

The



TRAINMASTER

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

AUGUST 1990

Union Station Hearing

The Portland City Council is scheduled (as of press time) to hold its hearings on the Portland Development Commission's plan to remove two tracks from Union Station on Wednesday, August 8 at 10:00am in the Council chambers. The date is tentative, and may be changed to August 15. (You may have found a flyer inserted in your copy of *The Trainmaster*; if so, it contains the latest information on the meeting and supersedes the information given here.)

The City Council may be the last hope we have of reversing the PDC plan and retaining the tracks as they presently stand. We need as much support for our effort as we can gather. If you can attend the meetings a sign of your support, your presence will be welcome.

We do not yet know whether the public will be invited to speak on the matter. If you would like to be heard, have your comments ready in the event public comment is allowed.

For the latest word on the status of the hearings, dial the Chapter's message machine at 226-6747.

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CHAPTER TIMETABLE NO. 335

REGULAR RUNS

BOARD OF DIRECTORS MEETING, August 9, Thursday, 7:00pm, at the Columbia Gorge Model Railroad Club on the corner of N. Vancouver Ave. and Russell Street. All Chapter members are welcome.

MONTHLY MEMBERSHIP MEETING, August 17 Friday, 7:30pm, at the Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. The business meeting will start promptly at 7:30, with the newsreel and program following after a short break. Refreshments will be available; please bring some money to feed the "kitty" so Kitty can continue to feed you. The program is listed below.

WEEKLY NO-HOST LUNCHEON, every Saturday, 12:00 noon, at the Semaphore Restaurant at SE 17th Avenue and Holgate Blvd. Our group sits in the back. Come on down!

ROLLING STOCK WORK SESSIONS, every Tuesday and Saturday, at the Chapter's tracks in Brooklyn Yards. Working hours are 9am to 3-4pm on Tuesday, 10am to late afternoon on Saturday. There's a lot of work of all kinds to be done. **We need your help to get our passenger cars ready for excursion service.** Contact Richard Gray (656-0260) or Bob Hoffman (654-0914) to see what you can do.

ARCHIVES WORK SESSIONS, Thursday, August 9 & Saturday, August 18, 1 to 4pm at Room 1, Union Station. Help is needed to get things organized and catalogued. Contact Bob Weaver at 659-9201 for more information—or just show up! There's lots of work to do.

CHAPTER LIBRARY OPEN HOURS, Saturday, August 18 & 25, 1 to 4pm at Room 1, Union Station. On duty: Leon Drews.

EXTRA BOARD

CHAPTER EXCURSION ON THE SUMPTER VALLEY, Friday-Sunday, September 7-9. This trip is ready to go. It's filled, but contact Esther Rosu at 659-5157 if you're interested.

PNWC MUSEUM CAR IN BAKER CITY, OREGON, August 17-19, for the Sumpter Valley Railroad Centennial celebration.

RESURRECTION OF STEAM: THE LADY, September, in the Silver Gallery of the Smith Memorial Center at PSU. Photo exhibition on the SP&S 700, by Kyrian Gray.

SP&S HISTORICAL SOCIETY ANNUAL CONVENTION, Friday-Sunday, September 21-23, at Eugene, Oregon. This year's theme is the Oregon Electric south of Salem.

PNWC Seattle Steamboat Special, Friday-Saturday, September 29-30 Another steamboat excursion is in the works. Contact Doug Auburg at (206) 694-7769 if you would like to help.

PNWC Dixieland Jazz Special EXCURSION TO ASTORIA, OREGON, Saturday-Sunday October 6-7. This run over the former SP&S line will be made using our own rolling stock.

AUGUST MEETING PROGRAM

To be announced

Program begins after business meeting.

Notice: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a chapter meeting, please contact Esther Rosu at 659-5157.

The TRAINMASTER

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society, published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official National Railway Historical Society position on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source. Please address contributions, correspondence, and exchange copies of newsletters to:

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MEMBERSHIP in the PNWC-NRHS is available as follows:

Regular....\$25/yr.
Joint....\$30/yr.

For more information contact the Membership Chairman, at the above address.

DEADLINES

are terrible things, but they pop up every month without fail. The deadline for each issue of *The Trainmaster* is the 20th of the previous month. I always try to squeeze in late material, but I can't guarantee that anything received after the 20th will make it—be warned!

