



**pacific northwest chapter**

# **THE TRAINMASTER**

JUNE 1985

Number 274

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PACIFIC NORTHWEST CHAPTER  
of the  
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CHAPTER TIMETABLE OF EVENTS :

13 Jun 85	Thursday	7:30pm	JUNE BOARD MEETING at Columbia Gorge Model RR Clubhouse. All welcome. Located @ N Russell.
21 Jun 85	Friday	5:30pm	JUNE BUSINESS MEETING and PICNIC. At Zoo Railway stop in Washington Park under covered picnic area. Chapter supplies hot dogs & soda pop. Cost is \$2 per person or \$7.50 a family. If all you want to do is watch the business meeting, it is free. We have free rides on the Zoo Steam Train.
7 Aug 85	Thursday	7:30pm	AUGUST BOARD MEETING at Columbia Gorge Model RR Clubhouse. All welcome. Located @ N Russell.
16 Aug 85	Friday	7:30pm	AUGUST CHAPTER BUSINESS MEETING back at the Union Pacific Clubhouse at N Interstate and N Russell. Hopefully we will have snacks for your free will donation and a movie program, in addition to the NEWSREEL consisting of up to six recent RR slides taken by our members.
each	Saturday	12:30pm	Each & every Saturday we gather for a no host lunch or late breakfast at the VILLAGE INN PANCAKE HOUSE in the back room over across from Safeway at NE 10 and NE Broadway. Enjoyable crowd. Come visit.

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - MAY 17, 1985

The meeting was called to order by President Rich Carlson at 7:42 PM.

Union Station Sign Restoration: Rich Carlson reported that the campaign to restore the signs began today with an appearance by Mayor Clark at Union Station. Pins are for sale at this meeting.

Private Car Convention: Rich Carlson reported that the Portland Terminal RR. Co. board has reversed itself and will handle the private car convention on Sept. 20-22. Glen Marshall, P.T. Co. Manager has asked about the Chapter's proposal to paint the station sheds. An estimated 260 man hours will be needed to paint 160 vertical posts and the edges of the sheds. The Terminal Co. will buy the paint and rent the needed spray equipment. About twenty members indicated interest in helping with the painting. Rich advised that he will coordinate the Chapter's efforts with the Terminal Co.

Expo '86: Rich Carlson reported that nothing new has happened with regard to the state's participation in Expo '86. The state legislature still has not acted to appropriate funds.

Change of Chapter By Laws: President Rich Carlson announced that a proposed change to Section 9.02, Article IX has been published as required in The Trainmaster and is now due to be voted on. Section 9.02 will read as follows after the change: "Board Limitations. The Board is authorized to obligate and expend in accordance with the annual budget as approved by chapter members except that normal operating expenditures such as for rent, telephone and other normally recurring items may be expended in an amount not to exceed \$350 per month per item at the discretion of the treasurer or other Chapter officers." Moved by Duane Cramer, seconded by Kerrigan Gray, to change section 9.02 of article IX as proposed. Motion passed by over a two thirds majority.

Rolling Stock Committee: Bob Hoffman announced that the committee needs members to sign up for work this summer on the Chapter's rolling stock.

Neighborfair: President Rich Carlson proposed that the Chapter purchase a booth jointly with ORARP and the Transit Riders Assn. and that the Chapter sell its merchandise at the booth. The cost will be \$50. Moved by Paul McMillan, seconded by Bob Hoffman, to spend \$50 to buy the booth space. Kerrigan Gray moved, seconded by Al Viewig, to amend the motion to add a sales expense item of \$50 to the 1985 Chapter budget. Amendment passed. Main motion passed.

By Law Review Committee: Chairman Jack Pfeifer asked the Chapter membership to submit any proposed amendments to the by laws to the committee in writing.

Respectfully submitted,

Chuck Storz, Secretary

# APRIL BOARD MTG MINUTES

P. 1 of 3

PACIFIC NORTHWEST CHAPTER - BOARD OF DIRECTORS MEETING - APRIL 11, 1985

The meeting was called to order by President Rich Carlson at 7.35 PM.

The minutes of the board meeting of March 7th were <sup>NOT</sup> approved as corrected.

Treasurer Vija Keeler reported balances of \$76,899.90 in the general account and \$33,027.41 in the CDIC account at the end of March.

Updates from President Rich Carlson:

- 1) Union Station Sign Restoration Project: The fund raising pin has been approved and is due to arrive here before the end of April. Sales cards to display the pins are being printed. Harry Merlo of the Louisiana Pacific Co. has donated \$1000 for space rental on the rear of Tri-Met buses for placement of outside signs on 50 buses.
- 2) Union Pacific officials have indicated that they will probably donate the interlocking panel from Black River Jct. to the Chapter.
- 3) The private car owners convention to be held in Portland in September has been moved up to Sept. 20 to 22 due to the possible Sept. 30th shut-down of Amtrak. Rich stated that he has offered the Chapter's assistance with the convention. He said that he has also offered Chapter volunteer assistance to the Portland Terminal RR Co. to repaint the Union Station trainsheds for the convention.

Excursion Committee: Mary Lou Weaver reported that as of last Tuesday 1250 out of the total of 1400 tickets for the Madras excursions have been sold. A 13th car can be added to the train if we need it.

Museum Committee: Terry Parker reported that the committee is looking at some Portland Development Commission property. The commission seems favorable to the idea of using the property for a museum. The committee is contacting other museums for ideas. Bob Slover outlined the committee's thinking about a museum which includes the following points: 1) Type of organization to be set up, 2) Legal relationship with the Chapter, 3) Ability to receive monetary grants and donations, 3) Ability to receive artifact loans and donations, 4) Management structure, 5) Insurance requirements, 6) Limits to expansion, and 7) Involvement of Chapter committees. Doug Auburg suggested applying for grants to assist with museum financing. Terry Parker stated that the committee will probably suggest setting up a separate corporation to run the museum.

Library Committee: Dale Hammersly recommended the appointment of two new members, Lee Jackson and Cletis Beloit, to the committee. Dale stated that the committee will attempt to computerize its catalog. He asked for guidance from the board about moving material from Room 1 to Room 1A. Informally the board suggested storing little used material in room 1-A.

Rolling Stock Committee: Dave Stimac reported that the committee is planning work on the Chapter's cars including the roof of the Mt. Hood. The committee has passed a motion to remove the words "Southern Pacific" from the Mt. Hood in the interests of better public relations. The committee is proposing the

P. 2 of 3

PACIFIC NORTHWEST CHAPTER - BOARD OF DIRECTORS MEETING - APRIL 11, 1985 (continued)

purchase of the last existing SP&S RS-3 from J. Simon and Sons. The board asked the committee to report to the board on the Chapter's present insurance coverage on rolling stock and to recommend any needed changes in the coverage. Dave also reported that the committee has decided to cut its bid on the Seattle and North Coast coach from \$5000 to \$3500.

Finance Committee: John von Gaertner reported that the finance committee has selected Certified Public Accountant David Hamilton to prepare the Chapter's 1984 income tax return. John stated that he will also go through the Chapter's accounting procedures with Hamilton to make sure the books are being handled according to good accounting practices. John estimated a cost of \$500 for the CPA's services. Moved by Vija Keeler, seconded by Mary Lou Weaver to appropriate up to \$1000 for the CPA's services to prepare the tax return plus other services. Motion passed. John reported that new treasurer Vija Keeler is doing a good job during the first quarter of 1985. A few checks have no notation on the bottom as to the reason for the payment.

