

JUN 11 1976

THE TRAINMASTER

Room 1, Union Station
800 NW 6th Avenue
Portland, Oregon 97209

NON-PROFIT
ORGANIZATION
U S POSTAGE
PAID
Portland, Oregon
Permit No. 595



Mr. Joe Crumley
Otter Rock, OR 97369

ADDRESS CORRECTION REQUESTED

TIME VALUE MAIL

PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
(an Oregon Non-Profit Corporation)



1976 CHAPTER OFFICERS

president

JOHN D HOLLOWAY (503) 246-5752
2201 S W Palatine Street
Portland, Oregon - 97219

director-at-large

WILLIAM D BAIN (503) 686-2246
Post Office Box 10445
Eugene, Oregon - 97401

vice-president

WALTER R GRANDE 246-3254
4243 S.W. Admiral Street
Portland, Oregon - 97221

director-at-large

ALFRED L HAIJ (503) 659-7840
2311 S E Wren Street
Milwaukie, Oregon - 97222

secretary

CHARLES W STORZ, JR 289-4529
146 N E Bryant Street
Portland, Oregon - 97211

director-at-large

CHARLES A LUND (503) 643-2012
15795 S W Village Circle
Beaverton, Oregon - 97005

treasurer

JAMES J GILMORE 246-1202
2140 S.W. Palatine Street
Portland, Oregon - 97219

director-at-large

NOEL H NELSON 659-1015
4691 S E Fieldcrest Drive
Portland, Oregon - 97206

chapter director

ROGER W SACKETT 644-3437
11550 S W Cardinal Terr
Beaverton, Oregon - 97005



CHAPTER NEWS LETTER STAFF

editor and publisher

IRVING G EWEN (503) 232-2441
2628 S E Ash St
Portland, Oregon - 97214

"The Trainmaster" is the official publication of the Pacific Northwest Chapter of the National Railway Historical Society.

circulation manager

CHARLES W STORZ, JR 289-4529
146 N E Bryant Street
Portland, Oregon - 97211

Articles which appear in "The Trainmaster" do not express the official National Railway Historical Society attitude on any subject unless specifically designated as such.

All exchange news letters should be sent to the Chapter's business address:

Room 1, Union Station
800 N W 6th Avenue
Portland, Oregon - 97209

"The Trainmaster" is sent to all Chapters of the National Railway Historical Society. Copies are addressed to the Chapter Director if no other address is available. Chapters wishing to have "The Trainmaster" sent to another officer or the Chapter editor should write to the circulation manager as listed above.



pacific northwest chapter

THE TRAINMASTER

June 1976

Number 194

1

PNW CHAPTER TIMETABLE

Friday REGULAR MONTHLY MEETING (3rd Friday of each month)

18 June

8 PM

The June meeting of Pacific Northwest Chapter will be held in Burlington Northern's Safety Assembly Room. This is located about two city blocks north of the intersection of N W 11th Avenue at Hoyt Street in the long building on the right side (almost under the Lovejoy ramp to the Broadway Bridge). Any of the Chapter Officers listed inside the front cover of this issue can provide more detailed directions if needed.

Refreshments, arranged for by Cora Jackson and company, will be available during the intermission between the business session and the program. Donations will be gratefully received by the "kitty" to help offset the material costs of this function.

Another two-fold program has been arranged for by Walt Grande, Program Chairman:

1. "Sound Quiz" by Chuck Storz.
2. "Potpourri" by the membership. Members are invited to bring slides or movies that they feel would be of interest to others. No restrictions, according to Walt, as long as they cover some phase of railroading.

Projectors will be available. If possible, co-ordinate your presentation with Walt ('phone 246-3254) or Chuck Storz ('phone 289-4529).

This will be the last regular meeting prior to the summer recess (during July and August).

"PNW Chapter Timetable", cont'd

Every
Saturday

INFORMAL LUNCHEON

12:01 PM

Join the growing group of members and friends who gather at Yaw's Top Notch Restaurant at 2001 N E 40th Avenue (across from Vic's Hobby Shop). Reservations not required. The group gathers at a reserved table towards the rear of the seating area on the west side of the building.

Every
Saturday

WORK PARTY ON CHAPTER-OWNED SLEEPER-LOUNGE CAR "MT HOOD"

1:30 PM

Following lunch, rain or shine, a dedicated group of members meet at the car to work on various projects to keep it in good operating condition. All help is appreciated.

