



pacific northwest chapter

THE TRAINMASTER

MARCH 1985

Number 271

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PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY, INC.
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CHAPTER TIMETABLE OF EVENTS

| | | | |
|-----------|----------|--------|---|
| 7 Mar 85 | Thursday | 7:30pm | March Board Meeting @ Columbia Gorge Model RR Clubhouse. All welcome. |
| 15 Mar 85 | Friday | 7:30pm | March Business Meeting @ Union Pacific Clubhouse @ N Russell & N Interstate. Newsreel will feature up to six recent rail slides per member, but please check in at door so slides are loaded correctly. PROGRAM involves little photographed branch lines of the Pacific Northwest. Some food for munching. |
| 11 Apr 85 | Thursday | 7:30pm | April Board Meeting @ Columbia Gorge Model RR Clubhouse. All welcome. |
| 19 Apr 85 | Friday | 7:30pm | April Business Meeting @ Union Pacific Clubhouse and we will have the Newsreel of six recent rail slides per member & hope each participant speaks up. |
| 9 May 85 | Thursday | 7:30pm | May Board Meeting @ Columbia Gorge Model RR Clubhs. |
| 11 May 85 | Saturday | 7:30AM | Deaparture of Deschutes River Rail Excursion to Madras by AMTRAK. Gotta buy tickets now. One day trip. Same trip repeated on Sunday, 12 May. Take your Mother for a ride on Mother's Day. |
| 12 May 85 | Sunday | 7:30AM | |
| 17 May 85 | Friday | 7:30pm | May Business Meeting @ Union Pacific Clubhouse @ N Russell & N Interstate. Good time to show off your Deschutes River Rail Excursion slides, with a max of SIX per member. Food, program, good time. |

EACH & EVERY SATURDAY @ 12:30pm - No host Lunch at VILLAGE INN PANCAKE HOUSE on NE Broadway and NE 10. We meet in back room. Bring money for tip.

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - FEBRUARY 15, 1985

The meeting was called to order by Vice President Mary Lou Weaver at 7:42 PM in the Union Pacific Clubhouse.

Rolling Stock Committee: Bob Hoffman reported that the Chapter's cars Mt. Hood and #3300 are at the Brooklyn yard and have been secured for the winter. Dave Duncan has written to the Burlington Northern on behalf of the Chapter requesting the donation on an ex-SP&S diner. The request was turned down due to the lack of a museum site in Portland. The Chapter has subsequently put in a bid on the car a bit above scrap value.

Membership Committee: Connie McCreedy reported that the committee is putting together a new member packet. The committee will attempt to provide rides to meetings for those who need them with Laurie McCormack heading this project.

Museum Committee: Terry Parker stated that finding a site for a museum must be the Chapter's number one priority, especially due to the turndowns of equipment donations the Chapter has been experiencing because we do not have a museum. The committee is investigating setting up a new non-profit corporation to handle the establishment of a museum.

Union Station Signs: Mary Lou Weaver reported that the Chapter board has recommended adding \$600 to the \$1000 already appropriated for the station sign restoration campaign to buy signs to be displayed in Tri-Met buses. Moved by Doug Auburg, seconded by Gordon Zimmerman, to approve adding \$600 to the Union Station sign fund provided that the Chapter gets the money back if pin sales generate enough income. Motion passed.

Concessions Committee: Doug Auburg reported on the possibility of selling concession items at the Pacific Coast Region NMRA convention at Fresno in early May. The convention has a "Daylight" theme which should generate sales of items from the Chapter's souvenir inventory.

Painting Policy for Chapter Rolling Stock: Chairman Bob Hoffman reported that the rolling stock committee has formulated a painting policy for the Chapter's equipment. The committee feels that the Chapter should get a better reception by donor railroads due to having a policy which would represent the donating road. The proposed criteria for repainting of Chapter owned rolling stock and rolling stock entrusted to the Chapter collection for restoration and preservation are as follows:

1. Delivery colors applied to the equipment upon receipt by the road whose color scheme we will use.
2. The colors worn during the lifetime of the equipment with the greatest weight of decision being given to regional Pacific Northwest railroad color schemes actually worn by the equipment.

Bob advised that the Chapter board has recommended adoption of the painting policy. Moved by Doug Auburg, seconded by Al Haij, to adopt the proposed policy, Passed.

V.P. Mary Lou Weaver appointed a committee consisting of Bob Slover - Chairman, Laurie McCormack and Chuck Storz to evaluate the Chapter's office equipment and to recommend policy for and suggest acquisitions of office equipment.

Respectfully submitted,
Chuck Storz, Secretary

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - JANUARY 18, 1985

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

Stamps for Light Rail Cachet: President Rich Carlson proposed that the Chapter buy and stockpile \$2000 worth of streetcar stamps, which are due to be withdrawn from sale by the post office, for use on a cachet to be issued for the opening of light rail service in 1986. Moved by Terry Parker, seconded by Marilyn Rehm, to purchase the stamps as proposed. Motion passed.