M/S/P

Controls: John stated that the Chapter needs to start and maintain a log of long distance phone calls. The board agreed informally to initiate the log. John questioned purchases from Arvey Paper Co. by any member in the name of the Chapter. Rich Carlson asked John to make a list of members who need to make Arvey charge purchases. John stated further that supplies, printing, etc. should be charged where used and not to general accounts. Dout Auburg stated that he has invoiced buyers for Chapter merchandise but doesn't know if the invoices are being paid.

Concessions Committee: Doug Auburg reported that Gordon Zimmerman will take merchandise stock to the NMRA convention in Fresno, CA. Doug suggested the purchase of 150 large and 75 extra large white 4449 T-shirts at a cost of about \$4 each. Selling price is \$8 each. Moved by Jack Pfeifer, seconded by John Holloway, to authorize up to \$1000 for the purchase of 225 T-shirts from miscellaneous fund of the budget. Motion passed. Doug reported that eight cab forward books are missing after having them on sale at the swap meet.

M/S/P

Activity Committee: Jim Whaley reported that the Chapter picnic will be at Washington Park on Friday, June 21. Gary Oslund is arranging for the Zoo steam train. Jim advised that Chapter member Leona Nowell wants to be on the activity committee. Jim suggested weekend trips with the Mt. Hood in July for the membership.

Old Business:

Expo '86 Committee: Ed Immel was not present. Jack Pfeifer and Pat Tract has nothing to report.

Madras Trip Budget Increase: Member Doug Auburg stated that he is not satisfied with the handling of the increase in the budget for the Madras trips. He feels that the increase should be approved by the membership. The board agreed to refer the increase to the general membership at the Chapter meeting next week.

P. 3 OF 3

PACIFIC NORTHWEST CHAPTER - BOARD OF DIRECTORS MEETING - APRIL 11, 1985 (continued)

Speeder Donation: Terry Parker reported that he and Bill Gano are planning to pick up the speeder in Medford on April 20th.

New Business:

Photo Albums: Rich Carlson advised that Walt Grande has recommended the purchase of nine (9) photo albums for \$500. Moved by John Holloway, seconded by Mary Lou Weaver, to purchase nine photo albums for \$500 from the library budget. Motion passed. M/S/P

Vancouver Museum: Rich Carlson informed the board that he is planning to attend an organizational meeting sponsored by the City of Vancouver, WA on April 17 in connection with the possible establishment of a railroad museum.

By Law Change Committee: Moved by Al McCready, seconded by Fred Dorsett, that the Chapter president appoint a special committee to analyze all proposed changes in the Chapter by laws and make recommendations to the board. Passed on a show of hands. M/S/P

Questionnaire to Chapter Membership: Larry Miller presented on behalf of himself and 22 other members a proposal that a questionnaire be sent to all Chapter members to find out what the membership really want from the organization. Larry also proposed that the cost of printing and mailing the questionnaire be borne by the Chapter. Jack Pfeifer moved, seconded by Vija Keeler, that Larry Miller and others in the proposing group proceed to develop the questionnaire and that it be presented to the board when completed. Motion passed. M/S/P

Al Viewig asked if the Chapter is bonded, and who is authorized to sign Chapter checks. Discussion among board members developed the information that Vija Keeler, Chuck Storz and John Holloway are authorized to sign checks. Al questioned having two checkbooks in use. John von Gaertner will find out who is bonded and will advise the board.

Chapter Typewriter: Mary Lou Weaver asked for permission from the board to have the Chapter's typewriter repaired. After discussion about problems with the typewriter Mary Lou Weaver moved, seconded by Chuck Storz, to get an estimate on the cost of repairing the typewriter and to authorize the cost of an estimate. Motion passed. M/S/P

Doug Auburg recommended the purchase of a hard disc drive for the Chapter computer to speed up processing of Chapter business. The board took no action on the proposal.

Present: Board: Keeler, Weaver, Storz, Carlson, Dorsett, McCready, Slover, Viewig, Pfeifer, Holloway. Members: Tom Brewer, Rosu, Auburg, Parker, Whaley, Hammersly, Miller, Connie McCready, Stimac, von Gaertner, McMillan, Tracy.

The meeting was adjourned at 11:30 PM.

Respectfully submitted,

*Chuck Storz*

Chuck Storz, Secretary



The President's Page by Rich Carlson

My announcement at the May 17 meeting that the AAPRCO Convention will be held in Portland on Sept. 20-22, 1985, was greeted with spontaneous applause. The railroads' approval of this event resurrected my proposal to Portland Terminal Railroad Co. for the PNWC-NRHS to help clean and prepare the train sheds for painting, and I'm gratified that seventeen chapter members signed up to volunteer their time in this beautification project. More are needed, and 'many hands makes light work,' so if you want to be part of the fun, let me know!

I have discussed the project with Paul DeVerter II, president of AAPRCO, and John Kirkwood, who is managing the convention, and both agreed that invitations to ride the 'private varnish' either coming to or departing Portland will be limited to those who donate their time preparing for and assisting at the convention. It's the only fair way to handle it, and there's nothing like a little 'carrot' to encourage volunteerism! When the job is completed, it's something of which we'll all be proud.

On the afternoon of May 17, we formally launched our fundraising drive to restore the neon signs on Union Station's clock tower. We enjoyed perfect sunny skies, and there was a good, enthusiastic turnout to hear the speeches by Janet Bowman of OreARP and myself, plus see the mayor make the proclamation. He thoroughly enjoyed himself, using adjectives such as, "Wonderful, overwhelming, fantastic, memorable."

The timing of the balloon launch and recorded music went very well, and it was a neat affair. I admit to disappointment in the amount of media coverage (only 6 & 8 had short segments), but Channel 2 may do a follow-up. (They had a good story that was bumped by 5th Anniversary commentary re Mt. St. Helens.) The Oregonian carried a front-page story on the sign project on May 4, including picture of the tower. They too may do another story on how pin sales are progressing. The advertising car cards and rear signs on Tri-Met buses hopefully will remain up through June.

We sold about 260 "Union Station" pins on the Deschutes River Rail Excursion trains. (This was after we'd sold some 525 DRRE pins!) A quick poll indicates that we are about one-quarter of the way towards our goal, with an average of nine or ten pins sold per location as of May 25. At the May 1 meeting in Room 208, Union Station, we had about 30 OreARP and NRHS members attend. Thanks to everyone who participated in the media event and getting the pin boards placed around town. We still can use more help in getting boards placed in better spots. Call George Burton: 292-3392. The sooner they sell, the sooner we'll "See The Neon Be On!" Larry Hodson reported 17 sales at Aero Sports, Mike Ackley's best spot is 42nd Street Station with 15 sold. My best is Oregon Historical Society at 22. Both Pringle's (Union Station) and Wilf's have re-ordered several times each, reports Esther Rosu.

