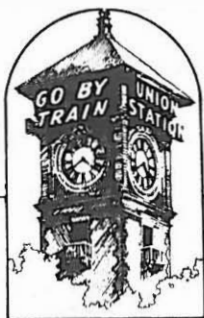


# The



# TRAINMASTER

Official Publication of the Pacific Northwest Chapter, National Railway Historical Society.



JANUARY 1987

Number 292

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THIS REALLY IS GONNA BE THE LAST ISSUE EDITED BY ALAN VIEWIG - Please send all future correspondence to the generic term: Editor

Room ONE Union Station  
Portland OR 97209

ALAN VIEWIG is responsible for the contents of this issue. All thoughts or words or hidden messages were or are the product of himself, not discounting the jeans or genes he got from his mother. Probably complaints would be better addressed to his mother. Her address upon request. NRHS not responsible for anything (inside).

## CHAPTER TIMETABLE OF EVENTS:

now

Get in your reservations for the Annual Awards Banquet. Send to Jim Whaley ASAP

8 January 87 Thursday 7 PM

January BOARD OF DIRECTORS' MEETING at the Columbia Gorge Model RR Club clubhouse at N Russell & N Vancouver. Great place to go to hear rumors and actual business of this Chapter. Much goes on. All welcome. If you really want to address the Board, you must check in with the President before the meeting. Runs til 11 or so.

16 January 87 Friday 7:30 PM

January REGULAR MEMBERSHIP MEETING on the Third Friday. We meet at the PGE Auditorium on SE 17 between Holgate & Powell. Come on down. Really great fellowship and concise report on Board acts and then a semi-legit Raffle and food (if you chip in) and a great PROGRAM consisting of:

7 February 87 Saturday 6:30 PM

THE ANNUAL AWARDS BANQUET. Come on out. The cost is \$13.50. Tickets must be ordered in advance from JIM WHALEY. See back page for info. Come on out and see who intentionally did not show up. Great time to gossip of the absent.

each & every Saturday we gather to break bread at the SEMAPHORE RESTAURANT. About a dozen or so sit in the back of the room. We all are friendly and are full of info you will not hear discussed at the open general meetings. No host. Try to tip high.

PACIFIC NORTHWEST CHAPTER 11 DECEMBER 1986 BOARD OF DIRECTORS MEETING

The meeting was called to order by President Rich Carlson at 7:05 PM.

The minutes of the November board meeting were approved as read.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 11/30/86:  
Checking account \$24,601.69  
CDIC 6,317.46

Rolling Stock Committee: Bob Hoffman questioned who owns the batteries in ex-Amtrak coach #4400 purchased from George Lavacot. Bob asked if anyone remembers any agreement with George about the batteries. No bill of sale has been received yet covering the purchase of the car. The board asked Bob to draft a bill of sale for George to sign to clear up just what the Chapter is getting with the car.

Membership Committee: Darlene Morrison reported that dues notices will be sent to the membership by bulk mail.

Concessions Committee: Marilyn Rehm announced that concession items will be on sale at Room ONE on Saturday, December 13, from 1 to 4 pm.

Museum Committee: Mary Lou Weaver submitted a written report for the Museum Committee stating that the committee's work in planning for a museum has been completed. The report made a number of points about the Chapter's situation relative to immediate action to found a museum, and concluded that the Chapter had neither the will or the resources to do so at this time. The report concluded with the announcement that Mary Lou Weaver, Bob Landregan, Vija Keeler, Bob Slover, Larry Hodson, and John Holloway have incorporated the Northwest Rail Museum, Inc., to immediately pursue the establishment of a museum.

Activities Committee: Tom Brewer reported that the Activities Committee met last night and that only three committee members including himself attended. Tom also reported that Jim Whaley has arranged for a 16mm movie to be show at the February banquet. Rich Carlson announced that the Chapter will not be decorating the Union Station for Christmas due to the absense of Mike Ackley who is in California on business.

Library Committee: Bob Slover advised that Room 1 will be open on Dec 13 from 1 to 4 PM to check out books. Bob presented the following book checkout and return policy that has been drafted by the library committee:  
1) Circulating library materials (books, tapes) will be secured in an area of Room 1;  
2) These materials will be checked out from and returned to a member of the library committee;  
3) Materials can be checked out or returned during library open hours, Board, or General meetings, or by appointment.

Moved by Doug Auburg, seconded by Dave Van Sickle, to accept the library committee's proposal on an interim basis subject to revision and to authorize the Library Committee to proceed to take steps to secure the Chapter's library collection. Motion passed.  
Moved by Kyrian Gray, seconded by Jack Pfeifer to allow the library committee to buy at cost from the concessions committee items for the Chapter raffle. Motion passed.

Public Relations Committee: Rich Carlson announced that Ben Fredericks had called to advise that he

(Ben) would resign as public relations chairman at the end of the year.

REA Building: Rich Carlson reported that the Portland Terminal RR Co is taking bids on having the REA building demolished.

Car Mt St Helens: Rich Carlson reported that he and Doug Auburg have written a letter to the group in North Dakota which has the ex-SP&S car Mt St Helens, to determine the status of the car.

S P Track Lease: Rich Carlson advised that Bob Hoffman will measure how much track the Chapter actually needs to store its cars with the view to lowering our track rental costs.

