

The



TRAINMASTER



Official Publication of the Pacific Northwest Chapter, National Railway Historical Society.
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CHAPTER TIMETABLE NO. 297--JUNE 1987

June 11, 1987 Thursday 7:00 pm--June 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.

June 19, 1987 Friday 5:00 pm--June CHAPTER PICNIC (in lieu of the monthly membership meeting) at the A-frame shelter in Washington Park, close by the Rose Test Gardens. Admission is \$2 per person, \$5 per family with hot dogs and soda pop furnished by the Chapter. You bring salad, dessert, munchies, tableware, good times, etc. Steam train rides on the Washington Park Zoo Railway throughout the evening. Festivities start at 5 pm, drop in anytime after.

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.

Thanks to the WILLING WORKERS who helped the editor assemble THE TRAINMASTER last month: Jim Buckley, Chuck Storz, and Bob Weaver.

COMMITTEE CHAIRS

Activities: Jim Edgar, 652-1724.

Meeting Program Coordinator: Hugh Robertson, 252-3315.

By-Laws: Jack Pfeifer, 644-0048.

Concessions: Marilyn Rehm, 659-1259.

Excursions: Kerrigan Gray, 777-6610.

Finance: Bob Landregan, 246-3710.

Library and Historical Foundation: Bob Slover, 692-4782.

Membership: Fred Dorsett, (206) 256-4981.

Public Relations: Al Viewig, 223-2526.

Publications: Bob Weaver, 659-9201.

Rolling Stock: Larry Miller, 245-7044.

Back in January, a pair of HALF-HEIGHT GLASSES was found in the PGE auditorium after the membership meeting. They are hanging on the wall in Room 1 above the telephone books. Also hanging above the phone books is a key ring which includes a pair of keys to a General Motors automobile and many other keys as well. If either of these are yours, please leave your name and phone number on the answering machine at Room 1 (phone number shown at the bottom of the page). Thanks.

AN INTERURBAN STAMP?

By Richard A. Carlson, National Director

On May 4, 1987, prompted by a column I read in the philatelic weekly, Linn's Stamp News, I wrote a Mr. W. L. Davidson, Jr., Director, Office of Stamps and Philatelic Marketing, of the U.S. Postal Service, Washington, D.C., to nominate the electric interurban car as a worthy subject for the ongoing Transportation series of coil postage stamps.

The series, which depicts historic vehicles dating from as far back as the 1860's up to the fairly recent 1930's, has proved to be the most popular U.S. stamp issue in almost 50 years. Up to now, over two dozen different subjects, mostly vehicles which ran on wheels or runners, have been honored. Railway subjects to date have included a 2-cent steam locomotive stamp (1870's), a 3-cent handcar stamp (1880's), and an 11-cent caboose stamp (1890's). Many of the stamps have been issued as "fractionals", (e.g., 3.4 cents, 8 1/2 cents, 10.9 cents) which most people see in precanceled form on bulk-rate, non-profit, and carrier-sort classes of mail. All of the stamps have been in denominations between one and 25 cents. They are noteworthy for their clean, simple, yet elegant appearance.

In his reply to me dated May 11, Mr. Davidson stated he had found my letter most interesting and that he would be delighted to present my suggestion to the Citizens' Stamp Advisory Committee, the initial screening group for new issues. He said the documentary materials I enclosed would be very helpful to them. The documents were photocopies of several NRHS Bulletin covers and selected pages from books I found in our Room 1 Chapter library.

The interurbans selected were representative of those that ran in various sections of the country, including the Portland-Oregon City line. Of course, the initial hurdle is gaining approval of the subject matter itself. The next step would be selection of exactly which interurban would be the stamp design. That choice is made by the Postal Service, and I suspect even the artists and designers sometimes have a voice in what is finally chosen.

Considering, however, that the interurban has never appeared on a U.S. postal emission, and recognizing the mark it made in American transportation history, I feel that chances for it are quite good. We'll just have to wait to see if such a stamp is to be.

EXCURSIONS COMMITTEE REPORT

By Kerrigan Gray

As you may or may not have heard by now, our Cascades-Deschutes Rail Adventure May 9-10 was an overwhelming success--sold out! We departed Union Station "on the advertised" at 9 am Saturday morning with two F40PH's back-to-back, and 842 people on board, including the Amtrak crew and NRHS staff. Our passengers hailed from all over the Pacific Northwest and as far away as Florida, Illinois, New Jersey, Texas, and Canada. The consist leaving Portland was: F40PH's 370 and 380, Superliner coaches 31038, 34049, 31013, 34027, 34043, 34056, SuperLounge 33016, Superliner coaches 31018, 35008, and ex-Santa Fe HiLiners 39956, 39960, 39963, and 39961.