—RS

Rolling Stock Help Wanted—NOW!

As you read this, the Chapter's excursion to Astoria is less than two months away. That trip is to be made with the Chapter's own rolling stock. The problem at the moment is that three of our cars are not yet ready to make the journey. A lot of work is needed between now and then to put them into running condition. We need a concerted effort by the Chapter membership get that work done.

You can help. Everyone can help. The variety of tasks is so great that anyone who is able to put in time and effort can do so. Some jobs require brains, some brawn, some a combination of the two. They all need to be done.

Cleaning the cars inside and out is important, for the comfort of our passengers. Helpers are needed to assist more skilled workers with mechanical and electrical work. Some specialized jobs waiting to be done:

- » Air conditioning (contact Peter Rodabaugh, 771-8545)
- » Hanging generators
- » Metal fabrication
- » Diesel engine tune-up
- » Making electrical system drawings to guide wiring

Regular work sessions are on Tuesdays and Saturdays (see the Timetable for details). In addition, Rolling Stock Committee chair Richard Gray wants to get people out to the yards whenever they may be available. If you can help at times other than the regular sessions, please call Richard (656-0260) or Peter Rodabaugh (771-8545) to make arrangements. *Do it today!*

The importance of getting these cars operating cannot be emphasized too strongly. *The success of the Astoria excursion hinges on it.* We have a wonderful opportunity here to establish a firm relationship with Burlington Northern concerning our—and their—excursion activities, which could ensure us the ability to keep our excursions running. We can achieve that, if we all will contribute.

So, call Richard or Pete — and be ready to do some good work!

Attention: Oregon Historical Society Members

The Chapter needs to supply to the Oregon Historical Society the names and addresses of at least 15 Chapter members who also belong to the OHS, so that we can establish an official "affiliate relationship".

If you are an OHS member, please leave a message on the Chapter's answering machine (226-6747), or drop a note in the Library Committee box in Room 1, or mail your response to Room 1.

The Oregon Historical Society helps our Chapter in many ways: by helping us build museum displays, by providing photographs for our publications and by giving us expert advice on cataloguing and preservation of our library materials and archives. Our Board of Directors has approved the establishment of this affiliation.

—Bob Weaver

Photo Exhibition: SP&S 700

There will be a photographic gallery show entitled *Resurrection of Steam: The Lady*, featuring photos of the SP&S 700 restoration efforts. This one-person show of Kyrian Gray's photographs will be in the Silver Gallery, located on the second floor of the Smith Memorial Center on the Portland State University campus. The photographs should be on display the month of September, with a reception held on September 6.

CHAPTER BUSINESS

Committee Reports

LIBRARY

Walt Grande, Chair

Archives Report, by Bob Weaver:

Work parties planned. Archives work parties are planned for the afternoons of the Thursday Board meeting and the Saturday following the monthly membership meeting. All will take place between 1:00 and 4:00 pm. as follows:

Thursday, August 9

Saturday, August 18

Thursday, September 13

Saturday, September 22

Volunteer cataloguers needed. Volunteers are needed to help catalog the Chapter's vast collection of railroadiana. Especially needed are people to work on the SP&S corporate records, most of which are from the Mechanical Department. These records document maintenance and operation of the railroad's rolling stock and locomotive fleet, including the steam locomotives; in some cases, the records date back into the 1910s. Other cataloguing projects include the Chapter's photo print collection, Union Pacific East Portland Tower records, VC Tower train registers, UP Law Department periodicals—and many others. Call Bob Weaver at 659-7135 to find out how you can help.

Photograph cataloguing. The Committee started cataloguing the photos using computer database software donated to the Chapter by Chuck Storz and programmed by Russ Schoof. Another of Russ's contributions is a computer file of railroad name codes based roughly on Association of American Railroads reporting marks. We will use these codes to identify all the railroads, public and private, in all our collections.

Public timetables. Clytis Belloit inventoried more boxes of public timetables. The Committee has nearly completed the preservation work on the timetable collection.

MEMBERSHIP

Fred Dorsett, Chair

Please welcome the following new member into the Chapter:

RANDALL O'TOOLE
Oak Grove, OR

Summary of Minutes - Board of Directors Meeting - July 12, 1990

The meeting was called to order by President Bob Hoffman at 7:20 PM.

