



pacific northwest chapter

THE TRAINMASTER

SEPTEMBER 1984

Number 265

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PACIFIC NORTHWEST CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY, INC.
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CHAPTER TIMETABLE OF EVENTS

13	SPT 1984	THURSDAY	7:30pm	September board meeting at the Columbia Gorge Model Railroad Club clubhouse.
16	SPT 1984	SUNDAY	Noon	Picnic at The Oaks Amusement Park. The Oaks will donate free trains rides and free soda. You can bring your own picnic or buy their food. Picnic sponsored by The Oaks.
21	SPT 1984	FRIDAY	7:30pm	September Monthly Business Meeting at the Union Pacific Clubhouse. Snacks provided if you chip in some coin. Members can bring up to six recent slides for newsreel. Check in at door for help in loading slides.
28	SPT 1984	FRIDAY	8:00am	Three day excursion to Vancouver BC on Amtrak equipment. And return. Contact Room ONE with SASE for immediate details.
11	OCT 1984	THURSDAY	7:30pm	October monthly board meeting at the Columbia Gorge Model RR Club clubhouse.
19	OCT 1984	FRIDAY	7:30pm	October Monthly Business meeting at the Union Pacific Clubhouse.
every		SATURDAY	noon	No host lunch at Yaw's in Hollywood.

The Union Pacific Clubhouse is located at the intersection of N. Russell and N. Interstate in Portland. Meetings seem to last two hours or so. All welcome.

Any expressions found in this Trainmaster seem to be those of the editor and do not reflect necessarily the beliefs of some or any of the members

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - July 20, 1984

The meeting was called to order by President Rich Carlson at 7:37 PM in the Union Pacific clubhouse.

President Rich Carlson reported to the membership that the Chapter is between \$30,000 and \$40,000 in the red as a result of the New Orleans trip. He said that the Chapter is trying to raise funds through the sale of the remaining inventory of souvenir items.

Suggestions from the members to pay off the New Orleans trip debt included an appeal to the public for donations and loans or donations from the membership. Trip Director Ed Immel advised that a substantial amount will be generated from refunds from suppliers from overcharges.

Doug Auburg moved, seconded by Al Wert, that the Chapter be authorized to borrow money at no interest from its members, such loans to be paid off within two years. Motion passed.

Jeff Asay reported that the Finance Committee is beginning work on a report on the New Orleans trip.

Mary Lou Weaver reported that the Excursion Committee has established a policy of one free ticket for each 20 tickets sold to groups. The committee has recommended that Chapter members pay \$20 each toward excursion costs when acting as train staff during excursions.

Rich Carlson read a letter from Publications Committee Chairman Al McCready announcing the appointment of Roger Phillips as publisher of The Trainmaster.

Activities Committee Chairman Jim Whaley reported that 90 to 120 members attended the Chapter picnic. The next activity will be the January banquet.

Vancouver, B.C. Trip: Mary Lou Weaver and Ed Immel reported that brochures for the trip have just been mailed. Prices for the trip are \$299 single and \$240 double. The group will stay at the Hotel Vancouver.

President Rich Carlson reported that the Portland City Council passed an ordinance on April 25, 1984 appointing the Chapter official custodian and operator of locomotive 4449 for the City.

Doug Auburg moved, seconded by Al Wert, that the Chapter treasurer set up a separate checking account for the Vancouver, B.C. trip and that receipts from the trip not be used for anything else until the trip is closed out. Motion lost on a show of hands.

Jeff Asay moved, seconded by Mary Lou Weaver, that all receipts from the Vancouver, B.C. trip be placed in the C.D.I.C. account and that no withdrawals be made without a recommendation from the finance committee and approval by the Chapter board of Directors. Motion passed.

Respectfully submitted,

Chuck Storz, Secretary

PRESIDENT'S PAGE by RICHARD CARLSON

Back when the "Louisiana World's Fair Daylight" trip concluded, I appointed a special Commission to do an investigation of all aspects of the 51 day excursion trip. There was some opposition expressed at that time, but there was general popular support of the idea, among the membership, for most realized that while there was much of which the Chapter could be rightfully proud, there were other things that could have been handled better.

As time has passed, it is becoming increasingly evident that not only are the members and participants fully cooperating with the Commission (- and if you want to and have not yet offered your thoughts, do it, since you won't receive an engraved invitation -) but events have occurred that vindicate my position that we were not in as good control of things as we may have imagined or should have been.

