



pacific northwest chapter

THE TRAINMASTER

MAY 1982

Chapter Phone (503) 226-6747

Number 243

PACIFIC NORTHWEST CHAPTER, NRHS
ROOM 1, UNION STATION
PORTLAND, OR 97209

CHAPTER TIMETABLE

Friday, May 21 7:30pm The regular monthly meeting of the Chapter will be held at the Union Pacific Clubhouse which is located just south of the intersection of North Interstate and Russell Streets. Take Tri-Met bus #2 or 3.

The program will consist of two 16mm films. "Big Train A'Rolling" is from the Chapter's collection while "Train-to-Train Collisions" is a film from FMC Company's library. The film was made at the USDOT Test Track at Pueblo, CO.

There will also be a newsreel consisting of slides of recent happenings supplied by members- limit 6 ea.

May 28-31 Triangle trip from Portland to Spokane and then on to Seattle via the Chapter's car Mt. Hood.

Friday, June 18 5:00pm Annual picnic at Washington Park and ride on the Zoo Railway. More information on this family affair in the next issue of The Trainmaster and at the May meeting.

SPECIAL NOTE: THE CHAPTER DOES NOT MEET DURING THE MONTHS OF JULY AND AUGUST

Friday, Sept 17 7:30pm The regular monthly meeting of the Chapter will be held at the Union Pacific Clubhouse.

Friday, Oct 15 7:30pm The regular monthly meeting of the Chapter will be held at the Union Pacific Clubhouse.

SUMMARY OF MINUTES - REGULAR CHAPTER MEETING - APRIL 16, 1982

The meeting was called to order by President Ben Fredericks at 7:45 PM in the Union Pacific Clubhouse.

Excursions:

1. Madras Excursion: Ed Immel reported that as of today the trip is sold out. It was not possible to obtain extra cars from Amtrak. About 175 orders had to be returned.

2. City of Prineville Ry. Ed Immel advised that the City of Prineville Ry. will offer free train rides on Sat., July 3rd. On the night of Friday, July 2nd, the COP will add their big caboose for Chapter members on the regular run to Prineville Jct., departing at 7 PM and returning at 11. Members interested were asked to sign up tonight.

3. OC&E trip. Ed Immel announced that a trip over the OC&E is tentatively scheduled for Sat., Oct. 2nd. There will be four cars with a capacity of about 175. Great Western Tours will furnish the cars and will be co-sponsor of the trip. A buffet lunch will be included. More details later.

4. U.P. 3985. Ben Fredericks announced that the first public excursions with Union Pacific 3985 will be run on June 26 and 27 between Salt Lake City and Provo, Utah. The cost is \$22.50 per person including a box lunch. The trips will leave at 10 AM and return at 3 PM. 590 seats are available for each trip.

Car Mount Hood. Gary Oslund reported that the car's new heating system has been installed and tested. An overhaul of the car's air brake equipment is needed which will cost a maximum of \$800. President Ben Fredericks asked for a motion to authorize the expenditure. Bill Gano moved that the air brake equipment be overhauled. Seconded by Roger Sackett. Motion passed.

Museum Update. Ben Fredericks reported that he and Ed Immel representing the Chapter have met again with City of Portland and Burlington Northern officials to discuss the use of the Ninth St. roundhouse as a museum. The BN is not interested in giving up the roundhouse and the land on which it is located. Ben stated that the Chapter will now again pursue the private car track site and will also work toward moving the remaining two locomotive out of The Oaks Park.

Denver NRHS convention trip and Memorial Day weekend triangle trip. Ed Immel stated that members interested in these trips must make a \$50 deposit by May 1.

June meeting. President Ben Fredericks asked for a show of hands of those in favor of having the June picnic meeting at Washington Park. The membership was in favor of the picnic and Ben said arrangements would be made for operation of the Zoo Train as a part of the meeting.

Respectfully submitted,
Chuck Storz, Secretary

BRANCH LINE TRAIN SCHEDULES

On the following pages are listed the freight train schedules over most of the branch lines in Oregon. It should be remembered that since rail traffic is down in the State the frequency could increase or decrease at any time. Also, the times are approximate since none of the trains are scheduled and requirements of a shipper or the railroad could cause the train to operate on a different schedule. The times shown below are accurate as of April 1982 but are reflective of the decreased rail activity currently present.