Treasurer Maxine Rodabaugh reported the following balances as of 6/30/90: Checking \$8853.80. Excursion account \$31,809.81.

The board passed the following motions at its July meeting: 1) Motion by board agreeing that officers and directors should sign a corporate resolution for the bond program to be submitted to the states of Oregon and Washington. 2) Appropriated up to \$400 on a one time basis to cover a shortage in the Union Station sign maintenance fund. 3) Approved and recommended membership approval of a budget of \$55,995 for the Seattle Steamboat excursion.

A motion to buy excursion liability insurance for one year for \$12,600 was tabled and referred to the finance committee.

Bond Program: Bob Hoffman read to the board a corporate resolution on the bond program to be filed with the state of Oregon which was then signed by the officers and directors.

Excursions: Bill Carter passed out copies of the brochure for the Seattle Steamboat excursion which will also include a short note announcing the Astoria excursion. Bill also gave the board copies of the budget proposed for the Seattle trip. The budget is based on 300 passengers. Bill Carter reported to the board that the excursion committee has proposed some revision of the car host policy, copies of which were given to the board. There was some discussion of the policy but any action was postponed until a later meeting.

Bylaws: Fred Dorsett suggested consideration of a change in the qualifications for voting on Chapter matters. He expressed concern that the votes of Chapter only members could unduly influence Chapter elections. The matter was referred to Al Viewig of the by laws committee.

President's Report: Bob Hoffman reported to the board: 1) An excursion to the Multnomah Falls for the 75th anniversary of the lodge at the falls is possible. The Union Pacific has approved the trip. 2) The Oregon PUC sent the Chapter a copy of a letter to BN thanking the BN for inviting PUC officials on the SP&S 700's trip to Wishram. Bob stated that the BN may sponsor two of the Chapter's ex-GN cars. The BN people on the Wishram trip were very pleased with the Chapter's cars and car hosts.

Washington Central: Bob Hoffman reported that negotiations are under way with Dave Duncan for the Chapter to possibly acquire GN seats for car 1220 in lieu

CHAPTER BUSINESS

of payment by Duncan for use of Chapter cars on the Washington Central. Alan Viewig questioned that the Chapter would be getting fair value and requested that past board minutes be consulted to determine the exact amount owed.

The meeting was adjourned at 12:06 AM.
Respectfully submitted, Chuck Storz, Secretary

Summary of Minutes - Regular Chapter Meeting - July 20, 1990

The meeting was called to order by President Bob Hoffman at 7:39 PM.

The membership passed the following motions at the July meeting: 1) Approved a budget of \$55,995 for the 1990 Seattle Steamboat excursion. 2) Approved payment of up to \$400 to cover balance of repairs to the Union Station signs (sign fund completely depleted).

National Director Rich Carlson reported that the federal court hearing on the Union Station tracks and shed will be this coming Monday. Following this the Portland city council will hold a hearing about August 15. Rich stated that it's important that as many members as possible turn out for the council hearing to support preservation of the station tracks. Bob Hoffman relayed information about PDC's specific plans which include no charge use of station tracks for non profit excursions.

NRHS Western VP Jerry Webb reported that 26 changes have been made in the NRHS national by laws including making appointive the national positions of editor, counsel and chaplain.

Finance: Dave Van Sickle reported that the allocation per ticket of liability insurance for the coming Astoria trip would be left up to the excursion chair. The insurance will cost up to \$15 a ticket.

Bond Program: Bob Hoffman reported that the necessary papers to register the bond program have been sent to the states of Oregon and Washington. Insurance for the Chapter's directors and officers in connection with the program is still in the process of being obtained.

Excursions: Bill Carter reported that the brochure for the Sept. 29 and 30 Seattle Steamboat trip was mailed today. Liability insurance to cover the Chapter's trips for one year will cost a total of \$12,600. A brochure for the Astoria trip will be mailed about Aug. 1. Minor changes in the car host policy will be presented to the membership for approval next month.

Rolling Stock: Richard Gray reported that the SP&S 700 trip to Wishram was a success. The Chapter's cars Mt. Hood, 3300 and 6800 in the consist ran well. Three more cars must be made ready for the Astoria trip which will require a lot of work. Saturday work parties begin about 10 AM. There is a possibility that the BN will sponsor one or two Chapter cars.