An apparent ban on steam locomotives by Burlington Northern has been reported, and there is no action out of Salem on funding a run by ex-SP4449 to Steamexpo 86 in Vancouver. Even if BN does approve use of its tracks for trains heading there, it's apparently 50/50 whether the Oregon legislature will appropriate funds for an Oregon pavilion or the train. EXPO 86, however, shows every sign of being a truly great world's fair with 38 nations participating as of now, including the United States, Soviet Union, China, West Germany, United Kingdom, France. There are tickets available at a discount, so if you plan to go, buy before October 13, 1985, and save one-third! For example, a 3-day ticket in advance is \$29.95(Canadian) vs. \$45 at the fair.

Speaking of steam trains, I note the N&W 611 "J" is booked for excursion trips with a number of NRHS chapters throughout the South and Middle West for virtually every weekend into the Fall, including an 1100-mile trip to Kansas City shortly. It departs Roanoke, Virginia, on June 13 and arrives in K.C. on the 18th. Contact the Roanoke Chapter, NRHS, for more information at (703) 366-5211.

Finally, thanks to everyone for their splendid work on the DRRE trips! We enjoyed near-perfect weather and everyone seemed to have a great time.

## EXPO NEWS RELEASE DATED 22 APRIL 1985

EXPO ANNOUNCES FIRST STEAMEXPO PARTICIPANTS

VANCOUVER: The coming of the steam locomotive changed the world in a few short years by increasing the speed of travel and broadening our mobility.

EXPO 86 will feature one of the largest gatherings of these "iron horses" in North America during its special STEAMEXPO event. Among the collection of more than 25 locomotives plus vintage railcars at STEAMEXPO from May 23 to June 1, 1986 will be:

Royal Hudson: British Columbia's own and most famous steam locomotive will lead the grand parade of steam on May 23. Built in the 1940s, this Royal Hudson is the last of its line built for CPR. The Royal Hudson saw the end of its in-service life steaming between Vancouver and Revelstoke. During its time, it also ran in the prairies. It now operates as a tourist attraction during the summer months. During STEAMEXPO, locomotive 3716 will fill in on the Hudson's regular run between North Vancouver and Squamish.

Two Spot: This shay-type locomotive was built in 1912 and retired in the late 1950s. The Two Spot spent its entire lifetime working the forests around Port Alberni. It was returned to steam by volunteers from the Alberni Industrial Heritage Society. Currently it is on display at the Alberni Valley Museum. In addition to this locomotive, the Alberni Valley Museum is bringing two loaded log cars, two steam donkey engines, a 14-ton switching locomotive (built in New Westminster) and a 1947 Hayes logging truck. During STEAMEXPO volunteer crews from Port Alberni will put the Two Spot to work with actual steam logging operations.

Inyo #22: One of the locomotives built by the Baldwin Locomotive Works in 1875, Inyo #22 was a prized possession of the Virginia & Truckee Railroad, which ran between Reno, Nevada, and Virginia City. Retired from the railroad Inyo #22 was purchased by Paramount Studios and featured in several western movies. It was repurchased by the State of Nevada and restored to original condition complete with brass trim and fine paint. Joining Inyo #22 is another Virginia & Truckee Railroad treasure - Caboose #9. It too has been refurbished and is once again complete down to spitoons built into the floor. The Inyo comes from the Virginia & Truckee Railroad Museum in Carson City, NV.

The Gypsy: A unique, little logging locomotive, the Gypsy is the proud possession of the Northern Counties Logging Interpretive Association from Eureka, California. Measuring about six meters long, Gypsy has four driving wheels, the usual boiler, an open cab and a steam-operated winching machine on front. This part-locomotive, part-log-loader, part-yarding engine is the only one of its type in existence. During STEAMEXPO, Gypsy will be accompanied by two log cars and a redwood log two meters in diameter and five meters long. Gypsy's enthusiastic crew, dressed in authentic loggers' clothes from the early 1900s, will entertain with several demonstrations.

Two historic locomotives, as yet to be announced, from the California State Railroad Museum in Sacramento, California, will also share STEAMEXPO's platform space. This museum, one of the finest in North America, features a multitude of exquisitely restored locomotives.

## EXPO NEWSRELEASE DATED 22 APRIL 1985

EXPO 36 CELEBRATES BYGONE ERA OF STEAM

VANCOUVER: STEAMEXPO, the largest-ever assembly of steam locomotives since the 1943 Chicago Rail Fair, joins the roster of EXPO 86 "once-in-a-world" Special Events. More than 25 operating steam locomotives plus vintage rail cars will gather in Vancouver, British Columbia, from May 23 to June 1, 1986.

This splendid celebration of the bygone era of steam enhances the 1986 World Exposition's transportation and communication theme. It also marks the centennial of the completion of the transcontinental railroad in British Columbia. As well, the May 23 opening date of STEAMEXPO commemorates the arrival of the first transcontinental passenger train in Vancouver in 1887.

"STEAMEXPO is guaranteed to make train buffs of hundreds of thousands of visitors," says Claude Richmond, minister of Tourism/EXPO 86. "It's a thrilling addition to the Exposition's already unparalleled programming."

Initial response to STEAMEXPO has been overwhelming. All participating nations have been invited to send steam locomotives for public display and demonstration. From North America alone more than 25 groups have now expressed strong interest. Participants will absorb their own transportation costs.

STEAMEXPO will be held at the CN railyard on Terminal Avenue, adjacent to the East Gate on the main Expo site. EXPO 86 is upgrading the display area and will contribute to participants' expenses during this Special Event.

STEAMEXPO will generate enthusiasm and excitement amongst railway affectionados around the world. Inquiries are already pouring in to EXPO INFO from all corners of the world for information on the STEAMEXPO Special Event.

STEAMEXPO is coordinated by Granville Transportation Consultants Ltd. of Vancouver.

Other Special Events at EXPO 86 include the Tall Ships, the DC-3 Airmada and the Innovative Vehicle Design Competition. All Special Events are included with the price of admission.

The 1986 World Exposition will be held in Vancouver, British Columbia, Canada, from May 2 to October 13, 1986. More than 40 international participants are expected.

For further information, contact: GAIL FLITTON  
Director of Media Relations  
EXPO 86  
PO Bx 1986  
Station A  
Vancouver BC CANADA V6C 2X5

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# Excursion train to Moulton Falls to run again starting Saturday

BATTLE GROUND, Wash. — The "Galloping Goose" will gallop again this summer, starting Saturday, said Gerald J. Prom, one of the owners of the troubled Chelatchie Prairie Railroad.

Prom said the railroad's excursion train with five cars, once called the "Galloping Goose," will operate Saturday, Sunday and Monday at 11 a.m. and 2 p.m. during its first week, making the 20-mile round trip to Moulton Falls in about 2½ hours.

He said passengers may get off at Moulton Falls Park for a 20-minute visit to the falls while the engine rolls on to Yacolt to turn around. "Or they can stay there and have a picnic until the next train comes along," he said.

Starting May 29, the excursions will run Wednesdays through Sundays for the rest of the summer. Tickets will cost \$6 for adults, \$4 for children 6 to 17, and \$2 for children under 5. Senior citizens will ride for \$5 during the week, but will pay the full adult price

on weekends.

