



pacific northwest chapter

THE TRAINMASTER

FEBRUARY 1985

Number 270

ALAN VIEWIG - Editor
812 SW Washington #910, Portland OR 97205
Phone: 503 - 228 - 8655

PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY, INC.
Room 1, Union Station, Portland OR 97209
Phone: 503 - 226 - 6747

CHAPTER TIMETABLE OF EVENTS

7 Feb 85	Thursday	7:30pm	February Board Meeting at Columbia Gorge Model Railroad Clubhouse. All welcome.
9 Feb 85	Saturday	4 pm	4449 Party at Marilyn & Don Rhem's.
15 Feb 85	Friday	7:30pm	February Business Meeting @ Union Pacific RR Clubhouse @ N Interstate & N Russell. Bring up to six recent slides of RRs for newsreel. Movie will be the program. Some food snacks provided by last month's cash.
2 Mar 85	Saturday	10 am	7th Annual Swap Meet @ NE 33 Armory
9 Mar 85	Thursday	7:30pm	March Board Meeting @ Columbia Gorge Model Railroad Clubhouse. All welcome.
15 Mar 85	Friday	7:30pm	March Business Meeting @ Union Pacific RR Clubhouse @ N Interstate & N Russell

WATCH FOR ANNOUNCEMENT OF TWO RAIL TRIPS ONE DAY EACH UP & BACK TO MADRAS
EACH & EVERY SATURDAY INFORMAL LUNCH @ YAW'S IN HOLLYWOOD IN BACK ROOM

MAYBE NEXT MONTH WE WILL HAVE COMMITTEE MEETINGS TO ANNOUNCE TO ALL

1985 ELECTION RESULTS FOR CURRENT OFFICERS

<u>Position</u>	<u>Name</u>	<u>Number of votes</u>
PRESIDENT	Richard Carlson	75
	Doyle McCormack	30
VICE PRESIDENT	MaryLou Weaver	53
	Jim Whaley	51
TREASURER	Vija Keeler	53
	Roger Phillips	49
SECRETARY	Chuck Storz	86
	Irv Ewen	18
NATIONAL DIRECTOR	John Holloway	59
	Terry Parker	45
3 YEAR DIRECTOR (elect two)	Jack Pfeiffer	70
	Al McCready	64
	Doug Auburg	48
	Dale Hammersly	8
2 YEAR DIRECTOR (elect two)	Fred Dorset	59
	Al Viewig	56
	Carl Roderbaugh	40
	Ray Meyer	32
1 YEAR DIRECTOR (elect two)	Randy Nelson	48
	Bob Slover	45
	Pat Tracy	45
	Ed Immel	37
	Pete Dorland	20

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DUES NOW REQUIRED FOR YOU TO KEEP IN GOOD WITH NATIONAL

\$20 is what we are charging this year for individual memberships. If you have "forgotten" to keep us in mind when you paid out your other bills, you may be left behind with National's roll call of sorts. You must be paid up during February for your National membership to remain active.

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NEW MEMBERSHIP APPLICATIONS IN BABY BLUE AND SUPERCEDE ALL OTHERS

All other colors of applications to either the National or to us are OUT. Like an outdated timetable, it ain't gonna do you much good if you rely on it anymore. The best suggestion is to corner Connie McCready and get your new member's John Hancock on the baby blue form.

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The President's Page by Rich Carlson

Further good news regarding our "Union Station/Go By Train" neon sign project is that the parent railroads (Burlington Northern, Southern Pacific and Union Pacific) of Portland Terminal Railroad Company have all given their approval. With Amtrak committed to pay the utility bill, we now have permission to launch the fund-raising drive in cooperation with the Oregon Association of Railway Passengers.

Sample cloisonné lapel pins depicting the clock tower indicated further refinement was needed. We want them 'right,' so when we are satisfied we'll place the order. If the enthusiasm for the project I have already detected is any indication, we should be able to easily meet our goal. Railfans, historic preservationists, neon sign aficionados, and people who just plain like the city and its buildings will all lend their support. If the drive raises more funds than are needed for the signs, I am hopeful that, with the railroads' blessing, we might be allowed to restore and improve other things inside the station to place it in an historically and architecturally true status. Unlike so many other railroad stations in nearby cities, Union Station has survived in remarkably good condition. On Valentine's Day, it celebrates its 89th birthday, and this designated historic landmark in Portland deserves the help and protection we want to give it.

With the above good news comes the bad: our Light Rail 'fantrip' scheduled for Feb. 2 is cancelled. Problems found in the test vehicle made it necessary for Tri-Met to reluctantly scrub all the groups scheduled for rides in the same week as our trip. Look for a new date sometime in March. To express their apologies, however, Tri-Met has offered us free space in their bus fleet for 200 carcards for one month to help promote our neon sign project. That is a most welcome gift and we intend to take full advantage of the offer. As a headline we're thinking of something like, "See the Neon Be On! - Portland's 'Union Station-Go By Train' Signs."