Railfair '91: Bob Hoffman reported that the City of Portland has received an invitation for locomotive 700 to come to the 10th Anniversary celebration of the Sacramento Railroad Museum, called Railfair '91. The Chapter has sent a request to the City to run a trip to the celebration.

Respectfully submitted, Chuck Storz, Secretary

Car Appraisal

Editor's note: This continues the series of evaluations of Chapter passenger cars made in preparation for the bond sale.

PNWC 3300

CAR TYPE AND HISTORY

Baggage-coach — built by Pullman Standard in February, 1937 for the original SP Daylight as part of lot 6500 to plan 7375. Originally equipped with 44 coach seats and a newsstand, presently equipped with 48 seats. Retired approximately 1970 and sold to the Purdy Company, a scrap dealer. The car was saved about 1984 and restored to use for PNWC. The historical record is somewhat fuzzy and indicates that this car may actually be its sister, SP 3301. The car was inspected in in-service condition in Portland, OR.

RUNNING GEAR

The car is equipped with triple-bolster trucks, a popular pre-war style of truck. Wheels are 2" thick on one truck and near new thickness on the other. The wheels are tread braked using composition brake shoes actuated by ABDW schedule valves. The car is equipped with type H tightlock couplers.

AUXILIARIES

Car electricity is provided through a spicer driven generator and storage batteries. Air conditioning is by use of a Waukesha propane ice engine. Heat is provided by a propane fired hot water system. All of these auxiliary systems appear to be operable.

BODY AND INTERIOR

The car was originally constructed with stainless steel fluting over a carbon steel skeleton. Electrolytic corrosion in time caused the Southern Pacific to reconstruct the sides of the car with a smooth sided stainless skin. The car is painted in the **Daylight** color scheme, which is in excellent condition. Roof, sides, and vestibule are corrosion free and in very good condition. Diaphragms are intact on each end and are in good condition.

Continued on page 7

NEWS—HISTORY—TRAVEL

Rich Carlson, National Director

For four days, June 14 through 17, St. Louis, Missouri, was the site of an extraordinary event, with four mainline steam locomotives, Norfolk & Western 1218, Union Pacific 844, Frisco 1522 and Cotton Belt 819, coming and going from the marvelously restored St. Louis Union Station. Not in this generation, at least 35 years or more, has any American city seen anything like it.

Some 1,800 members of the National Railway Historical Society came from all quarters to enjoy and revel in the spectacle. They rode special steam excursion trains pulled west, east and south out of St. Louis, each hosted by a different railroad. It was a very special way to celebrate the fiftieth annual convention held by the society, and despite some shortcomings it was one of the best conventions the society has ever held.

Members got to tour the National Museum of Transport in nearby Kirkwood, Missouri, attend a variety of excellent seminars and workshops, and if they had the time, enjoy the attractions of the city of St. Louis, particularly the famous Gateway Arch and its accompanying Jefferson National Expansion Memorial operated by the National Park Service, a museum that largely focuses on the Lewis and Clark Expedition.

I included the convention as part of a two-week vacation to Chicago, to which I traveled via Amtrak, heading east on *The Pioneer* and (from Salt Lake City on) as part of the *California Zephyr*, and returning westbound on *The Empire Builder*. The experience was one I shall treasure and which will provide me with lots of fond memories in the years to come.

I left Portland on Thursday, June 7, just as the many Navy ships were arriving for the annual Portland Rose Festival. The timing of my trip

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caused me to miss seeing the battleship, *USS New Jersey*, as well as the SST Concorde, during their visits to the Rose City, but sometimes one can't have it all!

I had made my Amtrak reservations too late to obtain sleeping accommodations, and there were no no-shows, so "coach it" I did the entire trip. It wasn't the worst, and considering how I am a restless traveler constantly wandering around a train, it didn't make all that much difference to me, really. I have long since given up on finding any one comfortable position in which to sleep in a coach chair, but somehow one does get through the nights and I arrived in Chicago relatively well-rested. In a trivia contest held aboard *The California Zephyr*, I won an Amtrak blanket, which came in handy when the air conditioning got a little cool during my second night on the train.

