



pacific northwest chapter

THE TRAINMASTER

OCTOBER 1985

Number 278

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PACIFIC NORTHWEST CHAPTER

of the

NATIONAL RAILWAY HISTORICAL SOCIETY, INC.

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CHAPTER	TIMETABLE	OF	EVENTS :
10 Oct 85	Thursday	7:30pm	OCTOBER BOARD MEETING at the Columbia Gorge Model RR Club clubhouse @ N Russell. All welcome. If you are not on the Board and want to address the Board, please get permission from President before.
18 Oct 85	Friday	7:30pm	OCTOBER BUSINESS MEETING at a new location due to eviction from UPRR Clubhouse. For this month we meet at the Portland General Electric Auditorium on SE 17 between Powell & Holgate. Program involves slide presentation by John Holloway on the National Convention. NEWSREEL involves up to 6 of your recent slides. AUCTION of your unwanteds also.
7 Nov 85	Thursday	7:30pm	NOVEMBER BOARD MEETING at the Columbia Gorge Model RR Club clubhouse @ N Russell. All welcome. Watch speaking restrictions. Clear with President first.
15 Nov 85	Friday	7:30pm	NOVEMBER BUSINESS MEETING. Location unsure. You must open your mail or read the next issue of the Trainmaster if you want to be there for the vote. Sorry about location change.
each & every Saturday		12:30pm	NO HOST LUNCH each & every Saturday at the VILLAGE INN PANCAKE HOUSE across from Safeway @ NE 10 & Broadway. We meet in back room. Order off menu. Good fellowship so drop on by for a change.

THE PRESIDENT'S PAGE by Rich Carlson

The biggest weekend at Portland Union Station in many years is now history. We can feel good about all the chapter accomplishments, for the successful neon sign project, train shed painting and public viewing of the private railroad cars were all made possible by the hundreds of hours freely given by chapter members. The 'honor roll' that was part of the neon sign dedication program lists those who made it happen; my personal thanks to each one of you.

We ran our third Great Northwest Rail Excursion on Saturday and Sunday to Spokane and Seattle. It went very well, but unfortunately the train traveled the old Northern Pacific rather than the advertised SP&S tracks to Spokane. Aside from that disappointment, and the fact that the cloisonne lapel pins failed to arrive in time, most everything else seems to have gone well according to comments received.

On Friday eve we formally dedicated the signs. The neon flashed on at the second joint cry by Mayor Bud Clark and Senator Nancy Ryles of "See the Neon Be On!", thanks to quick thinking by John Holloway, who was manning the switches. We again used the Mt. Hood and the 3300 for our VIP Reception and for the party after the dedication. Mark Rehm, Sous Chef at the Couch Street Fish House, once again laid out a gorgeous table, which included a special cake with the clock tower and neon signs. Our thanks go to Marilyn Rehm, Dave Duncan, Bill Davis, Roger Phillips, Steve Howes and Fred Dorsett for their efforts in staging a very successful and nice party. You may have seen the coverage of it in the Sunday, Sept. 29, Oregonian society pages.

For the entire weekend, Union Station was a place changed. With 28 different private cars parked on tracks one, two and three, the color variety alone was a thrill. Those attending the AAPRCO Convention seemed to have nothing but praise for Portland, and for many it was their first visit to this city. I spoke at their business meeting Saturday morning, and received prolonged applause in appreciation for our work on the train sheds.

We estimate close to one thousand persons paid to go through the 23 private cars that were opened to public viewing on Saturday. The proceeds of \$2,832.90 were donated to the neon sign fund. When AAPRCO Convention Chairman John Kirkwood was advised how much had been collected, he said, "Of course, you remember we are to get 40%!" (just joking.) Speaking of the neon, the letters "I" and "N" facing riverside started acting up almost immediately, but they will be fixed and hopefully ongoing maintenance will not be onerous. We would like to get some of the interior signing in the station lobby changed to a period-look, having bronze and neon only. Down with vacuum-formed plastic signery!

I am sure most of you saw the full-color photo of the clock tower and signs on the front page of the Thurs., Sept 19, Oregonian. Taken from the Broadway Bridge at about 7:25 p.m., Wednesday, it helped assure a good turnout for the dedication. I had proposed the photo idea to the paper months ago, but firmed the date for the shooting only on Tuesday. It was a classic case of how you never know your luck. The next day (Friday) the pic would surely have been "bumped" by the Mexico City earthquake story.

As many of you know, George Kraus, Public Relations Manager-N.W., Southern Pacific, ended his 30-year career with them on Sept. 26. He had donated some old maps, safety films and other miscellany to the chapter; also a very nice projection screen with wooden carry-case. George, 55, emphasizes that he is not retiring and is seeking a new career path. The p.r. office is being closed, however, and there is no replacement. We wish George well and thank him for the many, many things he has done for the chapter over the years.

Finally, the latest issue of the National Association of Railroad Passengers NEWS reports that July 1985 was the best July in Amtrak's history, and ridership for fiscal 1985 is now projected to reach 20.7 million, and certainly smashing the 20 million mark. Who says people don't want to ride the train anymore?

MUSEUM COMMITTEE REPORT

No meetings have happened since August due to all of the Chapter activities. We are awaiting a report back on the status of the Tennessee Valley Railroad & Museum now that they have entered a Chapter 11 bankruptcy.

