

# The



# TRAINMASTER

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



Please send correspondence and contributions to: Bryan Leeder, Editor, PO Box 5978, Vancouver, WA 98668 Telephone: (206) 693-0976

## CHAPTER TIMETABLE NO. 298--JULY 1987

July 9, 1987, Thursday, 7:00 pm--July BOARD OF DIRECTORS MEETING, Columbia Gorge Model Railroad Club, 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.

July 17, 1987, Friday, 7:30 pm--July MONTHLY MEMBERSHIP MEETING, FGE auditorium, Southeast 17th Avenue between Powell and Holgate. Program is "Steam in China" by Dick Mather. Bring slides for the "Newsreel." Monthly raffle and goodies; leave some money in the "kitty" so we can eat well.

Every Saturday -- 12 noon--NO-HOST LUNCHEON, Semaphore Restaurant, corner of Southeast 17th Avenue and Holgate Boulevard. Our group sits in back.

August 15, 1987 -- Saturday--GOOD TURN POTLUCK PICNIC, Shady Dell Park. We'll ride the live steamers and diesel locomotives. More details at July chapter meeting. ALL ABOARD!

September 26 and 27, 1987 -- SEATTLE RAIL-STEAMBOAT ADVENTURE. Ride north from Portland on Amtrak Saturday. Stay overnight in one of Seattle's finer hotels. Tour Seattle waterways Sunday aboard the SS Virginia V, last survivor of Puget Sound's "Mosquito Fleet." Brunch served aboard. Visit the ship's engine room and observe the circa 1900 triple-expansion reciprocating steam engine in action. Arrive back in Portland via Amtrak Sunday evening. Doug Auburg and Bob Hoffman in charge of planning. More details will be available at July membership meeting.

Thanks to the WILLING WORKERS who helped the editor assemble THE TRAINMASTER last month: Don Beard, Ben Weaver, Bob Weaver.

BEST WISHES TO Lee Jackson after his recent stay in the hospital for a heart ailment.

## PACIFIC NORTHWEST CHAPTER 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: Bob Jackson, 233-2267  
(subject to board approval)

## THE STEAMER VIRGINIA V

One of the highlights of the planned September excursion to Seattle will be the ride aboard the Virginia V [five], a 125-foot steam ship launched at Maplewood, Washington, in 1922.

The vessel is powered by a 400-horse power, triple-expansion reciprocating steam engine fed by a water-tube Studdert boiler at 200-pounds psi working pressure. The engine was built in 1904 by Heffernan Iron Works and originally installed in another steamer before being placed in the Virginia V.

Originally operated by the West Pass Transportation Company, the Virginia V made daily scheduled trips between Tacoma and Seattle, stopping at 13 landings along the way. It operated on this route between 1922 and 1939, then saw service on the Columbia River during World War Two.

The Virginia V is now owned by group much like our own, the Steamer Virginia V Foundation, a non-profit organization of steamboat enthusiasts. Members maintain it as a working museum and run an active restoration program. They offer charters and public cruises, earning money to maintain the ship.

Few of these vessels still exist--probably none in the Pacific Northwest. The opportunity to ride the Virginia V should not be missed.

## NATIONAL DIRECTOR'S REPORT

By Rich Carlson

The latest compilation shows exactly 150 chapters in the National Railway Historical Society. The average size is about 79 members, excluding family members. The Washington, D.C., chapter is the largest while Yazoo & Mississippi Valley is the smallest.

I have sent a survey to 38 chapters with 100 or more members to ask about absentee balloting and expect the results in July.

You may have read in a recent Oregonian article by retired editor Richard Nokes, that Oregon and Washington plan to establish a commission to celebrate the 200th anniversary of Robert Gray's discovery of the Columbia River on May 11, 1792. Tillamook County will celebrate the 200th anniversary of Gray's landing there during his first voyage in 1788.

I called Nokes about the celebrations, and Al McCready is writing him a letter suggesting a series of special excursion trains to the coast cities as part of the celebrations. While the Tillamook events will begin next April, we have five years to plan for the 1992 celebrations. Perhaps by starting now we can succeed in selling the idea to the respective railroads.

However, no liability insurance for chapter excursions is available from Railtours of America between April 1, 1987 and April 1, 1988. Previously, \$1 million of liability insurance was available to the chapter from this firm.

Without insurance we should not even approach the railroads. We hope that the insurance "bind" will pass, and can convince the railroads that pulling passenger equipment to the coast on occasional special trips would serve many useful purposes and should be permitted.

On October 1, 1987, the U.S. Postal Service will issue a booklet of stamps depicting five different steam locomotives from the American railroad era beginning in 1829. The locomotives depicted on the 22-cent stamps are the Stourbridge Lion, Best Friend of Charleston, John Bull, Brother Jonathan and Gowan & Marx. There will be five different designs per booklet pane.

