

The



TRAINMASTER

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



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Send correspondence to Bryan Leeder, Editor; P. O. Box 5978; Vancouver, WA 98668. Telephone: (206) 693-0976.

CHAPTER TIMETABLE

NOTICE-NOTICE-NOTICE The location of the Chapter banquet has been moved again! Due to a schedule conflict at Original Richard's, we will be meeting at the Eastmoreland Racquet Club, 3015 SE Berkeley Place, just east of McLoughlin Blvd. and Tacoma Street and left off of Johnson Creek Blvd. Watch for the "NRHS" sign. Date and times remain the same-March 28, no-host cocktails starting at 7:00 pm, dinner starts at 8:00 pm. Cost is \$8.55 per person until March 10, \$9 per person up to March 20. Send your checks to: Jim Edgar-Banquet; P. O. Box 02902; Portland, OR 97202, or use the handy order blank in the February issue of THE TRAINMASTER. Just remember that the location of the banquet has been changed. SEE THE EDITOR WEAR A COAT AND TIE!

March 12, 1987 Thursday 7:00 pm--March BOARD OF DIRECTORS MEETING at the Columbia Gorge Model Railroad Club at the corner of North Vancouver Avenue and Russell Street. All Chapter members are welcome to attend. If you wish to address the board, please check in with President Doug Auburg prior to the meeting. Much give-and-take goes on here. Runs until at least 10:00 pm.

March 20, 1987 Friday 7:30 pm--March MONTHLY MEMBERSHIP MEETING at the Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. Program to be announced.

Every Saturday 12 noon NO-HOST LUNCHEON at the Semaphore Restaurant at the corner of SE 17th Avenue and Holgate Blvd. Our group sits in back.

May 9-10, 1987 Saturday and Sunday--CASCADES-DESCHUTES RAIL ADVENTURE. Chapter excursion via chartered Amtrak train. Portland to Chemult via SP, Chemult-Bend via BN, overnight at Bend, Bend to Wishram via the former Oregon Trunk, Wishram to Portland on BN. Be sure to fill out the order blank in this issue of THE TRAINMASTER and send in your check now as tickets are going fast.

In the future, the DEADLINE for submission of material to THE TRAINMASTER in time for publication will be on the 23rd of each month instead of the 25th as in the past. Examples: March 23 for the April issue, April 23 for the May issue, and so on. Thank you for your cooperation.

WHAT'S THE STORY ON THE
NORTHWEST RAIL MUSEUM, INC.?-by
Doug Auburg

Last month in my President's Corner column, I promised that I would talk to the founders of the new Northwest Rail Museum, Inc., find out their plans, find out why many of last year's Museum Committee were involved in its formation, and let you know what I learned. I also promised to try to get answers to the list of questions carried in the January issue of THE TRAINMASTER on this subject.

Well, as noted in this month's Prexy column, Bob Hoffman, Chuck Storz and I did meet with two of the founders of the NRM-Chapter members Mary Lou Weaver and John Holloway on February 24th and we discussed these issues.

We did go through the various questions from the January TRAINMASTER during the course of our 90-minute meeting and I will attempt to relate general answers to them below. However, some of the just can't be satisfactorily answered in the form they were asked. Unfortunately, many of them were of the "Are you still beating your wife?" form. Questions that leave the responder wrong no matter how they're answered. Therefore, I'm going to take the liberty of responding to the general issues raised rather than the specific questions.

The founders of the museum feel that they did inform the Chapter's Board by mid-year about the need to move to pursue a museum and the probable need to incorporate. They

feel that the Board did not respond with any amount of enthusiasm. They proceeded with the incorporation in order to create a corporation whose sole purpose is to seek the formation of a railroad museum. I cannot deny that the Chapter's Board and membership has a number of things to occupy its interest and attention. We have equipment that requires work and needs a considerable amount of money just to provide it with storage. It is certainly debatable whether or not the Chapter, by itself, could muster the energy and concentration to found such a museum, while keeping our excursions in operation, etc., etc. In her view, Mary Lou was faced with a decision to do what was best for the Chapter versus what was best for the museum. The founders of the NRM are free individuals, and they should be given credit for having the right to form a corporation to seek any legal goal they may wish.

The museum train idea that was proposed early last year by the Museum Committee is still viable. However, in the view of the founders of the NRM, other developments related to Union Station place it well down on a list of priorities. Mary Lou feels that a museum train is still a worthwhile project, which should be developed by the Chapter after the Union Station project is decided.