/s/ TERRY PARKER

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NOMINATING COMMITTEE REPORT

The Nominating Committee has met and it has considered the various suggestions for nominees for the various open positions on the Chapter's Board. Four of the six current directors at large shall remain to serve out the remainder of their respective terms. There are only two open positions for the three-year Director at Large spots. All other spots are only one year terms. The results of the Nominating Committee as reported by Dave Van Sickle are as follows:

PRESIDENT	Rich Carlson Mary Lou WEaver
VICE PRESIDENT	Terry Parker Randy Nelson Doug Auburg
SECRETARY	Chuck Storz Marilyn Rehm
TREASURER	Kyrian Gray Roger Phillips John Von Gaertner
NATIONAL DIRECTOR	Bob Hoffman John Holloway
DIRECTOR (two)	Pat Tracy Dave Van Sickle Kerrigan Gray Larry Miller

There will be nominations from the floor at the October Business Meeting. Please ask the permission of the person you want to nominate before nominating.

/s/ DAVE VAN SICKLE

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ACTIVITIES COMMITTEE AUCTION REPORT

There will be a generous AUCTION conducted at the October meeting. It is hoped that the general membership will respond and donate railroad type items for the sale. The proceeds of the sale will go to the Chapter. Itemized receipts will be issued for the declared value of the item donated to the Chapter. Try to search thru the house now to tag what itmes you would like to see another Chapter member own. This certainly can be a fun time seeing what sorts of stuff the rest of the Chapter has collected over the years. Be sure to donate if you can.

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ABSENTEE BALLOTING PROCEDURES

Again this year regular dues-paid Chapter members will be offered the opportunity to use an absentee ballot for the election of officers and directors in November. To receive an absentee ballot you must either write to NRHS BALLOT, Room 1, Union Station, Portland OR 97209, or call 226-6747. Please state your name, address, and brief reason by you will be unable to vote at the regular meeting.

If you want to have the absentee ballot mailed to you, you must give us your request by November 1 to make sure it can be returned to us in time for the meeting. The absentee ballot may also be returned to the mail slot in Room 1 anytime before 6 p.m. on November 15th, or brought to the meeting. The secretary MUST receive your absentee ballot prior to counting the ballots at the meeting or your vote will not be counted.

All balloting will be kept secret. An extra envelope will be included with your absentee ballot and all ballots will remain unopened until the meeting. At voting time the secretary will remove your sealed envelope from the mailing envelope, check off your name on the membership list, and hand your sealed envelope to the Elections Committee.

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TRAINMASTER PRODUCTION HASSEL & DEADLINES

Due to the timing of the September meeting which had been set back due to the rare private car convention and Neon Be On ceremony, the Monthly Minutes of both the September BOARD Meeting of 19 September and of the BUSINESS MEETING of 27 September were not ready for this issue. Each TRAINMASTER has a deadline of the 25th of the month. We try to gather the material and get it in the mail around the first week-end of the month. Sometimes this does not work all that well, but please keep the 25th in mind as the never to be exceeded deadline. Sorry about no minutes.

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BUDGET INPUT NEEDED RIGHT NOW

The ANNUAL BUDGET of the Chapter is prepared prior to the end of the calendar year. The calendar year ends in December for us. The By-Laws state that the BUDGET needs to be fixed by the Board at the OCTOBER meeting and then presented to the members at the October BUSINESS MEETING. The members will vote on the Budget at the December BUSINESS MEETING.

Please get your BUDGET request in to the President by 10 October.

ARTICLE IX - FINANCIAL OPERATIONS

Section 9.01. Budget. The treasurer with the assistance of the president and the Finance Committee shall prepare a written budget for each fiscal year for approval by the Board. The budget shall be detailed as to each category of expenditure and revenue. If a detailed budget cannot be prepared for a special project such as an excursion, such budget will be prepared at a later time for approval by the Board and chapter members. The Board shall present to the chapter members at the October business meeting a proposed budget for the following year. The budget shall be voted on by the chapter members at the December business meeting.

Section 9.02. Board Limitations. The Board is authorized to obligate and expend funds in accordance with the annual budget as approved by the chapter members.

ROLLING STOCK COMMITTEE REPORT

The Rolling Stock Committee has been actively working on several projects such as the Mt. Hood, under the direction of Larry Miller, which now looks great in her Great Northern builder's colors, and was cleaned inside and had mechanical work done to prepare her for Fall charters. The 3300 under Carl Rodebaugh was cleaned inside and out, had a broken window replaced, and had 110 volt wiring along with miscellaneous mechanical work done for the Toledo trip, and for the Chapter Open House at the Union Station NEON SIGN LIGHTING event. The Santa Inez under Terry Parker had the roof sealed and had some restoration work start inside. The 6200 under Dave Stimac had its Amtrak paint stripped off, and the cleaning of its insides began along with plans made for soon to be started mechanical work. The SP&S Mail Storage Car was cleaned out and it will probably get the baggie treatment before winter because extensive roof works needs to be done.

The Chapter's Rolling Stock is in much better shape and condition now, thanks to all of the Committee members and to all of the extra hands who gave of their time and energy.

/s/ BOB HOFFMAN

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EXCURSIONS COMMITTEE REPORT

Our third Great Northwest Rail Excursion was very successful despite the fact that we were unable to use the old Spokane, Portland and Seattle Railway line to Spokane and the trip pins did not arrive in time. We received many favorable comments about the staff, the planning, and the smooth handling of buses, hotels, etc.

The trip was sold out well in advance and we continued to have a waiting list until the morning of the trip. We have not had time to complete our audit, but approximately 700 tickets were sold.

I sincerely appreciate the many hours contributed by Ed Immel, Jack Pfeifer, Larry Miller, Marilyn Rehm, Irv Ewen, and Ben Fredericks, as well as the excellent work done by our car hosts. The special attention and pleasant service provided to our passengers by these people should be remembered at least as long as the ride and the scenery.