Patent Model of Stock Car: Rich Carlson reported that a party named Bryce Spence has donated the patent model of a stock car to the Chapter and that a value needs to be placed on the model. Terry Parker estimated the value of the car at \$500. Al Viewig stated that no value should be assigned due to uncertainty about the car's value. He suggested contacting a patent attorney to establish the model's value.

Amtrak Excursions: Rich Carlson reported that Graham Claytor of Amtrak, in a letter to Ed Immel and Rich, gave no indication that our cost for excursions could be reduced.

Sleepers at Silvis, ILL: Rich Carlson reported that John Holloway has been unable to get pictures of the cars from Dick Billings. Dave Duncan stated that RCR did not recommend that the Chapter buy the two cars. Dave stated further that RCR has received a lot of undeserved criticism regarding cars the Chapter has purchased. Dave Duncan and Dave Stimac advised that there may have been unauthorized removal of parts from our cars. Dave Duncan was critical of the Chapter for letting the cars sit for so long therefore exposing them to damage. Dave Stimac advised that a party named Bill Roth who is involved in car restoration will make the car Portland ready to move if the Chapter will give him the car Pasco in return. It will cost \$86 to move one car from Silvis to Council Bluffs, Iowa. Moved by Fred Dorsett, seconded by Al McCready, that both cars be sold as is, where is for whatever we can get for them. Motion failed. Moved by Doug Auburg, seconded by Dave Van Sickle, to recommend to the Chapter membership:

- 1) That Bill Roth be asked to make an offer in writing regarding the cars including certifying that th car Portland will be acceptable to the Union Pacific for movement to Portland OR;
- 2) Ask Roth to send photos of the car Portland as soon as possible;
- 3) Require that Bill Roth furnish acceptable evidence of financial responsibility;
- 4) Authorize the Chapter President to sign a contract with Roth when it is finalized in acceptable form.

Motion passed.

O & C Celebration: Rich Carlson announced that he & Al McCready will be meeting with Tom Vaughn of the Oregon Historical Society about a possible celebration of the completion of the Oregon & California RR.

Ship PEGASUS Room Deposits: Rich Carlson reported that no word has been received from the local attorney on the possible liability of the travel agency in the room deposit matter. Rich will ask the Chapter's attorney in writing to push the matter.

## CONTINUATION OF DECEMBER BOARD MEETING

Computer Software: Kerrigan Gray reported that there is no documentation of what software files the Chapter has been using. Kerrigan had no recommendations as yet on the Chapter's computer software.

Chapter Election: The board discussed Brad Miller's complaint about the absentee ballot and the handing of absentee ballots received late. Jack Pfeifer stated that he did not approve the numbering of the inside envelope of the absentee ballot. Marilyn Rehm said that this was an error. Suggestions for election procedure changes were referred to the by-law revision committee.

4449 Management Proposal: Doug Auburg reported that copies of the 4449 management proposal as approved by the membership have been sent to the City of Portland and the Southern Pacific.

East Portland Interlocking Machine: Doug Auburg advised that the Columbia Gorge Model Railroad Club will take apart the interlocking machine so that the Chapter can move it. It will not be ready to move for several months.

Excursion Newsletter: Doug Auburg moved, seconded by Al Viewig, that subscribers to the Chapter's excursion newsletter be notified by postcard that their subscriptions will be for five issues and that two more issues will be put out. Kerrigan Gray moved to amend, seconded by Doug Auburg, to add that the Chapter not accept any more excursion newsletter subscriptions and to return the money to those who have paid but not received any issues. Amendment passed.

Main motion as amended passed. The consensus of the board is that the last two issues be sent to those receiving refunds.

Moved by Doug Auburg, seconded by Kerrigan Gray, that the Chapter repeat its offer to the Oregon Symphony for the use of the car Mt Hood on the same basis as last year to raise funds unless the car is rented for the weekend requested. Motion passed.

Al Viewig stated that an inventory of the Chapter's assets should be made so that the incoming officers know what they are responsible for. Al wants a copy of the inventory.

Doug Auburg moved, seconded by Kerrigan Gray, that a letter be sent to Al Viewig thanking him for the donation of an electric mimeograph machine to the Chapter. Motion passed.

Doug Auburg advised that the Columbia Gorge Model RR Club has increased the use charge for its clubroom to \$10 a day effective 1/1/87.

Present: BOARD: McCready, Kerrigan Gray, Kyrian Gray, Auburg, Storz, Carlson, Pfeifer, Dorsett, Van Sickle, Viewig. MEMBERS: Hoffman, Carl Rodabaugh, Brewer, Nowell, Slover, Hodson, Larry Miller, Duncan, Stimac, Parker, Rehm, Edgar, Weaver, Morrison, Peter Rodabaugh, Jackson.

The meeting was adjourned at 10:06 PM.

Respectfully submitted, /s/ Chuck Storz, Secretary

## COAST STARLIGHT TRAIN WRECKING INCIDENT

(Reprinted from the 470 Railroad Club of Portland ME, which got it from CTC Board.)

AMTRAK CLOSE CALL: The Coast Starlight struck a pile of boulders and concrete that had been placed on the SP mainline at Dorris, CA on July 23. While exiting the west portal of the tunnel at Dorris the train plowed into the debris, lifting the lead F40 into the air. Miraculously, the locomotive came back down on the tracks in perfect alignment. There were over 450 passengers on board. Three suspects were arrested in connection with the attempted derailment, two 20 year old and a 16 year old, and were charged with attempted train wrecking. The two adults face life in prison without parole if convicted of the crime. It was an investigation by SP police that brought about the arrests.

