairman of the Publications Committee know.

AL McCREADY was appointed the Chairman of the Publications Committee and any complaints or suggestions about any of the Chapter publications should be directed to him. Phone: 281-2415.

How as to the planned production of the summer issues of the Trainmaster, there is still the plan to publish each month. We shall hold monthly business meetings on the Third Friday and hopefully the Trainmaster will arrive a bit before that day to remind you of our monthly meetings.

This issue has been made a bit difficult to produce due to the failure of modern medicine to be able to control pneumonia. Recently I was hospitalized for a current episode of coughing. Sadly all that time in the hospital did not produce an immediate recovery and too much time has been devoted to 'taking it easy and drinking plenty of liquids' and the like, to the point that the Trainmaster never did get produced.

-- AL VIEBIG --

SPECIAL THANK FOR ALL WHO HELPED FINISH THE 3300

Sadly too many folks helped out with the rebuilding of the 3300 car and so many devoted their talents and time, but in the end we neglected to keep a decent record as to who they were. The work performed by the volunteers was outstanding and very professional. Especially overlooked in our earlier list of thank-yous was new member **ROBERT BERNARD** who copied the old SP&S plans and built all of the new Boarding Steps for the train. In addition he did extensive carpentry work on the 3300 in creating the bedroom and shower.

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NEED TO ASSEMBLE SCRAP BOOK OF PUBLISHED COMMENTS ON 4449

If you would be so kind to assemble whatever clippings you have on the trip of the 4449 and bring them to the next meeting, someone from the publications committee will attempt to compile a bibliography on where we appeared in print and with luck we will get that published. Maybe we will be able to get some extra copies of some of the published stories on our trip and distribute them.

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SP4449 AND THE "DAYLIGHT" STOP BY ENROUTE EAST

(cribbed from OBSERVATION PLATFORM, JUNE 1984)

Saturday May 12th saw a great surge of camera equipped humans to trackside as SP 4449 returned to Southern California enroute to the New Orleans Worlds Fair and pulling a full consist of "Daylight" colored cars. Terhachapi had photographers posed on every possible photo spot - any many supposedly impossible. 4449 was assisted by 2 husky diesels also in color over the "Loop" which cut out at Mojave.

The steam engines "soft underbelly" was shown in detail when the auxiliary tender developed an old time "hot box" on the San Francisco-Fresno leg and had to be cut out after a considerable delay. After picking up water at Bakersfield 4449 was only able to "work" on the heavier grades in order to stretch its supply to Terhachapi. The several cooperating Local Fire Departments along the way supplied water but a couple of 2.5' hose lines made slow work of it compared to the gushing cascade that poured out of the old time gravity water tanks at trackside that are long since removed.

The Highway Patrol's practice of having a patrol car pace the engine on roads paralleling the track largely eliminated that deadly practice of trying to leapfrog the train as was done when 4449 brought the Freedom Train here.

SP 4449 and her train are a sight to behold and we extend our thanks to all those who made her visit possible - meanwhile we will try to resupply our film box for her return on Sunday afternoon June 17th. She is due to return north via the Coast departing Tuesday June 19th at 8:30am arriving SLO about 4pm.

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X4449 OBSERVATIONS

(cribbed from DESERT RAILS MAY 1984 edition)

The 4449 trip on Friday May 18th from Phoenix to Tucson was a booming success. The sellout crowd was a pleasure to work with from a car host's viewpoint and the photo runby was the highlight of the trip. Thank you

On the evening of May 16th you're editor, secretary, and her family caught their first glimpse of the train at Union Station. The Daylight Train with its high gloss paint scheme of red, orange, and black stood out like a picture from the past. While standing around admiring the beauty of 4449 we initiated a conversation with the fireman on duty who promptly invited us for a guided tour of the locomotive cab which we definitely could not refuse. This fine gentleman while keeping steam pressure up, proudly explained the various purposes of all the valves and pressure gauges and helped to entertain us for nearly 20 minutes.

The following evening a Car Host Orientation Meeting was held in the round rear observation car, "Appekunny Mountain", formerly Gil Empire Builder, built in 1951. This car was the public relations showpiece for the sponsors of the train

and the World's Fair

Now, the trip! May 18th started very early in the morning, about 5:30AM and all car hosts arrived at Union Station about 6:45 to prepare the train and depot for our 8:30 departure. The train was loaded very smoothly and departed exactly on time. It was a pleasure to see school children lined up at trackside along the route to Tucson. The two lounge cars gave the passengers ample opportunity to partake of soda, booze, and some bun on the run, as well as enjoying the varying scenes of the Arizona desert and to purchase Daylight railroading. The photo runby location was a deep dark secret as only two non-riders were on the scene. The engine crew followed our instructions to a T and the photographers got some great pictures. From Picacho Peak to downtown Tucson the 4-8-4 stretched her legs and intimidated all the freight trains on her way in, arriving at the old El Paso Southwestern Depot on time. We walked to a nearby restaurant for lunch, got our special Post Office cancellations and returned by chartered bus. OK folks, if you missed this one some seats are still available on the June 15th trip from Tucson to Phoenix.

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NHS MEMBERSHIP STATS

As of 20 April, 1984, the National Railway Historical Society had a total of 10,024 regular members in 136 chapters. The top seventeen chapters in terms of numbers of members are as follows: (1) Washington DC, 354, (2) Pacific Northwest, 294, (3) Philadelphia, 292, (4) Mohawk & Hudson, 250, (5) Intermountain, 248, (6) Baltimore, 217, (7) Atlanta, 208, (8) Lancaster, 196, (9) Old Dominion, 195, (10) Cincinnati, 164, (11) Blue Water, 161, (12) Ontario & Western, 150, (13) Central NY, 149, (14) West Jersey, 146, (15) Buffalo, 142, (16) Lehigh Valley, 137, and (17) Wisconsin, 135.

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PNWC

NRHS

JULY 14

PICNIC

&
PIG

ROAST

NOON - 6pm

AT THE GLENWOOD TROLLEY PARK

ADMISSION TO PARK IS \$2 PER PERSON
BRING YOUR OWN FOOD, SNACKS & DRINKS
CHAPTER WILL PROVIDE SOME PORK SANDWICHES