Special thanks also goes to Jim Abney and the Brotherhood of Locomotive Engineers. Jim (a Chapter member since 1975) was given permission by the BLE to donate his pay for the segment of the trip during which he was our engineer. It was Jim's first experience as an AMTRAK engineer. (Thanks for the smooth ride, Jim!)

The Excursion Committee is already considering plans for our next excursion. A more detailed report on the Spokane excursion will be available at the next board meeting.

/s/ Mary Lou Weaver

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September 27, 1985 - IN MEMORY OF THE PORTLAND TERMINAL RR Co ROUNDHOUSE

On this date a proud old building became just a memory to many men and women who worked in and out of it. It was demolished during the week of September 23 to 27, 1985. Also the turntable is gone because no engine will ever be turned again and stored in the Roundhouse.

Built about 1920, it and the loop track were the first structures or tracks laid in Guilds Lake after the Lewis and Clark Exposition of 1905.

There were the ghosts of many people from the past released when the Roundhouse roof came off. Some of these were the master mechanic-chief clerks, roundhouse foremen, supervisors, electricians, machinists-helpers, boilermakers-helpers, sheetmetalmen, pipefitters, laborers, firebuilders, men to dry sand, engine wipers, and others.

Also, engineers, hostlers-helpers, and firemen registered in and out each day.

The Roundhouse had only six stalls with pits, and a track into the machine shop, but during its 65 year life, hundreds of engines knew it as home or a home away from home.

Northern Pacific, Great Northern, and S.P. engines were inspected, repaired and serviced by men with years of locomotive knowledge. Food for these engines was mostly oil, but the N.P. had many engines with an appetite for only coal.

In the 1940s and 1950s there were at least 300 men and women that worked in the Roundhouse or started and finished their day there.

On September 27, 1977, I stepped down off P.T.R.R. Engine #42 for the last time and retired the next day. This was after 37 years working for the Northern Pacific Terminal Co., now known as the Portland Terminal R.R. Co., as a fireman hostler helper, hostler and engineer. I started as a clerk.

Just think of the stories the Roundhouse could tell.

One was the night one of us (?) got a fire under a big N.P. freight oil burning engine and almost burnt the R.H. down. Another was the night an N.P. #1800 engine poked its nose through the front of the Roundhouse. It sure looked pretty with bricks, ivy, and glass hanging on the headlight and smoke box.

It will not be a happy journey back to the yard to see the boys and not be able to see that wonderful old Roundhouse or to step inside it and be surrounded by memories.

Goodbye old friend!

/s/ JOHN K. RUNCIMAN
Portland Terminal R.R. Co. Historian
PO Box 169
Gleneden Beach OR 97388

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THE TRAINMASTER

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an editorial
(EO IMMEL EDITOR)MAKING CHANGES

The Pacific Northwest Chapter is now in its 26th year of existence. Several of us remember how most of the membership could fit around the conference table in room 208 of Union Station. But over the last ten years things have changed greatly. The Chapter membership now numbers over 200 yet we are still basically operating with an organizational structure that was dreamed up around the big table in room 208.

This growth in membership has caused problems in the way we do business and the services that each member receives. There are probably three major changes that should be addressed.

(1) The increase in membership has placed additional burdens upon the treasurer. The recent change of the National to computer based data for membership and its resultant confusion has not helped matters. The job of keeping track of membership should be removed from the treasurer's post and put under either a vice-president or secretary of membership.

(2) Currently, the board of directors is supposed to be running the business of the Chapter but in reality has little power to transact business. A dollar limitation of \$300 on the board makes it difficult to react to things that happen when there is no chapter meeting such as between June and September. A recent attempt to call a special membership meeting for the purposes of asking for money was a dismal failure. The Madras excursion was presented to the board after the last regular meeting and a decision had to be reached immediately. The board had to act against the Chapter's constitution and bylaws to accept the Madras trip. Some of the same members that voted for the \$300 limitation were strangely silent when the checks for thousands of dollars were presented to the Chapter from either rental of the Mt. Hood or other Chapter activities.

Trying to conduct business at the regular monthly meeting is an impossible task. Anyone who has been to a board meeting can attest to the fact the many of them can drone on for hours while business is discussed. The best way to drive away membership at regular meetings is to get hung up on discussing how much paper to buy for the Trainmaster. The board's powers must be better defined and their ability to conduct Chapter business expanded.

(3) The Chapter seems to have no sense of direction. When we were a small group most everyone had a common interest but things have now changed. Many members are content to come to the monthly meeting, watch the slides, eat a few cookies and have a cup of coffee. Others want to get up to their armpits in locomotive grease and dirt. In order for the Chapter to have sustained growth its activities must suit the needs of the members. What is the role of the Chapter in a future rail museum? Do we need a library? Should we get rid of the Chapter's cars? These are but a few of the questions and problems faced. A study group to look at the Chapter's future needs and goals has been discussed many times. Now is the time to do something about it. As a starter, perhaps a study group made up of past presidents of this organization could be set up to report back to the membership with an idea of where the Chapter should be heading.

If changes are not made constructively we can all sit around and watch the destruction of the Chapter.

PRESERVING THE PRESERVED

by Eric S. Fellows

In the last few years there has been an upswing in rescuing diesel and electric locomotives from the scrap pile. There are promising efforts now in progress to save at least one of the last four Alco PA diesel locomotives. Recent successes in this vein have been preservation of the last four Western Pacific F units and two F's of Burlington Northern, one of which is running in Washington State in its original NP color scheme. Many of the GG-1 electrics, including the prototype 4800, have been or will be placed in museums. These efforts are commendable and should be continued. But let's not forget other historic pieces of railroad equipment that have been neglected: Displayed steam locomotives.