1985 Committee Chairmen: Rich Carlson announced the Chapter committee chairmen for 1985 as follows: Finance - John von Gaertner; Rolling Stock - Bob Hoffman; Excursions - Mary Lou Weaver; Membership & Hospitality - Connie McCready; Library - Dale Hammersly; Museum - Terry Parker; Publications - Dave Van Sickle; Activities - Jim Whaley; Historic Foundation - Walt Grande; and Concessions - Doug Auburg.

Museum Committee: Terry Parker reported that the museum committee is working to identify possible museum sites and to determine what should go into a museum. The committee's objective is to complete their investigations by the end of April. The Chapter should then decide how to proceed and whether or not to hire a professional consultant to assist the Chapter.

Rolling Stock Committee: Bob Hoffman announced that the rolling stock committee will meet on Sat. Feb. 2 after lunch. Bob said that the committee is looking for more rolling stock acquisitions.

Excursion Committee: Mary Lou Weaver reported that travel insurance for trip cancellations will be available for the Madras trips and that she has applied for a state license as Chapter insurance agent. The committee has decided that the Chapter is not ready to actively market the car Mt. Hood due to the need to work out mechanical and personnel requirements for the car. Car host applications will again be accepted in February. Ed Immel reported that the Chapter will operate two back to back excursions to Madras on May 11th and 12th. The date for the October triangle trip cannot be set until we know when the equipment will be in Seattle for Seattle Seahawks game trips. The fall trip will be BN all the way.

Swap Meet: Terry Parker reported that the meet is all set for Saturday, March 2nd at the national guard armory. Ads have been placed in MR, Trains and RMC. There will be 99 tables and two private sales rooms available for sellers. Marilyn Rehm and Ester Rosu will run the snack bar.

John von Gaertner announced that he is preparing a manuscript on the Union Pacific's City of Portland. John asked members having pictures of the train to bring them to the next meeting for possible use with his article.

The meeting was adjourned at 8:55 PM.

Respectfully submitted,

Chuck Storz, Secretary

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - DECEMBER 21, 1984

The meeting was called to order by Treasurer Larry Miller at 7:50 PM in the Union Pacific Clubhouse.

Rolling Stock Committee: Bob Hoffman reported for the rolling stock committee that all the Chapter's cars at the S.P. yard are okay as of today. The museum and rolling stock committees have had a joint meeting. As a result the Chapter will attempt to move the locomotives out of The Oaks Park next summer. Car acquisitions are still being worked on. A meeting of the rolling stock committee will be scheduled for a Saturday afternoon in the near future.

Activities Committee: Kerrigan Gray advised that money for the Chapter's annual banquet should be sent to Jim Whaley as soon as possible. The banquet will be the evening of Saturday, Jan. 26.

1985 Chapter Budget: Larry Miller advised that some changes have been made to the 1985 budget at the last board meet. The banquet and the picnic will be included in an item for \$1200 under activities. Because the Pacific Northwest Chapter is the second largest in the NRHS the board feels that it should be represented at national board meetings. Therefore, the board has recommended the addition of an item of \$500 to be used for expenses of the Chapter's national director to attend national board meetings. Moved by Kerrigan Gray, seconded by Paul McMillan, to pay the expensed of the Chapter national director up to \$500 to attend national board meetings. Ed Berntsen moved to amend the motion, seconded by Ken Keeler, to pay the expenses of the national director up to \$1000 to attend the annual board meeting at the NRHS national convention. Amendment passed, Main motion as amended passed.

Treasurer Larry Miller asked for a motion to approve the Chapter's budget for 1985 as revised. Moved by Terry Parker, seconded by Ed Berntsen, to approve the 1985 budget. Motion passed.

Mt. Hood Open House: Larry Miller reported that there was a good turnout at the open house held on the Chapter's car Mt. Hood at the Union Station. Representatives of most of the railroads attended.

8 x 10 4449 Art Deco Poster: Larry Miller advised that the Chapter has been offered 1000 - 8 x 10 posters and 1500 large prints of the 4449 at no charge. The Chapter can have the posters for the shipping costs estimated at \$300. Moved by Paul McMillan, seconded by Kerrigan Gray, to authorize up to \$400 to cover the shipping cost of the posters. Motion passed.

Roundhouse Museum Proposal: Larry Miller reported that the proposal for using the Portland Terminal Co. roundhouse area at the Lake Yard for a museum has been turned down by the Terminal Co. and the owning railroads.

The meeting was adjourned at 8:30 PM.

Respectfully submitted,
Chuck Storz, Secretary

The President's Page by Rich Carlson

We are slowly getting there on the "Union Station/Go By Train" neon sign project. The sample pins didn't have the glitz or pizzazz we want, so we are now awaiting revised samples. The kickoff date of the drive is contingent on when the pins will be ready for sale, but in the meantime we are having the easel-backed counter display cards made and the bus car cards produced. We will run off an extra quantity of the latter for general posting and advertising.