We were also sorry to hear from Union Pacific that they cannot accommodate us on a 50th Anniversary train to commemorate the "City of Portland" streamliner. Apparently the merger of UP with Missouri Pacific and Western Pacific has led to even greater demands for the limited amount of passenger equipment available. I am advised that the request was given serious and full consideration.

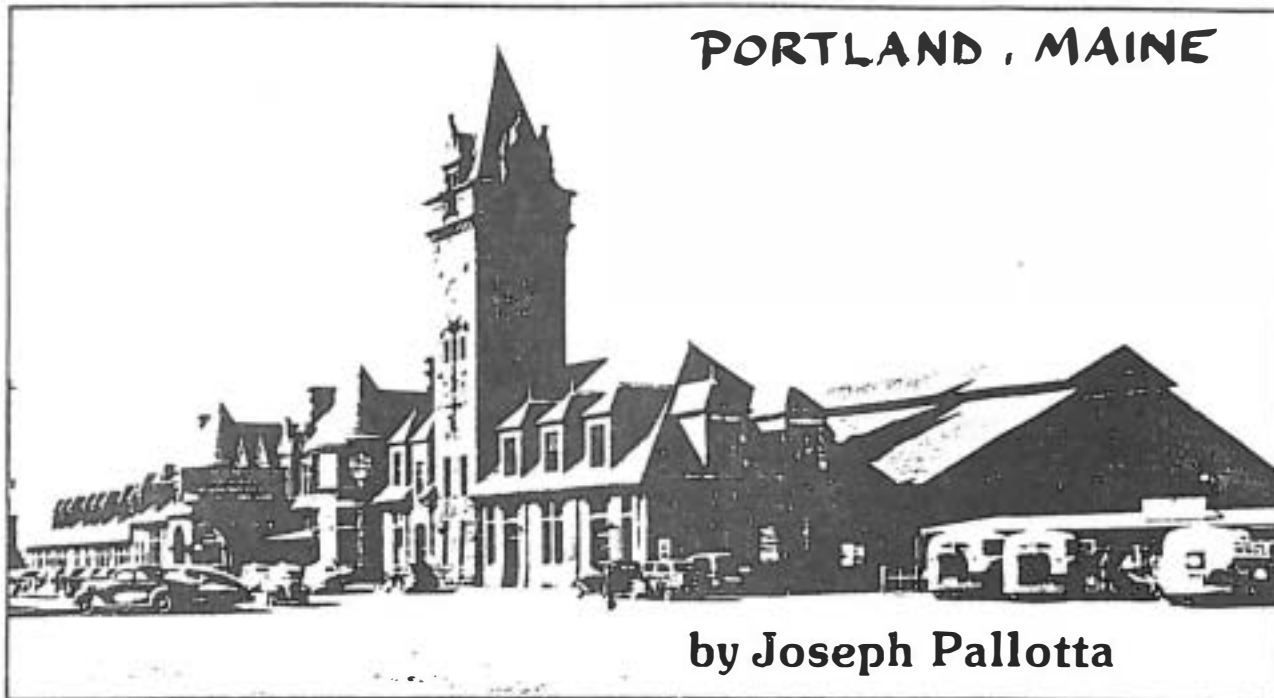
Thankfully our request to Amtrak to run two back-to-back one-day trips via BN trackage from Portland to Madras and return met with better success. The "Deschutes River Rail Excursion(s)" will operate on Sat., May 11 and Sun., May 12, with an 8 a.m. departure and a return 14 hours later at 10 p.m. The roundtrip is 422 miles. By the way, if you wish to be a Car Host on some future chapter excursion, be sure to sign up at the February Business Meeting. The staffing of car hosts is now on a rotational basis, thanks to the Excursion Committee's good work, and you need to be on the list if you want to so participate!

EXPO 86, the 1986 World Exposition in Vancouver, British Columbia, Canada, will run from May 2 through October 13, 1986. The theme of the fair is "World in Motion/World in Touch" --transportation and communications. A major event at the exposition will be "STEAMEXPO," to run ten days from Fri., May 23 through Sun., June 1, and I have been advised that the Oregon EXPO 86 Special Events Subcommittee is planning to include 4449 as part of Oregon's participation at that time. Current thinking is to have the train originate at Eugene, and possibly further south. Many details remain to be decided, but it's a certainty that Oregon will have a special train as its iron ambassador!

Final good news is that the 1985 Convention of the American Association of Private Railroad Car Owners will be in Portland. At the 1984 convention in Washington, D.C., 41 private cars attended, so if it's anything like that, it will be a rare and interesting sight up at Union Station from Thurs., Oct. 3 through Sat., Oct. 5!