It is with mixed relief and some chagrin that I can report our financial position has improved significantly. Not only have we received numerous individual donations, we also received a contribution of \$4,200.00 from the Central Coast Chapter of the NRHS in Santa Clara, California, along with a waiver for the commissions from the through tickets of their portion of the LWFD trip, i.e., San Francisco-Los Angeles-San Francisco. In addition, the City of Portland remitted to us the sum of \$8,500.00 from the Freedom Train Trust Fund. We sincerely thank all of these people and organizations.

Even more welcome were belated payments on tickets sold by the Southwest Chapter of the R&LHS in El Paso, and the Gulf Coast Chapter of the NRHS in Houston, which now means that our Chapter is able to pay all of its bills. I hasten to add this does not mean the trip made money. That it did not, for without the Chapter treasury and the funds from the Freedom Train Trust Fund, we would still be seeking monies to pay the bills. The trip ended up in the red, but at least we had available reserves to cover the losses.

What is obvious, though, is that whatever bookkeeping mechanisms we had to monitor the trip's income and expenses either were inadequate or were not properly utilized. We can be thankful all seems to have ended well, but the seat-of-the-pants flying we did is not conducive to longevity, and fairly screams for rectification.

Thus, when the Commission makes its final report, I hope we will find much that is instructive and helpful. When we engage in similar trips in the future, I know we will benefit from what we have learned from this experience and ignore the Commission's conclusions and recommendations at our peril.

In other areas, I have asked Jim Whaley's Activities Committee to plan a 4449 DAY event. If you have thoughts on what should be included, contact him or any of the following members of his committee: Dan Butler, Duane Cramer, Bill Davis, Kerrigan Gray, Vija Keeler, and Esther Reusau. This could be a fun-filled event and we welcome ideas to maximize the interest and enjoyment. I am sure we will all want to attend, invite friends, and share our memories and memorabilia of what was clearly the steam event of the year and possibly the decade.

Finally, ticket sales on the Vancouver trip remain sluggish. Unless we can be assured that it will make some money, we will have to cancel, so talk it up every chance you get!

REQUEST FOR REPORT ON THE LOUISIANA WORLD'S FAIR DAYLIGHT

President Rich Carlson appointed Dave Duncan, Walt Grande, Ken Keeler, Bud Kirsch, Bob Melbo, Gary Oslund, and Marilyn Rehm to serve on the Commission.

The Commission hereby makes its final request for input from the general membership. No one need worry about the scope of their suggestions since the Commission shall screen all reports and does not plan to make the specific suggestions public knowledge. So gear up and offer your opinion on how the steam trip did.

Comments should be sent to Marilyn Rehm at 7580 SW Hood Av, Portland OR 97219.

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SEPTEMBER RAILRODIANA AUCTION

An Auction of railrodiانا items will again be held at the September Business Meeting prior to the regularly scheduled program. A partial list of the items are:

1967 SP&S Calendar; SP and SP&S Timetables; Railroad magazines; Railroad related postcards; and a switchstand

Items may also be donated with all proceeds going to the Chapter. All items sold will go to the highest bidder and must be paid for at the end of the auction.

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TIMETABLES FOR SALE

The Chapter has a good assortment of public timetables considered surplus to the Chapter's collection. They are available for sale on a first come first served basis. For an appointment, call TERRY PARKER in the evening @ 234-8742.

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WHAT OTHERS SAY ABOUT US

"News from other NRHS Chapter's news letter's: Pacific Northwest Chapter, 'The Trainmaster', April 19894.

"This issue is too lengthy for inclusion here as it is devoted to the history of the Steel Bridge over the Willamette River, which is the large double decked bridge that the Pioneer crosses just before reaching the Portland Union Station. Before Amtrak, the Union Pacific "City of Portland" and the "Portland Rose" used this bridge. The article is interesting reading and tells the past, present and future of this bridge. If you have never before read another chapter's newsletter, this is a good one for a first. Our chapter librarian has this issue of 'The Trainmaster' available for your reading enjoyment. All of the non-electric Southern Pacific trains to California also used this bridge to cross to the East side of the Willamette River."

THE IDAHOAN, VOLUME VII, #'S 2 & 3, June-July, 1984

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SETS OF PHILATELIC COVERS OF DAYLIGHT TO FAIR AVAILABLE

Sets of 17 particularly attractive philatelic covers with a specially commissioned genuine "ArtCraft" engraved cachet that honored the "Louisiana World's Fair Daylight," each cover cancelled in one of the 17 different cities where the U.S. Postal Service applied a special pictorial postmark, are now being offered for sale by the Pacific Northwest Chapter, National Railway Historical Society.