Contact Chuck Lund (phone 643-2012) or John Holloway (phone 246-5752) for more details or directions.

17 September

REGULAR MONTHLY MEETING

8 PM

This will be the first meeting after the summer recess (no meetings during July or August). Mark the date on your calendar now. Program to be announced. Unless otherwise noted, all meetings are held in the Burlington Northern Safety Assembly Room.

BOOK REVIEW

"Railroads You Can Model"

Edited by Mike Schafer

Kalmbach Publishing Company
76 pages, softcover, \$3.50

This is a worthwhile book, even if you are not a modeller. In addition to photos, the book includes maps of the prototypes and suggested model railroad layout plans. The nine railroads described include the Virginia & Truckee as well as the Duluth, Mesabe and Iron Range. We rate this book to be a good value for the price.

CWS

NRHS SPRING DIRECTORS MEETING

By Jerrold F Hilton*

Mr Hilton's report, first published in the "Central Region Limited", is being reprinted to provide PNW Chapter members with information on current activities of NRHS at the national level. Editor

First of all, congratulations are in order to Indianapolis Chapter NRHS and Chairman Bob Frederick for putting on a fine Spring Directors meeting for us. We had a most interesting tour of Amtrak's Beech Grove Shops and of the trolley museum at Nobelsville Ind, where we had three electric cars and locomotives in operation. Then we had a fine dinner and talk by Conrail's Southern Region V.P.

But the business meeting was a big disappointment to me, none of the important changes which supposedly are to take place in the NRHS nor the many problems our organization faces were discussed. At this point I felt that I must apologize to the Directors in the Central Region. I made quite a strong appeal for Directors in the Region to come to this meeting, as I had been given to understand that important NRHS changes would be discussed. And we did have excellent representation from the Central Region Chapters with Directors spending considerable time and money to get to the meeting.

First, at both the last Labor Day convention and the fall directors meeting in Philadelphia Mr. Pardee had indicated that he intends to step down as President of NRHS. However at the meeting in Indianapolis he made absolutely no mention of this what so ever. It is now my feeling, from the way that everything was conducted, that he no longer intends to step down this fall.

Mr. Pardee did announce that there was a vacant Vice Presidency and nominated Mr. George Hartman to fill it. This was duly approved. Now it had been my understanding, some months before the Indianapolis meeting Mr. Pardee, Mr. Hartman, Nelson Bowers and V. Allen Vaughn had gotten together in Philadelphia to discuss the fall elections and it had been decided that Mr. Pardee would be nominated for Chairman of the Board, Mr. Vaughn would run for President, Ed Berntsen, now Pacific Region VP would be nominated as Public Relations VP replacing Vaughn, but that the NRHS Directory function would be taken out of the P.R. VP's duties and be placed with a new VP. As an interim step, at the Spring meeting the directory VP would be elected (Mr. Hartman), which was done, plus Mr. Berntsen was to be installed as assistant V.P. for Public Relations under Mr. Vaughn in order to give him a training period, and a new Pacific Region V.P. would be elected. These latter two steps were not done, nor even discussed, leading me to believe that nothing will happen at the fall meeting.

* Vice President, Central Region, NRHS

"NRHS Spring Directors Meeting", cont'd

I had also been led to understand that at the meeting between Pardee, Bowers, Hartman & Vaughn a manual or list of duties for region vice-presidents had been drawn up, also each region was to get a Public Relations representative and an assistant VP, plus there had been discussion of raising dues \$2.00 or more to pay for certain expenses, including these new regional expenses. (Please note I had expressed rather strong opposition to this in a letter to Pardee before the meeting.) Much to my surprise there was absolutely no discussion or even mention of all this at the Indianapolis meeting.

