



The TRAINMASTER

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

February 1988

No. 385

CHAPTER TIMETABLE

BOARD OF DIRECTORS MEETING, Thursday, February 11, 1988, 7:00 p.m. 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 p.m.

MONTHLY MEMBERSHIP MEETING, Friday, February 19, 1988, at 7:30 p.m. at the Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. Goodies between business meeting and entertainment. Please put some money in the "kitty" so we can continue to eat well. Bring slides of current railroad events for the "Newsreel" before the program. This month's program will be Cass Mountain Shays and Nickel Plate 759 by Dick Nock.

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

ANNUAL RAILRODIANA & MODEL RAILROAD SWAP MEET, March 5, 1988, Jackson Armory, 6255 NE Corfoot Road on Portland Air Base. See details and table reservation form elsewhere in this issue.

PLANNING THE GREAT NORTHWEST RAIL ADVENTURE

By Kerrigan Gray

On Mother's Day Weekend, May 7 and 8, 1988, the PNWC-NRHS will run the fifth GREAT NORTHWEST RAIL ADVENTURE excursion.

This most-requested excursion will depart Union Station early Saturday morning, stop at Vancouver USA to board passengers and proceed up the North Bank of the Columbia River on the ex-SP&S mainline.

The trip will then go up the ex-NP mainline, across the Inland Empire, famous for rich wheatlands, and on to Spokane.

Rail Adventure travelers will then have the late afternoon and evening free to explore central Spokane. We are working with the hotels to provide a "Welcome to Spokane" hospitality greeting including discount tickets to the famous IMAX theater with its huge screen.

There are other entertainments in the area to which our travelers may gravitate, or they may just wish to partake of one of the fine restaurants which grace this section of Spokane.

Thanks to the WILLING WORKERS who helped the Bryan Leeder assemble *The Trainmaster* last month: Jim Edgar, Marilyn Rehm, Fred Dorsett, Nick White and Vern Vesey. SPECIAL THANKS to you, Bryan, for the great job you did as editor for the past year!

ON TO PUGET SOUND

In the morning we will reboard our chartered Amtrak train for the journey across Washington state to the Puget Sound area and Seattle.

During our trek across Washington and the Cascades we will pass through the longest standard gauge railway tunnel on the North American continent, the 7.79 mile-long Cascade Tunnel.

We are trying to arrange a ferry boat trip from Edmonds, north of Seattle, to the main ferry terminal on the Seattle waterfront. This is still up in the air, but we will keep you apprised as the situation develops.

From Seattle, our excursion will proceed down Puget Sound, through Tacoma and Olympia and on down the valley to Portland and home.

BARGAIN PRICES

Ticket prices will be \$260 for double occupancy and \$290 for single. Double up with a friend (each will have their own bed) and save \$\$\$\$!

We will publish the car host and staff lists soon so everyone can make the necessary arrangements. The revised policy approved by the general membership this month will govern car hosting.

Be aware that EVERY car host and staff member (except those

(continued on page 9)

PRESIDENT'S CORNER

by Doug Auburg

Things seem to be coming around. I'm happy to report that we will soon have a new Trainmaster Editor. Chapter member Russell Schoof stepped forward at the January membership meeting to say that he'd like to give the job a try. Russ has been active during the past year on the Library committee. However, since Russ doesn't have much experience with computers, we've got a trio of stand-ins who will put out this issue and then next two. As you have probably noticed, this issue has been edited by outgoing Publications Committee Chair, Bob Weaver. The March issue will be folded, stapled and mutilated by yours truly and the April issue will be put together by longtime Chapter member: Jack Pfeifer. Russ will take over in May.

I am also happy to report that the membership issue noted in the January issue has been resolved. The Board reversed its former action at the January meeting. The Board was still concerned about the use of Chapter property at the Rail Faire without first gaining permission. However, the matter was not worth the divisive effect it would have had on the Chapter and its membership. This decision was announced to the Chapter membership at the January meeting and evoked no comment. Therefore, as far as I am concerned, the matter is now closed.