The covers were stamped aboard the train and then cancelled at the respective cities. Each of them made the entire journey from Portland to New Orleans and return over the 51-day excursion over Southern Pacific tracks. The envelopes, printed on 25% rag content paper, are 6-1/2" wide x 3-5/8" high.

The postmark featured a sideview line drawing of the GS-4 4-8-4 steam locomotive which is the ex-SP 4449. This same postmark was used in each city, with only the city names and dates differing.

Fewer than 100 complete sets of these unique souvenirs are available, and the chapter is offering them now to the National Railway Historical Society members. Individual covers were advertised previously, but the demand for complete sets was so strong the chapter assembled these, and this is the second public announcement of the availability of complete sets. All sale proceeds will be used to pay costs of running the excursion trip, and these covers are available only from the PNWC-NRHS, a not-for-profit (seriously) corporation.

The sets are available at a cost of \$25.50 for the 17 different covers. To order please send your check for \$25.50 for each set to:

PNWC-NRHS (COVER SETS)
Room One - Union Station
Portland OR 97209

Checks should be made payable to: PNWC-NRHS

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THE 1986 NRHS NATIONAL CONVENTION

Start saving the days between and including 21 July to and thru 27 July of 1986 for your vacation in Boston. The Boston Chapter of the NRHS is your host for the MINUTEMAN '86 event. Hopefully someone will reserve the MT HOOD for our contingent to attend the National Convention.

This will be the FIRST coordinated, concurrent conventions of the National Model Railroad Association, the National Railway Historical Society, and the Railroad Enthusiasts, inc. Never before have three nationwide railroad affinity societies joined together to offer the variety of programs and events dedicated especially to the interests of real and miniature railroading.

All convention activities, with the exception of membership and directors' meetings of the NMRA and RRE, will be open to any NRHS registrant, regardless of the sponsoring organization.

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CAR HOSTS

The Excursion Committee reports a good response to the "sign-up" at the August meeting for Car Hosts on future Chapter excursions. In spite of the good response there were surprisingly few applications from those who qualify for the "Senior" list.

The original recommendations by the Excurison Committee to the Board of Directors stated that all who had been members the two previous years would qualify as Car Hosts, meaning of course that the person would have had to have been a member in 1982 and 1983 to qualify in 1984. The summary of those recommendations appearing in the Trainmaster stated only that you needed two years seniority, which could be interpreted as qualifying members in the Chapter in 1983 and 1984. Because of this discrepancy and the fact that many of the 1983 members have already served as Car Hosts on one or more excursions and therefore have a "Grandfather" right, the committee has decided that for any Car Host signups in 1984, membership in 1983 and 1984 will suffice.

The Excursion Committee realizes there was a very short time between the adoption of these recommendations, their publication to the membership and the signup at the August meeting. Therefore, since many members may not have been able to attend the August meeting due to vacations, etc., it has been decided to accept Car Host applications again at the September meeting and applications will be available. Thereafter it is intended to accept applications only at the February and August business meetings as outlined in the Excursion Committee recommendations.

Following is the Car Host list compiled from the applications received at the August meeting. Jack Pfeifer and Mary Lou Weaver will be available at the September meeting to answer any questions about the list or qualifications.

SENIORS

Laurie McCormack
Robert Slover
Mary Lou Weaver
Roger Phillips
Rachel Inmel
Bill Davis
Pete Dorland
Gerry Baldwin
George Hoffman
Kristine Nelson
Randall Nelson
Terry Parker

JUNIORS

Steven Howes
Doug Auburg
LeRene Allen
Paul McMillan
Gerda McMillan
Connie McCready
Albert McCready
Larry Collier
William Bair
Michael Ackley
Lindy Fredericks
Brigitte Durcan
Carl Rodabaugh
Charlene Andrews
Fred Dorset t
Kenneth Peters
Dale Hammer.sly
Esther Rosu
Kyrian Gray
Kerrigan Gray
James Loomis
William Ganc

HOW TO BECOME A MEMBER OF THE PACIFIC NORTHWEST CHAPTER

A quick look to the By-Laws in Article II, Section 2.04 and 2.05 should help:

"Section 2.04. Applications. All applications for chapter membership shall be made on the application form approved and supplied by the National Railway Historical Society. All applications for chapter membership shall be accompanied by the proper amount of chapter and national dues as of the date of the application."

"Section 2.05. Sponsorship of Applicants. Applicants must be sponsored by a chapter member and an elected officer of the chapter. New member names shall be printed in the Trainmaster, the monthly publication of the chapter. The membership chairman, secretary, or other chapter officer shall forward the new member's application to the Chairman of the National Membership Committee."