The one major item of business brought up at the meeting came as a surprise to me, and I believe to the majority of the directors present. Therefore I was unable to get any input from members in my Region before the meeting. This was the lease of a two-story frame house on the property of the Strasburg Railroad in Pennsylvania for use as a NRHS library at a cost of \$4000.00 per year for a period of ten years. Mr. Jim Gough moved to authorize Mr. Pardee to enter into the lease with Strasburg. (Apparently this motion was not seconded at this time) Considerable discussion followed. Among the points brought up were that the house has been used as a residence up to this time, floor loading may have to be strengthened for library use. The house is not fireproof. The NRHS would not be allowed to sell anything on the premises. Considerable paper has been accumulated by the NRHS which is now stored in various locations. The Alco negative collection would not go to the library. It is expected that various railroads would donate records to the Society once we had a formal library. Then Mr. Gough moved to amend his original motion to include the limit of \$4000 per year for 10 years for the lease. This was then seconded. Mr. Pardee immediately called for a vote, it passed and the matter was closed. I then asked if we had not been voting on the motion to amend the original motion. Mr. Pardee ruled that since the original motion had not been seconded the vote had been on the main motion as amended.

Not discussed was just where this \$40,000.00 is going to come from, nor the fair sum of money which is going to be needed to convert the house into a library.

It was my feeling, and one which appeared to be shared by those Central Region Directors who were at the meeting, and other officers of Chapters in the Region who I've talked to since, that this library will be of little value to NRHS members in our Region. (No one was at the meeting representing the regions west of us it might be added.)

Other items which took place at the meeting were the admission of three new chapters, including North Woods in our region, announcement of preliminary plans for the Philadelphia convention, and a vote between Miami and Wisconsin Chapters for the site of the next spring directors meeting with Miami winning. The next issue of the N.R. Bulletin was not available but was supposed to be at the printers. The long delayed membership list is still delayed. The meeting was closed rather abruptly after the discussion and voting on the Library which I think was part of the President's report. There was no call for new business.

"NRHS Spring Directors Meeting", cont'd

But what disturbed me most was the complete lack of discussion or even mention of the big problems which we see in the immediate future of the NRHS. As I see it, first and foremost is leadership. We don't know what the current president's plans are. Steps I thought were going to be taken to ease the transition were not taken.

Frankly, I think that we need a paid Executive Secretary to handle the day to day functioning of this organization. Someone who would receive the dues, send out the cards, keep the membership and mailing lists up to date on a day to day basis. Currently these functions are spread out and mixups are the usual course of events. Money is of course the big problem, where would his salary and expenses come from. But with 10,000 and some members we have reached the point where volunteer labor can no longer keep up with the task. On the other hand, if we were to raise dues \$2.00 we could afford an Executive Secretary. I think it would be much better spent here than on the regional VP's, as the current management had planned to bring up at the meeting - I thought.

In any case, the Indianapolis Directors meeting was much like this year's Indianapolis 500 short.. and we all went around in circles.

P.S. Comments from Central Region Chapter officers would be appreciated, and lets get together to discuss the situation sometime at Midrail 76 or some other time after the Phil. convention.

BOOK REVIEW

"The Mohawk That Refused To Abdicate and Other Tales"

By David Morgan with photography by Philip R Hastings

Kalmbach Publishing Company
300 pages Price - \$25.00

The book is a coverage of steam in its twilight years, mostly in the eastern part of the United States. "The Mohawk That Refused to Abdicate" is just one episode in a rather far ranging photo collection on the last days of steam power.

Included are action photos of C&O 2-6-6-6's and Meadow River Lumber's 1910 two-truck Shay. The only western material is a section on Union Pacific's Big Boys. Mr Hastings photography is enhanced by use of the "duo black, double-dot" printing process. The overall quality of the Chapter's review copy is judged to be very good.

CWS

PNW CHAPTER NRHS

Summary of Minutes, Regular Meeting, 21 May 1976

The meeting was called to order by PNW Chapter President John Holloway at 8:10 PM in the Burlington Northern Safety Assembly room.

The minutes of the previous meeting, held on 16 April 1976, were approved as read.

John Holloway announced the following changes in Chapter Officers:

Roger Sackett will replace Jim Gilmore as treasurer for the balance of the current year.

Chuck Lund will replace Jim Gilmore as Mechanical Chairman.

Chuck Lund reported on the Chapter's Sleeper-Lounge Car "Mt Hood". The new brushes have been installed in the generator and it has been tested. More help continues to be needed to clean and maintain the car.

Trip Chairman Roger Phillips suggested a possible trip to eastern Oregon to visit the Sumpter Valley restoration over the 4th of July weekend. Observation of Union Pacific operation over the Blue Mountains could also be included. Travel would be by pooled automobiles or chartered bus. Roger said that he would look into the cost of a chartered bus.