Portland Mayor J.E. Bud Clark, in replying to our request to him to help us launch the fundraiser, said he thought it is a wonderful idea and that he would be delighted to help in the endeavor if we come up with a time that his schedule permits. Needless to say, we will find the 'right' time! At this writing, the end of March seems to be the soonest we can do it. We hope to gain full media coverage, particularly from the television stations and the newspapers, plus radio plugs wherever possible.

I believe our toughest job will be in getting the easel-backed counter cards placed in stores, restaurants, shops and other places where the public will see them. This is where we need the help of as many members as possible, who will take the responsibility for each taking a few cards and getting store managers to place them on their counters. It is by no means an impossible task, but it will require some selling effort to convince the outlets that it is a civic improvement worthy and deserving of their cooperation. The plan is to have 30 pins mounted for sale on each display card.

At the March 15 business meeting of the chapter we'll ask people to sign up to help out on the easel-placing, as well as assist in other work that needs to be done in getting the drive going properly.

Mark this date down: Saturday, March 23, 1985, 11 a.m. This is the firm date for the Light Rail Transit ride Tri-Met is providing for us. We will meet out at Ruby Jct. where we shall first see a short slide presentation about the project, to be immediately followed by a ride on the train. The entire event will not take but about an hour, so you should be able to be on your way by noon. As I mentioned last month, Tri-Met had to cancel the Feb. 2 ride, but made up for it by donating free space in their bus fleet for 200 car cards publicizing the neon sign project. We'll have them up in April.

Plans for our two "Madras" excursion trips on Sat., May 11 and Sun., May 12 are being implemented. The mailing of the brochures should have occurred by the time you read this page, and we already have received some orders from people who got wind of the trip even before we signed the formal contract. Formally named the "Deschutes River Rail Excursion," it should be a pretty time for a train ride, falling as it does on the second weekend of May.

All signs point to the annual "Swap Meet" being a real success. Sponsored together with the Columbia Gorge Model Railroad Club, we have seen it become a much-looked-forward-to event each year. All of the sellers' tables were sold about two weeks before the March 2 date, a sure sign of enthusiasm and anticipation. Thanks in advance to all those who will be volunteering their time to help it run smoothly.

We are now into our second year under the new chapter By-Laws. One of the big changes for the club was the formalization of the committee system. I see it as imperative that committee chairmen prepare schedules for their meetings well in advance, and report regularly to the membership on their accomplishments. With a chapter as large as ours, the need for advance and full communication is a must, and with the talents and skills available, there is much we can do if this resource is properly drawn upon.

In mid-February I made a quick ten-day trip back to Chicago via Seattle, Detroit and on the return, San Francisco. Three of the legs were by air, but I also traveled on some two dozen inter- and intracity buses, "L's," subway trains, BART, Amtrak and suburban commuter trains on C&NW and Milwaukee Road track. The temp never rose above 25° F. in Chicago at the warmest the entire week I was there, and all the snow that's fallen since New Year's was still there. The trains ran regularly and on time, regardless. While waiting with my father for a "Ravenswood" "L" at Clark-LaSalle station, a westbound "Lake" four-car train couldn't get its doors in the last two cars to close. They left with them wide open! Fortunately, there were only a couple of passengers, but that's cold riding!

High finance stifles plans for narrow guage railroad

By GARY DIELMAN
For the Democrat-Herald

This year marks the centennial of the completion at Huntington of the last link — Granger, Wyo., to Portland — in one of the nation's earliest transcontinental railroad routes.

The first serious proposal to build the 800-mile section was made by Jay Gould, Union Pacific board chairman. He wanted a narrow guage railroad to feed into the main line of the Union Pacific at Granger. How Eastern Oregon ended up with a full-scale railroad is a story of high finance played out in the board rooms of New York City.

But the man considered father of this transcontinental link is Grenville Dodge, Civil War general and chief engineer of the Union Pacific from 1866 to 1869.

As early as 1867, two years before completion of the nation's first transcontinental railroad at Promontory, Utah, Dodge envisioned a railroad through Idaho and Oregon that would "no doubt ere long become the great through route from the Northwest (Midwest) and control the trade and traffic to the Indies."

He acted on his vision in 1868 by having J.O. Hudnutt survey a route between Promontory and Portland via Boise, Baker City and the Columbia. More than 10 years passed before Union Pacific took action on Dodge's recommendation.

In 1879, Gould suggested to

rival Henry Villard, who controlled the Oregon Steamship Co. and later founded the predecessor of General Electric Co., that they join hands in building a narrow guage "Oregon Line."

They tentatively agreed that Villard would construct a line from Portland to Baker City and Union Pacific would meet him there.

Villard went straight from New York to Portland where he obtained control of the Oregon Navigation Co., which did business on the Columbia, and a 35-mile-long railroad spur between Wallula and Walla Walla. The latter was a primitive affair with strap-iron-covered wood for rails and a single passenger car that was just a box car with seats along each side.

Villard merged these two concerns and his Oregon Steamship Co. into a new company called Oregon Railway and Navigation Co.