Prom said his crew had spent two months clearing away downed trees, replacing ties, and repairing track to prepare for the summer's operation. He said he and his son Jeff will supervise the operation with a crew of five, including Rich Park as engineer. Bruce Reed of Battle Ground, who started the excursion rides in 1982, is not involved this year.

David Callaham, president of Norwood Homes Inc. in Vancouver and president of the railroad partnership, has applied to the Interstate Commerce Commission for permission to abandon the 32 miles of rails. But Prom said "that isn't going to happen."

He said Callaham owns only 46 percent of the stock, while he and Byron Slack of Vancouver, the third partner, agree that the railroad should remain intact and operational until there is a valid purchase offer that meets their approval.



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FRIDAY 24 MAY 1985

# Union Pacific building auto unloading facility

By JUDY ROOKS  
of The Oregonian staff

New competition and new efficiencies in Northwest automobile distribution are due on line Sept. 1 when Union Pacific Railroad plans to open a new auto unloading facility at its Barnes yard along North Columbia Boulevard.

Construction is under way on the \$7.1 million, 40-acre project, according to George J. Skorney, spokesman for the railroad, a subsidiary of Union Pacific Corp. of New York.

"This is going to be the largest car unloading center for these companies in the Northwest," Skorney said.

The new yard is expected to handle 3,900 vehicles in the next year and will create 20 jobs, Skorney said.

Skorney said the new yard would be used to unload freight cars carrying autos and pickup trucks built in the Midwest and East by General Motors Corp., American Motors Corp. and Chrysler Corp. The vehicles will be loaded onto trucks for distribution throughout the Northwest, Skorney said.

Union Pacific now transports those makes of vehicles to the Portland area but has to share unloading revenues, Skorney said. Union Pacific unloads Chrysler and AMC vehicles at the Port-

land Terminal yard on Northwest Yeon Ave., operated jointly by Union Pacific, Southern Pacific and Burlington Northern railroads, he said.

GM vehicles are turned over to Southern Pacific in Portland for unloading at its Tigard yard, he said.

Union Pacific plans to switch all its unloading to the new yard, Skorney said.

Southern Pacific has been the regional leader in domestic automobile transportation and distribution, according to George Kraus, Northwest spokesman for Southern Pacific Transportation Co., based in San Francisco.

Southern Pacific handles GM and Ford vehicles at its Tigard auto unloading facility, Kraus said. That yard is 26.3 acres and is about 20 years old, he said.

Kraus declined to say how many vehicles are handled at Tigard or to speculate on the competitive aspect of Union Pacific's new yard.

Union Pacific has an exclusive contract for rail transportation of Toyotas and transports some other Japanese import vehicles from the Portland area, Skorney said. Most of the freight cars used for the imports have been traveling west empty, but the new yard will allow them to travel loaded each way, he said.

# GARIBALDI, OR, 2-8-2

In 1926 a 2-3-2 Mikado engine was built by Baldwin Locomotive Works in Philadelphia, Pennsylvania. This engine, which was christened No. 90, went into service for Rayonier, Inc., a forestry products company. No. 90's purpose: moving lumber from the Olympic rain forest to Hoquiam, Washington. This steam engine was one of the last to operate on a regular schedule in the Western United States.

In 1962 No. 90 was retired from active service. The Garibaldi and Rockaway Lions Clubs, along with other civic organizations of Tillamook County and Oregon, were in a position to purchase No. 90 for exhibit. They felt there should be an operation monument to the men and machinery that helped greatly in the progress and development of the Pacific Northwest. Their good fortune and forward thinking enabled the citizens of Tillamook County to enjoy this dream at the Memorial Lumbermans Park in Garibaldi, Oregon.

We now propose to enlarge the already valuable function of No. 90. If No. 90 were put back into active service as an excursion train, it would enhance the historical development of more communities in Tillamook County and give more citizens an opportunity to expend their efforts upon this cause. The benefits to Oregon residents and tourists, particularly the children of today who have never heard nor seen the nostalgic whistle, puffing, chugging, and hissing of a "live standard-gauge steam" logging engine, would be multiple; not only in historical development, but in the renewal of a healthier economy.

The excursion train would be composed of No. 90 and five or six passenger cars. Each car would carry the names of the sponsoring town on its side. The colors of the cars would be identical on the outside, as closely emulating the original colors as possible. The interiors of the cars would be inspired and designated by each sponsoring town, correlating their specific points of interest within that design. Each township has special attractions that they could introduce to the public through this exhibit.

A corporation would be formed, comprised of two members from each township participating in this exhibit. This corporation would be responsible for the mechanical upkeep and financial control of the excursion train. This corporation would also organize the operating schedule and dispense collected funds accordingly.

Yours truly,

/s/ Pat Patterson of Garibaldi Lions Club

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## TRAINMASTER DEADLINES AND PROCEDURES

Another gentle reminder that the deadline for each issue of this monthly newsletter is the 25th of the month. All material that you need considered for inclusion in the next issue MUST be at Room ONE by 6pm on the 25th of the month. If you need to know if the material was received by Al Viewig, please give him a call at his office. Thank

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# Transit expert claims Tri-Met's light-rail line costly mistake

By STAN FEDERMAN  
of The Oregonian staff

An urban transportation planner who was involved in evaluating the controversial Bay Area Rapid Transit District, thinks Portland is making a "costly mistake" in building the Banfield light-rail system because it will never attract as many passengers as its designers hope.

"It's the wrong type of transit system at the wrong time in transit development — and it could turn out to be a very expensive white elephant," said Melvin M. Webber, director of the school of urban planning at the University of California at Berkeley.

Webber, noted for his contrary views in the transportation industry, was in Oregon last week to participate in a Willamette University planning conference on the state's future growth.

He also toured the Banfield light-rail, fine area between Portland and Gresham and said its fixed route system was "a thing of the past" in transit development.

"The future of transit lies in small systems that use buses, vans and jitneys to pick up and deliver people in terms that can compete with the automobile," Webber said. "That means a system able to carry small groups of travelers who share the same combinations of origins, destinations and schedules."

Webber said he didn't believe there was any commuter demand for fixed-rail systems anymore, except in the big Eastern cities which have the type of high-density populations that use them.

He said light-rail systems were a nostalgic effort to resurrect a 19th century technology.

"They can't provide the type of transit service needed to match current living patterns and life styles," he said.

Webber also cautioned that light-rail and heavy-rail systems always compete with buses for passengers — "a no-win situation for any transit district."

Surveys taken by his school showed that the average commuter was not swayed by beautiful vehicles, a quiet ride or even a comfortable ride, three of Tri-Met's constant promises for light-rail passengers.

"The only thing that counts with riders is total time and total cost of a trip," Webber said. "That's why the automobile reigns supreme for the commuter. It furnishes door-to-door, no-wait, no-transfer service.

"And no matter how much transit planners

rave about new rail systems and new vehicles and whatever, Americans will continue to do almost all of their traveling by car. It's a fact of life that transit planners close their eyes to."

Webber noted that 10 years after BART began operating amidst much hoopla as the answer to the automobile, it still carries less than 3 percent of daily commuting trips in the Bay area. "Traffic congestion within the BART district is about where it was before. The system still has not, and likely never will, operate at designed capacity."