Members have started to step forward to volunteer to Chair the key vacant committees. I already noted that Russ Schoof has volunteered to take over the Trainmaster. Jack Pfeifer has reconsidered and agreed to continue his excellent work on the By-Laws Committee and Walt Grande has agreed to take over the Library and Historic Foundation Committee. Linda Hoffman stepped forward at the November meeting to take over the Finance Committee and has already established her new committee, consisting of George Fredeen, John von Geartner, Jim Buckley and Alan Viewig. I am still looking for someone (or a pair of someones, since this committee chair would be ideal for a couple to share) to take over the very important Activities Committee. Remember, with Hugh Robertson handling monthly programs, this committee is only responsible for coordinating special events. Also still vacant is the Publications Committee, which coordinates the production of Excursion flyers and Trip Guides, as well as other Chapter publications such as the SP&S Motive Power Guide. How about stepping up and talking to me about it?

You will note that this issue is printed in different formats. This column and my "State of the Chapter Report" were printed on my printer. Chuck Storz' minutes were printed on his dot-matrix printer. The rest of paper was printed by Bob Weaver using a new technology called a laser printer. This new technology adds tremendous flexibility to the preparation of the Trainmaster, or any other newsletter or publication. This is the long heralded direction that we have been trying to take the Trainmaster. It is hoped that by mid-year, or before, the Trainmaster and all other Chapter publications will be prepared using a laser printer. After that our new editor will refine the layout and format of the publication. I'm looking forward to the prospect. I hope you agree that it will be a positive step.

Southern Pacific has just written to let us know that they will cooperate in transporting and displaying our museum car 76 to the Mid-willamette valley cities to show off our photo exhibit commemorating the centennial of the completion of the Oregon & California Railroad.

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - JANUARY 15, 1988

The meeting was called to order by President Doug Auburg at 7:39 PM.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 12/31/87: Checking \$86,944.48. Savings \$6,722.49.

The membership passed the following motions at the January meeting:

1. Appropriated \$12,000 to purchase three motor-generator sets for installation on cars 6800, 6200 and 4461.
2. Approved budget of \$145,000 for Mother's Day weekend circle trip to Spokane and Seattle.
3. Defeated an amendment to point 5 of the new car host policy to substitute the word "preferred" for the word "required." Wording of point 5 therefore continues to read: Current CPR certification is required for all car hosts and staff.

President Doug Auburg made the following announcements:

1. Linda Hoffman has been confirmed by the board as Finance Committee Chair.
2. Volunteers are still needed for the following Chapter positions: Trainmaster editor and chairs for the following committees: Library, Activities, Bylaws, and Publications.
3. The Lewis and Clark Ry. lease is essentially complete. All lease payments have been made. Cleaning and repairs have either been completed or a price for Chapter repairs agreed to.
4. The Columbia Gorge Model RR Club has donated 6-8 boxes of railroad documents and blueprints from the East Portland Interlocking tower.

Excursions: Kerrigan Gray reported that planning is under way for the Spokane trip to be run on Mother's Day weekend. The board has authorized \$500 for a study by Amtrak of a Bend-Deschutes trip. Continued Amtrak equipment shortages are a warning that the Chapter should lessen its reliance on excursions to finance Chapter activities. Kerrigan stated that the Chapter has been receiving very good cooperation from Amtrak in running excursions.

Rolling Stock: Bob Hoffman reported that all the windows on the car Mt. Hood will be taken out and regasketed to stop corrosion around the windows. Ed Immel advised that arrangements are being made to move the ex-SP&S Alco FB unit from British Columbia.

Roundhouse Lease: Bob Hoffman read parts of a proposed lease between the City of Portland and the S.P. covering the Brooklyn roundhouse. The lease is to be considered by the City's locomotive advisory committee. The Chapter may be asked to pick up a share of the costs to maintain the roundhouse.