After visiting my parents for a few days in Oak Park, Illinois, on Wednesday, June 13 I headed south aboard Amtrak's *Ann Rutledge* for the six-hour trip to St. Louis. Also aboard were a good number of NRHS members, some of whom I have been meeting repeatedly at various meetings.

We arrived in typical St. Louis summer weather, hot and humid. They kept saying this kind of weather doesn't normally come until July and August, but no matter, it was there. Yet, having spent my first forty years in Chicago, I really didn't mind and as a matter of fact I kind of enjoyed it. Given the cool and wet weather we had been having in Portland all year, it seemed possible that it might be the only real summer weather that I would see this year!

I checked in at the Hyatt-Regency, located in the St. Louis Union Station, expecting that I would be sharing my room with Gordon Zimmerman. Not until the next morning did I learn from Ed Graham that Gordon wasn't coming to St. Louis.

I was told that he had gotten himself stranded on an old railroad passenger car being moved by freight to Portland from somewhere in the Dakotas.

The St. Louis Union Station complex has to be seen to be believed. It was an ideal situation, with hotel rooms, a wide choice of restaurants, meeting places, shops and entertainment all located under one huge roof. Beautifully done, they have kept sufficient tracks and platforms at the west end of the place to handle everything from AAPRICO Conventions to this one, where four steam locomotives could be lined up side-by-side for both night and day photo sessions with lots of room to spare for other freight and passenger equipment parked there. The total package was exciting and wonderful to see.

I wish Portland's leaders could all see what has been done in St. Louis. Were they to see it, I don't think we'd be having the troubles we are in trying to save the easternmost passenger canopy and sufficient tracks at Portland Union Station so that there will be space for Amtrak, private and business cars and maybe even a trolley. Unfortunately in St. Louis, Amtrak moved out of St. Louis Union Station before its restoration and now things don't look too promising for Amtrak to return. A pity, for it is too grand a terminal not to have regular passenger train service in and out of it. Instead, a half mile away, Amtrak operates in a typical nondescript Amshack facility. The public and rail passengers are clearly the losers.

Things had really begun when the Norfolk & Western articulated steam locomotive 1218 had pulled a special train from Columbus, Ohio to St. Louis, arriving on Tuesday, June 12. While not officially a part of the convention (the trip was jointly sponsored by the Roanoke

Chapter, NRHS, and Norfolk Southern Corp.), it was a welcome addition to the scene and served to transport many of the conventioneers to St. Louis. (Gordon Z. had planned to be one of those riding behind 1218.)

The first official train excursion was provided on Thursday, June 14 by Union Pacific 844 pulling a gleaming Armour yellow consist to Findlay, Illinois and back. The trip was a sell-out despite ticket prices for the one-day trip ranging from \$149 to \$279.

A short charter bus ride took us to the Union Pacific yards, from which the train departed. After finding a deluxe coach seat in *Dover Harbor*, a classic 1920s parlor car/sleeper owned by the Washington, D.C. Chapter, I went outside again to photograph the locomotive. As I neared 844 I was stopped by some men who informed me I couldn't go up there. I asked why not and the answer was security, safety or the like. Rather than argue, I simply walked back to where I could be on a parallel public street, then walked forward up to where I could take pictures of the locomotive to my heart's content! It was the first inkling of an attitude that was displayed and continued throughout the convention. Simply put, the host St. Louis Chapter members conveyed a negative feeling and a lot of "you can't do that" stuff that resulted in a lot of frustrated riders, and which left a general feeling of tension that kept the convention from being all it could have been.

Whether it may have been prompted by warnings from the railroads, insurance companies or what, I never learned, but such things as closing vestibule windows facing adjoining tracks whenever we were leaving and entering town, ordering people around unnecessarily and treating passengers like children generally was not the way to create happy, satisfied riders.

At Findlay Jct., Illinois, our turnaround point, all passengers were forced to remain aboard the train while it was serviced and

wyed. The operation took about an hour and a half and to keep everyone aboard for that time was totally unreasonable. It was clear from the photo runbys that had been held that people could quickly get off and on the train without difficulty, so why the decision to keep people aboard, particularly when the air conditioning on some of the cars wasn't working very well?