And, warned Webber, the same fate is likely to befall the Banfield light-rail system, now in the final 16 months of its construction. Designers originally predicted a 40,000 daily ridership by 1990. That has since been cut in half and Tri-Met officials are now predicting no more than 10,000 riders a day in its first year.

Webber feels the ideal transit system to serve a Western metropolis has not yet been invented. BART hasn't worked, he said, and "similar rail systems won't work in a Los Angeles, Houston or Portland, either."

He pointed out that in Miami, transit officials are continuing to add tracks to that city's expensive Metrorail system, a system that carries only 17,000 passengers daily compared to the 200,000

expected when it opened seven years ago. "It is a prime example of the wrong way to go in transit and how to waste taxpayer money," Webber said.

Webber sides with President Reagan's present attempt to cut off all further federal subsidies to transit districts around the nation.

"Maybe if they can't get this easy federal money — which basically is building the Banfield light-rail line — transit people will have to fall back on badly needed management cost controls and devise better, less expensive transit systems."

But he did not hold out much hope for this to happen.

"Transit planners don't want to hear this, they never seem able to admit they are wrong," he said. "They seemingly only want to build bigger and bigger and costlier and costlier systems. And somehow, they seem to manage to raise money for them, regardless of what roadblocks are thrown in their path."

He said that BART ran into many types of money problems before, during and after its construction — yet still managed to receive all types of taxing help from local, state and federal sources.

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Section

The Oregonian, Monday, June 3, 1985

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**NOTICE OF ANNUAL MEETING AND NRHS CONVENTION**

**WHO IS GOING?** Are you all set to show up around Lancaster, Pennsylvania? If you have an interest in seeing how our organization works, this could be the vacation of the year for you. We would like to see who among us is going off in that direction and President RICH CARLSON needs to hear from you if you will be there.

**DID YOU GET YOUR PROXY???** Towards the middle of May National sent out PROXY cards and if you have been paying your dues, you should have received such a card. The annual meeting is to be held on 23 August and National was inviting you to send back a "proxy card" so that you would transfer your vote to V. Allan Vaughn, or others, to act as your true and lawful attorney and agent, with power of substitution, to vote for you in the annual meeting of said Society.

**HOW MANY OF YOU FILLED OUT SUCH PROXY?** And if you read the statement attached to the proxy card, you would have found out that "The attached proxy is solicited by the management. In order to guarantee that the wishes of each individual Chapter will be carried out, the management pledges that this proxy will be exercised to elect all duly chosen Chapter Directors."

If you did not receive your "proxy" in the mail, please contact Membership Committee Chairman Connie McCready to see if she can determine why National overlooked you.

Remember you are invited to attend the annual meeting in Lancaster on 23 August @ 9pm.

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**NATIONAL BY-LAWS SET OUT ANNUAL MEETING RULES**

The 1977 version of the Constitution and By-Laws of the National Railway Historical Society, Inc., is in Room ONE and is available for your eyes. Please do not remove our copy from Room ONE. Read all about how National is set up and how you play an important part in keeping it running.

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**OUR OWN CHAPTER BY-LAWS TO BE REVIEWED THIS YEAR**

Chapter Board Director-at-Large JACK A. PFEIFER has been appointed by President Rich Carlson to head up a five person By-Laws Committee. If you were with us two or three years ago you may recall we just created the current Chapter By-Laws. Some parts of those recently constructed By-Laws are up for review.

Do you have any suggestions for amending the By-Laws?

Jack Pfeifer, Chairman of the By-Laws Review Committee asks that anyone having suggestions for changes in the by-laws please submit such suggested changes to him in writing along with your name and phone number. When that suggestion is to be discussed by the committee you will be advised of the time, place and date of the committee meeting to enable you to be present and offer any further explanation you wish.

Please PUT THEM IN WRITING and get them mailed off to JACK PFEIFER at 11325 SW Timberline Dr, Beaverton OR 97005.

Be fun to see how close our By-Laws can come to the dictates of National this time.

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## CONTINUING ATTEMPT TO LIST OREGON STEAM ENGINES

Back in April the Trainmaster had a list of steam locomotives in Oregon and the readers were invited to make the list more accurate and/or complete. The person responsible for this list is Steve Tharp of the Blackhawk Chapter of NRHS in Joliet, ILLINOIS at 2239 New Lenox Road, Joliet IL 60433. Please review this list and try to drop both Steve Tharp and the Trainmaster editor a note on errors or whatever.

We list by CITY, LOCATION, FORMER OWNING RAILROAD, NUMBER, and TYPE. The CITY is where the engine is now. LOCATION relates to a street address or name of a park, or museum, or whatever. For the FORMER OWING RAILROAD, either the name of the railroad as displayed, or the railroad that currently owns the engine. TYPE is a bit more complicated with the wheel arrangement being displayed, such as 0-4-0, 4-3-3-4, or such. Then TANK ENGINES are indicated by using a "T", eg: 0-6-0 T. If the engine is a NARROW GAUGE, add "NG" after the TYPE, eg: 0-6-0 NG. If it is a CAMELBACK ENGINE, add a "C" after the TYPE, eg: 0-6-0 C. Finally, if it is a SHAY, HEISLER, or CLIMAX, add that entire name after the TYPE.

CITY	LOCATION	FORMER OWNING RAILROAD	NUMBER	TYPE
Baker	Sumpter Valley RR	W.H. Eccles Lumber Co	3	Heisler NG
Baker	Sumpter Valley RR	White Pass and Yukon	19	2-3-2 NG
Baker	Sumpter Valley RR	White Pass and Yukon	20	2-3-2 NG
Banks		Long Bell	104	2-6-2 T
Cascade Locks	Marine Park	Oregon Portage RR	Pony	0-4-0
Chiloquin	(not on display)	Great Northern	1246	2-3-0
Chiloquin	(not on display)	Rayonier (ex Sierra)	33	2-6-6-2
Collier St Pk		Mt Shasta Pine		0-4-0 T
Corvallis	Avery Park	Georgia Pacific	5	2-3-2
Cottage Grove	Ore Pacific & E Ry	McCloud River	19	2-3-2
Cottage Grove	Ore Pacific & E Ry		1	2-6-2
Cottage Grove	Ore Pacific & E Ry	Georgia Pacific	10	2-3-2 T
Cottage Grove	Ore Pacific & E Ry	Oregon-American Lumber	105	2-6-2
Cottage Grove	Ore Pacific & E Ry	Pickering Lumber Co (3 truck)	3	Shay
Gales Creek	(not on display)	Ferro		0-4-0 T
Garibaldi	Railroad Park	Rayonier	90	2-3-2
Junction City		Finnish Logging Ry (60")	413	2-3-0
Klamath Falls	Veterans Mem Park	Southern Pacific	2579	2-3-0
Medford		Medford Corp (3T Willamette)	4	
Milwaukie		Foglio Trucking	12	0-4-0 T
North Bend	Coos County Mus Pk	(unsure if two engines or ?)		
		Coos Bay Lumber Co	1	2-6-2
		Georgia Pacific	104	2-3-2
Portland	Washington Pk Zoo		(30"NG); 1	4-4-0 NG
Portland		Stimson Timber (Peggy) (2 tk)	1	Shay
Portland	Oaks Park	Southern Pacific	4449	4-3-4
Portland	Oaks Park	Union Pacific	3202	4-6-2
Portland	Oaks Park	Spokane, Portland & Seattle	700	4-3-4
Roseburg	Stewart Park	Southern Pacific	1229	0-6-0
Sutherlin		Weyerhaeuser	100	2-6-2
Toledo	downtown	C. D. Johnson		2-3-2
Vernonia	city park	Oregon-American (LongBell)	102	Shay 2 tk
Willamina		Santa Maria Valley	205	2-6-2
Woodburn	Cleveland Street	Southern Pacific	1735	2-6-0

(Many thanks to Ed Immel, Ray Hewitt, and Gary Oslund for the above)

## CAR HOSTING REPORTS FROM THE PERSONNEL DIRECTOR

The Deschutes River Rail Excursions, May 11 and 12, were a success from any point of view. Of particular note was the fine performance of the entire staff and the many favorable comments we received. Everyone who contributed to this fine weekend can be justifiably proud.