He appointed Hans Thielsen chief engineer and ordered him to check out Eastern Oregon and southern Idaho with a narrow guage railroad in mind.

By June 1879, Villard was back in New York City offering Gould half interest in the new company, but he declined.

Villard later commented, "Had he joined me, Eastern Oregon might have had to this day (1899) a narrow guage system of road."

But Eastern Oregon had not yet escaped getting stuck with a

minor narrow guage railroad. Villard went ahead with the original plan and began stockpiling narrow guage supplies for construction of a line between Celilo and Wallula to begin in February 1880.

The picture soon changed with the arrival of a new railroad in the Northwest. The Northern Pacific coming west through the northern tier of states decided to extend its line through northern Idaho to the mouth of the Snake River.

There was a distinct possibility this company would build a competing line down the north bank of the Columbia.

Villard took the offensive — he later obtained control of Northern Pacific — and through tough negotiations produced an agreement to a division of the territory with the Columbia and Snake rivers forming the boundary.

For Eastern Oregon, the most important provision gave Northern Pacific the right to run its trains over OR&N Co. tracks for a fixed rate.

Since Northern Pacific was a standard guage railroad, the effect was that the proposal to run a narrow guage line through Eastern Oregon was abandoned forever.

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LETTER TO THE EDITOR OF THE BEND BULLETIN

(This letter appeared in the 6 October 1961 edition. It was written by Bud Parks. Mr. Parks still resides at Fort Rock with his mailing address: Silver Lake, OR 97638.)

Friday, Oct. 6, 1961

The 24 page special issue of the SP&S Ry house organ, "The Dope Bucket," commemorating the 50th anniversary of the building of the line to Bend is a fascinating booklet. The rare old pictures of the construction and early days of the line and the factual account of the so-called Canyon War make it a valuable contribution to the history of this region. It brought to mind my first trip on the Oregon Trunk, the name by which the Deschutes Line has always been known.

I believe it was the summer of 1925 that I spent with Mr. & Mrs. John Ernst here at Fort Rock. When it came time for school I went back home to Portland all by myself and what an event that was!

Pauline Rice, the Fort Rock store owner's daughter, took me to Bend. The Rice's had a new Oldsmobile and it was a closed car, not the kind where the top folded down in the summer. All other Fort Rockers had Model T Fords in various stages of disrepair, and by comparison the Rice Olds was a pretty sharp number.

Pauline was very beautiful, just like a movie actress and she was very old. She must have been 18, or even 19. What's more, she made me feel important. Without doubt she knew every twist and turn in the old China Hat road which was the main drag to the outside world in those days, but I would sing out when I'd see a dust and she made me feel I was real helpful by looking for a spot between trees where we could turn out of the single track to meet a car. Pauline could sure wheel that car.

She got a room at the Pilot Butte Inn for in those days you didn't go to Bend to shop and go back the same day. After dinner at the hotel she drove me to the railroad depot and helped me buy a ticket--half fare to Portland and a lower berth in the tourist car.

The train was already standing out in front and it was no slouch. There were two or three mail and express cars, a coach, a tourist car and a Pullman. Even now I can almost hear the clear pealing of the bell and the throaty chime whistle as that train eased out of Bend. When the porter made up the berth it was dark around the window and I could see out pretty well. By the time we were in the Deschutes Canyon the moon was quite high and bathed the unreal looking country in a strange light.

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I was in a dither for fear I would fall asleep and miss something interesting. I particularly wanted to be awake when they switch the cars into the through train from the east at Fallbridge. My diligence was rewarded, for when we rumbled out onto the Columbia River span my nose was pressed to the window, watching the churning, foaming Celilo Falls in the moonlight.

Our family traveled quite a bit by train and I had been told the observation car was for Standard Pullman passengers and was off-limits to coach and tourist car folk. The dining car near the middle of the train, I remembered, usually separated the two castes.

When it was daylight I was up and pulled on my clothes. Looking about, I made a significant discovery--while my tourist car was placed ahead of the diner, so, also, was the Standard Pullman from Bend. If I said I was a sleeping car passenger from Bend how would anyone know I was from the tourist, not the Pullman? So back through the now greatly lengthened train I went and my passage through the diner went unchallenged.

In the observation lounge section another passenger from Bend asked politely if I had slept well--sleep indeed! I had put out an awful lot of effort to see that I stayed awake.

It was out on the back platform, though, where the senses could really grasp the pulse of the railroad. The measured rhythm of six wheel trucks on rail joints--the smell of the damp spicy fir forests, all blended with the fuel oil smoke from the locomotive--the roar as we plunged through the dark, smoky, drippy Cape Horn tunnel.

Now and then a trainman would come out on the platform and look over a freight train, waiting on a passing track, never missing an opportunity to shout an exchange of repartee with the freight crew.

Back home again no detail of the trip was too small to escape re-telling to the neighborhood boys for I had reached my station in life--I had ridden the Oregon Trunk and S P & S.