## National Director's Report (Continued)

Due to insufficient funds, the chapter was unable to send me to the Spring National Directors Meeting held in Portsmouth, Virginia, in April. In addition to the business conducted, those present were given a preview of the planned light rail line that will run from Norfolk to Virginia Beach. It would share the trackage of Norfolk Southern, which runs freights on it, mostly at night.

The NRHS Convention this year will be held in Roanoke, Virginia, Wednesday, July 29th to Sunday, August 2nd. Steam locomotives Norfolk & Western 611 and 1218 will operate, as will a Southern-heritage FP7 diesel. The deadline for members to have suggested items for the national board meeting agenda was 45 days prior to the convention.

If the chapter wishes me to represent it at the annual meeting, and I feel that our size makes this imparative, arrangements must be made soon to take advantage of advance reservations. The last directors meeting attended by our national director was in Buffalo last fall.

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## OREGON &amp; CALIFORNIA RAILROAD COMMEMORATIVE LOGO

The Oregon members of the Railway and Locomotive Historical Society have issued a commemorative logo for the hundredth anniversary of rail service between Portland and California, which began December 17, 1887.

The design, illustrated here, measures six inches in diameter and is printed in three colors. It is self-adhesive and weather-proof, suitable for outside display.

It is available for \$2.00 each or three for \$5.00 from society representative F. Ray McKnight, 8835 SW Hazelvern Way, Portland, Oregon 97223.



## PRESIDENT'S CORNER

By Doug Auburg

First some interesting news: The Excursion Committee has developed plans for the next three excursions. This way we'll be able to pin down AMTRAK service, hotels, etc., well in advance of the need to start advertising. For those of you that didn't make the picnic meeting last month, the trips planned are:

A weekend trip to Seattle set for September 26 and 27, 1987, which will include fine hotel accommodations and a leisurely trip through Seattle's harbor, the Government Locks, Lake Union and into Lake Washington and return. There'll be ample time on Saturday afternoon for shopping and sight-seeing in Seattle's downtown. This will be a modest trip with only about 250 tickets sold and a small Chapter staff.

One or two one-day Madras trips on Mother's Day weekend next May. This will be done much as we've done the trip in the past.

Finally, for something new, they've proposed a weekend trip up the Snake River to Lewiston and Clarkston scheduled for September 1988.

For the railfans among you, a little piece of news. The Lewis & Clark Railway is presently in possession of between five and seven ex-BN F45's. What they'll be used for is still a mystery, but there were five stored at Barberton Siding (just east of 72nd Avenue and north of 78th Street) when last I saw them. I understand another couple were delivered by the BN last night, but I don't know where they're stored. There may be a few more on the way as well.

An unfortunate note regarding our brother "railfans," LINC President Ed Berntsen indicated that they've had to weld the doors shut on these engines in order to prevent pilferage. A thief by any other name is still a thief. I trust that none of our membership has taken away anything more than a photograph.

The City seems to finally be making progress toward a more defined and clear role for all related to the 4449. It's still a little early to tell exactly what'll come of their efforts, but it does seem that the Parks Bureau will be taking a direct role in the management of all three of the City's locomotives.

## NEW WILLAMETTE RIVER BRIDGE

By Rich Carlson

Burlington Northern will build a new \$28 million bridge to replace the swing bridge constructed in 1908. Using a lift span instead of the present swing span, the width of the channel through the bridge opening will be more than doubled, from two 230-foot channels to one 497-foot channel. BN awarded the contract to Riedel International.

Construction will commence this summer and is estimated to require about 30 months, meaning a completion date in early 1990. Except for a three-day period in spring 1989, when the present bridge will be shut down to put the new span in place, rail and ship traffic is expected to continue in normal operation.

In all likelihood, all rail traffic which normally uses this route will pass through Union Pacific's Albina yards and tunnel in North Portland during this 72-hour interruption.

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## PUBLICATIONS COMMITTEE REPORT

By Bob Weaver

Chapter members will have an opportunity at the July membership meeting to approve purchase of an IBM-compatible computer for home use by The Trainmaster editor. Described by some as "our indentured servant" the editor is tied to the computer in Room 1 to compose and set up the newsletter. This involves ten to twenty or more hours of work to meet the monthly deadlines in addition to the travel time.

The committee also recommends purchase of Microsoft Word, a desktop publishing/word processing software, which can be used to format The Trainmaster's pages which can then be directly and inexpensively laser typeset in a print shop. This will greatly improve the newsletter's appearance. The software can also be used to typeset other chapter publications, such as the railfan guide and excursion brochures and trip guides.

Committee members have been working hard on some projects for the Membership Committee, brochures and trip guides for the next excursion, and a projected SP&S motive power book. We would like to hear from members interested in historical research, graphics, writing and publications. Feel free to contact me at 659-9201 if you would like to be on the committee or have ideas on future chapter publications.

Summary of Minutes - Regular Chapter Meeting - June 19, 1987

The meeting was called to order by President Doug Auburg at 7:30 PM at Washington Park. A quorum of the membership was present.