The use of the orange vests proved popular with everyone including the Car Hosts wearing them and we plan to continue their use. Apparently there are more "solid" citizens in the chapter and that was realized as the supply of extra large vests ran out both days. The situation should be remedied prior to the Spokane excursion in October.

The Deschutes trips utilized most of the volunteers on the two car host lists. All available seniors were used so that list will not change except for the addition of those from the junior list who have now worked three excursions and move to the senior list. Attached on this page or the adjoining page are both senior and junior lists as they now stand. We will start at the top of each list for car hosts for the next excursion.

If you have any questions about your standing or the lists in general, I will be happy to provide an explanation.

Jack Pfeifer

## SENIOR CAR HOST LIST IN ORDER

Kristine Nelson	Noel Nelson
Randy Nelson	Ellie Nelson
Terry Parker	Ken Keeler
Robert Slover	Vija Keeler
Mary Lou Weaver	Herb Grande
Ray Myer	Duane Cramer
Richard Carlson	Larry Hodson
Jim Whaley	Al Zimmerman
Chuck Storz	William Gano
John Holloway	LeRene Allen
Pat Tracy	John Willworth
Rity Tracy	Marilyn Rehm
Jim Schmidt	Walt Grande
Laurie McCormack	Connie McCready
Roger Phillips	Al McCready
Bill Davis	Larry Collier
Rachel Immel	Fred Dorsett
Pete Dorland	(end of seniors)
Gerry Baldwin	
Bob Hoffman	
(cont next column)	

## JUNIOR CAR HOST LIST IN ORDER

Karwyn Bates	Richard Mather
Judy Robertson	George Mickelson
Hugh Robertson	Kent Hutchens
Gordon Zimmerman	Pat Patterson
Richard Parks	Steve Howes
Dan Lundy	William Bain
Eric Fellows	Michael Ackley
Richard Gray	Lindy Fredericks
Judy Cramer	Brigitte Duncan
Kenneth Peters	Carl Rodabaugh
Dale Hammersly	Charles Andrews
Esther Rosu	Gerald Schuler
Kyrian Gray	Sandra Myer
Kerrigan Gray	Michael Rosu
James Loomis	Thomas Brewer
Doug Auburg	Leona Nowell
Paul McMillan	Duane DeLong
Gerda McMillan	Mike Balteau
Alan Viewig	Nancy Hodson
Donald Rehm	Mary Tindall
(continued next column)	(end of juniors)

(The above list of car hosts was submitted by Jack Pfeifer and typed by Viewig. Hopefully not too many names are misspelled.)

(REPRINTED WITH PERMISSION)  
FROM THE CINDERS**HANDY GUIDE TO MAINLINE STEAM LOCOMOTIVES**

Again this year, Cinders presents its annual survey of well-known steam locomotives recently operated or expected to operate on mainline railroads in the United States and Canada:

1985 Season

LOCOMOTIVE NUMBER	WHEEL ARRANGEMENT	BUILT FOR	PRESENT OWNER	PRESENT LOCATION	REMARKS
39	4-6-0	LIRR	Steam Locomotive 39 Committee	Riverside, NY	Under restoration for several years.
152	4-6-2	L&N	Kentucky Ry. Museum	Louisville, KY	After years of restoration work, 152 expected to to run on excursions in 1986.
587	2-8-2	LE&W	Indiana Transportation Museum	Beech Grove, IN	Under restoration for excursion use.
611	4-8-4	N&W	City of Roanoke, VA	Birmingham, AL (SOU shops)	Will operate full excursion program on NS lines this year.
614	4-8-4	C&O	Steam Loco Corp. of America	Hagerstown, MD (ex-WM shops)	Hauled revenue freight trains on C&O last January for ACE 3000 tests. Future uncertain, excursions possible.
643	2-10-4	B&LE	Glenn E. Campbell	Pittsburgh, PA	Being restored for planned operation.
750	4-6-2	FEC	Atlanta NRHS	Atlanta, GA	Ran short trips on SBO earlier this year.
765	2-8-4	NKP	Fort Wayne RR Historical Society	New Haven, IN	To operate several excursions this year on NS, CR, etc.
819	4-8-4	SSW	City of Pine Bluff, AR	Pine Bluff, AR (SSW shops)	Restoration in progress.
972	4-6-0	CP	George Hart	Strasburg, PA	To operate several excursions on CR in Harrisburg (PA) area during May.
1201	4-6-2	CP	National Museum of Science & Technology	Ottawa, Ont. (National Museum)	Longtime excursion loco in Ottawa area.
1223	4-4-0	PRR	Railroad Museum of Pennsylvania	Strasburg, PA	In regular service on Strasburg RR. To operate two excursions on Amtrak and CR this year, one for NRHS convention.
1225	2-8-4	PM	Michigan State Trust for Ry. Preservation	Owosso, MI	Test runs expected this year.
1385	4-6-0	C&NW	Mid-Continent Railway Museum	Green Bay, WI (C&NW shops)	Restored 1982. Excursions planned this year.
2102	4-8-4	RDG	Rails Diversified of Ohio	Brownsville, PA (MRY shops)	Restored 1983. Excursions planned in 1985.
2467	4-6-2	SP	Project 2467	Oakland, CA	Restoration begun.
2472	4-6-2	SP	Project 2472	San Mateo, CA	Restoration begun.
2716	2-8-4	C&O	Kentucky Ry. Museum	Birmingham, AL (SOU shops)	Last operated in 1982. To be rebuilt by NS.
2860	4-6-4	CP	Province of British Columbia	North Vancouver, BC	Will again operate regular excursion service on BC Ry. this year. To be featured at Expo 86 world's fair in Vancouver next summer.
3985	4-6-6-4	UP	Union Pacific	Cheyenne, WY	Restored in 1981. Occasional fantrip use this year.
4070	2-8-2	GTW	Midwest Railway Historical Foundation	Cleveland, OH	Has operated regular excursions on B&O Cleveland-Akron (OH) for several years. Branch now abandoned and 4070's future in doubt.
4449	4-8-4	SP	City of Portland, OR	Portland, OR	Made triumphal tour Portland-New Orleans in 1984, sponsored by NRHS. No trips planned this year.
4501	2-8-2	SOU	Tennessee Valley RR Museum	Birmingham, AL	Returned to excursion service in late 1984. To operate on several NS specials this year.
6060	4-8-2	CN	Province of Alberta	Edmonton, Alta.	Retired from CN excursion service. Alberta Pioneer Ry. Assn. seeking to restore in time for Expo 86.
7002	4-4-2	PRR	Railroad Museum of Pennsylvania	Strasburg, PA	In regular service on Strasburg RR. Will team with 1223 on mainline excursions this year.
8444	4-8-4	UP	Union Pacific	Omaha, NE	UP excursion loco for many years. Returned from New Orleans World's Fair under own power early in 1985. No public trips scheduled.