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## DUES ARE DUE - NATIONAL WILL RE-BILL SOON

If you forgot to hand in your cash or check for the '87 dues, do not be surprised when you get another bill in the mail from National.

If you paid your dues and you got the rebilling notice from National, maybe the payments just crossed in the mail. If you get a third notice, then worry.

Last month we ran out of space to print all of the name and address corrections and notices of new members. This month with a bit of luck a second list will be started. Hopefully you cut out the list from last month and stuck it inside your June 1986 Membership Directory. Look elsewhere for this new list.

Darlene Morrison, the Membership Committee Chair, has reported that the cookie sale at the December meeting brought in \$20 for the refreshment fund. she also thanks all of the members who participated in the "gift exchange."

## STEAMTOWN - A NATIONAL PARK

(reprinted from The Gondola Gazette, Dec 1986, of the C P Huntington RR HS of West Virginia)

"CONGRESS CREATES TWO PARKS" from the National Parks and Conservation Association 'Exchange' November 1986

"Within hours of adjournment, the 99th Congress added two units to the National Park System: Great Basin National Park in Nevada, and Steamtown National Historical Site in Pennsylvania . . .

"Steamtown National Historic Site will preserve one of the world's largest collections of steam and railroad memorabilia on 40 acres near Scranton, PA. The collection includes over 40 steam locomotives and 100 assorted pieces of other railroad rolling stock. Compared to the long fight for a Great Basin National Park, Steamtown National Historic Site came into being almost overnight. Following a September visit to the site by NPS Director Mott and local Congressman Joseph McDade, legislation was quickly drafted and sent to the floor of the House by the House Interior Committee. No action was taken on the bill by the Senate Energy and Natural Resources Committee. Nevertheless it was added by the Appropriations Committee to the continuing appropriations process. This is an unusual process for the establishment of a park which provides little or no legislative history to guide the management of the park. For further information, please contact NPCA staff, Bill Lienesch at 800-362-3682. (By Sara Corrie)

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## PACIFIC NORTHWEST CHAPTER 19 DECEMBER 1986 REGULAR MEMBERSHIP BUSINESS MEETING

The meeting was called to order by President Rich Carlson at 7:44 PM.

The minutes of the November meeting were approved as read.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 11/30/86:

Checking account	\$24,601.69
CDIC	6,317.46

President Rich Carlson reported on the following:

- 1) The locomotive 4449 management proposal, as passed by the Chapter membership, has been sent to the City of Portland and the Southern Pacific. The City has also received a request from Santa Barbara, CA, for the use of the locomotive but has taken no action on it yet.
- 2) Ship PEGASUS Room Deposit: Our attorney expects to report on the local travel agency's liability by the first of the year.
- 3) The board has received a proposal regarding the Chapter owned cars in Silvis, IL. Dave Stimac will follow up on the proposal.
- 4) The patent model of a stock car has been received by the Chapter as a donation from Bryce Spence of Woodland WA. Blueprints and photos of the car were also received.
- 5) Al Viewig has donated a motor driven mimeograph machine to the Chapter.

Chapter Annual Banquet: Jim Whaley requested that members planning on attending the Chapter banquet send their reservations and payment to him as soon as possible. Tickets are \$13.50 each.

Museum Committee: Rich Carlson reported that a final report for 1986 has been received from the Museum Committee stating that the committee has completed its work of planning for a museum and advising that members of the committee have formed a new corporation independent of the Chapter to establish a museum. The new organization is named the Northwest Rail Museum, Inc., and the founders include Chapter members Mary Lou Weaver, Bob Landregan, Vija Keeler, Bob Slover, Larry Hodson, and John Holloway.

1987 Chapter Budget: Treasurer Kyrian Gray advised that the final version of the proposed 1987 Chapter budget was published in the December issue of The

Trainmaster. President Rich Carlson asked for a motion to approve the proposed budget. Moved by Jim Whaley, seconded by Lee Jackson, to approve the 1987 Chapter budget as published. Motion passed.

Cars at Silvis IL: Rich Carlson advised the membership that the Chapter board has been advised that both the cars "Portland" and "Pasco" are in poor condition possibly as a result of unauthorized stripping of the car interiors. The Chapter has received a proposal through member Dave Stimac from a party named Bill Roth who is involved in car restoration in the area where the cars are stored. Roth has proposed that in exchange for making ex-SP&S car "Portland" ready to move that he, Roth, be given the car "Pasco" which is now in poorer condition than the "Portland." Dave Stimac stated that the work Roth is proposing is worth about \$1,400. President Rich Carlson advised that the board of directors has recommended the following proposal to the membership for adoption:

1. That Bill Roth be asked to make an offer in writing regarding the cars including certifying that the car "Portland" will be acceptable to the Union Pacific for movement to Portland, OR.
2. Ask Roth to send photos of the car "Portland" as soon as possible.

3. Require that Bill Roth furnish acceptable evidence of financial responsibility.

4. Authorize the Chapter President to sign a contract with Roth when it is finalized in acceptable form.

Terry Parker spoke in favor of exchanging the "Pasco" for work on the "Portland." Moved by Terry Parker, seconded by Jim Whaley, to approve the proposal recommended by the board. Motion passed.