No materials or equipment of the Chapter were used by the NRM in forming their corporation. The books that were purchased at the Museum Committee's recommendation last year were returned to the Chapter library late in 1986 and

are available for any member to use. Information Mary Lou gained at a Chapter-paid "museum funding seminar" has been offered to Chapter members on several occasions. She states that she remains a member of the Chapter and is willing to provide advice to the Chapter on any knowledge gained from this seminar at any time. The Museum Committee was budgeted about \$5,000 last year but expended only about \$350 for publications, Chapter memberships in museum associations and one seminar.

Well, enough of these answers. Other questions were discussed and answers offered, but I see no benefit in pursuing them further. I will be happy to discuss them with any Chapter member at any time.

What I'd like to do now is propose some ideas about what this might mean. First, the Northwest Rail Museum is a fact. It is presently developing a set of by-laws and has named a number of its officers and board members. Its avowed purpose is to get a railroad museum founded in Portland. I, for one, can't argue with that goal. Given the existence of such an entity, the Chapter and its membership must decide how we will work with them, or work independently to achieve our own goals.

My personal preference is to find ways that we can work cooperatively with the NRM to achieve our joint goal of founding a railroad museum in Portland. Exploring for such ways was the primary purpose of our joint meeting on the 24th. Several options were offered to NRM and they indicated that

those options would be considered. The purpose of exploring such options is to find ways that the Chapter's long history and experience are given appropriate consideration in the formation of such a museum. At the same time, there seems to be considerable justification for their position that the Chapter is not the best "lead group" for such an effort because we are, quite properly, involved in many activities other than founding a museum and therefore may not have the energy to lead the effort.

PRESIDENT'S CORNER-by Doug Auburg

I'm happy to report that the Chapter's planning and projects seem to be well under way for the year.

First let me thank those of you who have come to me to say that your support my new policy regarding the use and content of THE TRAINMASTER. I have not received a single negative comment in regard to this policy. Now we need some of you to come forward and contact either our Editor or Associate Editor and volunteer to help write columns or help with the production and distribution of THE TRAINMASTER. How about it? I know that many of you could easily do an outstanding column on local or national rail happenings, or write a story about the history of one of our pieces of rolling stock, or about some other piece of local railroad history.

ITEM 1-COMMITTEES: All of the Committee Chairs have been named and all but one confirmed by the Board. The last one had

not confirmed his willingness to serve by the time of the February Board Meeting, so he couldn't be confirmed. About half of the Committees have had their members also agreed to by their chairpersons and confirmed by the Board. You will find the Committee Chairs and named committee members listed elsewhere in this issue.

I WANT TO THANK EVERY ONE OF YOU WHO TOOK THE TIME TO STEP FORWARD AND VOLUNTEER TO SERVE ON A COMMITTEE OR HELP WITH THE TRAINMASTER THIS YEAR!!

Some Committees, like the Rolling Stock Committee, can use every hand that is volunteered and Chair Larry Miller asked me to appoint everyone who volunteered. Other committees, like the equally popular Excursions Committee, involve more of a planning and meeting function and therefore, unfortunately, must be kept to a more manageable size. Chair Kerrigan Gray chose a small committee primarily consisting of members who listed this committee as their first choice. He tells me that he will use the committee to do long range planning of future excursions but that he will call on others in the Chapter to form an Excursion Task Force to work on individual excursions. The Task Force is likely to vary from one excursion to the next.

ITEM 2-EXCURSION: Planning for an excursion scheduled for May is well underway. The excursion will be a two day affair, leaving Portland via SP to Eugene, over Cascade Summit to Chemult, turning to head north over the BN to Bend, spending the night in some of Bend's nicest resort hotels, down the Deschutes to the Columbia, down the Columbia on the north side

to Vancouver and then back to Portland. The excursion flyers have been printed and mailed. If you know someone who should get one, please leave a message with the address on the Chapter phone. I'm sure there'll be more news and details about it elsewhere in this issue.

ITEM 3-4449 AGREEMENT: Rich Carlson and I met with officials of the Portland Parks Department to discuss our proposal for the management of the 4449. They seemed to be very interested in taking an active role in protecting the locomotive's welfare and to be supportive of the proposal made by the Chapter. They indicated that they were still gathering information about the engine but that they were impressed by the past track record that the Chapter has shown in managing the engine and several of its excursions. We should hear more from them in the next month or so.