In closing, congratulations again to Walt Grande, winner this year of the Jack M. Holst Award. He joins the select group of Chuck Storz, Irv Ewen and Ed Immel.

UNION STATION REMEMBERED



A Pictorial History of Portland's Union Station and its trains from 1887 to 1961.

Over 190 different photos 173 pages, 8½ by 11. This book brings Union Station
alive again. \$19.95 -

Send order to: J and C Books
P. O. Box 1738
Scarborough, Maine 04074-1738

Surprise your friends by having this great history of Portland's Union Station on your coffee table. Since far too many would complain if we called that city in Maine our sister city, let it go as a tribute to our "sibling" city.

Maybe we can learn from how Portland MAINE treated its majestic station.

Maybe Joe Pallotta will vacation out here some summer and author a book about our station.

AMERICAN ASSOCIATION OF PRIVATE RAILROAD CAR OWNERS, INC.

THE BLOCK SIGNAL

January 9, 1985

TO: Active and Associate Members
AAPRCO

Amtrak has now given us dates for the truck school at Beech Grove. The first session will be held March 14 and 15 and the second May 2 and 3. The classes are limited to 12, each two day session, and may cover trucks, air brakes, couplers and 480 HEP.

Amtrak will pick up the students at the Holiday Inn motel around 9:00 a.m., and take them back at the end of the day. Surprisingly, I have not received the flood of reservations I expected. Where is your committee preference form? Please get in your requests, so I can make assignments. If these prove to be well attended schools, Amtrak will be willing to continue them from year to year.

In the meantime, one of our members, John Treadgold, a TV cameraman, has volunteered to attend and make a video tape of the school. This will then be available to those who cannot attend in person. More on this as it progresses. If this concept works out, we may do the same sort of thing on other technical subjects.

We should have a one or two page article in "Forbes" magazine the end of January, about private cars. PTJ is also going to do an article in their regular magazine. In addition, you should be receiving your Private Varnish (as done by PTJ for us) shortly.

The next Board meeting will be in Indianapolis on February 16 and 17. If you have anything you wish discussed, please speak to your regional director now.

In the rumor mill, I understand Amtrak is looking for a business car. Also I hear that ACE 2000 is running Ross Rowland's steam engine on the Chessie for a month, to develop new data on efficiency. Several private cars made the first trip, but mostly it will be a freight trial.

Our insurance policy will have an endorsement added to cover all of the various terminal companies. Over 60 members have signed up for insurance this year.

I was reminded that our members do not necessarily know each other. So a list of committee chairman should be in the next Private Varnish. Feel free to write them, or your director, if you have any problems.

The HEP plugs, which you order through Jim McCarthy, have been currently oversubscribed. Some members attempted to order more than they need. Orders will be cut back to one or two sets per member.

I have been advised that one of the Melco Lab cars was torched by a teenage vandal. This was done on a Saturday while the car was parked in the Milwaukee Station in Seattle. The arsonist was caught with stolen marker lamps in his hands. I have no solution to the problem. Insurance is a partial answer. So is vigilance.

As you read your PTJ Private Varnish, you will undoubtedly see things you would like changed. We must hear from you before changes can be made. Please contact your directors or write directly to PTJ: Attention: Private Varnish. Without your input, we will simply do the best we can. But, do not hesitate to submit articles, photos, and comments.

Now the 1985 convention - John Kirkwood has been to Portland and made the preliminary arrangements. The convention city is Portland, the hotel is the Benson, and the dates are October 3, 4 and 5. John is planning a buffet - cocktail party one night at the hotel, and the other night we will rent the Union Station waiting room. The formal banquet will be scrapped this year.

Portland Terminal Company will make their Board room available for our Directors meeting. Switch crews will meet all trains. There are spaces for 24 cars on 220 V. standby. The rest of the cars will have to be self contained. Amtrak uses the available 480 V. for its own equipment, but if demand warrants, we can rent a generator or a locomotive with HEP.

Portland has a great zoo, parks and rose gardens. A river tour can be arranged, as can a salmon roast. There are Mount Hood, the forestry museum, waterfalls, a trolley museum, and Tillamook cheese. Make your plans now. Make your car reservation when Ed Buhlman sends out the reservation forms this Spring.

Paul L. DeVerter II
800 MBank - Houston Building
Houston, Texas 77002

** PS from LCH:

Spread the word -- no more PRIVATE VARNISH subscriptions to AAPRCO.
\$16^{TE} PRIVATE VARNISH, PTJ PUBLISHING CO, PO BOX 860, Homewood IL 60430.
I will fulfill existing subscriptions.

NEWS

R H S

ALCO HISTORIC PHOTOS

From Uoe Thompson, Board of Trustees Chairman of the Collection, comes the following memorandum:

"Alco's name and its locomotives continue to hold wide interest around the world, judging from the continued activity by Alco Historic Photos in supplying photos and other data to authors, modelers, museums, historical societies, and collectors.