Bud Parks

ALFALFA HAY COMMERCIAL CATTLE

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The Poplars Ranch Inc.
SINCE 1928

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PACIFIC NORTHWEST CHAPTER 1985 COMMITTEE MEMBERS

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John von Gaertner
chairman
Walt Grande
Kyrian Gray
Vija Keeler

ACTIVITIES

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

LIBRARY

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

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chairman
LeRene Allen
Al Haij
John Holloway
Lauri McCormack
Paul McMillan
Darlene Morrison
Mildred Messmer
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Bill Gano
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Bud Kirsch
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Ray Meyer
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Larry Miller
Carl Rodabaugh
Esther Rosu
John Willworth
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Ken Keeler
Duane DeLong
David Stimac

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Duance Cramer
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Marilyn Rehm

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Ed Immel
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Randy Nelson
Roger Phillips
Chuck Storz
Al Viewig
Gordon Zimmerman
Al McCready

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Walt Grande
chairman & historian
Ed Berntsen
Jim Gilmore
Kyrian Gray
Larry Miller
John Runciman
Gordon Zimmerman

If all has gone well with the above list of committees and committee members, you will have at least some hint as to who you should communicate with to get this Chapter moving on your project. Feel free to attend any of the committee meetings and starting this issue we hope to publish each month a short note about each individual committee and its goals. Suggestions welcome.

MEMBERSHIP AND HOSPITALITY COMMITTEE
Chairman CONNIE McCREADY ph 281-2415

The Activities Committee has been busy trying to decide what sorts of information a new member should receive upon paying dues for the first time. Some discussion centered around the scope of information that a brand new member is going to need.

Welcoming Activities at the monthly business meetings are firmed up and there will be a table of greeters to say hi to anyone walking in the door for a first-time visit. Then new members and guests will be introduced by the head table during the meeting.

There certainly is a need for the members to re-new on time and to pay the required dues to the Chapter and records are being kept as to who will be cut off from our mailing list if the dues are not paid immediately.

Lori McCormack has offered to arrange a "clearing house" for those who need rides to the monthly meetings and for those who are willing to share the ride. Please call Lori if you can help with this carpooling @ 655-7999.

EXCURSIONS COMMITTEE
Chairman MARY LOU WEAVER ph 641-4514

The Excursion Committee hopes to sell out both Madras trips. Please help by informing your friends. If you can help distribute brochures or posters, please leave a message at Room 1 for a committee member to call you.

Next meeting: Saturday, March 30th, after lunch at Village Inn.

MUSEUM COMMITTEE

Chairman TERRY PARKER ph 284-8742

The Museum Committee has had two meetings since the first of the year. Since NRHS Chapters are not allowed to have their own museums, discussions have centered on setting up a non-profit corporation and funding, as well as museum criteria and site location. A site evaluation form is now being prepared for the committee to use. In the near future, letters will be sent to other railroad museums to obtain attendance figures which can hopefully be equated into tourist dollars. These figures can then be used to help gain public support. The committee also came up with a prioritized wish list of railroad equipment which has been handed over to the Rolling Stock Committee.

LIBRARY COMMITTEE

Chairman DALE HAMMERSLY ph 639-4987

We are just getting started! We met on February 16th and 23rd. Our next meeting is on March 9th. We have lots to do and can use your help.

Our first goal is to finish organizing the materials, catalog them, and eventually publish lists of material available to members. Also, someday, we hope to assist researchers by providing computerized accessibility to our entire collection.

We will attempt to establish regular hours for the members to use the Library. In the meanwhile, if you want or need to take a look at what we have, call me at WORK (days) at 256-3920, or call me at HOME (evenings) at 639-4987. I will be glad to make arrangements for you.

If you have checked out materials, it would be most appreciated if the materials could be returned soon. It will be a big help as we start our new inventory process. Also, if you are storing any of the Chapter's materials, please let us know what you have so we can include it in our catalog.

We need sturdy bookcases and or shelving. If you have any "connections" please let me know. If you are knowledgeable in building shelves, we sure could use your help.

The Committee will be grateful for your suggestions. /s/ Hammersly

ROLLING STOCK COMMITTEE

Chairman BOB HOFFMAN ph 236-7710

The Rolling Stock Committee wants to remind the members that the meetings of the Committee are open to all members. Recently the committee decided on a policy for paint schemes of the rolling stock that we have now or acquire in the future. The Board of Directors has approved and also the general membership has approved of the plan to see that all rolling stock wind up in the colors that it originally was in or a color scheme as delivered to the railroad, or it will be painted in the color scheme of a Pacific Northwest Railroad that used that particular piece of rolling stock.

An inventory is currently in progress to aid historians.

More rolling stock options are being worked on, but there is nothing definite to report as of now.

We have heard from the Burlington Northern and the Union Pacific that they have a policy of not donating equipment usually to a Chapter that does not have a museum.

FINANCE COMMITTEE

Chairman JOHN von GAERTNER ph 639-0978

CONCESSIONS COMMITTEE REPORT

Chairman DOUG AUBURG ph(206) 694-7769

The Concessions Committee is selling a small amount of product by mail, though no active advertising has taken place lately.