The box lunch served was pretty sorry, with a brown lettuce salad and a pretty skimpy sandwich. I guess I have been spoiled by the quality of our excursion box lunches. But, at least on this train, Union Pacific had its own lounge car and I was able to relieve some of my frustrations with cold beer and a vodka and tonic. Served in nice clear plastic cups emblazoned with the Union Pacific emblem, the drinks were priced right, too, considerably lower than Amtrak prices (which, incidentally, went up again on June 15.).

That evening I went to the Drury Inn across the street from St. Louis Union Station to check out the railroadiana displays. There were only three or four small rooms and but a few vendors, though, affording NRHS members and others a surprisingly poor opportunity to purchase souvenirs. I met Jerry Webb at Drury Inn just as he arrived and we enjoyed dinner together that evening.

Late that night a nighttime photo session of all four steam locomotives was scheduled. It was past midnight and actually Friday when UP 844 finally backed into place for the photo session of all four locomotives steaming quietly in place. I grabbed a few shots of the impressive lineup before finally turning in for the night.

The next morning I toured the Museum of Transport, which is located just outside St. Louis. Though originally a private venture, the museum is now owned and operated by the county and contains the largest collection of locomotives and rolling stock in the country. I was thrilled to see SP 4460 for the first time. She is the only "Daylight" other than 4449 to

have escaped the cutter's torch, and I recalled telephoning the museum back in 1984 to get details on the stainless steel trim on its pilot before having new such trim fabricated for the 4449. Operating steam locomotive Frisco 1522 is owned by the museum and is kept at this location. Sadly, not all of their equipment is in the best shape, for keeping such a vast amount of steel and iron looking good, much less operational, is a mammoth task for which adequate resources and labor do not appear to be presently sufficient.

That afternoon I attended the Board Meeting at which 106 NRHS Chapters were represented. A new informational brochure on the NRHS was presented for the first time, nominees for elected offices were named, and reports given on upcoming conventions and Board of Directors meetings.

The most controversial item was whether to move the society's Harry P. Dodge Film Library to the society's national headquarters office in Philadelphia from Washington, D.C. this year as planned. Considerable discussion took place, with the decision to keep it where it is failing by a heavy margin.

The Annual Banquet was held that Friday evening at the Hyatt Regency, and the dinner, featuring filet mignon, was excellent even at a pricey \$33. The head table consisted of three tiers of dignitaries and invited guests and the banquet celebrated *TRAINS* magazine's 50th Anniversary. Introductions and presentations pretty much provided the content of the program.

Saturday's excursion trip featured St. Louis' own steam locomotive, Frisco 1522. This is the nation's only operating Mountain-type and this was its first trip over the rails for which it was built, heading southwesterly to Newburg, near the Army's Fort Leonard Wood. Union Pacific coaches were used near the point, the rest of the train being cars obtained from a

variety of sources. I again chose to ride in *Dover Harbor*, liking its riding qualities and also knowing that its air conditioning worked! Deluxe Coach passengers paid \$189, or \$70 more than Standard Coach on this trip. First Class tickets on this trip were \$239, but it should be noted that this price included three first-class meals.

The trip was enjoyable and we had one photo runby (poorly organized), but once again there was no opportunity to detrain at Newburg, and once again all of the passengers were forced to remain aboard for an interminably long time while the engine was serviced. In fact, it took even longer than had been the case at Findlay on the UP 844 trip. Worse yet, there was no UP lounge car where one could obtain some stronger refreshments. There comes a time when Coca-Cola just won't do it! The food was no better than on Thursday, either. Meals generally were not a strong suit at this convention, with the exception of the banquet dinner.

The train's return to St. Louis was several hours late, so they delayed the starting time of the Membership Meeting accordingly. However, after I had rushed to shower and change in time to attend the meeting, they delayed it still further and finally hunger pangs got the worst of me and I departed to have dinner about 10:30 pm. There didn't appear to be anything on the agenda of any great importance, so I figured my being there hardly mattered. All of the major work had been conducted at the Board of Directors meeting.

Sunday, June 14 was the day for Cotton Belt 819 to strut her stuff, heading south to Illmo, Missouri. I had purchased a Standard Coach excursion ticket for \$99, but overnight I decided to pass up this trip and not use the ticket. I wanted to take the last Amtrak train of the day from St. Louis to Chicago, with a scheduled departure of 3:15 p.m. I questioned whether we would get back in time, despite every guarantee that the return bus would get passengers from Illmo to St. Louis to catch Amtrak. Based on what I

had so far experienced I chose not to believe it. As it turned out, I made the right decision, for although we left St. Louis 57 minutes late, there was no sign of the excursion passengers who had planned to ride Amtrak to Chicago.