Car 76 Display: Al McCreedy reported that the Southern Pacific has approved moving the Chapter's museum car 76 to Salem, Eugene and Roseburg for display of the O & C exhibit.

Respectfully submitted,
Chuck Storz, Secretary.

SUMMARY OF MINUTES - BOARD OF DIRECTORS MEETING - JANUARY 7, 1988

The meeting was called to order by President Doug Auburg at 7:02 PM.

The board of directors passed the following motions at its January meeting:

1. Approved the appointment of Linda Hoffman to be Chair of the Finance Committee.
2. Approved the appointment of the following members to the finance committee: Jim Buckley, Alan Viewig, John von Gaertner and George Fredeen.
3. Authorized payment of \$500 to Amtrak for a feasibility study of a Bend-Deschutes trip during 1988.
4. Recommended to the membership the purchase of three (3) motor-generator sets for a total of \$12,000, the M-G sets to be installed in cars 6800, 6200 and 4461. Note: The M-G set on car 6800 is required as part of the lease of that car the the Mt. Hood Ry.

Excursions Committee: Kerrigan Gray reported that arrangements for the May 7 & 8 trip to Spokane are under control. Capacity for the trip has been increased to 730. The hotel situation in Spokane is being worked on. A ferry boat trip in Seattle is not yet definite. Firm pricing for the excursion will be set shortly.

Powell Travel Suit: Attorney Steve Bennett reported to the board that an arbitration hearing is set for Wed., Jan. 13 on the Chapter's suit against the Powell Travel agency. If either party disputes the decision an actual court trial will take place in March or April. A decision in favor of the Chapter continues to be quite likely.

Rolling Stock Committee: Bob Jackson reported that car 6800 (Red River) will not be leased by Morrison-Knudson. The lease with the Mt. Hood Ry. is about finalized. The Mt. Hood Ry. will pay \$8000 up front and the Chapter will install the generator on car 6800. The Lewis & Clark Ry. has made the last payment on the car lease but has not yet paid for the agreed upon repairs. The hot water heating system on car 3300 is now working and the brake work on the car is done. The brake work came in \$500 under budget. Car 3300 is now in Hood River on a one day lease for photos. The Mt. Hood Ry. will not be taking car 76 for a track check. Doug Auburg advised that the S.P. has issued a new tariff for moving cars between the Brooklyn yard and the Union Station.

Terry Parker presented the board with copies of a letter he has written regarding the Chapter's financial stability. He agreed to postpone discussion of the letter until the February board meeting.

Rules for Management of Executive Sessions of the Board: Rich Carlson stated that he feels: 1. That abstentions should not be allowed during votes taken in executive sessions. 2. That the board should decide on what is to be made known from executive sessions. Doug Auburg asked Rich to draft a proposal and mail it to all board members.

Respectfully submitted,
Chuck Storz, Secretary

STATE OF THE CHAPTER REPORT--1987

by Doug Auburg

1987 was an excellent year for the Pacific Northwest Chapter. We made a lot of progress and we had a lot of fun. We have also had some problems, but I think we are making progress on those. I'd like to thank Chapter National Director, Rich Carlson, for doing a lot of the research that went into this report as he prepared our annual report to the NRHS Bulletin. So, let's review what all has happened during 1987. I think you'll be surprised at just how many activities we were involved in.