The Chapter accepted a donation of several thousand 4449 related items from the "Committee for Posters and Prints Society of Steam Artists of America." These items will be sold along with our other items in the future.

We are planning to sell at the Chapter's Swapmeet on March 2nd as well as at a big model railroad meet in Fresno, California, in May. We also plan to sell on board on the upcoming rail excursions.

HISTORIC FOUNDATION COMMITTEE REPORT

Chairman WALT GRANDE ph246-3254

ACTIVITIES COMMITTEE

Chairman JIM WHALEY ph 244-7948

The Activities Committee plans on having its next meeting on 6 March, a Wednesday night, at 7pm, down at Room One, Union Station. Please make sure if you are on the committee and can not be there, please call Jim Whaley.

Some of the Activities we are looking into are the summer picnic, the next banquet, three one day trips to Seattle on the Mt. Hood, and various other get-together style events that won't cost much.

If any member has some hidden thoughts about what we should be doing to make this more community oriented, such as with pot-lucks or whatever, please contact Jim Whaley or any member of the Committee.

PUBLICATIONS COMMITTEE

Chairman DAVE VAN SICKLE ph 297-3807

Purpose of the Publications Committee - by Dave Van Sickle:

The Publications Committee will be responsible for all published materials from the Society that is meant for public consumption. This will exclude such things as tickets, labels, etc.

Each month the Trainmaster would like to publish the activities of all of the committees. Each committee's report would occupy a 4x7" space. It should preferably be typewritten and in as close to final form as possible. This would ideally consist of your committee's monthly meeting summary.

In addition, we would like to publish a calendar of events that would contain the dates of your meetings as well as any other important Chapter events.

We're interested in any tidbits of information you might have. We're even going to solicit letters to the editor!

All material should be submitted to Al Viewig at Room ONE by the 25th of each month which will be the publication deadline for the Trainmaster.

Engine's future uncertain

Officials to discuss loan with California railroad museum

By DICK CLARK
Of the Independent

The future of Woodburn's antique steam engine is in limbo.

The engine may be resurrected into running condition by the California State Railroad Museum, which would use the locomotive for a period of time as part of the museum's features that annually attract 500,000 visitors.

On the other hand, the engine may also remain at its location off Front Street, where it has been on display since Southern Pacific Railroad donated the locomotive to the city in 1957.

Either course holds uncertainties for the vintage engine that was built by the Baldwin Locomotive Works of Philadelphia in 1902.

If the engine were to be loaned, city and museum officials differ on when the locomotive would be returned. City officials are also concerned about the expense involved in the future upkeep of the engine.

Some of the questions may be answered by two members of the Woodburn Park and Recreation Board — Chairman Frank Lonergan and Rob Mullins — and Department Director Scott Reese who are planning a trip Feb. 22 and 23 to tour the California museum and discuss proposed plans for the city's Engine No. 1785.

After the pair returns, the Woodburn Recreation and Parks Board would likely discuss the trip at its meeting March 7 and make a recommendation to the Council on whether or not to enter into negotiations about loaning the engine, Reese said.

Until then, speculation and strong feelings abound on the topic of the engine.

Reese is concerned because of the estimated \$2,000 to \$2,500 cost in labor and materials spent annually on the engine by the City, especially when the city is studying ways to cut costs. Reese said he is also unsure how much more volunteer time members of the Pacific Railroad Preservation Association, and in particular vice president/secretary Frank Scheer, are willing to put into restoring the engine.

"The problem is not maintaining the status quo," said Reese.

Scheer has mixed emotions about the engine's future. A Portland resident, Scheer has donated 4,000 hours of his time on weekends and days off to the restoration and maintenance of the engine since June 1977. All total, he and other association members have put about 7,500 hours of volunteer time into the engine.

"The thing (engine) should probably run after making it look this good," said Scheer. "We always had a feeling that it would run someday."

Getting the engine in running condition would require time, expertise and from \$50,000 to \$150,000, depending on the condition of the engine's boiler, according to Stephen Drew, curator of the California State Railroad Museum.

Drew said the museum is interested in borrowing the engine to haul visitors on 33 miles of scenic tours of the area around the museum.

Drew said last week that acquiring the Woodburn engine is a high priority for the museum because "it appears to be in very good mechanical condition." He also said the engine would be suitable for the museum's railroad tracks.

(ENGINE, continued from page 1)

In a memorandum written by Reese in October 1984, he noted that Drew favored an outright donation of the engine with the stipulation that the State of California would maintain and operate the engine for a period of 100 years. However, the museum would also be interested in a long-term use agreement of 15 to 20 years. Drew said last week the length of such an agreement would

allow the museum to amortize its expenses for tax purposes over a long period of time.

The length of the agreement could be a stumbling block, even if the city is willing to part with the engine, according to local officials.