When diesels were decimating the steam rosters in the 1950s many railfans and city councils wanted to save some locomotives as reminders of the past. Many railroads were cooperative in this regard by passing up several thousand dollars in scrap price for each locomotive they had placed on display. The railway unions in many cases donated their time to lay display track. Unfortunately, in the rush to dieselize, no examples of certain locomotive classes survived the torch. In many other cases only one or two locomotives of an entire railroad survive.

Today, almost 30 years later, go down and take a look at the steam locomotive in your community. Unless you are lucky enough to live in Sacramento, Baltimore, or Strasburg, chances are that that locomotive looks very shabby, or that nobody cares. Often the boiler jacket is rusted through; all the glass broken out; gauges, builder's plates, whistle, and bell usually stolen. Some cities today are becoming tired of these eyesores and are beginning to have them scrapped. San Francisco's 0-6-0 SP 1294 is the most recent, but not the only, example. Many other locomotives are not much better off.

There are exceptions, of course. Witness the repair and operation of SP 4449, UP 3985, T&P 610, C&O 614, NKP 765, and N&W 611. All of these locomotives and possibly more had one thing in common: Some care was given to them while on display before they were restored to operation! SP 4449, for instance, had its driving wheel bearing lubricators cranked by hand by rail historian Jack Holst in Portland for several years against the "impossibility" of future operation. This one simple act kept the wheel bearings intact until the locomotive was restored for the Freedom Train.

Unfortunately, for every one of these lucky locomotives, there are dozens of other locomotives sitting cold in parks, many without any kind of protection from the weather or from thieves and vandals.

Unless something is done now, many of these neglected locomotives will soon be beyond all hope of repair, and may be scrapped on site. Can the railway historians in your community be mobilized to show city officials that some people do care about the locomotive? Or, will a scrap dealer arrive first, with cash in hand, ready to relieve the city of that hunk of metal in the park?

Many hard-pressed local governments would appreciate an offer by a handful of fans to fix up their display over a few weekends. They may even be willing to provide the paint and liability insurance. Relatively little money, time, or skill, is needed. Just be sure that you have the manpower and the will to properly finish the job you start.

San Francisco and other cities in the United States no longer have this chance. Will yours?

(prepared 1 Dec 1984)

THE MT HOOD CAR

WELCOME ABOARD
THE PRIVATE RAILWAY CAR "MT. HOOD"

The MT HOOD is 170,000 lbs of lightweight railway car constructed by the Pullman Standard Company in 1950 for the Spokane, Portland & Seattle Railway. For most of its life the MT HOOD made a daily roundtrip between Portland and Spokane providing lounge and sleeping car space for the Portland connection to the EMPIRE BUILDER and NORTH COAST LIMITED trains. In twenty years the car made this daily trip accumulating almost 5.3 million miles of travel.

In 1967 it was sent to the Pullman Company shops for rebuilding where it turned out to be the last car overhauled by the company before it went out of the sleeping car business.

When Amtrak was formed in 1970 it decided that it did not need the car due to its unique configuration and it was subsequently donated by the Burlington Northern Railroad to the Chapter. Since acquisition by the Chapter, the car has traveled around the western parts of the United States and was leased for a period of time to the British Columbia government where it formed part of a train that was used to promote tourism to the province. It was also used in the Canadian movie "Silent North" before being returned to Portland. As a matter of interest, the MT HOOD's sister car was named the MT ST. HELENS and still exists as a display in North Dakota.

In 1981 the car was painted into a red and orange color scheme to accompany Portland's famous steam engine #4449 to the opening of the California State Railroad Museum in Sacramento. In 1984 it once again accompanied the engine on its journey to the New Orleans Worlds Fair.

The MT HOOD is being maintained in the condition which approximates that as it was received by the SP&S Railway and will eventually be placed in a museum so that future generations can see how people traveled during the height of the streamlined passenger train era. Improvements have been made to the electrical and heating systems and a shower has been installed to extend the usefulness of the car. In 1985, the car was repainted into its original color scheme and lettered as it was delivered from the factory.

The MT HOOD is one of only a few private railway cars left in the the United States and is available for charter. The car is based in Portland can travel almost anywhere Amtrak passenger trains operate.

FACT SHEET
PRIVATE RAILWAY CAR MT. HOOD

Configuration	- 6 roomettes, 3 double bedrooms, buffet lounge
Dimensions	- 85 feet long, 11 feet wide, 14 feet high and weighing 170,000 lbs.
Charter Details	- The car is available either fully staffed or "bare bottom". The car can be used in most cities as a hotel. Rates for movements depend upon such things as distance traveled, destinations, switching costs to remove/add the car to a train, storage fees, level of food service, etc. Each trip is custom designed and a minimum of three weeks is needed to complete movement details.
Typical Trip Costs	- Portland-Seattle (one day) \$1,475 - can accommodate up to 20 passengers.
	- Portland-Seattle (2 nights in SEA) \$1,985 - can accommodate 11 people
	- Portland-San Francisco (3 days) \$3,925 - can accommodate 11 people
	- Portland-Los Angeles (five days) \$5,800 - can accommodate 11 people
	- Portland - Whitefish (Big Mountain) \$3,780 - can accommodate 11 people. Weekend trip departs Portland late Friday afternoon and returns Monday morning allowing two full days of skiing. (The car can not go to Sun Valley since the tracks were removed a number of years ago.)

NOTE: All of the above prices current to the summer of 1985, however, they are subject to change. They are used for illustrative purposes only. The prices above include all transportation charges, storage fees and the use of the car as a hotel while parked in the station. Not included is the cost of a chef and food.