Chapter National Director John Holloway gave President Rich Carlson a set of the proposed, revised NRHS national by-laws. John asked the membership to look at the proposal and make suggestions for further changes.

Attendance: 61 members and guests signed the meeting register.

The meeting was adjourned at 8:24 PM.

Respectfully submitted, /s/ Chuck Storz, Secretary

## KEN PETERS HAS PHONES RINGING

Grab Ken Peters the next time you run into him at a membership meeting and give him thanks for all of the work he did to get our phone system operating. With his talent and talented fingers, the walking thru the Yellow Pages will be easier for those who need access to Mr. Bell's system at Room ONE.

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## FIGURES DON'T LIE - BUT LIARS FIGURE

Where is the longest and straightest line of rail in these United States? Would it help if we told you it ran for 78.66 miles? Do you believe them, anyway? How could it be straight? What about the curvature of this planet? Would it help if you knew it was on the Seaboard Coast Line? Yup, ya guessed it: It is between Wilmington and Hamlet in North, or Upper, Carolina. (The longest set of straight rail in the world appears to be 309.4 miles long in Australia.)

Attributed to George R. Greenace

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## PRESIDENT'S PAGE

by Doug Auburg

Well, they say the best way to start something new is to just start. So I'll "just start" with my first column as your new Chapter President.

As I write this column, Christmas is a memory and New Year's Day is but a few days off. Let me start off by wishing each and every one of you a prosperous new year. Let's all wish the Chapter a prosperous new year as well.

The budget for 1987 was approved at the December Membership Meeting. It is on the one hand an austerity budget since it allows nothing for a number of our committees. On the other hand it could be called an extravagant budget because it contains a deficit of approximately \$12,000. What does that mean? The Board has been criticized for presenting you with such a budget, both by some who felt that it is improper to not fund "this" or "that" committee and by some who have said that it shouldn't show a deficit with no plans for earning the money we are short. Good! As a robust organization, the Chapter should thrive on controversy, so long as it is constructive. If any of you have complaints or criticisms of me or the Board, please feel free to bring them to me. I'll do my best to listen to them openly, answer them forthrightly and when we can come to agreement, work with you to resolve them. I don't guarantee to agree with you but I will listen and I will attempt to keep an open mind.

So what does that budget mean? Why haven't we funded the "normal" activities of some key committees (Rolling Stock, Museum, for instance)? Why haven't we followed the past practice of "plugging in" two or three excursions and their resultant profits to balance the budget and fund committee activities? Well, it really goes back to an analysis of our past budget practices. We have gone through cycles of "boom and bust" during the past few years. During that time, we have run excursions which have made a bundle, we have run excursions which have broken even, and we have run excursions which have lost a lot of money. My point here is not to start a tirade or to blame anyone for these "ups and downs," but rather to point out that EXCURSIONS ARE NOT A SURE THING. There are great many variables involved, many out of the Chapter's control and many within, in planning and executing an excursion. And yet, they are the most promising way for the Chapter to earn its operating money. All that I have said in my campaign statements, and the Board has supported, is the concept that we should earn the money first before we commit to spend it. We must run the excursion, we must sell the "first day covers", we must sell the souvenirs, etc. before we budget to spend it. So, the Board will come to the membership for specific approval of money raising projects after they are firmed up enough to intellegently budget for. We will also ask the membership to approve specific expenses beyond the approved budget which are necessary to raise that money. We will not request the budgeting of "descrestionary fund" expenses, etc. until we have actually earned enough to fund them from known resources. This will mean a year of austerity, but we hope it will lead to future years when we can budget these things from known past earnings.

The new Board has already met informally to discuss the upcoming year. As a result, we have taken the first steps to set up excursions for the upcoming year. We have also discussed other fund raising activities that the Chapter might successfully take on. Just as important, we have also discussed ways in which the Chapter can cut unnecessary costs. In recent years the Chapter has slowly taken on a number of "fixed expenses", all of which seemed important and worthwhile at the time and most still seem so. However, the simple fact of Chapter life as a result is: We must generate about \$69 a day to keep it running! That's \$69 each and every day of the year. That's a lot of money, more money than we can hope to generate without public fund raising events like the excursions or one time events like the "Max First Day Covers". In fact, the first \$12,000 we earn this year, and in future years, from these functions must go to cover these fixed expenses before we can fund any of our other "loves."

There are also plans to build on the work of our outgoing Trainmaster Editor, Al Viewig, who has decided to step aside after three years at the helm. A number of members have expressed interest on their questionnaires in helping with the Trainmaster. More volunteers are needed, whether they be reporters, typists, or production staff. More information will be forthcoming as the new Trainmaster staff takes over next month. Incidentally, three years of putting out a monthly publication as large and complex as the Trainmaster is a major effort and I can understand his natural desire to let someone else take the reins. THANK YOU, AL, FOR A JOB WELL DONE! Maybe the new Editorial staff will be able to find room in the Trainmaster from time to time for an article on bridges! (Smile)

But those are just the broad outlines of ideas and plans. It will be up to the membership as a whole, through our committees, to implement these money raising ideas and projects. The Board can also use your suggestions as to ways that we might cut costs. One idea was expressed by Al Viewig in last month's Editorial. The idea of going back to printing the Trainmaster on the mimeograph. That's a great idea and we hope to implement it. However, that method requires volunteers who are willing to help with the production.