Our Willamette Valley stops on the Southern Pacific mainline at Salem, Albany, and Eugene went smoothly, with the engineer departing on schedule after each stop. Then it was over the Cascades to the Burlington Northern interchange at Chemult, where the diesels ran around the consist and a newspaper reporter, photographer, and two representatives of the Bend Chamber of Commerce boarded the train. The Chamber representatives distributed literature about Central Oregon and Bend to our passengers as our special highballed north. After cruising through the beautiful scenery of the Cascades we arrived in Bend about ten minutes behind schedule, greeted by the music of a Dixieland band! The bus transfer to the hotels went smoothly and even faster than was planned.

Sunday morning as the train was being loaded with lunches and passengers, it was discovered the coffee wasn't up to our standards, so Kyrian Gray and Mike Shopmeyer of Service America (our caterer) dashed to the nearest Safeway and cleaned them out of soda pop. We formed a human conveyor belt and loaded 36 cases into the baggage area of a coach, finishing at 8:59 am--one minute before our 9 am scheduled departure time. The car doors banged shut and the train wheels started turning at 9 am on the nose! Everyone was served juice and a roll while Ken Keeler, Randy Nelson, Steve Howes, and Amtrak supervisor Ron Shipley spent most of the morning in the baggage hold icing down the pop for lunch!

Our special stopped and detrained 400+ passengers at the Willow Creek trestle near Madras after our "Snake Patrol" tested the ground for resident serpents. Enginemen Ormar Woods and Bob Manning gave us a great photo runby. The entire process of unloading, runby, and boarding took under thirty minutes.

As we proceeded north from Madras along the Deschutes River, many rafting parties were noted enjoying the warm weather. It was about 95 degrees in the canyon which put the air conditioning

systems to the test. Only one car experienced a problem when one blower set gave up, but the passengers in that end of the car didn't feel it was bad enough to mover to a cooler car. We appreciate their grit!

There was one sad note during the trip: While coming down the Deschutes River Canyon, some sharp-eyed passengers spotted a body floating in the river. The train was stopped at the nearest telephone box as radio reception was poor in that part of the canyon, and the news was reported to the dispatcher. The next day the sheriff's office found the body of a man who had been lost three weeks before in a rafting accident.

After crossing the Columbia River at Wishram we continued westward on BN trackage and wound up being one of the first trains to pass the wreckage of a freight train near Stevenson which was still being cleaned up by large cranes on barges. Numerous slow orders and the photo runby put us about ninety minutes behind schedule, so we did not arrive at Portland until about 6:30 pm. When we arrived, both the "Mount Rainier" and the "Pioneer" were waiting in Union Station, both running late, and with the addition of our special the station resembled the "good old days" of passenger railroading with the depot full of trains.

This trip could not have been such a success without the hundreds of hours of effort by our staff. Chapter Treasurer Kyrian Y. Gray made daily trips to Room 1 starting in February to do order processing, hotel assignments, and research on transportation and food. She also handled the financial matters of the excursion. Her initial Cost Benefit Analysis was right on the money and a very important starting point for the excursion task force.

Also essential to the successful planning and execution of the excursion were Doug Auburg and Rich Carlson who negotiated the contract with Amtrak; Marilyn Rehm, Fred Dorsett, Chuck Storz, and Bill Carter for the mailing list, brochures, and exception processing; Irv Ewen for ticketing and boarding the passengers in Union Station without a hitch; Jim Edgar for concessions and brochure mailing; Al McCreedy for a great job of advertising and public relations along with Rich; Terry Parker and Garry Johnson for a well thought out, professional trip guide; Larry (Sundance) Hodson for trip pins and a GREAT drumhead; Steve Howes on the food service and for duty beyond the call of duty in assisting me with 100 things; Jack Pfeifer's making sure everyone got on the right buses in Bend; Carl Rodabaugh for lining up the hotels; Ruth Dexter, who arranged the musical entertainment in Bend; Dr. Dave Van Sickle for keeping everyone patched together; Mary Lou Weaver for processing the trip insurance applications; and, last but not least, George "Bob" Hoffman for assigning, preparing, and managing our fantastic car hosts who in turn kept everyone upbeat and happy!