If the engine was to be used by the museum, Scheer said he proposes to have it returned in five to six years. In the meantime, Scheer said he and other members of the association would work on improving the

Woodburn site by laying new track for it to be displayed on and building a covered shelter to protect the locomotive from the weather.

"Basically, we are concerned that the engine be taken care of and returned," he said.

Reese said he favors at most a 10-year limit of the engine being used by the museum.

He said he would like members of the community to share their views on the engine and possibly form a

committee to form a trust fund to cover costs of ongoing maintenance and capital improvements.

Reese said last week that he did not think the train would leave Woodburn. "My personal feeling is that the train is going to stay here because we are too far apart with the Railroad Museum," he said.

Reese said some questions need to be addressed because he wants to give the community and the museum some answers.

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LET'S TALK ABOUT YOUR DUES BEING DUE (OVERDUE TOO)

It appears you have to get your bouncy checks out of the hidden checkbook and into the hands of our Treasurer if you want to keep getting these sorts of publications. Of course if you no longer need to hear from us, so be it. If you did want to get some inside dope on what is planned, you have to be able to pay for it. So, we do charge \$20 a year for individual memberships. Send your annual dues to ROOM ONE.

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EDITORIAL DISCLAIMERS

The words and messages contained in this publication have not met the approval of any committee and therefore do not reflect the official stand of the Pacific NW Chapter or the National Railway Historical Society, and merely reflect the poor spellings and misjudgements of the editor, a shy country boy at heart.

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BUDGET COMMENTS BY EDITOR NOT IN THIS ISSUE

Originally it was planned to keep a running balance on how the budget was doing. Some folks thought only members should see that information so if you are not a member, you will not be privy to our riches. If you are a paid up member, look around in next month's issue for how the budget balances. This is the first year we have used a budget so it might be nice to read along with us each month to see

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SATURDAY LUNCHES MOVED WITH YAW'S PASSING

If you recall, a bunch of us used to sit around a backroom at Yaws in Hollywood each and every Saturday. We don't do that anymore. The good people of Yaws found a need to close that restaurant and they are in the process of relocating. We, or some of us, as a group, now meet at 12:30pm on Saturday at the Village Inn across from Safeway on NE Broadway at or near 10th. We have lunch & small talk. All welcome.

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HAYWARD CALIFORNIA SOUTHERN PACIFIC DEPOT ON COLLECTOR PLATE

Produced by the Hayward Area Historical Society, a picture of the old Southern Pac Depot can be yours for \$19 postpaid. This special picture is on a 10" ivory ceramic plate that is edged with gold. More information and orders can be had from the Hayward Area Historical Society at 22701 Main St, Hayward CA 94541. It is a 1920 photo of the depot which had been built in 1901 of redwood. Depot destroyed by fire 1981.

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SPOKANE, PORTLAND & SEATTLE TICKETS & SUBSIDIARY LINES FOR SALE

Available for sale by mail only, with photocopies possible. For information write to ED CULP, 595 24th St NE, Salem OR 97301. Phone 503-364-6021. Many of WW I era.

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TWO ONE-DAY AMTRAK EXCURSIONS UP DESCHUTES SET FOR MAY, 11 + 12

Send a Stamped self addressed envelope to ROOM ONE if you need information on the Madras trips on 11 May and 12 May. Each a one-day trip to/from Portland. Great way to remember AMTRAK. Costs reasonable. Children rates too.

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Oaks Park handed to non-profit group

By LINDA GILPIN
of The Oregonian staff

Oaks Amusement Park, a 44-acre piece of nostalgia on the Willamette River and a venture valued at \$5 million, is being turned over to a non-profit corporation for management.

To the public, however, the park at the foot of the Sellwood Bridge will remain essentially the same as it has been since it opened its gates in 1905.

Owner of the park, 75-year-old Robert Bollinger, made the announcement Thursday at a news conference inside the roller skating rink.

Bollinger, who has no heirs, said he wanted the amusement park to continue as a "source of fun for everybody." He said that he didn't want to see his lifelong occupation be turned into "condominiums or a shopping center."

The park is the oldest amusement park operated continuously in the nation, said Dale Pritchard, who will continue as park manager. It has 23 amusement rides, a roller skating rink and several acres of lawn for picnicking.

"I grew up here and watched what seemed like most of the city of Portland enjoy it at one time or another," Bollinger said. "I want to preserve that."

Bollinger's father, Edward H.,

worked there as an electrician for the Lewis and Clark Exposition in 1905, and purchased everything but the land in 1923. He then bought the land in 1940.

The park now will be managed by Oaks Park Association, a non-profit corporation chaired by Les Buell, presi-

dent of Hayden Corporation.

Buell, known for residential developments at Hayden Island, reaffirmed Bollinger's promise that the park won't become a mass of condominiums. "There is no potential possibility of putting up condos," he said.

However, Buell did not exclude the possibility of renting park land to an enterprise such as a restaurant.

Bollinger told the news conference that he didn't know of any other amusement park in the United States run by a private non-profit corporation except for the one in Hershey, Pa., which is a foundation for the employees of the Hershey chocolate company.