The Board has also discussed some changes to streamline and simplify Board meetings. For instance, every committee will have a Board contact, who can act to give routine monthly reports, etc. when a committee has nothing significant to present to the Board. On months when a significant request is to be made, the Committee Chair will need to attend personally to make any presentation and answer any questions. This should make the Board meetings run quicker and save Committee Chair's valuable time by not requiring them to attend every month.

So, let's get on with the productive work of the Chapter. Incidentally, I have received a lot of returned questionnaires in response to "President Doug's Committee." By the time you read this, many or most, committee chair positions will hopefully have been assigned and those individuals will be looking over the questionnaires to see who they would like to aid them on their committees. It's not too late. If you haven't responded to last month's questionnaire, please do so now. The Chapter needs everyone's help who is interested and willing to help, but I don't read minds. If you would like to be involved, please let me know.

**MUSEUM COMMITTEE REPORT**

by

**MARY LOU WEAVER**

(This was handed out at the December Board meeting)

Whereas, in respect to the Museum, the following issues exist:

- a) developments in the Portland area have become very favorable to the establishment of a rail museum, and;
- b) it is impossible to deal seriously with people on a "what if" basis, and;
- c) the Chapter, while verbally supportive of the museum concept, has chosen to spend its money in other areas and now has no funds set aside, and;
- d) the Chapter has a major problem at this point in simply maintaining itself, and;
- e) an existing museum is essential to accepting opportunities and raising funds, and;
- f) no one rail-oriented group in this area has the resources in place to take on this project alone, making coordination and sharing through a museum absolutely essential;

We, the following Museum Committee members, believe our work in planning for a museum is completed. We also, being willing to accept the risk and exhibit the faith required to undertake such a project, have incorporated the Northwest Rail Museum, Inc., for the purpose of preserving and interpreting rail history in the Pacific Northwest. It is our immediate goal to develop a broader base of community support for the museum.

Attached is a preliminary map of the organizational structure of the Northwest Rail Museum, Inc.

Mary Lou Weaver, Bob Landregan, Vija Keeler, Bob Slover, Larry Hodson, John Holloway.

(handed out was a "preliminary map" which is available from the Northwest Rail Museum, Inc.)

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**ALL COMMITTEES EXIST FOR ONE YEAR**

If you want to be on any Committee, or if you want to be on the same Committee for 1987, you have to get your request to President Doug Auburg in writing. No present Committee member or chair need inform the President of a resignation from the 1986 Committees since all appointments are for a maximum of one year and all appointments expired on 1 January for the old Committees.

Please act quickly to see if President Doug can fit you into his master scheme of things.

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**ELMER PETRA'S 4449 JACKET GIVEN TO CORA JACKSON**

Mrs. Olive Petra, the widow of member Elmer Petra, asked that the Chapter find a deserving member for Elmer's jacket.

Marilyn Rehm spearheaded a group to secretly select a deserving soul for the jacket and then she ganged up on the Saturday lunch crowd to pony up with the cash to have Cora Jackson's name embroidered on the jacket.

We shall certainly miss Elmer. We thank Mrs. Petra for her thoughtfulness at this time.

**ANOTHER MESSAGE ON THE MUSEUM FROM MARY LOU WEAVER**

(This was handed out at the December membership meeting:)

Dear Chapter Members:

Those of us who worked on the 1986 Museum Committee are excited by the opportunities which are beginning to surface in the Portland area. We have incorporated the Northwest Rail Museum for the purpose of preserving and interpreting rail history in the Pacific Northwest. As you know, we have been recommending this for several months based on many factors including the need to launch a fundraising campaign, the need to coordinate and share resources with other rail-oriented groups, and the strong possibility of missed opportunities if we delay. To fulfill our purpose, we also must raise community awareness and focus on a need which, when filled, will benefit not just the Chapter but the community at large.

The Chapter can be proud of its persistence in promoting the need for a local railroad museum and proud that its members are involved in moving this dream toward reality. The Museum Committee chose to incorporate the museum without a lot of fanfare in the hope that within the museum management management we could avoid much of the discord which has become increasingly evident in the Chapter over the past several years. We simply cannot take such a monumental task without a group of people who can offer a commitment to the enormous effort needed and who can trust and support each other.

It is no secret that I personally felt very disappointed in the last election - not because I lost, but because of the methods used to defeat certain people designated by a small group of members.

But I have never been disappointed in the Chapter's purpose and goals. As during the campaign, there are already rumors going around that the "museum people" are leaving the Chapter and trying to take the rolling stock with us. Nonsense! I have already renewed my membership, as have others, and I urge you to do the same. The museum is not a "splinter group," it is the fruit of the vine. The Chapter has the opportunity to be a major advisor in the years to come, along with other rail-oriented groups in the area.

You asked for a museum - I'm tired of hearing that it can't be done now - it is being done. The best thing you can do for the Chapter and the Northwest Rail Museum is the following: the next time you hear someone criticizing those who are devoting their energies to the museum, ask instead, what they have and are actually contributing besides their criticism.

The Chapter has major problems to solve if it is to survive and grow. Doug Auburg needs your support. The Board of Directors and Committee Chairs need your help. If you are undecided, give Doug a call.