1. The first Chapter activity was the Ninth Annual Swap Meet, which was held at the Jackson Armory on NE Cornfoot Road. After some shocks as the committee discovered Friday night that we were short of tables at this new site, those involved rose to the challenge and by Saturday morning, the meet was up and ready to go.
2. The Annual banquet was held later in the year than usual, March 28th. The Chapter honored Mary Lou Weaver with its 1987 Jack Holst Award.
3. Early in the year, planning began on the "Cascades-Deschutes Rail Adventure" for 1987. The excursion was under the direction of Chapter Excursion Chairman, Kerrigan Gray, who was supported by a large task force of Chapter members, each with a job assignment. The trip went off on May 9 and 10, and was the largest ever run by the Chapter, with 842 on board--including 38 staff members. The AMTRAK train consisted of 12 Superliner and bi-level coaches and one lounge car. The trip went south down the SP main, thence over the Willamette pass, reverse direction at Chamalt, spend the night at Bend. The next morning everyone was up early to head down the Deschutes and the Washington side of the Columbia, before returning to Portland. Largely because the trip sold out, it added significantly to the Chapter's treasury.
4. In May, the Chapter reached agreement to lease two of its cars, the 3300 (Miln Gilespie) and 6800 (Red River) to the newly established Lewis and Clark Railway in Battle Ground, Washington. The cars were on lease from June through November 1. The Chapter membership was treated to a special excursion from Brush Prairie Washington to Yacolt. Everyone on board enjoyed themselves and a lucky few were chosen by lot to get cab rides.
5. In July the Chapter, the City of Portland, and other interested parties reached agreement on a new management plan for the City's three steam locomotives. As a term of that agreement, the Chapter was relieved of its direct responsibility for the 4449. Instead, the Chapter sits on a Rail Equipment Advisory Committee which reviews all locomotive use proposals and offers its advice to the City. Chapter VP Bob Hoffman is the Chapter's representative to this committee.
6. In August the Chapter took on the task of sending its museum car (76) to Ashland, Grants Pass and Medford to be on public display commemorating the 100th anniversary of the completion of the Oregon & California RR. The project was directed by Al McCready, with the display created by the Oregon Historical Society. Al, Marilyn Rehm and Jim Edgar traveled south to staff the car during its display.
7. On September 12, operation began on the historic SP Jefferson Street Branch with the Oregon Electric Railway Historical Society as operator. The Chapter offered its support to this effort in September by donating \$5,000 to the OERHS. 40 Chapter members were offered a special excursion over this line on the next to the last day of operation in 1987, December 30.

8. Also in September, the Chapter's membership agreed to purchase a collection of historic photos and documents from the World Forestry Center. This was the collection from the estate of former Chapter member, Jack Holst. The collection has been taken into the possession of the Library Committee and is being cataloged so that it will be available to researchers.
9. On September 26 and 27, the Chapter operated its second AMTRAK excursion of the year. The "Seattle Steamboat/Rail Adventure" was directed by myself and Chapter VP Bob Hoffman, once again with the help of a task force of committed Chapter members, each with his/her own responsibility. The trip was a great success in the sense of customer satisfaction, even though the passenger capacity of the Steam Ship Virginia V limited the trip to 280 people, including 18 staff members. This trip also added a nice contribution to the Chapter treasury.
10. In October, Chapter member John V. Corno agreed to donate his historic 27' ex-NP wooden caboose to the Chapter. At this point in time, arrangements are still being made with the SP/UP to move the car from its East Portland location to Brooklyn Yard where Rolling Stock can start the restoration process.
11. On November 6-8, the Chapter participated in Portland's first Annual Rail Faire, whose purpose was to celebrate the City's acquisition of Union Station. The event was sponsored by the Portland Development Commission and was organized by the Northwest Rail Museum. Chapter cars Mt. Hood, 3300, 6800, and 76 were on display to the estimated 50,000 who attended. The large turnout undoubtedly went far toward convincing City officials of the feasibility of a rail museum at that site. The baggage car 76 was outfitted as a museum car, complete with the photo display commemorating the 100 anniversary of the O&C RR.
12. On the Saturday night of the Rail Fair weekend, the Chapter sponsored a VIP reception on board the Mt. Hood. Though a count was not kept, I estimate that well over 100 people attended.
13. In December the membership agreed to acquire a fine RR book collection from the estate of Bernard Seidel of Portland. The collection consisted of 400 books and enlarged the Chapter library by an estimated 50%.
14. The Chapter's Sleeper lounge, Mt. Hood, made a number of overnight lease excursions during the year, including one which resulted from its donation to the Oregon Symphony's annual fund raising auction. For the second year in a row, the package trip to Seattle on board the Mt. Hood received the highest bid of any item offered at the auction. Its use was coordinated by Chapter Car Rental Agent Carl Rodabaugh.
15. Special notice should be given to the Publications Committee, under the direction of Bob Weaver, for its efforts in support the Chapter's Excursions, advice to the Trainmaster, and in reviving the long dormant SP&S Motive Power Book. Brian Leeder, served in the critical post as Trainmaster Editor for the year.
16. Also right in there pitching was the Library Committee, under the direction of Bob Slover, for its efforts to inventory all of the Chapter's historic documents and in getting book shelves built in Room 1A for their safe storage.
17. The Rolling Stock Committee, lead by Bob Jackson, is to be especially congratulated for its efforts to: first get the 76 ready for its trip to Southern Oregon and then later in getting the 3300 and 6800 ready for lease to the Lewis & Clark