Administration of the park, which touts a policy of free admission, won't change in the near future, Buell said. He said that basic sprucing up and repairs will be the first order of business so the park will be able to open in about 60 days. In the winter, only the skating rink is open.

The transfer of Bollingers's stock in United Amusement Company, the parent company of Oaks Amusement Park, to the Oaks Park Association, was made the first of the year.

Bollinger will continue as vice president of Funtastic Amusement Rides, a major Northwest supplier of carnival amusement rides.

Other new board members are developer William Naito; Hilbert Johnson, retired Portland General Electric vice president; Hall Templeton, former Boise Cascade Corp. director and current Lewis & Clark College board member; William V. Owens, Portland parks superintendent; Park Alfred Taylor, metal fabrication shop owner and former Jantzen Beach amusement park manager; and James K. Neill Sr., former president and owner of National Mortgage Company.

The amusement park will revert to the Portland public parks system if operation would ever cease to be profitable, said Robert Weiss, the attorney who put the transfer agreement together.

The Oregonian, Friday, January 18, 1985
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WELCOME THESE NEW MEMBERS TO THE PNC-NRHS

Jack A Cairns
William C Implon
Gerry S Franklin
Kent P Connaughton

Mary Ann Cairns
Mary Implon
William Davidson
Susan A Little

Mark Karson Cathleen Karson
Wendy Drapeau Jacques Drapeau
Charles Heebner Beverly Heebner
Ray S Hewitt

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FUNAWAY RAILCAR -- Tuesday afternoon, December 5th, saw a 50-ton railcar "break loose" from the Bombardier Corporation's yard in Webxerville and hurtle uncontrolled down the tracks. Just past the Quarry Hill road crossing the car rounded a curve, left the tracks, and came to rest in a strand of poplars and birches. The \$1,000,000 vehicle, ticketed for the Portland, Oregon mass transit system was destroyed. Cause of the accident is unknown at this writing.

SHORTLINE (Champlain Valley Chapter)

CB

The CLUB CAR, No. 257

Train Expo '86?

We had a visitor Sunday. A man, (didn't catch the name), from Portland Oregon who is affiliated with the 4449 crew. He asked Louie if he would like to lease out the dome car for the '86 Train Expo in Vancouver B.C.. The Association will probably get an invitation to participate with some of our equipment, (if we can find a sugar daddy to move it).

-Pacific Locomotive Association-

The Chairman's Page

A large portion of the mail that comes across my desk consists of local Chapter publications, excursion notices and the like. There are as many variations of the publishing theme as there are newsletters and all seem to serve the local membership in their format.

Some are complex collections of regular columns, features on motive power or a branch line, news of members' travels, and even advertising of a rail historical or model vein.

Others are little more than meeting notices, or a combination of notice and minutes of the last Chapter meeting. Much can be learned of the Chapter's activities by reading through these many newsletters.

The Chapters that take the time to develop the talents for local history on a regular basis in their newsletters are providing a valuable service to their members and a fine tool for the future historian. Even those reporters who supply long lists of engine numbers provide a record of the motive power that served a particular area. Vignettes of memory or field trip that appear regularly in some of the newsletters are of particular value; one western Chapter regularly outlines a logging operation or short line, while another recalls service and depot facilities along various local lines.

We hope that each Chapter that produces a newsletter is filing away a permanent collection of its efforts — and that it is giving thought to an index of some sort for the publication. As the Library of American Transportation begins to develop its printed material, such an index will be a valuable asset to historians looking for a particular line's history and operation.

A glance through the mail would find that the Chapters that have the best combination of news and historical material, combined with good production and format, would include Philadelphia, Tri-State, Central Oklahoma, Washington, DC, Roanoke, Tacoma, Ontario & Western and East Carolina, among others who follow a similar format. Many Chapter newsletters are leaders in various aspects of rail publishing but space is limited and we regret we cannot list them all.

Only about 25 Chapters do not issue newsletters and the reasons are probably varied, from the lack of someone to volunteer as editor to a small membership which makes it impractical. We do not advocate that every Chapter should consider issuing a newsletter but we do hope that all Chapters have looked into the possibility for contributing to the best possible mixture of recorded rail history.

A frequent lament of the Chapter editor is that he lacks sufficient response from the local membership. Don't get your editor so discouraged that he throws in the towel, but give him items of rail news or things you like to read about. Everyone has a pet line or junction, a bit of abandoned line he knew as a younger man, or a favorite ride. Don't worry about punctuation and spelling — that's what editors are for! Considering the amount of printed material and advertising we see nowadays that can't tell the difference between possessive sense and a contraction, you need not concern yourself with the accuracy of your grammar!

Sometimes an editor's greatest — and most welcome — problem is having too much material, and while obviously not all submissions can be used we urge members to take part in their local publication. It's YOUR Society — work at it!

V. Allan Vaughn

127

VOLUME 49

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1984

**NATIONAL
RAILWAY
BULLETIN**