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Excursions Committee Report (continued)

I hope I have not forgotten anyone. Everyone did a superior job and ensured the trip was a success. Many compliments have come in from our passengers about the great job done by all you car hosts.

The Cascades-Deschutes Rail Adventure served over 1,650 lunches, 1,650 breakfast rolls, 60 gallons of coffee, 2,550 cans of juice, and 850 cans of iced soda pop! We were 13.45% UNDER budget and raised substantial funds to insure our continued financial health for the near future.

One of our passengers summed it all up: "Best excursion we have ever been on! Where do we sign up for the next one?" Once again, a hardy "Thank you!" to the many, many people who put in more than one thousand hours of volunteer time to make the trip go!

MAX Cars Get New Air Horns--by Rich Carlson

Tri-Met's deadline on Request for Proposals on electronic horns for its 26-car light rail fleet was 3 p.m., March 19, 1987. By sometime in June, the successful bidder should be selected and the contract to build awarded.

Air horns were initially considered as a possibility to replace the existing two-horn system, but the addition of air compressors and related hardware was deemed too complicated and costly. However, the goal was to achieve a sound quality and level that is distinctive and approximately that of a railroad three-bell air horn--in short, a "train-like" tone. The intention is to reach this goal with electronic equipment that will operate reliably with electrically propelled cars. Approximately 60 of the new horn sets will be purchased for the double-ended vehicles.

The mounting location of the horns will be as currently provided, that is, under the front of the light rail cars above the coupler. The control switch will be located on the operator's console, while the tone generator will be located in the cabinet under the master controller.

The specs call for the horns to provide an 85-decibel sound level in the "low" position and a 97-decibel sound level in the "high" position. The horns will be sounded by means of a three-position toggle switch, the middle position being the "off", the back position (nearest the operator) the "low", and the forward position the maximum loudness "high" sound level. It is likely the maximum level will be used only on rare occasions.

It is hoped that by spring of 1988, all of the new horn sets will be delivered and installed. The start of initial deliveries, of course, depends on acceptance by Tri-Met of the initial prototype.

PRESIDENT'S CORNER

by Doug Auburg

Well, there has been one very pleasant change for the Chapter since my last column. The Chapter Excursion went off as scheduled on May 9 and 10. Though I was unable to join in this fun activity, by all reports I've heard everyone on board (AMTRAK staff, PNWC staff, and most important Passengers) thoroughly enjoyed themselves. The weather couldn't have been better. The hotels, though about a dozen were involved, accommodated everyone well, etc. etc.

I'd like to thank everyone who helped with the excursion, whether in its preparation or on board the train. Without your help it couldn't have happened. I'd also like to especially thank Excursion Committee Chair Kerrigan Gray and Chapter Treasurer Kyrian Gray for their untiring efforts in putting everything together. Kyrian was down at Room 1 nearly every night putting data into our ticketing program. Also down there was Irv Ewen taking care of the tickets themselves. There were so many others of you who really worked far above and beyond the call of duty that you should also be singled out, but if I try I'll forget or overlook someone else who worked just as hard. So I'll just thank you all once again. WELL DONE!

Perhaps as important as the success of the excursion for the riders, is the fact that the Chapter earned a tidy sum for providing this service. As a result, the Chapter's treasury looks pretty healthy again.

The team of Kerrigan and Kyrian also assembled an Excursion Notebook that will serve future excursion managers well as a guide.

By the time you read this, the Excursions Committee will have met to rough out the Chapter's next THREE excursions. One for this Fall and both of next year's. This early planning will allow the Chapter to make our date requests from AMTRAK many months in advance. This should eliminate the problems we've had in the past with AMTRAK date approvals and train pricing.

Another significant development since last we talked is the leasing of two of the Chapter's coaches to the Lewis & Clark Railway in Battle Ground. The Lewis & Clark has won the operations contract from Clark County for the old Chelatchie Prairie and will be running excursions again this summer. We have agreed to lease these two coaches to them. The funds we earn from the lease will allow us to repair and restore these and other Chapter cars. If you'd like a fun afternoon sometime this summer, with a chance to ride on some Chapter equipment thrown in, I'd suggest you drive out to Battle Ground and buy a ticket to ride the Lewis & Clark.

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - MAY 15, 1987

The meeting was called to order by President Doug Auburg at 7:37 PM.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 4/30/87: Checking \$116,128.27; CDIC \$6,455.55.