John Holloway announced that Board member Bill Bain has gone on active duty with the Navy and that a replacement member for the Board will be named as provided in the Chapter's bylaws.

John Holloway advised the membership that a possible lease of the car "Mt Hood" to a group in Chattanooga, Tennessee is being investigated. The lease would run for a period of several years.

The meeting was adjourned at 9:15 PM for refreshments prepared by Cora Jackson and company.

- Program:
1. Presentation by George Burton on electric trolley busses. Slides included trolley bus operation in Seattle, Washington and numerous European cities.
 2. Movie on Portland's Union Station which was part of a series entitled "Doorways to the Past" prepared by Channel 10.

Respectfully submitted

Chuck Storz, secretary

Number 194.

EXTRA BOARD

By Chuck Storz

Information has just been received that on Saturday and Sunday, 21 and 22 August the Southern Railway will run an excursion pulled by the American Freedom Train locomotive #4449. The Saturday trip will be from Birmingham, Alabama to Salisbury, North Carolina. Sunday the train will continue on to Washington, District of Columbia area, probably terminating in Alexandria, Virginia. This operation serves the dual purpose of providing an excursion and ferrying the 4449 to Washington, DC where it will rejoin the Freedom Train.

* * * * *

The four steel trusses of the old Oregon Electric bridge over the Willamette River at Wilsonville, Oregon are being removed, would you believe, by blasting! The two trusses at the south end were dropped into the river on Monday 7 June. The remaining two are scheduled to be demolished on 9 June. The contractor plans to remove the scrap steel from the river within a few days.

* * * * *

In the last issue of "The Trainmaster" (May 76, #193, p 3) it was reported that Amtrak was acquiring new "GE" F40PH locomotives. They were actually built by EMD. The new locos are quite stubby in appearance and carry two white strobe lights on top of the cab. We understand that they are rated to pull the same number of cars (five) as the former E units. The "extra" horsepower will be used to heat and light the new Amcoaches.

* * * * *

"The Trainmaster" has learned from a reliable source that the Burlington Northern has agreed to lease the following locomotives now stored serviceable at Vancouver, Washington to ConRail: 4054, 4056, 4058, 4064, 4065, and 4070. These are all former SP&S Alco RS-3's.

* * * * *

The Union Pacific has moved its private car storage from the Portland Union Station to special tracks near the south end of the freight house at the Albina yards. The UP has gone so far as to do a mini-landscaping job where the cars are stored. Close by the UP has erected a flag pole with a large United States flag. Flying below it is a UP flag which has the UP shield on a yellow background.

AMERICAN FREEDOM TRAIN SCHEDULE

As of 09 June 1976

day	date	from	to	railroad
Fri	11 JUN 76	Chattanooga	Lexington, Kentucky	SOU
Mon	14 JUN 76	Lexington	Evansville, Indiana	L&N
Fri	18 JUN 76	Evansville	Dayton, Ohio	L&N/B&O
Tue	22 JUN 76	Dayton	Huntington, West Virginia	B&O/C&O
Fri	25 JUN 76	Huntington	Charleston, West Virginia	C&O
Mon	28 JUN 76	Charleston	Alexandria, Virginia	B&O
		Alexandria	Cumberland, Maryland	C&O
Thur	01 JUL 76	Cumberland	Harrisburg, Pennsylvania	
Tues	06 JUL 76	Harrisburg	Pittsburgh, Pennsylvania	CONRAIL
Sun	11 JUL 76	Pittsburgh	Brackenridge, Pennsylvania	CONRAIL
Tue	13 JUL 76	Brackenridge	Williamsport, Pennsylvania	CONRAIL
Fri	16 JUL 76	Williamsport	Binghamton, New York	CONRAIL
Mon	19 JUL 76	Binghamton	Scranton, Pennsylvania	CONRAIL
Thur	22 JUL 76	Scranton	Morristown, New Jersey	CONRAIL
Mon	26 JUL 76	Morristown	Milford, Connecticut	CONRAIL
Fri	30 JUL 76	Milford	Providence, Rhode Island	CONRAIL
Tue	03 AUG 76	Providence	New London, Connecticut	CONRAIL
Fri	06 AUG 76	New London	Meriden, Connecticut	CONRAIL