"Two other Mohawk & Hudson Chapter members are assisting me at least one day a week in keeping up with the orders. We are patronizing seven different photoprocessors in the Schnectady area to obtain optimum product for the variety of prints and copies we now furnish."

HELP WANTED

Gordon Chappell, Regional Historian-Western Region, National Park Service, and member of the Intermountain Chapter, has asked for assistance in locating photos, any period, of the Grand Canyon line of the Santa Fe at Williams, the Canyon, or anywhere along the line. He is also interested in personal recollections, unusual events, trains, and the like. He is working on a publication for the National Park Service which will be published at a later date by the Colorado Railroad Museum. Gordon has had a number of publications in the past and all are well done historical pieces. Write to him at 450 Gold Gate Av, SF, CA 94102. Phone (415)556-4165.

NEW MEMBERS WELCOMED TO THE PACIFIC NORTHWEST CHAPTER

Rexford R. Reid
Barbara Dougherty
Robert Davidson
Kevin Franklin
Judith Fossum
Alvin Hulse
William King
Rocca Garofalo

Eleanor B. Reid
Clifford Cox
Ruth Davidson
Donavan Gray
Karl Hoppe
Fred Johnston
Rolland Muller
Todd Schwenk

Raymond Dougherty
Glenda Cox
Kenneth Duncan
Michael Hoffman
Alice Hulse
Irene Johnston
Dick Raupach
Charles Strohm

CAR HOST SIGNUP NOTICE

The Excursion Committee recommendations adopted by the Board of Directors provide that all eligible members not already on the Car Host List may apply for inclusion on that list at the February and July business meetings each year. Accordingly, Mary Lou Weaver will have applications available at the February Business Meeting. These should be completed and returned to Mary Lou before the close of the meeting.

Anyone who was a member in good standing during 1984 and has paid their 1985 dues is eligible. Those recommendations also state that all Chapter members (Car Hosts included) working on a Chapter excursion will pay \$20 per day (i.e. 2-day trip, \$40; 3-day trip, \$60) to help offset the expenses of the excursion. In general they will receive the same meals, lodging, etc. as the passengers.

If you have previously filled out a Car Host application but were ineligible due to length of time of membership, etc., please RE-SUBMIT your application if you are now eligible and still wish to serve.

If all the excursions presently contemplated by the Chapter for 1985 are operated, there should be an opportunity for everyone who wishes to serve as Car Host to do so, and in many cases, more than once during the year.

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BUDGET COMMENTS BY EDITOR

Elsewhere in this publication should appear the Budget that the editor believes was adopted by the general membership a few months ago. If it is in error, please bring it to his attention.

Assuming that this is the first time our Chapter has survived with a pre-printed budget for the entire year, it is the editor's hope that the editor will be able to keep it current each month to show how much has been spent and how much is left to be spent, and if there are resulting changes from the adopted budget, than an additional revised budget will appear in each issue to keep the members informed of the current cash situation.

If there is any confusion over the numbers or how they are placed on the page, please take a moment to send a note to the editor and maybe things will be made clearer.

If there is an error in the numbers, first find out if the editor just goofed up before assuming some other officer maybe should share the blame.

And if you think something else should be covered monthly, again, this publication is for you and we are here to please, so dash off that note and see what results it will bring.

/s/ VIEWIG

4449 PARTY

DAYLIGHT #4449 REUNION/POTLUCK

WILL BE ON

SATURDAY, FEBRUARY 9, 1985

FROM 4 P.M. UNTIL 8 P.M.

FOR ALL PERSONNEL WHO WORKED ON THE TRIP, CARHOSTS,
ENGINE CREW AND ALL OTHER STAFF AND THEIR SPOUSES.