Car Lease: Doug Auburg reported that the Chapter is negotiating with the Lewis & Clark Ry (previously known as the Chelatchie Prairie) to lease Chapter cars #3300 and #6800 for excursion service. The minimum lease fee will be \$4000 with possibly as much as \$6400 for the summer.

Joint Board Meeting With ORARP: Doug Auburg reported that the Chapter board has met with the board of the Oreg. Assn. of Railroad Passengers to discuss joint action on a museum in the Union Station area. There was a lack of support for the efforts of the Northwest Rail Museum and a decision to work toward development of a professional quality presentation to be directed to City officials.

Jim Edgar announced for the Activities Committee that the annual Chapter picnic is scheduled for the evening of June 19 in Washington Park.

Kerrigan Gray reported that the just completed excursion to Bend was a great success with 787 tickets sold and a substantial amount raised for the Chapter.

Pegasus Suit: Doug Auburg reported that the Chapter's attorney has advised that there is an 80-85% chance of winning a suit against Powell Travel to recover the deposit for rooms on the Pegasus. A motion was passed ratifying the board's action in filing a suit and authorizing up to \$7000 in legal fees.

Deadhead Fee: The previously tabled motion to establish a deadhead fee for moving Chapter cars to rental sites was taken from the table and failed on a vote of the members present.

Sleeping Cars in Silvis, IL: Slides taken by Bob Jackson earlier this week showed the two cars to be in poor condition with no seats and most equipment removed from the cars. A motion was passed to dispose of the two cars as soon as possible by whatever means is available.

A motion was passed authorizing \$2000 seed money toward preparing a generic proposal for the establishment of a railroad museum.

A motion was passed ratifying the board's recommendation to spend up to \$2000 to upgrade cars 3300 and Red River in preparation for rental to the Lewis and Clark Ry.

Respectfully submitted, Chuck Storz, Secretary.

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - MAY 7, 1987

The meeting was called to order by President Doug Auburg at 7:10 PM.

Excursions: Kerrigan Gray reported that the Bend trip is totally sold out. He praised the efforts of all who contributed to the sellout of the trip.

Lease of Cars 3300 and Red River to L&C Ry.: Doug Auburg presented to the board a proposed agreement with the Lewis & Clark Ry. Co. of Battle Ground, WA covering rental of Chapter cars #3300 and Red River. The L&C Ry. Co. has been awarded a lease by Clark County, WA to operate the Chelatchie Prairie RR. After presentation of details and discussion the board passed a motion approving a car rental agreement as written by President Doug Auburg. Motions were also passed: 1) Requiring that the rental agreement be approved by attorneys for both parties and 2) Recommending that the Chapter spend up to \$2000 to prepare the two cars for rental

Car Attendant Policy: Carl Rodabaugh and Larry Miller reported that they are developing a policy for Chapter car attendants. Doug Auburg stated that he wants the completed policy to show how any Chapter member can become a car attendant.

Sale of Rolling Stock: A motion was passed adopting a policy of not selling any Chapter rolling stock until a complete report on the Chapter's equipment is received from the Rolling Stock Committee.

Moved by Kerrigan Gray, seconded by Dave Van Sickle to authorize the purchase of physical damage and liability insurance at a cost of \$1925 to cover cars 3300 and Red River before they are rented to the L&C Ry. Motion passed.

Deadhead Charge: Moved by Rich Carlson, seconded by Dave Van Sickle to establish a deadhead charge of 25 cents a mile for the movement of Chapter cars except for Brooklyn Yard to Union Station moves and excepting the car rental agreement with the Lewis & Clark Ry. Rich explained that the motion would apply when equipment is leased and use is to begin at a location away from Portland such as the proposed Pend Oreille Valley RR. lease. Motion failed. Discussion of the deadhead charge included these points: 1) Very few or no such situations have or are likely to come up. 2) Present per day rental charges already apply during deadhead movements in some situations.

S.P. Roundhouse Lease: Bob Hoffman advised that the Chapter does not have a lease for the S.P. Brooklyn roundhouse and that a lot of equipment and material belonging to the Chapter is stored in the building. Bob stated that a new lease is needed or, at least, the status of the roundhouse needs to be clarified. Doug Auburg reported that a letter from the S.P. indicated that the railroad would not lease to the Chapter but, instead, wanted to lease the building to the City. There has been no action on leasing to the City leaving the situation in limbo. The board informally asked Doug Auburg to remind the City of Portland of the need to clarify the situation.

Respectfully submitted, Chuck Storz, Secretary