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WHO AND HOW DO THEY GET ELECTED TO THE BOARD ?

Currently a Nominations Committee has been appointed to assist with the listing of candidates for office. A look to Article IV of the By-Laws will help:

"Section 4.01. Nominations. The Nominations Committee shall select at least two candidates for officers and directors of the chapter to be filled by election at the November Business Meeting of the chapter members. The Nominations Committee shall request suggested nominations by the chapter members by means of a printed announcement prior to the September Business Meeting. The chapter members shall be notified by mail of the nominations not later than seven days before the October Business Meeting. Additional nominations may be made from the floor at the October Business Meeting. No candidate may be nominated without the prior consent of the candidate."

"Section 4.02. Notice. At least seven days prior to the date of the November Business Meeting each chapter member shall receive a list containing the names of all candidates. Included in the chapter mailing shall be space for the printing of a brief resume and a photo of each candidate."

"Section 4.03. Election Procedure. Each chapter member shall be entitled to one vote for each position to be filled. Election shall be by a majority of those members voting and shall be by written ballot at the November Business Meeting. The Board shall establish such additional election procedures, consistent with the law, Articles of Incorporation, these Bylaws, as it deems fair and orderly."

There are five officers and six directors. The directors normally will serve for three years, but this year, the bylaws call for two of the directors to only serve one year, two to serve two years, and two to serve three years. See Article VI, Section 6.04 (b). After this year, only two directors will be voted in each year and the term will be for three years.

(In case the Nominations Committee does not get their own notice published in this issue of the Trainmaster, consider this to be your written request for names. Send them to: Nominations Committee, Room ONE Union Station, Portland OR 97209. Thanx.)

NEWS FLASH ON VANCOUVER TRIP

Since Labor Day there has been an increase in orders for the September 23th trip to Vancouver. At press time we have not yet sold the minimum number of tickets and we are about 100 seats short of the break even point.

However we are optimistic that with the recent increase in ticket orders coming in as a result of the mailings and advertising that we will meet the break even point in sales by the 10 day point of no return. At the Board meeting on September 13 the total ticket revenue in our hands will be compared to the projected costs and the Board will decide at that time so as to be sure to conform with Amtrak's contract terms which require us to get our termination notice to Amtrak by the 18th.

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GET WELL CARDS AND THOUGHTS FOR LEE JACKSON

Rumor has it that friendly LEE JACKSON, the other half of the Cora Jackson - Lee Jackson group marriage, has taken up with some nurses in the vicinity of Good Samaritan Hospital and has broken his heart or something like that. Probably by the time this gets to press the guy will be up and running around again, so maybe you should send the get well card to his house at 5825 SE Lambert, Portland, OR 97206. You can help by spreading the rumor it was a minor heart attack.

And does this mean we ain't gonna get fed at the September Business meeting?

Maybe for the food alone we should wish him a speedy recovery. Heal, Leland!

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DO YOU BELONG TO A CAMERA CLUB AND WHEN DOES IT MEET?

What was assumed to be a simple task to list the local camera clubs and the details of their meetings and dues, turned out to be an incomplete project. You can help by sending in the name and details of the camera club you belong to or used to belong to. Very shortly we will respond with a list of the clubs and if all goes well we will even tell you what club concentrates on which format and the like. So please find an old postcard or the like and dash off a note to the editor with the requested details.

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DOES ANYONE HAVE THE HISTORY OF THE SPRR DONATING 4449 TO CITY ?

We seem to delight in telling stories about the control the railroad has on the operation of 4449. Does anyone have a simple explanation backed up by some written evidence of the terms and conditions of the donation by the Southern Pacific of the 4449 to the City of Portland?

How about the other engines down at the Oaks Park? Is there any clear written history on what they stand for and who donated them and any conditions on their use or display?

The NRHS seems to have a written agreement with the City that makes us, the PUC, the custodian of 4449. Does any other group have such a similar arrangement for any of the other engines at the Oaks?

Have we ever had a written agreement with the City prior to this year?

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - June 15, 1984

The meeting was called to order by Vice President Jim Whaley at 8 PM.

Project '84: Jim Gilmore reported that ticket sales are good from Phoenix back to Portland. The Appekiny Mountain has been opened for ticket sales at premium prices. Money is still being received from the groups selling tickets along the train's route. Souvenir sales are better westbound than eastbound. A few seats are still available on the train.