ITEM 4-MUSEUM DEVELOPMENTS: Two things have happened. I talked to the Portland Development Commission staffer who is working on the future of the Union Station project. It seems likely that the PDC will exercise its option to purchase the property for development. If they do that, they will continue to operate the station for Amtrak but will finance a restoration of the building. They plan to preserve a total of five tracks for operating railroads, three for Amtrak and two for freight. A railroad museum is a real possibility for the site. However, there will be lots of other groups and interests competing for the site. He indicated that those of us who would like to see the museum use win out must do several things: 1) speak with

a united voice, 2) be ready to make the necessary presentations to city commissions, boards, etc. when appropriate, and 3) be ready to work to raise funds to finance the project. It's probably too soon to tell just how it will go but the Chapter will need to decide if and how it will help.

Bob Hoffman, Chuck Storz and I met with Mary Lou Weaver and John Holloway, representing the Northwest Rail Museum, Inc. (that is the proper name, rather than the name I used last month). We discussed the plans that NRM has for pursuing the museum, the development of their group late last year, and how they and the Chapter might work constructively together to achieve our joint aims. We made a couple of proposals to them which they will be considering during the next couple of weeks. We hope to have thier responses by the March Board Meeting. I also expect to have a report for the full membership on the results of these disoussions at the March Membership Meeting. We can accomplish a great deal if we will just make up our minds, both the NRM and the Chapter, that the goals are worth pursuing and quit our petty squabbling.

ITEM 5-LIBRARY CATALOGING PROJECT: The Chapter has a very significant collection of railroad books, magazines, and historic documents. This will be a big job and one in which they can use your help. Some have complained that the Chap-

ter doesn't do enough historic work. Here is a real chance to help in just such a project. Once the material is cataloged, it can be made available to historic researchers and authors who are gathering information.

ITEM 6-POSSIBLE RESTORATION & LEASE OF CHAPTER CARS: Those present at the February Membership Meeting already know that a local company has made a proposal to lease three or four of the Chapter's coaches this summer. Those present approved their proposal in principle and authorized the Board to negotiate and sign a contract. While many pros and cons were raised during discussion of the project, the membership agreed with a Board recommendation that the lease would be in the best interests of the Chapter.

Rental fees will finance the repair and restoration of the cars. After their return, they will all be fully available for future Chapter excursions or other leases. We have developed a draft lease which, we believe, fully protects the Chapter against all hazards associated with the lease. At present we await the leasee's confirmation that they wish to go ahead with the lease.

If the signal is YES, the Chapter (that's you and I and the Rolling Stock Committee) will need to work to prepare three Chapter cars for excursion service by May 15. There's a lot of work to do for a good cause. I hope to see you out at Brooklyn Yard volunteering your time to get them ready.

LIBRARY COMMITTEE REPORT

Our next meeting will be at 10:00 am on Saturday, March 14, 1987 at Room 1, Union Station. The meeting will include a short overview of library activities followed by a work party. We will be done by noon. If you will not be able to make it to this meeting, please give Bob Slover a call at 692-4782 evenings, or leave a message at 226-6747.

TRIP INSURANCE--The Excursions Committee announces that trip insurance will be available for the Chapter excursion in May. If you need this coverage, please say so on your order form. Thanks!

COMMITTEE ROSTER

NOTE: Publications Committee will appear in a future issue of the TM.

ACTIVITIES

Chair: Jim Edgar.
Board Contact: Terry Parker.
Members: Tom Brewer, Jim Brown, Leona Newel, Don Thorn, Alan Viewig.

BY-LAWS

Chair-Board Contact: Jack Pfeifer.
Members: Walt Grande, George Mickelson, Jerry Schuler, Chuck Storz.

CONCESSIONS

Chair: Marilyn Rehm.
Board Contact: Carl Rodabaugh.
Members: Jim Brown, Jim Edgar, Tom Ely, Garry Johnson, George Mickelson, Terry Parker, Esther Rosu, Freda Webb, Jerry Webb, Gordon Zimmerman.

EXCURSIONS

Chair-Board Contact: Kerrigan

Gray.

Members: Janet Rodabaugh, Ruth Dexter, Garry Johnson, E. G. Cooper, Marilyn Rehm, Gerald Schuler.

FINANCE

Chair: Bob Landregan.
Board Contact: Kyrian Gray.
Members not yet named

LIBRARY/HISTORICAL FOUNDATION

Chair: Bob Slover.
Board Contact: Jack Pfeifer.
NOTE: The Historical Foundation Committee will be operated as a subcommittee of the Library Committee, using those members who have expressed interest in it.

Members: George Arnoux, Don Beard, Rich Carlson, Tom Ely, Robert Fornoff, Don Hollis, Sue Hollis, Keith Jacob, Bryan Leeder, Christine Schoof, Russel Schoof, Chuck Storz, Alan Viewig, Bob Weaver, Freda Webb, Jerry Webb, Gordon Zimmerman.