## KEY TO RAILROAD ABBREVIATIONS

B&LE - Bessemer & Lake Erie Railroad  
 B&O - Baltimore & Ohio Railroad  
 C&O - Chesapeake & Ohio Railway  
 CN - Canadian National Railways  
 C&NW - Chicago & North Western Railway  
 CP - Canadian Pacific Railway  
 CR - Consolidated Rail Corp.  
 FEC - Florida East Coast Railway  
 GTW - Grand Trunk Western Railroad

L&N - Louisville & Nashville Railroad  
 LE&W - Lake Erie & Western Railroad  
 LIRR - Long Island Rail Road  
 MRY - Monongahela Railway  
 N&W - Norfolk & Western Railway  
 NKP - Nickel Plate Road  
 NS - Norfolk Southern Corp. (N&W and SOU Railways)  
 PM - Pere Marquette Railway

PRR - Pennsylvania Railroad  
 ROG - Reading Company  
 SBO - Seaboard System  
 SOU - Southern Railway System  
 SP - Southern Pacific Company  
 SSW - St. Louis Southwestern Railway  
 UP - Union Pacific Railroad  
 WM - Western Maryland Railway



THE OREGONIAN, FRIDAY, APRIL 19, 1985

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# Vancouver-Portland rail link rejected

By **BILL STEWART**  
of The Oregonian staff

**VANCOUVER, Wash.** — Planning for a Vancouver Mall-to-Portland light-rail route via Gateway is being abandoned because the Interstate 205 bridge cannot support the rail cars.

Members of the Bi-State Policy Advisory Committee, meeting in Vancouver Thursday, were told that while the Interstate 205 light-rail route would attract more riders than four alternatives, the 2½-year-old bridge's strength makes further study moot.

The Bi-State Policy Advisory Committee includes representatives of the Metropolitan Service District, Portland, Multnomah County, Vancouver, Clark County and the Intergovernmental Resource Center of Vancouver. It discusses topics of mutual interest such as transportation and solid waste.

Nell S. McFarlane, transportation planner for Metro, said the cheapest way to move more than 40,000 commuters daily to and from Clark County

would be via light rail along Interstate Avenue. He said construction costs would be \$110.51 million — if Interstate Avenue is not widened — and annual operating costs would be \$2.8 million.

In outlining five transit alternatives, McFarlane said I-205 light rail is impractical, and ending an Interstate Avenue route at Hayden Island saves the cost of a new bridge but would draw the fewest Clark County riders.

The planner said the best route across the Columbia would be a \$25 million to \$28 million "shadow bridge," attached to the downstream side of piers of the existing Interstate Bridge. That option would mean the bridge would not have to have a wider drawspan now required on new bridges.

McFarlane said a light-rail link to Vancouver would have about the same priority as a spur line along McLoughlin Boulevard to Oregon City, but neither is expected to have enough mass

transit passengers to justify construction until after the Banfield light-rail line and a Washington County rail line are built.

He said the light-rail study was started after the 1981 Governors' Bi-State Task Force decided a third Columbia River bridge was unnecessary if transportation needs could be satisfied with other solutions, such as mass transit. The technical work on the light-rail ideas will be completed in one month, McFarlane said.

He said that by the year 2000, both the Jackson and Interstate bridges will be nearing capacity. "Most of the growth will be on I-205, and the freeways are projected to be quite congested," McFarlane said.

"Are you saying we should be looking at a third bridge again?" asked Clark County Commissioner Vern Veysey.

"I think we can accommodate the people if the bus systems grow," McFarlane answered.

## Vancouver light rail plan dead

By **BILL STEWART**  
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THE OREGONIAN, SATURDAY, APRIL 20,

**EXCURSION COMMITTEE REPORT**

Approximately 1,550 passengers participated in our Deschutes River Rail Excursion on May 11 and 12. A report on the Madras trips will be presented at the June Board meeting. The Committee will be meeting on June 10 at 6pm at Elmer's Pancake House in the Pacific Square Building near Room 1 (across from Import Plaza). Our sincere thanks to everyone who helped make our trips successful. - MLW

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**HISTORIC FOUNDATION COMMITTEE REPORT**

The Historic Foundation Committee has acquired for the Chapter some of the records of the Mt. Hood Railroad Co. (prior to acquisition by the Union Pacific Railroad). Also included were some records of the Sumpter Valley Railroad Co. which were under common ownership. We continue our efforts to locate material for the Chapter's collection of Railroadiana. - WG

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**LIBRARY COMMITTEE REPORT**

There will be two meetings in the month of June. Saturday, June 3 at 10am and Tuesday, June 11 at 6:30pm. Both will be in Room One, Union Station. We will continue our work developing the catalog. Everyone is welcome. All assistance will be greatly appreciated. All overdue books can be returned at that time also. - DH

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**MUSEUM COMMITTEE REPORT**

The Museum Committee is still working on obtaining information from museums, organizations and other outside sources. Several items were reviewed at the May 23rd meeting. Those in attendance decided to wait to schedule the next meeting until after the committee has some response from inquires, President Rich's conversations with Commissioner Lindberg's office, and/or other new information. - TP

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**MEMBERSHIP COMMITTEE REPORT**

If you have not yet renewed your membership for 1985, this will be your last issue of THE TRAINMASTER. We hate to lose you, and if you do not receive your July issue of THE TRAINMASTER and think our records could be in error, (impossible of course, we never make mistakes) leave your name and message at ROOM ONE at 226-NRHS, and we will get back to you. Also, another way to see if you are still in good with the National office of the NRHS, would be if you just recently received another National Railway BULLETIN, and this one had a bright orange band across the bottom and was called Vol. 50, Number 2, 1985. If you did not get such a copy the last week of May or the first week of June, please contact CONNIE McCREADY, the membership chariman, to complain. We must notify National if you did not get a copy.

**IMPORTANT !! If you were one of the members who recently received a**

**PINK renewal notice from National, please send your dues in NOW !**

**If your dues are not received by June 15, 1985 you will be**

**dropped**

**from all NRHS mailing lists ! REMIT NOW !!!**

### FINANCE COMMITTEE REPORT

Currently, your Finance Committee is involved in overseeing the completion of the Chapter's 1984 tax return. In addition, we have been reviewing accounting procedures and have made some suggestions for change. It should be noted that at no time has there been any question as to the ability or integrity of past or present Chapter Treasurers. This Chapter has been fortunate in that our Treasurers have been competent hard workers. However, differences in opinion on procedure do occasionally surface. Such differences are resolved by the Board. Some of our longer range goals include a "mini audit" of our accounting procedures by our CPA, David Hamilton. It is the desire of this Committee to periodically have a professional look at the way we keep our financial records. It is preferable to have an outsider do it because he will provide us with an unbiased review. Incidentally, Mr. Hamilton was selected because of his extensive experience with non-profit corporations. It should be no surprise to many of you that a large number of corporations hire outside auditors to review their financial operations, usually on a yearly basis. Like it or not, our organization has grown from a "2 shoebox" operation (one shoebox for bills to be paid, the other for money owed to us) into a medium sized business doing hundreds of thousands of dollars yearly. Keeping good financial records must be of primary importance to all of us.