Concession Sales: Jim Whaley reported that about 800 mail orders have been received and 650 of this have been shipped.

Sales in Dunsmuir: Jim Whaley advised that Dunsmuir is having a "railroad days" celebration on the weekend that the 4449 goes through Dunsmuir on its way back to Portland. The Chapter has been asked to sell souvenirs at the celebration. A budget for a sales trip to Dunsmuir was approved by vote of the membership.

Chapter Picnic: Jim Whaley announced that the Chapter picnic will be at The Trolley Park on Saturday, July 14 from noon to 6 PM. There will be an admission charge of \$2.00 a person to the Park. The Chapter will furnish roast pig and soft drinks.

Vancouver, B.C. Excursion: Vice President Jim Whaley advised the membership that approval is needed of the budget for the trip to Vancouver, B.C. planned for Sept. 28-30. Bud Kirsch objected to authorizing any money now due to lack of a status report on the Chapter's finances in connection with the New Orleans trip. Moved by Paul McMillan, seconded by Bruce Silverman, to approve only the 10% down payment to Amtrak for the Vancouver, B.C. trip. Motion passed.

SUMMARY OF MINUTES - SPECIAL BUSINESS MEETING - July 7, 1984

The meeting was called to order by President Rich Carlson at 1:30 PM.

Rich Carlson announced that the Excursion Committee would meet on July 16 and the Publications Committee would meet on July 18.

Vancouver, B.C. Excursion: Ed Immel presented and explained an itemized budget which included costs of Amtrak equipment, hotel, shuttle busses, and food as well as printing for brochures and tickets. It was also agreed to include a commemorative pin for sale on the excursion.

Jack Pfeifer moved, seconded by John Holloway, to authorize a maximum expenditure of \$180,000 for a round trip excursion from Portland to Vancouver, British Columbia on September 28, 29 and 30, 1984. (The previously authorized down payment to Amtrak for equipment is included in the \$180,000 total). Motion passed.

A quorum of 55 to 60 members was present.

Respectfully submitted,

Chuck Storz, Secretary

RIDING ON THE CITY OF PORTLAND, 1935

Carlos A. Schwantes has produced a 15 page article in the Summer of 1984 Oregon Historical Quarterly with the above title. In case you missed it, borrow a copy before you forget. Mr. Schwantes is a Visiting Associate Professor at the University of Idaho. Single copies of the "Oregon Historical Quarterly" cost a mere \$2.50 at the Oregon Historical Society bookstore, 1230 SW Park, Portland OR 97205.

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YAKIMA VALLEY TRACTION

A recent issue of "Ties & Tracks" of the Dayton Railway Historical Society, Vol. 6, Issue 7, July 1984 contained the following comments:

"YAKIMA, WASHINGTON: Yakima Valley Traction, owned by big Union Pacific, once again is operating electrically-powered freight service, although this will most likely be the last summer of such operation. Whether the city will retain its touristy passenger trolley operation over a soon to be shortened line remains to be seen. With the recent reactivation of electric motors on the YVT, there are only three such trolley freight systems operational in the USA. Others are the Union Electric at Keokuk, IOWA, and Ohio's own Toledo Edison operation at East Toledo. It seems impossible that only three electric freight lines remain where only twenty or so years ago there must have been dozens of these unique traction systems."

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YAKIMA VALLEY TRANSPORTATION COMPANY

A recent issue of the Orange Empire Railway Museum "Gazette" in July, 1984, Vol. 61, Number 1, contained the following information on the YVT:

"YVT LOCO GIFT SET.

"THE MUSEUM has been notified by Union Pacific Railroad that upon approval of abandonment of its 'Yakima Valley Transportation Co.' subsidiary at Yakima, Wash., YVT electric locomotive No. 297 will be donated to become part of our historic collection.

"The formal letter from UP President R. G. Flannery, dated July 5th, confirmed published reports that UP would honor our request to bring No. 297 back to its original home of Southern California.

"The Baldwin-Westinghouse 'juice jack' was built new in 1923 for the Glendale and Montrose Railway as its No. 22. The G&M, a suburban railway that operated between its namesake cities, closed down in 1930 and the Union Pacific continued to utilize No. 22 (renumbered its E-100) on the still-electrified Glendale trackage retained. When trolley wires came down in 1938, the locomotive was transferred to the YVT."

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\$3 8x10" BLACK & WHITE PHOTOGRAPHS FROM PENNSY AVAILABLE

Maybe a hundred different views are now available from the Railroader's Memorial Museum at 1300 Ninth Avenue, Altoona PA 16602. Write for an order list now.