WILL BE HELD AT

DON AND MARILYN REHM'S

7580 S. W. HOOD AVE.

PORTLAND, OREGON 97219

503-246-6209

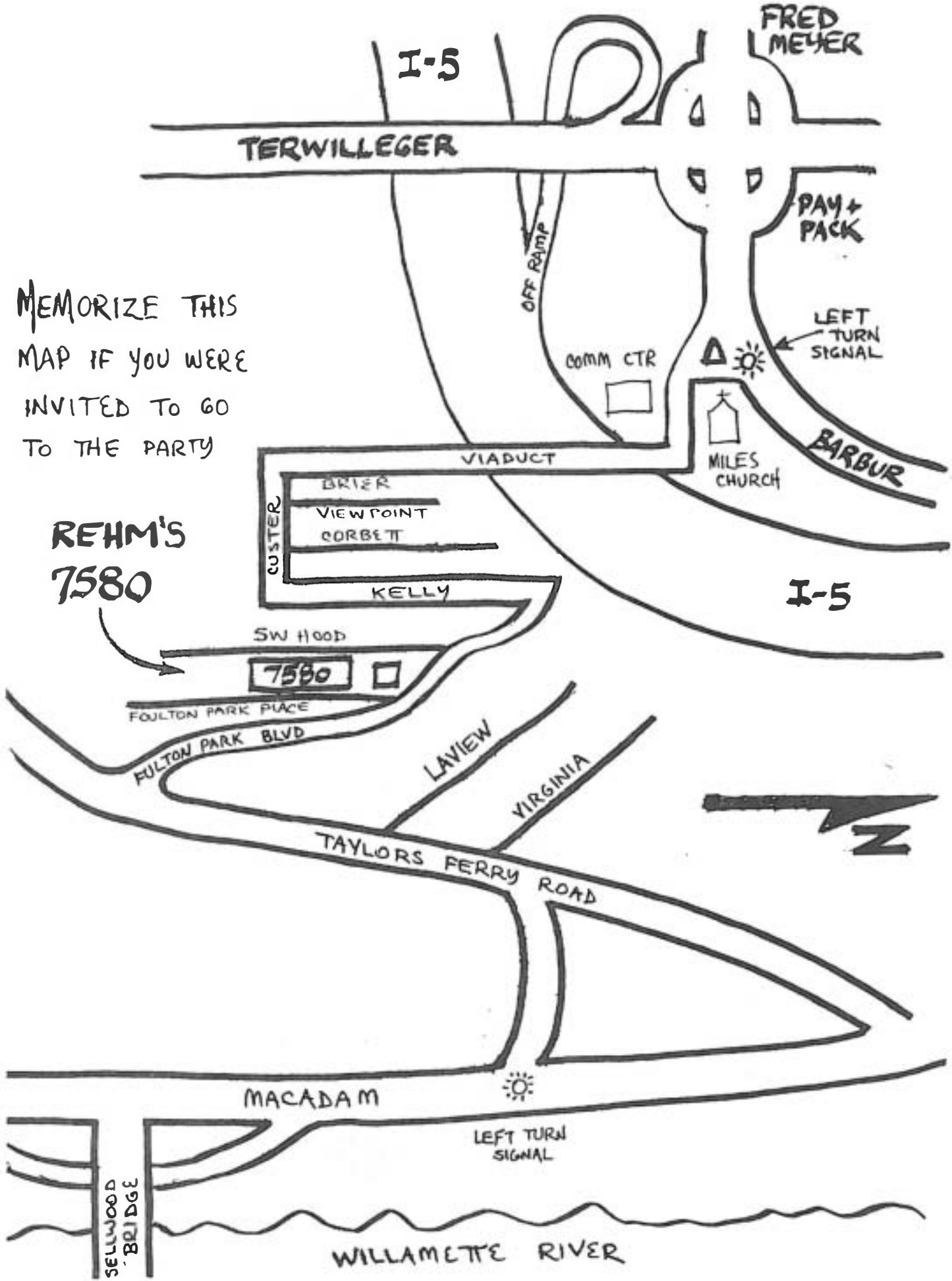
BRING SALAD OR DESSERT AND DRESS IS CASUAL TO INCLUDE ANY SOUVENIR HAT,
BUTTONS, ETC. THAT YOU PICKED UP ALONG THE WAY.

R.S.V.P. PLEASE-DIRECTIONS AT THAT TIME.

RSVP
PARTY ON FEB 9TH

MEMORIZE THIS MAP IF YOU WERE INVITED TO GO TO THE PARTY

REHM'S 7580



PNWC-NRHS BUDGET FOR 1985

EXPENSES	DOLLARS	EXPENDED TO DATE	BALANCE
Operating			
rent	\$ 3,540		
telephone	1,200		
operating supply	2,000		
dues to National	2,500		
miscellaneous	3,000		
insurance, gen	500		
insurance, rolling	1,000		
sub total		\$ 13,740	
National Director	\$ 1,000		
Museum	10,000		
Library	1,500		
sub total		\$ 12,500	
Rolling Stock maintenance			
Mt Hood	\$ 3,000		
3300	3,000		
other roll stock	10,000		
4449	10,000		
sub total		\$ 26,000	
Excursions			
Madras	\$85,000		
Spokane	85,000		
Hinkle	40,000		
Mt Hood rental	18,000		
sub total		\$228,000	
Activities			
Swap Meet	\$ 800		
Banquet & Picnic	1,200		
sub total		\$ 2,000	
Publications			
Railfans' Guide	\$ 5,000		
Trainmaster	4,000		
sub total		\$ 9,000	
TOTAL EXPENDITURES:		\$291,240	

REVENUES	DOLLARS	REVENUE TO DATE	BALANCE
dues	\$ 6,000		
interest	2,500		
swap meet	1,700		
Mt Hood excursion	21,000		
Madras	105,000		
Spokane	113,000		
Hinkle	50,000		
banquet	1,200		
Railfans' Guide	10,000		
sales, raffle, misc	5,000		
TOTAL PROJECTED REVENUE:		\$315,400	

recap: revenues less expenses is income
\$315,400 less \$291,240 is

NET INCOME \$24,160

(editor responsible for any errors)

URGENT

NOTICE

TO AMTRAK PASSENGERS

The White House wants to shut down Amtrak—America's passenger train company—on October 1. All Amtrak trains, including the one you're riding today, would be discontinued on that date, making the United States the only nation in the industrialized world without rail travel.