The Northwest Rail Museum should have its working Board and Advisory Council in place in January. The Honorary Board and a package of benefits for Friends of the Northwest Rail Museum are also in progress. According to the IRS, contributions may be considered tax deductible even though we do not have our tax I.D. # yet. Contributions and comments (which are welcome) may be sent to Mary Lou Weaver, PO Box 19342, Portland OR 97219. Remember why we belong to a railway historical society? Let's do it together.

/s/ MLW

## MUSEUM COMMENTS

by

TERRY PARKER

As a past Museum Committee Chairman (1985), I was elected a Director-at-Large of the Chapter on a platform of "open communication" and with a goal of team spirit within the Chapter.

Based on the statement, I have some questions for our members who have involved themselves with the newly formed group, The Northwest Rail Museum, Inc., an Oregon corporation.

1. Why was the formation of the new group not announced until after the election of Chapter officers?
2. Why was the Chapter Board of Directors not consulted prior to the Museum Committee members self incorporating?
3. What happened to the idea of a Museum Train? The Board accepted the report. Was it a smoke-screen or did other opportunities present themselves and outweigh that idea?
4. What Chapter materials, office supplies, equipment, etc., was used to set up this new group?
5. Why was NRHS National contacted as to splitting the assets of the Chapter?
6. What benefit has the Chapter received from sending the Museum Chairperson to school and from buying special books? Where are those books on museum management now?
7. How has the Chapter been represented to the City and other over the past year by the Museum Committee? Who was representing whom?
8. If this new group was established to tie all rail oriented groups in the Portland area together, why are those groups only "advisory" and have no ability to elect representatives to the full director positions in the new museum corporation?
9. How are the directors of the new group chosen: by the membership or by a select few?
10. Although there is a common interest among rail groups to establish a rail museum in the Portland area, who's interests does this small group serve?

The Chapter must decide just what level of support we should give this new group and whether reimbursement of anything already used is in order. We also must decide how to proceed with our own Museum Committee as outlined in the By-laws, and what follow-up must be made with entities outside the Chapter. Open communication prior to instead of after the fact is what makes an organization strong and successful.

/s/ Terry Parker, Director

## NATIONAL DIRECTOR'S REPORT OF FALL MEETING

by AL KERR of the BUFFALO CHAPTER

The Fall Meeting of the Board of Directors of the National Railway Historical Society was held on Sunday, November 9, 1986 at the Hyatt Regency Hotel, Buffalo, NY.

Buffalo Chapter hosted this meeting and several events were scheduled for the interest and enjoyment of those attending, with the view that many would be from all over the U.S. and Canada and what better time to show off our fine light rail transit system. On Saturday morning, November 8, chartered Grand Tour buses carried 67 passengers to the Fort Erie Railroad Museum and CN engine facilities at Fort Erie. That afternoon, the directors joined the Chapter on a 4-car Metro Rail special train. Three round trips were made over our Light Rail Rapid Transit line, including a car house pass-through, Operations & Control Center inspection and operation to South Campus station, where time was allowed for a visit to this brand new facility. A total of 147 passengers were on hand for this trip, many of whom were connected with other transit lines and were able to view, first hand, our fine cars and line!

At the Board of Director's meeting, all National Officers of the NRHS were elected for the forthcoming fiscal year. The report of the Long Range Planning Committee, in synopsis form, had been in the hands of the directors for some time now, however, the decision was made to send the full, unabridged report to all directors with the view that future agendas would include the specific desires of chapters as gleaned from the report.

The National Treasurer's Report showed a balance of \$31,033 as of October 1986, with 13,522 regular members, 1220 associate and 2451 family members.

The final report of the Boston Convention (Minuteman '86) will be delayed until the Spring meeting. The 1987 Roanoke Convention, scheduled for July 29, 30, 31, August 1, & 2, 1987, certainly should be a sell-out, since Norfolk Southern had recently announced that a steam program would again be provided for the year 1987. A double-header with engines 611 and 1218 is planned and a convention special train will originate at either Washington or Alexandria, VA. An advance program should be in the mail early next year. The 1988 convention will be the last week in July of that year a Somerset, New Jersey. Hotel rates of \$50-55 have been promised, with transportation to be supplied from the rail station at nearby New Brunswick, NJ.

Railtours of America, the NRHS insurance program, has been suspended to March 31, 1987 because of the ongoing insurance crisis.

The new Hoosierland Chapter at Marion, Indiana, was granted a charter. Traction fans will recognize the name of this chapter as the name of a great inter-urban train that once operated on the long-lamented Indiana Service Corporation and Indiana Railroad.

The subject of the foreign postage surcharge, placed on the agenda by Sandy Worthen of the Laurentide Chapter, was postponed for one year, in order for Sandy to gather necessary documentation.

We were saddened to learn that rail photographer Don Ball, Jr., has passed away. His last calendar, for 1987, is on sale right now.

(Reprinted from Dec 1986 Empire State Express)

## VIEWIG'S VIEW

As some of you had believed the December issue when I said it was my last Trainmaster, I think you should go blame President Doug for not getting my replacement set up for this issue. As a result of me doing this, my LAST issue of The Trainmaster, I can again give you my personal and biased views on this land.