A Brief History of Signs and Station



Just before the famous Vanport Flood in May, 1948, four neon signs were installed atop the clock tower of Portland Union Station. There were two in blue neon reading, "UNION STATION," and two in canary yellow flashing, "GO BY TRAIN."

The signs were a part of the railroads' tremendous investment made in the immediate post-World War II years in an effort to retain their lion's share of the travel market. This effort by the railroad industry included scores of brand-new trains and new facilities, all backed up by marketing, advertising and promotion throughout the nation.

When the signs were built by the Electrical Products Corp. of Oregon and leased to Northern Pacific Terminal Company (now Portland Terminal Railroad Co.), Union Station then served Great Northern, Northern Pacific, Southern Pacific, Spokane, Portland and Seattle, and Union Pacific passenger trains.

The neon signs were extinguished in March, 1971 as a cost saving measure after 23 years of service, just two months before Amtrak came into being. Fortunately, the signs were not removed. In effect, they were abandoned when the sign company went out of business.

Late in 1984, the Oregon Association of Railway Passengers (OreARP) and the Pacific Northwest Chapter, National Railway Historical Society (PNWC-NRHS), joined forces to raise sufficient funds for the restoration of the signs to their original operating condition. Designing a special cloisonné pin that depicted the clock tower, they sold several thousands of these pins to the public under the promotional theme of "See The Neon Be On!"

With the permission of the owners of Portland Union Station, the neon signs were repainted and the neon tubing restored during the summer of 1985. Amtrak will pay the utility bill. Relighted, the signs will bring new life to the second busiest railroad passenger station on the West Coast. Located 130 feet up, the signs will also restore a touch of glamour to the station, a designated Portland historic landmark. The bright neon will thrill those old enough to remember the signs, and will captivate a new generation that never saw the clock tower in its night-time glory.

Each of the 42 fabricated steel letters is three and one-half feet high and the width of each sign display is about 23 feet. The color of gold in the flashing "GO BY TRAIN" signs is impregnated in the glass, while the blue "UNION STATION" signs combine argon gas and mercury that passes through blue powder inside the tubing.

The depot first opened on February 14, 1896, the State of Oregon's 37th birthday, and was originally called "The New Portland Grand Central Passenger Station." The Italian renaissance style structure was built to plans drawn by the Kansas City architectural firm of Van Brunt & Howe. The magnificent new building was praised as "the finest depot west of St. Louis."

In 1929-1932, the main waiting rooms were extensively remodeled under the direction of the internationally-famous architect, Pietro Belluschi. The classic interior features a ceiling of rococo rosettes and walls of beautiful travertine and lynelle marble imported from Italy. Handsome bronze information and directional signs with neon lighting, and individual art-deco style letters designate service areas in the station.

Elgin-Joseph rail line gets reprieve

By **DICK COCKLE**
Correspondent, The Oregonian

LA GRANDE — Union Pacific Railroad is spending \$1.2 million to upgrade its Elgin-Joseph branch line, which had been considered last summer for abandonment, a railroad spokesman says.

The Elgin-Joseph portion of the 83-mile-long La Grande-Joseph branch was among four of Union Pacific's seven Eastern Oregon branch lines being studied for possible abandonment. Rising costs and competition from the trucking industry were

blamed for the action.

The completed study has shown that the Joseph branch "earns enough revenue at the present time to make its operation economically viable," said George J. Skorney, Union Pacific regional public relations director.

"However, the future existence of the line, particularly between Elgin and Joseph, depends on its use by the rail shippers," he cautioned.

Current plans call for six miles of worn rail to be replaced, and workers are laying 13,800 cubic yards of ballast and 10,620 new ties, Skorney said. The

project will be completed in early October.

Railroad officials have reached no decision on the future of three other Eastern Oregon branch lines that came under consideration for abandonment last summer, he said.

They include the 44-mile-long Arlington-Condon branch; the 45-mile branch line connecting Heppner and the Columbia River near Arlington; and the 156-mile Eastern Oregon branch linking Ontario and Burns, he said.

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THE OREGONIAN, SATURDAY, SEPTEMBER 28, 1985

(REPRINTED WITH PERMISSION)

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A Final Salute

During August, the following members of the PNWC-NRHS, collectively volunteered over 925 hours to physically prepare the passenger train sheds for repainting. While not part of the neon sign project, their efforts have resulted in a more attractive and inviting depot. We also thank the employees of PTRR Co. and Amtrak who helped to make the work of the volunteers a little easier, and to the American Association of Private Railroad Car Owners for their contribution to the success of this project.

We tip our hats to these individuals:

Bob Hoffman
Rich Carlson
Jack Pfeiffer
Carl Rodabaugh
Kerrigan Gray
Ken Peters
Kyrian Gray
Duane DeLong
Al Wert
John Holloway
Gordon Zimmennan
Steve Howes
Jim Buckley
Marilyn Rehm
Terry Parker
Esther Rosu
John Rosu

Jim Edgar
Linda Hoffman
Fred Dorsett
Dale Hammersly
Mary Swanson
Tom Brewer
Jim Whaley
George Mickelson
Noel Nelson
Dave Stimac
Mildred Messmer
Leona Nowell
Jerry Schuler
Bob Bernard
Dana Hammersly
Bob Slover

Formal Dedication



**SEE THE NEON
BE ON!**

B12 3M THE OREGONIAN, TUESDAY, SEPTEMBER 17, 1985

\$500,000 more sought from lottery for Expo 86

By ROLLA J. CRICK
of The Oregonian staff

Oregon's Economic Development Commission and the Legislative Emergency Board will be asked for approximately \$500,000 in state lottery money to finance special events involving Oregon's participation in Expo 86, the world exposition scheduled for Vancouver, British Columbia, next May 2 through Oct. 13.