The consequences: over 500 U.S. cities would lose safe, energy-efficient trains. Over \$4 billion of your tax dollars spent over the past decade on Amtrak cars, locomotives, stations, and other improvements, would be "down the drain." 20,000 Americans would be thrown out of work. Some Americans, particularly elderly and handicapped, would be left with no remaining means of mobility.

The White House proposal comes at a time when the company is steadily improving service and efficiency. During the past four years, Amtrak's reliance on government funding has dropped by nearly 25%. And during the same period, the percentage of company expenses covered by revenues has grown from 48% to a projected 58%.

The White House also proposes to gut urban mass transit by slashing funds nearly two-thirds. However, it has no plans to eliminate or drastically cut massive government subsidies to air and auto transportation.

Only Congress can rescue Amtrak from a White House "execution." If you want Amtrak to survive—please tell Congress! Write a brief note to 3 people: your two senators, and your representative. Their addresses: U.S. Senate, Washington, D.C. 20510; U.S. House of Representatives, Washington, D.C. 20515. (If you don't know their names, call your city hall or public library.) Feel free to write one note on the back of this sheet. Letters to Congress do make a difference!



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS
417 New Jersey Avenue, S.E. • Washington, D.C. 20003

1985 COMMITTEE ASSIGNMENTS

FINANCE (\$8.03)

John von Gaertner - Chairman
 Walt Grande
 Kyrian Gray
 Vija Keeler (non-voting)

ROLLING STOCK (\$8.04a)

Bob Hoffman - Chairman
 Pete Dorland
 Dave Duncan
 Ed Berntsen
 Kerrigan Gray
 John Holloway
 Ray Meyer
 Terry Parker
 Larry Miller
 Carl Rodabaugh
 Esther Rosu
 John Willworth
 Gordon Zimmerman
 Pat Tracy
 Ken Keeler
 Duane DeLong
 David Stimac

EXCURSIONS (\$8.04c)

Mary Lou Weaver - Chairman
 Steve Howes
 Kyrian Gray
 Bob Hoffman
 Ben Fredericks
 Ed Immel
 Connie McCready
 Donald Munger
 Marilyn Rehm
 Jack Pfeifer
 Gerald Schuler
 Jim Schmidt

MEMBERSHIP & HOSPITALITY (\$8.04b)

Connie McCready - Chairman
 LeRene Allen
 Al Haij
 John Holloway
 Laurie McCormack
 Paul McMillan
 Darlene Morrison
 Mildred Messmer
 Ben Wohler
 Myrtle White
 George Mickelson

LIBRARY (\$8.04d)

Dale Hammersly - Chairman
 William Edgar
 Jim Loomis
 Merritt Parks
 Bruce Silverman
 Bob Slover
 Freda Webb
 Gerald Webb
 Jim Whaley

MUSEUM (\$8.04e)

Terry Parker - Chairman
 Dan Butler
 Thomas Brewer
 Bill Gano
 Steve Howes
 Bud Kirsch
 Jim Loomis
 Kerrigan Gray
 Ray McKnight
 Donald Munger
 Bob Slover
 John Rosu
 John Willworth
 Ed Austin

PUBLICATIONS (\$8.04f)

Dave Van Sickle - Chairman
 William Edgar
 Dale Hammersly
 Randy Nelson
 Roger Phillips
 Chuck Storz
 Al Viewig
 Gordon Zimmerman
 Al McCready

ACTIVITIES (\$8.04g)

Jim Whaley - Chairman
 Michael Ackley
 Thomas Brewer
 Duane Cramer
 Bill Davis
 Gerald Schuler
 Alan Viewig

HISTORIC FOUNDATION

Walt Grande - Chairman - Chapter Historian
 Ed Berntsen
 Jim Gilmore
 Kyrian Gray
 Larry Miller
 John Runciman
 Gordon Zimmerman

CONCESSIONS

Doug Auburg - Chairman
 Duane Cramer
 Paul McMillan
 Jack Pfeifer
 Fred Dorsett
 Roger Phillips
 Esther Rosu
 Marilyn Rehm

Ben Fredericks - Manager, Sales & Media Affa
 Alan Viewig - Trainmaster Editor

YA DIDN'T READ IT HERE FIRST

From the Southern Pacific Historical & Technical Society "Newsletter":

"Member Bob Church reports that the museum is currently negotiating with the City of Woodburn, Oregon, for possession of Mogul #1785." (November 1984)