The big event this past month was the surprise announcement by Mary Lou Weaver at the December Board meeting that she and John Holloway had gone out and incorporated a rail museum. Mary Lou Weaver has handed out two different written statements on the museum and they appear elsewhere in this month's Trainmaster.

Part of her written statements discuss her annoyance with the general election we recently had. Since I was a part of that election, maybe I could share some of my comments with you about her comments.

The comment that she made about the election is the first one I can address. She said:

"It is no secret that I personally felt very disappointed in the last election - not because I lost, but because of the methods used to defeat certain people designated by a small group of members."

It appears that Ms. Weaver is unhappy with the voter pamphlet statements that some of the candidates made. I personally was given a space of about three inches high in the voters pamphlet to make comments as I saw fit to make. I commented on what a nice guy I am and I said nothing derogatory about Chuck Storz, whom I was running against. I said some complimentary words about others who were running and maybe some uncomplimentary words about others who were running.

But I did all of that within my three inches.

What does she propose? Does she want to limit what can be inserted in those three inches? Why?

How does she also claim that a "small group of members" decided who you voted for? She has to admit that within this massive Chapter that there are different "sides" to plenty of issues and that it often is not difficult to guess who is on which side of an issue.

But, it is hard for her to "blame" a small group who told you who to vote for. Opps, it was not hard for her to do it, it is hard for me to understand how she can single out a "small group" for the results.

Speaking of issues, the MUSEUM is a typical issue that seems to have gathered "sides" and supporters or non-supporters. It can't be much of a secret that I have openly asked that we perform more functions of a real historical society. My main goal in life seems to be the collection of historical facts on bridges. I certainly thought that in our collection in Room One that I would have found bundles of information on various bridges. When I discovered that there was no system for Room One, I was disheartened. Then a few years ago the Chapter decided to buy an IBM Personal Computer. One of the stated uses for the computer was to be the inventorying of Room One. That was to be a personal advantage to my research. The by-laws stated that the Vice President was to maintain a current list of Chapter assets. Mary Lou herself was the Vice President not that long ago. Where is her "inventory"? Where are those bridge facts hidden?

A museum might be the answer to our "historical" side and then it might not. I have severe doubts that we as a Chapter could ever fund and maintain a museum.

For a while I was interested in Museum Management as a possible career. I was on the mailing list for the State and Local Historical group in Nashville for years and even bought up a bunch of their Technical Leaflet #95 on how to identify Truss Bridges that I gave away to the Chapter a few years ago. I have tried to analyze what it would take to operate a museum and I have visited a fair number of small museums. Some of my observations are from being a volunteer lawyer for the arts a while ago when I did incorporate some artsy type groups. Other observations just have come from seeing if there was a spot someplace in a museum where I could get on a payroll and also have time to do my own research.

In all cases, I have come to the conclusion that there was a lot of financial help in the starting up stage of museums. Either in the form of free or government labor, or in the form of donated land and equipment.

We have no labor pool to pull from. How many of us would be willing to sit all day in a store front museum hoping that someone would drop in? Where is the labor pool to come from?

The other major problem is that no one is about to die and leave us a building along trackside. Not one of the local railroads has made any public announcement of what they will give us in the way of land. How would we be able to finance the purchase of any site? We have to pay Southern Pacific just to use the track where we store our cars at Brooklyn Yard.

In a different paragraph Mary Lou says:

"The Chapter can be proud of its persistence in promoting the need for a local railroad museum and proud that its members are involved in moving this dream toward reality. The Museum Committee chose to incorporate the museum without a lot of fanfare in the hope that within the museum management management we could avoid much of the discord which has become increasingly evident in the Chapter over the past several years. We simply cannot take such a monumental task without a group of people who can offer a commitment to the enormous effort needed and who can trust and support each other."

Please read and re-read that paragraph.

Does that sound like she says we should be proud of her and her group for getting the museum going? Why? We as a Chapter better act as a group and any pride should stop at the group level. Why would we be proud that people who were on a Chapter committee abandoned that committee and its purpose?

Was all that secrecy necessary? Public discord is certainly a great way to hear two sides of any issue. It has to be healthy.

Two defeated candidates go off and incorporate a new museum. Does that not make you wonder?

If the museum does become a reality, I certainly will pay my dues as a "friend" or whatever. I currently support about 20 historical groups with dues and a rail museum certainly is more worthy of my dues than the cash I send to the Canal Society of New Jersey.

Until the museum is on solid footing tho, I would like to see the Chapter's contribution limited to good wishes and slaps on the back.



**WASHINGTON DC CHAPTER MANPOWER PROBLEMS**

The Washington DC Chapter of the NRHS is the largest of the Chapters with over 600 members. Recently they were unable to find any member willing to run for the Presidency.

You have to wonder what is going on back east that they cannot find willing candidates.

The following appeared in the lead off paragraph on the first page of their November newsletter:

"If you don't ever ready anything else in this newsletter of yours, read the following sentence: If 10 to 15 members who are not now involved do not step forward to accept some responsibility for the functioning of the Washington Chapter, this organization is going to begin shrinking and failing. I think that's a fact."

Maybe out West we have more folks willing to get involved. Maybe we have the same future as the folks in Washington, even tho we were able to get a lot of people interested to run for our election.