It has been decided by the Board that Chapter financial statements shall be included in The Trainmaster on a quarterly basis, instead of monthly, as was the case. The new quarterly report will include an Income statement and possibly a balance sheet. We will attempt to make these statements easy to read and understand. We will include a glossary of accounting terms along with the first few statements (if time permits) for your information. It is our desire to educate all members as to our financial performance, and to the methods in which we arrive at those figures. We want all of you involved in this, because we want you, the membership, to be able to make intelligent decisions regarding the Chapter's financial future.

Your comments and attendance are welcome at our next committee meeting. Please call John E. von Gaertner at 639-0973 for the time and place. - JvG

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### WELCOME THESE NEW MEMBERS

Try to spot these new members at the Picnic or next meeting and go up and say hi to:

JOE WALSH	BOB BADZIK	WALTER STOTT	RELLALEE STOTT
DANIEL DiIACONI, MD		MILDRED DiIACONI	

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### ACTIVITIES COMMITTEE REPORT

Make sure you are aware of the PICNIC the third Friday in June, that will replace the regular monthly business meeting at the Union Pacific Clubhouse. There will be a modified business meeting at the picnic to conform with the By-Laws. See elsewhere.

Watch for the announcement for the trip to California by bus to ride the EUREKA SOUTHERN in August. The bus is limited to 50 people. Watch for some hint as to some day trips on the MT HOOD up to Seattle. Also, keep the Private Car Owners convention time open for a gala event in September.

PICNIC is Friday, 21 June. Cost is \$2 each or \$7.50 per family. We supply hot dogs and canned soda, and free steam train rides on the Zoo Railway. Try to get there at or about 5:30pm at the RR station by the tennis courts in Washington Park. It is in a covered picnic area. Look for our "reserved NRHS" sign. Offer to help JIM WHALEY.

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PACIFIC NORTHWEST CHAPTER NRHS  
Income Statement, 1st Qtr  
1985

Operating Revenue:		
Dues	\$6548.00	
Raffle	92.00	
Swap Meet	2734.00	
Banquet and picnic	628.00	
Concession sales	1652.00	
Publications	00.00	
Project 84	259.00	
Mt Hood rental	1450.00	
Total Operating Rev.	13463.00	(Money received through direct Chapter activities)
Other Income:		
Interest	875.00	
Dividends	3.00	
Donations	797.00	
Total Other income	1675.00	(Money received through indirect Chapter activities)
Total Revenue	14260.00	
Deduct: Cost of Sales.		
National Dues	3335.00	
Library	00.00	
Swap Meet	756.00	
Banquet & picnic	609.00	
Concession sales	2661.00	
Publications	471.00	
Mt Hood Transportation	1102.00	
Project 84	712.00	
Neon Sign project	1600.00	
Total Cost of Sales	11246.00	(The cost of producing money (revenue) through direct chapter activities)
Gross profit (margin)	3014.00	
Deduct: Overhead Expenses.		
Rent & Upkeep	885.00	
Telephone	316.00	
Postage and freight	474.00	
Insurance, general	5.00	
Insurance, rolling stock	00.00	
Office supply	635.00	
Trainmaster	810.00	
Rolling Stock R&M	730.00	(R&M is repairs and maintenance)
Misc.	107.00	
Total Overhead expenses	3962.00	(Expenses not directly related to any particular Chapter activity)
Net Profit (loss)	(948.00)	

Notes to this Financial Statement.

Revenue of \$72516.00 was generated during the last month (March) of this quarter. This revenue was from the Madras trip ticket sales. It will be included in the 2nd quarter report in order to more accurately reflect the outcome of the excursion.

John E. von Gaertner  
Finance Committee Chairman

## ROLLING STOCK COMMITTEE REPORT

The next meeting of the Rolling Stock Committee is set for Saturday, 22 June, at 10am, on the MT HOOD at the Brooklyn Roundhouse at the Southern Pacific yards. And, surprise, it will be followed by a work party at 10:30am to thoroughly wash down and clean the inside of the MT HOOD. So any chapter member wishing to help clean up the MT HOOD for summer charters is welcome to help and learn more about the car. We supply FREE COOFFEE. You bring your own sack lunch.

The Rolling Stock Committee met on Saturday, 1 June, on the MT HOOD to start planning and setting dates for work parties to clean, repair, sandblast, paint, roof, replace wood siding, etc., whatever is needed on all of the Chapter owned rolling stock located at Brooklyn Yard.

Our thanks to the 15 workers who signed the work roster at the last two Chapter meetings. Anyone else wishing to help on work parties please call BOB HOFFMAN at 236-7710. As soon as work dates are set and supplies are on hand, you volunteers will be getting a call to help improve the rolling stock.

Nothing definite to report on equipment acquisitions but committee members are looking into several possibilities for acquiring coaches, dome lounge and engines. Hopefully more next report.

FLASH:::: Our Ex-NP-Fiarmont Speeder arrived at Brooklyn Roundhouse on Monday evening at approximately 9:20pm. It is in need of some repairs, some TLC, and some track to run on. More next time.

The ex-SILVER GARDEN, now-WARSAW EXPRESS dome over on the tracks in the SE part of the city is involved in a bankruptcy with the SBA holding or soon to be holding the title. No big plans except to have it re-open as a restaurant for the time being. The debtor owes a bit less than a quarter million to SBA and SBA is not quite willing to break up the restaurant setting for anyone.

- BH

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## FIVE NEW CHAPTERS AWARDED NRHS CHARTERS

CHICAGO	c/o Rich Brooks	8100 S Rhodes Av	Chicago	IL	60619
BLACK HILLS	c/o Ed Breenan	9236A Lincoln Dr	Ellsworth AFB	SD	57706
WESTERN KENTUCKY	c/o Duncan Metcalfe	PO Bx 264	Madisonville	KY	42431
YUMA VALLEY	c/o Craig Marks	PO Bx 1893	Yuma	AZ	85364
T G & NC	c/o Rob Barclay Jr	PO Bx 597	Copperhill	TN	37317

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## GOLDEN SPIKE LOCOMOTIVES RETURN TO DAILY SERVICE

The replica 1369 JUPITER and No. 119 returned to daily service on 1 May at Golden Spike National Historic Site at Promontory Summit, Utah. The major rehab project on the seven year old replicas was to replace the gaskets on each of the two steam chests of both engines. These replica engines were put into service in 1979 and are now in their seventh year of operation. According to the specifications supplied to the builder, today's JUPITER and 119 were built to within 1/4" of the specifications of the originals.

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## DISCLAIMER OF RESPONSIBILITY

The aforesaid editor of this monthly newsletter is solely responsible for the contents and the possible typos and editorial content and in no way should anyone assume that the local chapter of the NRHS agrees with or stands behind the editor when confronted.