Between \$100,000 and \$150,000 of the money will be used to bring 10 or more tall-masted sailing ships to Portland Aug. 6-11 and pay for their berthing, auxiliary electrical power and other costs, said Fred Delkin, special events chairman for the Oregon Expo 86 committee.

The letter asking for the money is being drafted, Delkin said. "Let's hope lots of people play the lottery," he quipped.

The Oregon Legislature approved \$2 million in lottery revenues to design, build and provide displays in an Oregon pavilion at the fair. Delkin said \$1.2 million would go into the design and basic construction of the building and that the work inside for displays would consume most of the rest of the money, leaving little for special events.

The original request to the Legislature was for \$3 million for the pavilion and extra events, such as the "tall ships" venture, but the lawmakers approved just \$2 million, Delkin said.

"We need about \$150,000 to make certain the (tall ships) event takes place," he said. "The prospects look good that we will get the money from the lottery, but that can't happen until

after the Legislative Emergency Board meets in November.

"We have an exciting event. We have a committee. We need money, and the climate is favorable," he said.

Besides bringing the tall ships to Portland, the special events committee is planning a San Francisco to Portland

run; an Oregon steam train excursion to the Expo site with the locomotive to remain there as part of the Oregon exhibit; an Oregon Day at Expo 86; and a series of special days in the Oregon Pavilion.

Because of the planning necessary to stage the Portland visit of the ships, the committee is attempting to pin down the financing early.

The vessels involved will be participating in a three-leg race as a part of the Expo 86 program — from Hawaii to Vancouver, British Columbia; from Vancouver to Portland; and from Portland to San Francisco.

The Port of Portland has expressed interest in being involved in the tall ships program, and other ports along the Columbia River — Astoria, Longview and Vancouver, Wash., — may berth some of the ships for a day en route to Portland, Delkin said.

Ten ships have been committed to visit Portland. These include two Class A ships, one from Japan and one from Indonesia, with masts of 120 to 160 feet tall; four Class B ships with masts 75 to 120 feet tall, and four Class C ships with masts 20 to 40 feet tall.

Delkin said there also was a possibility that three other Class A ships would be here, from the Soviet Union, Mexico and Poland.

The Class A ships will be unable to go under the Steel Bridge, so they probably will be berthed at Terminals 1 and 2. The other ships are expected to be docked along the harbor wall adjacent to Tom McCall Waterfront Park.

The fleet will enter the Columbia River Aug. 2 and 3, and must leave Portland by Aug. 11.

Delkin said a number of satellite events would be planned involving the ships and crews but that these would be financed privately.

5 Offenbach Pl.
Lake Oswego, OR 97034
August 12, 1985

Dear Editor:

I'd like to add a few comments on the Umapine Branch to Ray Hewitt's interesting article about the Walla Walla Valley Railway. This branch actually was jointly owned and operated by the Oregon-Washington Railroad & Navigation Co. (UPRR) and the WWV. It was opened for business on August 9, 1924, and turned out to be a bad investment in the end.

Apparently both the O-W and WWV thought the Umapine region would produce a lot of traffic. So the WWV built west from North Milton (Freewater) on O-W's right of way adjacent to the Pendleton Branch. At Prunedale siding (MP 34.16 on Pendleton Br.), O-W built a connecting track to the WWV. O-W's joint ownership actually extended back towards Freewater on the WWV trackage one-half mile to a spur named Johns. As constructed by the WWV, the branch was 5.48 miles long from Freewater to Umapine. The O-W listed the branch as 4.13 miles long starting at Johns.

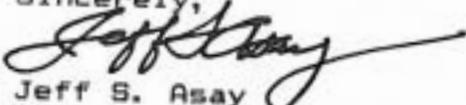
The branch remained on O-W right of way west from Prunedale seven-tenths of a mile to Mumford siding where it turned northwest. O-W did not have a siding at this location but it was about 1000' north of the north switch at Barrett. This is at the end of the big curve where the Pendleton Branch turns to the south. From Mumford, the branch struck directly for Umapine, terminating at the southeast corner of what was then the intersection of Main and Alice streets. WWV built a woodframe depot at Umapine measuring 44' x 16'. A small stockyard also was built just southeast of the depot. There was an intermediate siding at Glencove (O-W MP 2.87) and a spur at Carpenter (O-W MP 2.14). The trackwork was built by a contractor but WWV forces installed the electrification system. A sketch map is attached.

Initially, both railroads operated on the branch. The O-W treated the line as a spur track in its employee timetables (although it was listed as a true branch in the Accounting Dept.'s Form 70 List of Agencies, Stations, Etc.). A register and staff system were employed for the Prunedale-Umapine segment and yard limit rules governed on the Johns segment. O-W crews were instructed to call the Milton agent before and after using the line. Perhaps someone else can advise whether the WWV put the branch in its timetables (if WWV even issued employee timetables). O-W used steam power while the WWV used an electric locomotive.

Traffic never met expectations and little maintenance was performed. By 1937, the track deteriorated to the point that O-W steam engines no longer could operate safely so all traffic was handled thereafter by the WWV with interchange to O-W at Milton. O-W's traffic was mainly wheat, livestock and coal. WWV handled mostly hay and some wheat and livestock. In 1940, O-W traffic totaled 30 cars with WWV handling 16. In 1941, the figures were 34 and 143 (almost all hay on the WWV). In 1942, the railroads filed a joint petition with the ICC to abandon the line because future maintenance was not justified by

the low traffic. A hearing was held in 1943 and Umapine area farmers protested the abandonment. The ICC found that traffic was too low to warrant continued maintenance and issued the abandonment certificate on July 21, 1943. By it's terms the certificate was effective 40 days after issuance so one can assume the branch was abandoned at the end of August, 1943. Trackage and wiring were salvaged.