Maybe overall the days of the RR historical society are numbered. If most of the people just want to go on excursions or photograph the steam engine, then it might be that there are not enough competent people in the ranks to fill up all of the slots for the jobs that make the excursions or engines go.

If you have not been active with us in Portland, take a moment to think why you never go to a meeting or why you pay your dues. If the answer is not clear on the reason why you have not been active, then get in touch with President Doug and he will find a spot for you in all of this clamoring. We might argue among ourselves, but in the end, most of us remain friends.

We have plenty of opportunity for any of your skills.

Maybe someone will step forward and start researching bridges.

oo0000oo

**RAILWAY POSTAL CANCELLATION COLLECTORS NEEDED**

From West Germany comes a request to The Trainmaster to publish a request for a collector of Railway postal cancellations to get in touch with this gentleman from Karlstein/Main:

Mr. HERBERT PFEIFER of PO Box 1203, at 8757 Karlstein/Main 1, Federal Republic of Germany, wishes to contact a collector of railroad theme cancellations. Specifically, he will exchange pictorial cancellations with a railroad theme - as well as exchange for streetcars, mountain railroads, railroad bridges, cable ropeways, railroad ferry boats, etc. He has a list of missed cancellations from the USA. He also has a lot of items for exchange, such as postal stamps, and all kinds of cancellations, meters and postal stationary.

If you know of someone who has an interest in pictorial cancellations, please pass on Mr. Pfeifer's name.

oo0000oo

**NOTIFY US IF YOU ARE MOVING - PLEASE**

The post office charges us about 30 cents to tell us if you have moved. You could save the other members of the Chapter that cost by telling us ahead of time. Please send us a post card with your new address on it. Oh, you also have to notify National. Thanx.

**CONNIE McCREADY RESIGNS MEMBERSHIP**

(The following letter was received by the Chapter:)

Connie McCready  
Dec. 13, 1986

PNWC-NRHS:

I have decided to rescind my associate membership status for 1987. Please transfer my dues payment to a Chapter contribution.

Earlier I had decided not to renew my personal membership. I've been disgusted by the activities of splinter group dissidents - most of whom lost elections - and disappointed in the Board's tolerance in "negotiating" with them.

Their continual attacks on the editor of THE TRAINMASTER have been childish, boring and have resulted, I'm convinced, in his decision not to request continuation. This is the final straw.

Their flagrant evasion of, and attempts to subvert the by-laws, have been enervating to the chapter.

I would suggest they follow my example so those who remain can enjoy productive and fun participation.

Since they probably won't, I would hope the new president and Board will develop intestinal fortitude in dealing with them.

Gladly, /s/ Connie McCready

oo0000oo

**LET'S WELCOME THESE NEW MEMBERS**

Darlene Morrison reports that the following folks are new members to us. Please go out of your way the next time you run into any of them to give them a big hello. An updated "Correction & Addition" sheet to glue into your Membership Directory will appear next month. Sorry for the delay.

- |                                     |    |                 |
|-------------------------------------|----|-----------------|
| Caroline Chubb                      | of | Brookings OR    |
| Larry Geraci                        | of | Lake Oswego OR  |
| Michael Graham                      | of | Warm Springs OR |
| James Hermanson<br>Marian Hermanson | of | Gresham OR      |
| Donald Hollis<br>Susan Hollis       | of | Eugene OR       |
| Douglas Lister                      | of | Sacramento CA   |
| Dale Miller                         | of | Portland OR     |
| Patsyjane O'Malley                  | of | Jacksonville FL |
| Albert Powell<br>Donna Powell       | of | Portland OR     |
| Jocelyn Watt                        | of | Portland OR     |

THE ANNUAL BANQUET SET FOR 7 FEB

The ceremonial installation of the Directors and Officers of the 1987 Board of Directors shall occur on February 7th at the Chapter's Annual Banquet.

This year the banquet will be held at the VISCOUNT HOTEL in the Northeast part of Portland not far from the Coliseum. The address is at Wiedler and NE 2nd. Take the Coliseum exit off of I-5 and aim two blocks east towards Lloyd Center.

No host cocktails begin at 6:30 PM for one hour.

No host dinner begins at 7:30 PM.

For the heavy eaters, or the eaters who eat heavily (?), we have a BUFFET. Yep. Us who can't all remember which fork to use at a sit-down dinner will probably only have to contend with one fork this time around since we can sneak nibbles while passing thru the buffet line. We can also practice our French pronounciations of the mystery foods set out before us.

The menu is quite up-scale with Beef Stroganoff and Roast Turkey being the main source of protein. Also on the hot line will be Potatoes Au-Gratin, Selected Vegetables, and THREE Salads. Toss in your non alky beverage and a fancy desert also. OPPS - we mean dessert.

THE PRICE is \$13.50 per person.

Deadline for ticket sales is FRIDAY, 30 JANUARY 1987.

Send all ticket requests to:

JIM WHALEY  
3106 SW Beaverton Hillsdale Hy  
Portland OR 97201

To keep him honest, make your check out to: PNWC-NRHS BANQUET.

TEAR THIS OFF

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1987 BANQUET RESERVATION

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_  
\_\_\_\_\_

Number of People in Party: \_\_\_\_\_

I have enclosed my check for \$13.50 for each person in my party: \$ \_\_\_\_\_

I am sending this to: JIM WHALEY  
3106 SW Beaverton Hillsdale Hy  
Portland OR 97201