In addition, I temporarily had had my fill of the excursion trips. I also figured I would stand a better chance of getting some good movie footage of the train departing the St. Louis Southwestern (Cotton Belt) yards located in East St. Louis than I would as a passenger in a photo runby line.

So, using my train ticket only for the shuttle bus ride across the Mississippi to the yards (not without some difficulty because I made the mistake of telling the St. Louis chapter members who were boarding passengers that I did not plan to ride the train, only the shuttle bus), I was able to film the departing train as it slowly pulled out just past 8 a.m.

I snagged a lift back in a van to St. Louis with Mark Cedeck, who was the Chairman of all the rail events of the convention. All things considered, he did an excellent job in this and as m.c. of the banquet. All of this responsibility probably drove him to near-exhaustion.

I immediately walked over to the Gateway Arch where I purchased a ticket to ride up to the observation deck in this 630-foot high structure. Little five-person pods carry passengers up to the top of the arch in a matter of minutes. The pods are gimballed so that you always remain on a horizontal plane, but if you are at all claustrophobic, this trip is not for you. However, once you get there, the views through the little windows are everything you would expect.

That afternoon as I was checking out of the hotel I happened to meet Dana Dawes, and found we were both going to ride the *Ann Rutledge* to Chicago. We shared a cab to the Amtrak station and I learned he was going to ride in the *Silver Solarium*, an ex-*California Zephyr* round end vista-

domed observation car at the rear of the train.

You never know your luck, for Dana said it appeared there would be no more than ten people aboard and that with any luck at all I could probably wangle an invitation to ride. He was right and for a very modest sum I was included on the passenger list of this beautiful piece of passenger equipment. The car's owner, Nav Fosse of Nashua, Iowa, could not have been more hospitable and the six-hour trip complete with excellent food and drink was one of those pleasures that occur all too rarely in life. I took movies and slides to my heart's content and the luxury and uniqueness of the trip made the time pass all too quickly.

I spent another day and a half in Chicago, then boarded the *Empire Builder* to travel back to Portland. I had to leave a day sooner than I would have liked, but demand for space on Amtrak is so tight that I had no choice.

The trip west was uneventful and we passed through a couple of good thunderstorms in the Midwest as we rolled across the northern plains. We passed through Glacier National Park just at sunset and it was so beautiful I vowed to return there someday to fully explore it.

On Thursday, June 21, we rolled back into Portland Union Station about one and one-half hours late. It was good to be home but I was sad to see it all end. The main consolation is that hopefully there will be other train trips to come that will turn out to be just as good.

3300, from page 4

The interior is painted with a carpeted floor. Upholstery and paint are in very good condition. Some work is in progress to replace some seats. The carpeting is serviceable. Windows and shades are in good condition. The bathroom is complete and has been converted to a self contained toilet. The other bathroom has been converted to a shower. Some door latches were missing from these rooms.

COMMITTEE CHAIRS

Activities: Esther Rosu, 659-5157
Meeting Program Coordinator:
Vacant
Bylaws: Alan Viewig, 228-8655
Concessions: Marilyn Edgar, 236-7271
Excursions: Bill Carter, 646-8116
Finance: Dave Van Sickle, 297-3807
Library & Historical Foundation: Walt Grande,
246-3254
Membership: Fred Dorsett, (206) 256-4981
Museum: Dave Stimac, 656-9392
Public Relations: Al McCready, 281-2415
Publications: Irv Ewen, 232-2441
Rolling Stock: Richard Gray, 656-0260
Chief Mech. Off.: Peter Rodabaugh, 771-8545
Car Rental Agent: Carl Rodabaugh, 253-4241
Ad Hoc "Union Station": Terry Parker, 284-8742
Ad Hoc Property Development: Al McCready,
281-2415
Chapter representative, Portland Rail Equipment
Advisory Group: Bob Hoffman, 659-0914
Chapter representative Northwest Rail Museum
Board: Chuck Bukowsky, 284-7277

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