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From the Gulf Coast Chapter "Gold Coast Railroading":

"Grand Canyon Update: Karl Strauss of the Pacific Railroad Society reports that the proposed GRAND CANYON RAILROAD tourist line will begin operations this summer. The owners of the former ATSF line have purchased 10 Harriman coaches from SP and are considering the purchase of one or two F7 diesel locomotive and a steam locomotive. The steamer is expected to be in full-time service with the F's used as helpers or spare power. The diesels may be painted in the famous SANTA FE red warbonnet scheme." (January 1985)

oo0000oo

From the Gulf Coast Chapter "Gold Coast Railroading":

"BN F45's NEARING END OF LINE: BURLINGTON NORTHERN's EMD F45 diesel locomotives are slowly but surely being retired and scrapped. The unusual cowl units, of which SANTA FE operates the only other examples, can be seen occasionally in the Houston area. According to the Mixed Train, engines 6600, 6602, 6603, and 6605 were at Schnitzer Steel in Portland, Oregon, for scrapping, and #'s 6606-6613 are either retired or awaiting disposition." (January 1985)

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From the Southern Pacific Historical & Technical Society "Newsletter":

"Member John Shaw requests any and all information on Jordan Spreaders, from all railroads. Send information to him @ POBx 1034, Sierra Madre CA 91024." (November 1984)

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From the Jan '85 TRAINS magazine:

"Thank you for featuring 'A Daylight Like No Other,' by J. David Ingles in October 1984 TRAINS (page 24).

"Mr. Ingles gave an excellent account of the San Francisco to Los Angeles leg of the special. Replica or facsimile of the Daylight, it was fantastic - from one who witnessed the first streamlined Daylight in 1937.

/s/ George G. Ward, Concord CA"

Also from Jan '85 TRAINS:

"I cannot, no matter how I view it, consider 4449 as anything but one of the ugliest locomotives ever put on rails. That double headlight setup is just plain horrible.

/s/ Joseph J. Loux, Exeter PA"



(The next ~~three~~^{two} pages are reproductions of the 1972 Souvenir Booklet that was distributed for the Presentation of the MT. HOOD. Thanx to Fred Dorset for supplying the original copy. Obviously, watch the words and remember that it is now about 13 years out of date.)

SP&S Lounge-Sleeping Car 600, "Mount Hood," was built by Pullman-Standard Mfg. Co. in Feb. 1950 for Spokane, Portland & Seattle Railway and was operated by the Pullman Company on SP&S Streamliner Trains 1 - 2 between Portland, Pasco and Spokane, making a 765-mile daily round trip to connect with Northern Pacific's North Coast Limited and Great Northern's Empire Builder. In 1967, the car was rebuilt by Pullman's Calumet Shops in Chicago and was the last car through prior to the shops' closing with the end of Pullman Co. sleeping car service.

Reverting to operation by owner SP&S, the Mount Hood continued in daily service on Trains 1 - 2 through the March 3, 1970, merger of SP&S-NP-GN into Burlington Northern, until May 1, 1971, when

Amtrak discontinued the Portland-Spokane trains as part of its nationwide restructuring of rail passenger service. The car was moved to Seattle May 9 where it remained in storage until donated to Pacific Northwest Chapter NRHS by BN President Robert W. Downing on January 21, 1972.

Before it could be delivered, however, the car was pressed into service on Amtrak's Empire Builder between Seattle and Chicago over BN and Milwaukee Road, temporarily replacing a former GN Great Dome Lounge being shopped by Amtrak. Amtrak service, which included the only regular service of the car off SP&S rails, lasted from February 7 to May 31, 1972, when the car was released for today's presentation.

The Mount Hood is 85 feet long, 10 feet wide, 13 feet 6 inches high, and weighs 131,300 lbs. It logged 5.8 million miles in its 22-year history, equivalent to 11 round trips to the Moon. This car represents the superb fleet of passenger equipment operated by SP&S and its parent lines, and is a significant contribution to Northwest history.

SP&S Baggage-Dormitory Car No. 76, built in 1952, was converted from RPO Car 47 in May 1966, and operated on both Trains 1-2 and overnight mail trains 3-4 between Portland and Spokane. The dormitory section was used by off-duty dining car crews. It is 82 feet long, and weighs 152,340 lbs.

Much of railroading's exciting history has already been well recorded in word, photo, and sound, forming a rich library of past American transportation---snorting steam locomotives, gliding trolley cars, passenger trains to everywhere, twin ribbons of steel pushed westward by hardy men against fierce odds to expand a young America.

The National Railway Historical Society was founded in 1935 and incorporated in 1937 in Maryland as a non-profit historical and educational organization. More than 7500 members in 105 Chapters across the United States and Canada are actively engaged in chronicling the fast-changing developments on today's railroads.