MEMBERSHIP & HOSPITALITY

Chair: Fred Dorsett.
Board Contact: Doug Auburg.
Members not yet named

MUSEUM

Chair not yet named
Board Contact: Dave van Sickle.

NOTE: President Auburg has delayed naming a Museum Committee until discussions with the NRM, Inc. have concluded and we have an idea of the Chapter's role in helping to found a railroad museum in Portland.

PUBLIC RELATIONS

Chair: Alan Viewig.
Board Contact: Al McCready.
Members: Rich Carlson.
NOTE: Other members are being sought to serve on this very important committee.

LIBRARY COMMITTEE REPORT

The Chapter is pleased to report that in February the Library received twelve railroad books from Mrs. Olive Petra, widow of long time member Elmer. Olive Petra explained that Elmer had told her specifically that his books were to go to the Chapter. All are 8½ by 11 inches and will soon be ready for loan through our library. The books are:

- MIGHTY 800, THE by Wm. Kratville, 136 pages, pub. 1967 by Kratville Publishing, of Omaha NB
- RIDE THE BIG RED CARS by Spencer Crump, 256 pages and indexed, pub. 1970 by Trans Anglo of Corona del Mar, CALIF.
- STEAM TRAINS by Bill Hayes, 189 pages and indexed, pub. 1981 by Galahad Books of NY
- CAB FORWARD by Robert Church, 312 pages, pub. 1982 by Central Valley of Wilton CALIF.
- GIANTS OF THE WEST by George Cockle, 208 pages, soft cover, pub 1981 by Overland of Muncie, IN
- SUPER POWER STEAM LOCOMOTIVES by Richard Cook, 144 pages, pub. 1980 by Golden West of San Marino CALIF
- ROCK ISLAND MOTIVE POWER 1933-1955 by Lloyd Stagner, 207 pages, pub. 1980 by Pruett of Boulder CO
- AGE OF STEAM, THE by Lucius Beebe & Charles Clegg, 304 pages, pub. _____ by Howell North of Berkeley CALIF
- IRON HORSES TO PROMONTORY by Gerald Best, 207 pages and indexed, pub 1982 by Golden West of San Marino CALIF
- IRON HORSES by E. P. Alexander, 239 pages, pub 1941 by Bonanza Books of NY
- AMERICAN LOCOMOTIVES by E. P. Alexander, 256 pages, pub. 1950 by Bonanza Books of NY
- RAILS NORTH by Howard Clifford, 200 pages and indexed, pub. 1981 by Superior Pub of Seattle

JACK HOLST MEMORIAL AWARD

It is the time of the year to pick a member to receive the JACK HOLST MEMORIAL AWARD. The person selected must in your view be a worker for the Chapter and have given his/her time to make the Pacific Northwest Chapter a better Chapter. Below is a form for the name of the person you wish to nominate and your reasons for the nomination. The last three recipients of the award will select the person to be honored in 1987.

I wish to nominate _____ for the JACK HOLST MEMORIAL AWARD.

The nominee has promoted the National Railway Historical Society on the local level in the following ways:

The nominee is actively involved in the Pacific Northwest Chapter in the following ways:

The nominee shows outstanding ability to excel in the promotion of the technical and historical objectives of the Chapter in the following ways:

Other factors which I feel qualify the nominee to receive the JACK HOLST MEMORIAL AWARD are:

NOTE: Please return this form to Chuck Storz, 146 NE Bryant, Portland, OR 97211 or to Room 1 by March 20, 1987.

Signature of nominator

Name: _____

Street: _____

Phone: _____

City/St/Zip: _____

Summary of Minutes - Regular Chapter Meeting - February 20, 1987

The meeting was called to order by President Doug Auburg at 7:30 PM.

Treasurer Kyrian Gray reported balances in the Chapter's accounts as of 1/31/87: Checking: \$27,543.18. CDIC: \$6,371.13.

President Doug Auburg reported: 1) The Chapter has received a new annual lease for tracks in the S.P. Brooklyn Yard. 2) The board has approved additional committee chair appointments: Library: Bob Slover; Finance: Bob Landegran; Activities: Jim Edgar; Membership: Fred Dorsett; Public Relations: Al Viewig; Publications: Bob Weaver. 3) Bill Ross has accepted a trade of the car Pasco in return for repairing the car Portland for movement. 4) The board has authorized sending a demand letter to Robert Powell Travel Service as part of the effort to recover the Pegasus room deposit.

Excursion Budget: Moved by Al McCready, seconded by Bob Hoffman to approve a budget of \$110,000 for the 1987 Chemult-Bend trip. Motion passed.