Ry. At the end of the year, they were once again busy preparing the 3300 and 6800 for a one year lease to the newly founded Mt. Hood Railroad in Hood River, Oregon.

18. Also doing an outstanding job were: the Activities Committee under the direction of Jim Edgar, which managed numerous special Chapter projects and whose program subcommittee under the direction of Hugh Robertson has provided a predictable schedule of quality programs at our monthly meetings.

The Membership and Hospitality Committee, managed by Fred Dorsett, for keeping us all membership carded, organized and fed during our monthly meetings.

The Concessions Committee, directed by Marilyn Rehm, who have consistently worked to raise extra money for the Chapter at our various events.

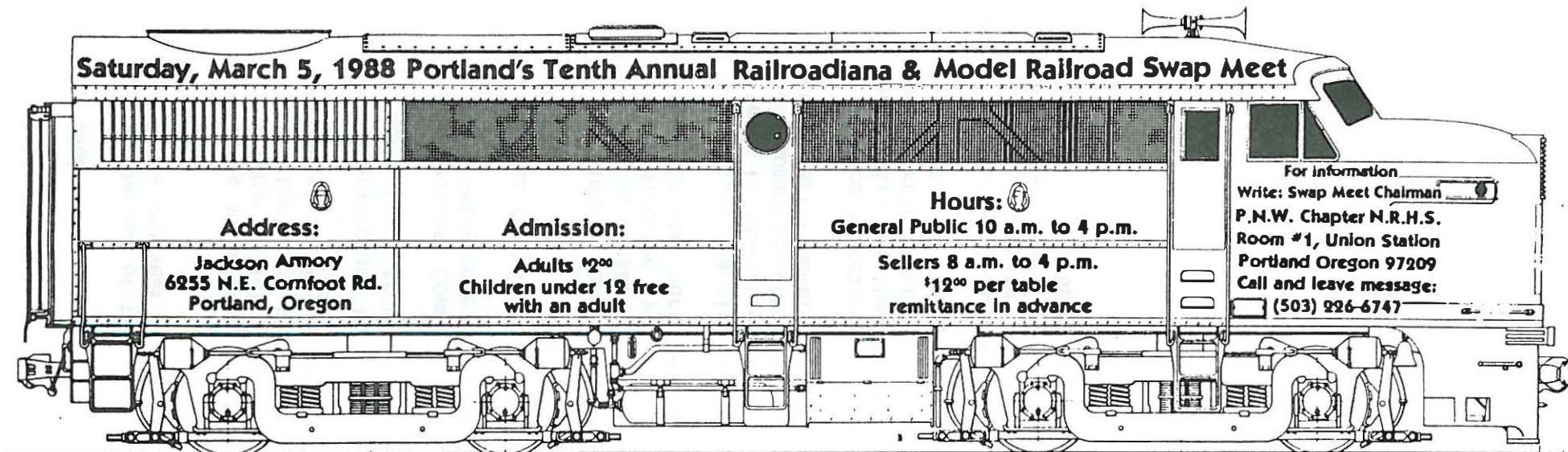
To the Public Relations Committee, under Al Viewig, who got us the riders for our events.