The metamorphosis from early boxcab switchers to dual-purpose 8000 HP third-generation diesel locomotives wheeling mile-long piggyback trains; the resurgence of rail rapid-transit as a solution to congested major-city freeways; the valiant struggle by Amtrak to revive intercity rail passenger travel; all these and more are being recorded now to form tomorrow's history.

Some NRHS Chapters maintain large equipment museums with operating steam locomotives and trolleys. Others emphasize historical research and book or newsletter publishing. Many operate excursion trains to educate the young who have never seen a steam locomotive or a passenger train.

Membership in NRHS is open to all who are interested in rail history and the Society's aims. Most members are persons from non-railroad backgrounds; a minority are rail employees. NRHS has been growing by 10% a year for several years and is now the largest organization of its type in the world.

Pacific Northwest Chapter was chartered in 1955 and currently has 90 members. Persons interested in membership may contact the Chapter at Room 1, Union Station, Portland, Ore. 97209.

PRESENTATION CEREMONIES

12 O'CLOCK NOON

FRIDAY, JUNE 16, 1972

PORTLAND UNION STATION

On the occasion of donation by Burlington Northern Inc. of two former SP&S passenger cars to Pacific Northwest Chapter, National Railway Historical Society.

Making presentation will be Mr. Harry J. Surles, Regional Vice President, Burlington Northern Inc., in Portland.

Accepting for Pacific Northwest Chapter, NRHS, will be Chapter President John D. Holloway and Vice President Kenneth V. Dethman.

Refreshments will be served on the cars following.

* * * * *

Pacific Northwest Chapter, NRHS, gratefully acknowledges the invaluable assistance of its railroad friends in making this presentation and acquisition possible;

Burlington Northern Inc.
Portland Terminal Railroad Co.
Southern Pacific Transportation Co.
Oregon, Pacific & Eastern Railway Co.

* * * * *

Following a Chapter membership meeting at 8 p.m. tonight, the cars will move via Southern Pacific to Cottage Grove, Oregon, for storage on the OP&E Ry. and use on occasional excursions over OP&E and on Amtrak trains.

PORTLAND'S SEVENTH ANNUAL

RAILROADIANA & MODEL RAILROAD SWAP MEET

ADMISSION \$1.25

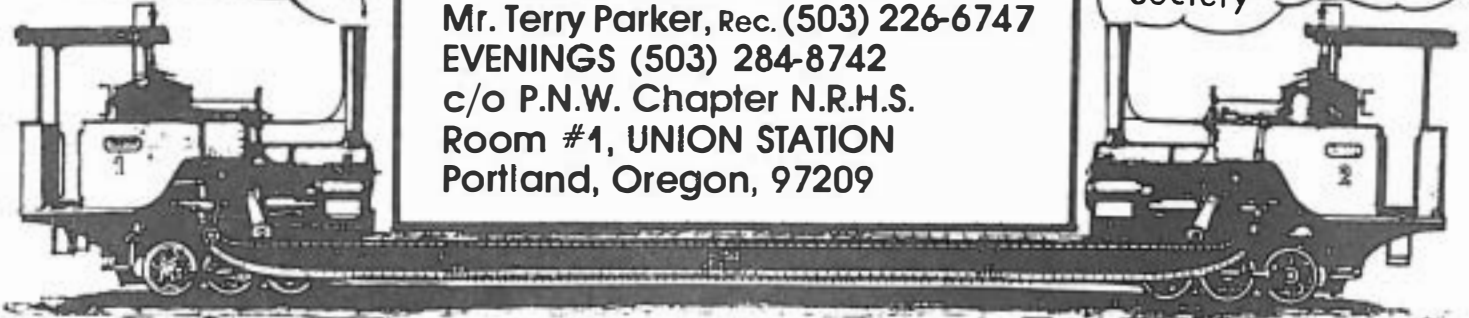
\$10.00 PER TABLE
REMITTANCE IN ADVANCE

KLIEVER MEMORIAL ARMORY
10000 N.E. 33rd Drive
Portland, Oregon

**CHILDREN
UNDER 12
50¢**

Sponsored by the
Columbia Gorge
Model Railroad Club
& the Pacific N.W.
Chapter, National
Railway Historical
Society

For Information Contact:
Mr. Terry Parker, Rec. (503) 226-6747
EVENINGS (503) 284-8742
c/o P.N.W. Chapter N.R.H.S.
Room #1, UNION STATION
Portland, Oregon, 97209



Etching from Early American Locomotives
by John H. White, Jr - used by permission of
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This remarkable double locomotive was the product of Charles Brown and featured a lever drive. It was built in 1878 at Brown's Winterthur factory for the narrow-gauge Villa Real and Villa Regoa tramway in Portugal. (Recent Locomotives Fig. 175)

SATURDAY, MARCH 2, 1985
Sellers: 8 am - 4 pm
General Public: 10 am - 4 pm