President Doug Auburg reported: 1) The Chapter's car #76 is to be used for the O & C celebration but needs work. The car will move to Ashland in an S.P. business train in late August. The Rolling Stock Comm. will need help to prepare the car for the move. 2) Larry Miller has resigned from the Chairmanship of the Rolling Stock Committee. Doug has appointed Bob Jackson to be the new R.S. Comm. chairman subject to board approval.

Seattle Excursion: Doug Auburg advised that the excursion committee has tentatively scheduled an excursion to Seattle the weekend of Sept. 26/27. The group will go to Seattle on the Mt. Rainier Sat. morning with the afternoon free for shopping or other activity in Seattle. Sunday morning a four hour cruise in the steamboat Virginia V is scheduled with return to Portland on the regular Amtrak service. Estimated maximum ticket sales are 260 with a staff of 20. Approval of a \$45,000 working budget is needed. Moved by Bill Gano, seconded by Chuck Hayden to approve a \$45,000 budget for the excursion. Motion passed.

National Director to Convention: Doug Auburg advised that the board has recommended a appropriation of \$762 to send National Director Rich Carlson to the NRHS national convention. Moved by Al McCready, seconded by Bob Hoffman to approve the \$762 cost. Motion passed.

Truck School Cost: Doug Auburg advised the membership that Bob Jackson has just attended a truck school which Amtrak held for private car owners. The Chapter board previously turned down money to sponsor part of Bob's cost to attend the school due to the Chapter's financial condition. Doug stated that Bob has already been able to solve several problems with the Chapter's cars as a result of what he learned and asked for a motion to pay Bob Jackson \$500 toward his expenses for the school. Moved by Dave Stimac, seconded by Bill Gano to pay Bob Jackson \$500 for his truck school expenses. Motion passed.

The meeting was adjourned at 8 PM.

Respectfully submitted, Chuck Storz, Secretary.

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Summary of Minutes - Board of Directors Meeting - June 11, 1987

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

Excursion Committee: Requests will be sent to Amtrak for three excursions, a Sept. 26-27 trip to Seattle, trip(s) to Madras on Mother's Day weekend in 1988 and a trip up the Snake River to Lewiston in Sept. 1988 with a Spokane Circle Trip as a backup.

Cars In Silvis, IL: Bob Jackson reported the Chapter has received offers from firms in the Silvis area to cut up the two cars there but he feels that the trucks, couplers and other hardware should be saved. The cars could be moved

## Summary of Minutes - Board of Directors Meeting - 6/11/87 (continued)

to the Union Pacific interchange for about \$175 each. Terry Parker moved, seconded by Bob Hoffman to authorize moving the car to Portland if the Union Pacific will do the job for \$1000 (plus up to \$600 for the move to interchange). Motion passed on 4 to 3 vote.

L & C Car Lease: Dave Van Sickle moved, seconded by Bob Hoffman, that the Chapter approve an extension of the lease of cars 3300 and Red River to the Lewis & Clark Ry. at the same minimum charge as the current lease. After discussion on a recent incident where the cars were found to be unlocked and unattended the motion lost 5 to 3.

Rail Museum Space: Rich Carlson expressed the view that the one acre space suggested by the Northwest Rail Museum group is insufficient to allow a comprehensive display of rail equipment in addition to the three city-owned steam locomotives. Rich then moved, seconded by Terry Parker that the Chapter press for sufficient area to display the City's locomotives and such additional equipment needed to create a comprehensive museum of adequate size. Motion passed.

O & C Golden Spike Ceremony: Al McCready stated that an expression of support for the O & C celebration is needed from the board. Moved by Dave Van Sickle, seconded by Kerrigan Gray to permit use of car #76 for a display for the celebration, movement of the car to and from Ashland and also to Sacramento if appropriate and to recommend approval of \$1000 for repairs to the car. Passed. Terry Parker moved, seconded by Bob Hoffman to recommend authorizing \$500 seed money for fund raising for the O&C celebration, the money to be returned to the Chapter treasury. Motion passed.

Computer for Trainmaster Editor: Publications Committee Chairman Bob Weaver presented a proposal to buy a computer for the use of The Trainmaster editor. Moved by Bob Hoffman, seconded by Dave Van Sickle to accept Bob Weaver's recommendation regarding which computer to purchase and recommend to the membership that a computer be purchased for the use of the editor of The Trainmaster. Terry Parker moved to amend, seconded by Kyrian Gray, to postpone submitting the proposal to the membership until the July membership meeting. Amendment passed. Main motion, as amended, passed.

Union Station Area Parking: Bob Hoffman advised that Portland Terminal Co. police are towing unauthorized cars parked anywhere on Union Station property. Bob said that an NRHS sign should be displayed in cars of Chapter members any time they are parked on station property including at Room 1.

Respectfully submitted,

Chuck Storz, Secretary

NOTE: Copies of the full board meeting minutes are available at the regular monthly Chapter meetings.