I made an unsuccessful attempt to locate the abandoned right of way during a hurried detour on the way to Walla Walla several years ago. However, I think a more diligent effort would yield some results. Adjacent farmers likely have taken much of it back into production, but there should be some telltale signs at roads and over creeks. I'd also like to see a photo of the Umapine depot and of any operations on the branch.

Sincerely,

 Jeff S. Asay

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Tourist train mullied

LAKE OSWEGO — The railroad line that years ago ferried city dwellers to vacation cabins lining Lake Oswego may be revived as a tourist line if a member of the Lake Oswego City Council gets his way.

Stanley E. Ash, a developer who also is on the City Council, has his eye on the Jefferson Street railroad line, hoping to put an old-fashioned steam engine on the track as a way to increase tourism in both Lake Oswego and Portland.

The eight-mile stretch of rail, beginning just north of A Avenue and running to Johns Landing in Portland, is owned by the Southern Pacific Transportation Co., which abandoned the line in September 1984.

JEFFERSON STREET
 LINE

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THE OREGONIAN, TUESDAY, SEPT. 17, 1985

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PROPOSED BY-LAW AMENDMENTS FROM REVISION COMMITTEE CHAIRMAN JACK PFEIFER

The following proposed revisions have met with the approval of the By-Laws Revision Committee and they have been presented to the Board at the August meeting. They will be published two times in the TRAINMASTER. The sequence and the numbering of the proposed revisions is random. Other suggested revisions are still under consideration.

ARTICLE XI - AMENDMENTS

Subject to the restrictions contained in the Articles of Incorporation, these bylaws may be amended or repealed as follows:

The Board or ten percent of the entire chapter members may propose that the by-laws be amended or repealed. The changes may be effected by a vote of two-thirds majority of the chapter members present at any regular business meeting of the chapter. Notification of the proposed change must be distributed to the chapter members at least thirty days in advance of any meeting where such change will be acted upon.

Proposed By-Laws Change #10NOW READS:AS AMENDED:

ARTICLE IX - FINANCIAL OPERATIONS

(ADD)

Section 9.05. Disclosure. The Treasurer and/or the Finance Committee shall prepare a detailed financial report for each month, said report to include the beginning balance, an itemization of income, an itemization of expenses, and the ending balance. Any amount in the beginning or ending balance representing sales receipts for an event, such as an excursion, which is to occur in a subsequent month shall be shown as a separate figure in those balances. This report shall be available to the Board at its next regular meeting. A similar financial report shall be prepared for each quarter and distributed to the members before the close of the following quarter. The chapter budget, audits, and all other written financial reports shall be made available only to chapter members, except as designated by the Board.

DISCUSSION:

The financial information now provided at Board and general meetings consists only of the total money in the bank and is of little value. The Board and the membership have a right to know where the money comes from and how it is being spent and, more importantly, to be able to request an explanation of any financial transaction they do not understand.

Throughout 1985 there has been mention of a detailed financial report but to date none has been forthcoming. Financial matters create a large part of the discussion and disagreement at Board and regular meetings. It is felt much of this will be avoided by the preparation and dissemination of monthly and quarterly financial reports as required by this by-laws addition.

NOW READS:Proposed By-Laws Change #11AS AMENDED:Section 8.04. Standing Committees.

(ADD)

(h) Public Relations. The Public Relations Committee shall be responsible for sales promotions, contacts with the media and other public relations functions on behalf of the chapter.

DISCUSSION:

This proposal was contained in the committee report on The Louisiana World's Fair Daylight and its worth has been proven by the media activity on the last two excursions.

This proposal also included a suggestion the Public Relations Committee plan a foundation for gifts and bequests for the library and museum. The By-Laws Committee did not feel both of these responsibilities should come under one Committee. Additionally, there is already in existence an Historical Foundations Committee for the latter purpose.

Proposed By-Laws Change #4NOW READS:Section 8.04. Standing Committees.

(g) Activities. The Activities Committee shall be responsible for co-ordinating and promoting chapter banquets, picnics, swap meets and other activities.

AS AMENDED:

(g) Activities. The Activities Committee shall be responsible for co-ordinating and promoting chapter banquets, picnics, swap meets and other activities. It shall also be responsible for programs for the annual banquet and regular chapter meetings. In addition it shall maintain and store all equipment used for programs such as slide projectors, movie projectors, etc.

DISCUSSION:

A committee is better suited than an individual (i.e. currently the vice-president) to planning programs and assuming responsibility for the equipment.

This proposal originally provided for the annual banquet to be held in March for various good reasons and while the By-Laws Committee agrees it should be moved from January to get it away from weather problems, Christmas bills, etc., it was felt the scheduling of the annual banquet should not be rigidly controlled by the by-laws. There is no reason this could not be accomplished by agreement between the Activities Committee and the Board.

Proposed By-Laws Change #5NOW READS:

Section 8.03. Finance Committee. There shall be a Finance Committee established to oversee the operations of the Chapter. The Finance Committee shall consist of three chapter members who are not current officers or directors. The treasurer shall be an ex-officio non voting member of this committee. Term of office shall be one year and no member shall serve more than three consecutive years on the Finance Committee. This committee and its members are charged to;

AS AMENDED:

Section 8.03. Finance Committee. There shall be a Finance Committee established to oversee the operations of the chapter. The Finance Committee shall consist of five chapter members who are not current officers or directors. The treasurer shall be an ex-officio non voting member of this committee. Term of office shall be one year and no member shall serve more than three consecutive years on the Finance Committee. Members shall not be members of any other committee which they shall be auditing during their term. The chairperson or a designated member of the Finance Committee shall be present at every Board meeting. This committee and its members are charged to;

DISCUSSION:

This changes from three to five the number of members on the committee to put it in line with the other standing committees. It also adds the provision that no member of the Finance Committee can also be a member of another committee which it might be auditing, thereby eliminating any conflict of interest.