To the Finance Committee, under Bob Landregan, for doing their unheralded job of guarding our Treasury and evaluating proposed expenditures and the By-Laws Committee, directed by Jack Pfeifer, for their similarly important but unheralded efforts to keep our By-Laws in order.

To the newly reactivated Museum Committee, directed by Dave Stimac, for their efforts to look at Chapter alternatives for a museum and to the special "Chapter Home" committee chaired by Kerrigan Gray for their efforts to explore the options for a Chapter home.

Last place is reserved for the most important committee, from a Chapter solvency perspective, is the Excursions Committee, Chaired by Kerrigan Gray, as well as those tireless workers on the two excursion task forces and the staffs who worked the trains.

19. I'd also like to thank the Officers and Board Members of the Chapter for their efforts in keeping the Chapter on track during the past year. Let's not forget you, the membership, who make all of the Chapter's efforts possible. Thanks everyone. Keep up the good work.



Sponsored by the Columbia Gorge Model Railroad Club & the Pacific N.W. Chapter, National Railway Historical Society

MAKE CHECKS PAYABLE TO: CGMRC, Inc.

TABLE RESERVATION FORM

NAME: _____ ADDRESS: _____ CITY: _____ ST: _____
 PHONE: () _____

I want to reserve ___ tables (at \$12.00 per table) = \$ _____ (payment in full must accompany reservation)

Note 1: A limited number of tables are available against outside walls (to allow hanging materials behind) and a limited number with electricity provided. These will be awarded on a "first come, first served" basis.

I prefer an outside table: YES , NO , DON'T CARE

I prefer a table with 110v: YES , NO , DON'T CARE

Note 2: If you wish to have your table(s) next to a friend who is registering separately, please so indicate and we will attempt to accommodate your wishes.

I would like to have my table next to: _____
 (name of other registrant)

EXCURSION. (continued from page 1)

who have obtained a waiver from the Excursion Committee) MUST have a current CPR certificate. Car hosts and staff must be full members (associates and spouses are not) and have attended at least four general membership meetings within the previous twelve months.

CARE HOST EXCEPTIONS

Hardships and exceptions should be made known to the Excursion Committee as soon as possible!

If you feel your placement on the car host list doesn't reflect reality, send a note to the Committee NOW so we can review and make necessary adjustments before the list is published.

After the list has been published, that is the way it will stand until rotations take effect based upon the revised policy. This is your one-time chance for an adjustment based upon reality. We have already received two sound requests and expect to see more, so look over the last list and address the issue before the list is finalized.

We will continue our program of cross-training chapter members in the different tasks involved with running an excursion, so any of you who have been hiding in the weeds should step forward.

With hard work on all our parts our GREAT NORTHWEST RAIL ADVENTURE should be a sold-out, fund-raising success!

Thank you all for your input and support!

CHAPTER MEMBERSHIP

Membership in the National Railway Historical Society and the Pacific Northwest Chapter is open to all persons who are interested in railroads and railroad history. Dues for the Pacific Northwest Chapter are \$20.00 a year. Membership includes six issues of the *National Railway Bulletin* and twelve issues of the Chapter's publication, *The Trainmaster*. The Chapter meets on the third Friday of each month at 7:30 p.m. at the Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate in Portland. For more information or a membership application write to the Chapter at Room 1, Union Station, Portland, OR 97209.

COMMITTEE CHAIRS

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 Activities: Vacant
 Meeting Program Coordinator: Hugh Robertson, 252-3315
 By-Laws: Vacant
 Concessions: Marilyn Rehm, 236-7271
 Excursions: Kerrigan Gray, 777-6610
 Finance: Linda Hoffman
 Library and Historical Foundation: Vacant
 Membership: Fred Dorsett: (206) 256-4981
 Museum: Dave Stimac: 288-2421
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THE TRAINMASTER

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