Chapter Car Repairs: Moved by Larry Miller, seconded by Kerrigan Gray to approve \$368.75 in repairs to the main generator and two blowers on the car Mt. Hood. Passed. Moved by Kerrigan Gray, seconded by Bob Hoffman to approve \$148.00 in repairs to a Chapter owned propane tank. Passed. Moved by Larry Miller, seconded by Bob Hoffman to set up a fund of \$300 for miscellaneous car repairs, the fund to be controlled by the board. Passed.

Car Rental Proposal: Larry Miller presented a proposal from R.C.R., Inc. to lease three and possibly four Chapter cars for excursions to be run on the Pend Oreille Valley RR during the spring and possibly fall of 1987. The board is requiring a down payment of \$2100 when the contract is signed. Larry proposed a budget of \$2500 for repair and cleanup of three cars contingent on the signing of a contract with R.C.R. Inc. There was considerable discussion and many questions from the floor about the proposal. Some members were concerned primarily with preserving the cars while others were in favor of the lease to raise funds. Moved by Larry Hodson, seconded by Kerrigan Gray, to approve the \$2500 contingent car repair budget and to authorize the board to approve and the officers to sign a contract for the rental of three Chapter cars. Linda Hoffman moved, seconded by Al McCready to table the motion. Motion to table failed. Main motion to lease the cars passed.

Moved by Tom Brewer, seconded by Paul McMillan to authorize an expenditure of \$308 for pins for the Bend trip. Passed.

Respectfully submitted, Chuck Storz, Secretary

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Summary of Minutes - Board of Directors Meeting - February 12, 1987

The meeting was called to order by President Doug Auburg at 7:03 PM.

Excursions: Moved by Kerrigan Gray, seconded by Bob Hoffman, to recommend a budget of \$100,400 for the 1987 Chemult-Bend-Madras excursion. Motion passed.

Summary of Minutes - Board of Directors Meeting - 2/12/87 (continued)

1987 Committee Membership: Moved by Kerrigan Gray, seconded by Bob Hoffman to approve a list of individual members of Chapter committees for 1987. Passed. (Includes excursion, finance, library, membership, publications, public relations, rolling stock, activities, concessions and by law committees).

Ship Pegasus Room Deposit: Rich Carlson reported that the Chapter's attorney Steve Bennett has recommended that the Chapter send a formal demand letter to the Robert Powell Travel Service as a first step in recovering the deposit paid for rooms on the ship Pegasus. Moved by Rich Carlson, seconded by Kerrigan Gray, to authorize the attorney to send the demand letter. Motion passed.

Master Keys: VP Bob Hoffman requested authorization to issue master keys to Larry Miller and Marilyn Rehm. Doug Auburg requested a master key for Bob Slover. Moved by Bob Hoffman, seconded by Kerrigan Gray to issue master keys to Miller, Rehm and Slover. Motion passed.

Bonding of Chapter: Rich Carlson reported that the Chapter's bond has been renewed by Aetna through the Rogers, Fitzwalter and Powell agency. However, to continue the bond Aetna requires that checks be countersigned and that the Treasurer's duties be split. Moved by Kerrigan Gray, seconded by Jack Pfeifer to institute a policy of requiring two signatures on checks, the treasurer and one other officer to sign checks, and all officers to be authorized to sign checks. Motion passed.

CPR Training: Bob Hoffman stated that CPR training is needed for the Chapter's car hosts. A course is available from the Red Cross for \$15 a person. Certification needs to be renewed yearly. Dr. Van Sickle recommended that every car host have up to date CPR certification. The Red Cross will provide a special training course for 10 to 30 people for the fee of \$15 a person. Moved by Al McCreedy, seconded by Kyrian Gray, that preference be given to car hosts with CPR training and that the Chapter make CPR training sessions available. Motion passed.

Museum Policy: Moved by Al McCreedy, seconded by Jack Pfeifer, that the board unanimously support a policy proposed by President Doug Auburg regarding establishment of a museum including 1) Seats on the museum board for all major interested groups, 2) Chapter support for cooperative effort to establish a museum and 3) Chapter agreement that the Northwest Rail Museum, Inc. shall lead the establishment of a museum. Motion passed.

4449 Management Proposal: Doug Auburg reported that he and Rich Carlson met with an official of the City of Portland parks department to discuss the Chapter's proposal for the management of locomotive 4449. The City is in general agreement with the proposal except for the requirement for a unanimous vote to approve action. City officials are considering the proposal further.

Respectfully submitted, Chuck Storz, Secretary