It also requires the presence of at least one member of the Finance Committee at all Board meetings. The absence of a representative from the Finance Committee at many Board meetings this year to provide financial information and/or answers has hampered the work of the Board in its efforts to conduct the chapter's business.

Proposed By-Laws Change #9NOW READS:

Section 8.04. Standing Committees.

(d) Library. The Library Committee shall be responsible for acquiring and maintaining all media and media hardware for the chapter library, for cataloging the contents of the chapter's collection in Room One, and for maintaining a chapter inventory list.

AS AMENDED:

(d) Library. The Library Committee shall be responsible for acquiring and maintaining all media and media hardware for the chapter library, for cataloging the contents of the chapter's collection of library related items, and for maintaining a chapter inventory list. It shall also establish requirements and organization for the use of the library.

DISCUSSION:

This merely adds to the duties of the Library Committee the duty to establish requirements and organization for the use of the library. It also eliminates the mention of Room One thereby applicable to all of the chapter's library related items.

Proposed By-Laws Change #1NOW READS:

Section 9.04. Expenditure of Funds. Expenditure of funds in excess of the budget must be authorized by the chapter members at any regular or special business meeting. The Finance Committee shall submit a report to the chapter members on every request to exceed the budget.

AS AMENDED:

Section 9.04. Expenditure of Funds. Expenditure of funds in excess of the budget must be authorized by the chapter members at any regular or special business meeting except the Board may at its discretion move funds from one line item to another line item within any one committee's budget providing the ^{YEAR'S} total of such line item changes does not exceed twenty-five (25) per cent of that committee's total budget for the calendar year.

DISCUSSION:

The budget is at best an educated guess as to the financial parameters of the upcoming year. The Board is elected by the members to conduct chapter business and therefore should have some leeway in adjusting the line items of a committee's budget without having to take each of these adjustments to the members for a vote and the inevitable long discussion. If a line item change or request for additional funds exceeds the 25% limitation or the committee's total yearly budget it would then be referred to the members for approval.

The last paragraph concerning the Finance Committee was dropped because in practice the Finance Committee has not, for whatever reason, performed this function. Too, the discussions by the members prior to a vote on money authorizations has covered all aspects of the matter and in all probability these same discussions by the members would occur even if a report was submitted by the Finance Committee.

If one or more members present at a business meeting would invoke the by-laws and insist on such a report from the Finance Committee before a vote on a money matter it would create undue delay in conducting the Chapter's business. Some money matters are brought up on the floor at a business meeting and this would necessitate an immediate meeting by the Finance Committee, if they were present, in order to quickly formulate a report, or a vote on the matter would have to be delayed until the next meeting as any report from the Finance Committee would be moot if not made prior to the vote.

Proposed By-Laws Change #3NOW READS:

Section 5.05. Vice-President. The vice-president shall be a member of the Board and shall in the absence or disability of the president perform the duties and exercise the authority of the president; and in general perform all duties as from time to time may be assigned to him/her by the president or the Board. The vice-president is also responsible for maintaining a current list of chapter assets. The vice-president is responsible for the monthly programs for the regular business meetings.

AS AMENDED:

Section 5.05. Vice-President. The vice-president shall be a member of the Board and shall in the absence or disability of the president perform the duties and exercise the authority of the president; and in general perform all duties as from time to time may be assigned to him/her by the president or the Board. The vice-president is also responsible for maintaining a current list of chapter assets. The vice-president is responsible for assisting the president in co-ordinating the activities of the committees; the use of facilities and equipment; and setting long range goals.

DISCUSSION:

Providing monthly programs and assuming responsibility for the equipment used in these programs is better handled by a committee. In proposed by-laws change #4 this activity is being made the responsibility of the Activities Committee.

Proposed By-Laws Change #7NOW READS:

Section 8.01. General Powers. The president shall have the power to establish and disband various advisory committees, both standing and special, and their respective chairpersons, with the advice and consent of the Board. The number of chapter members serving on any said committee shall be not less than three.

AS AMENDED:

Section 8.01. General Powers. The president shall have the power to establish and disband various advisory committees, both standing and special, and their respective chairpersons, with the advice and consent of the Board. The number of chapter members serving on any standing committee shall be not less than five and on any special committee not less than three.

DISCUSSION:

This, along with proposed change #5, provides consistent guidelines of not less than five members on all standing committees. It was felt this should not apply to special committees inasmuch as some circumstances might not call for that number on a special committee.

Proposed By-Laws Change #6

NOW READS:

Section 8.04. Standing Committees. There shall be the following Standing Committees consisting of no less than five chapter members appointed by the president and no one will serve on more than two standing committees. Each standing committee

AS AMENDED:

Section 8.04. Standing Committees. There shall be the following Standing Committees consisting of no less than five chapter members appointed by the president with the advice and consent of the standing committee chairpersons, subject to the approval of the Board. Each standing committee
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DISCUSSION:

Committee chairpersons need to be able to have some input as to the makeup of their committees. This will contribute to more harmony and productive effort by the committees and will afford the chairpersons the opportunity to contact, prior to assignment, out-of-town members to determine their availability.

This proposal also called for a change in the minimum from five to three, however it is the opinion of the By-Laws Committee the minimum for all standing committees should be left at five.

END OF NINE BY-LAW PROPOSED CHANGES

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DUES WILL BE

DUE

AGAIN

JANUARY 1ST