* * * * *

<u>Railroad</u>	<u>Line</u>	<u>Frequency</u>	<u>Schedule</u>
Union Pacific	Joseph Branch	MWF	Leave La Grande 1:00 p.m. Arrive Joseph 11:00 p.m.
		TTSa	Leave Joseph 9:00 a.m. Arrive La Grande 4:30 p.m.
	Umatilla Branch	Ex S & S	Leave Hinkle 7:00 p.m. Arrive Umatilla 8:15 p.m.
		Ex S & S	Leave Umatilla 9:15 p.m. Arrive Hinkle 10:30 p.m.
	Burns Branch	M & Th	Leave Nampa 10:00 a.m. Arrive Burns 10:30 p.m.
		Tu & F	Leave Burns 10:30 a.m. Arrive Nampa 7:00 p.m.
	Pilot Rock Branch	Ex S & S	Leave Pendleton 1:30 p.m. Arrive Pilot Rock 3:00 p.m.
		Ex S & S	Leave Pilot Rock 4:15 p.m. Arrive Pilot Rock 5:30 p.m.
	Pendleton Branch	Ex S & S	Leave Walla Walla 7:30 p.m. Arrive Weston 4:15 p.m.
		Ex S & S	Leave Weston 4:45 p.m. Arrive Walla Walla 6:30 p.m.
	Homedale Branch	Ex S & S	Leave Nysse 12:30 p.m. Arrive Marsing 3:00 p.m.
		Ex S & S	Leave Marsing 3:30 p.m. Arrive Nysse 5:30 p.m.
	Condon Branch	As required	Leave The Dalles 1:00 p.m. Arrive Condon 4:00 p.m. Leave Condon 5:30 p.m. Arrive The Dalles 10:00 p.m.
	Heppner Branch	MWF	Leave The Dalles 1:00 p.m. Arrive Heppner 5:30 p.m.
MWF		Leave Heppner 7:30 p.m. Arrive The Dalles 12:00 Midnight	
Bend Branch	MWF	Leave The Dalles 2:00 p.m. Arrive Bend 11:00 p.m.	
	TTSa	Leave Bend 12:00 Noon Arrive The Dalles 10:00 p.m.	
Burlington Northern	Athens Branch		Infrequent Service, Line up for abandonment
	Walla Walla Valley	Ex Su	Leave Walla Walla 9:30 a.m. Arrive Milton-Freewater 11:30 a.m.
Ex Su		Leave Milton-Freewater 1:30pm Arrive Walla Walla 3:30pm	

	Pendleton Branch	Ex Su	Arrive Pendleton approx. 11:00 a.m. Leave Pendleton approx. 2:00 p.m. (Train operates to & from Pasco)
		Ex Su	
	Astoria Line	Daily	Service daily to St. Helens
		MWF	Leave Portland 1:00 a.m. Arrive Astoria 8:00 a.m.
		TTSa	Leave Astoria 7:30 p.m. Arrive Portland 5:00 a.m.
	West Salem	M-F	Leave Salem 10:00 a.m. Returns about noon
	Santiam Branch	M-F	Leave Albany 10:30 a.m. Arrive Weldwood 1:00 p.m.
		M-F	Leave Weldwood 7:30 p.m. Arrive Albany 9:00 p.m.
		M-F	Leave Sweet Home 7:00 p.m. Arrive Weldwood 9:30 p.m.
		M-F	Leave Weldwood 11:00 p.m. Arrive Sweet Home 1:00 a.m.
	Forest Grove	MWF	Leave Beaverton 7:30 p.m. Arrive Forest Grove 11:00 p.m.
		TTSa	Leave Forest Grove 1:00 p.m. Arrive Beaverton 5:30 a.m.
	Oregon Electric		Daily, two trains in each direction--Portland to Albany--no set schedule
		M-F	Salem Switcher on duty daytime
		M-F	Local Switcher Albany-Junction City usually late afternoon to late night.
		M-F	Local Beaverton Switching, no set schedule except Forest Grove times listed above.
Southern Pacific	Tillamook Branch	1 or 2 days per week	Leave Brooklyn 7:00 a.m. Arrive Tillamook 3:00 p.m.
		Following day	Leave Tillamook 9:30 a.m. Arrive Brooklyn 4:00 p.m.
	Molalla Branch	TTSa	Leave Canby 10:00 a.m. Arrive Molalla 12:00 Noon
		TTSa	Leave Molalla 2:00 p.m. Arrive Canby 4:00 p.m.
	Jefferson St.	As required	Leave Lake Oswego 8-9:00 p.m. Return about 11:00 p.m.-12 Midnight
	West Stayton Branch	MWF	Leave Woodburn 10:00 a.m. Arrive West Stayton 1:00 p.m.
		MWF	Leave West Stayton 3:00 p.m. Arrive Woodburn 5:00 p.m.
	Willamina Branch	Daily Ex Su	Leave McMinnville 11:00 a.m. Arrive Willamina 3:00 p.m.
		Daily Ex Su	Leave Willamina 4:00 p.m. Arrive McMinnville 9:30 p.m.

Coos Bay Branch	M-Sa	Leave Eugene 6:00 p.m. Arrive Mapleton 11:00 p.m.
	M-Sa	Leave Mapleton 12:00M Arrive Eugene 5:30 a.m.
	M-Sa	Leave Coos Bay 9:00 p.m. Arrive Mapleton 2:00 a.m.
	M-Sa	Leave Mapleton 3:30 a.m. Arrive Coos Bay 9:00 a.m.
	M-Sa	Leave Coos Bay 10:00 a.m. To Coquille, Return Coos Bay 5:00 p.m.
Lakeview Branch	MWF	Leave Alturas 9:00 a.m. Arrive Lakeview 12:00 Noon
	MWF	Leave Lakeview 2:00 p.m. Arrive Alturas 5:00 p.m.
Modoc Line	Daily	Leave Klamath Falls 10:00 a.m. Arrive Alturas 2:00 p.m.
	Daily	Leave Alturas 8:00 p.m. Arrive Klamath Falls 12:00 Midnight
Toledo Branch	Every other day	Leave Eugene 5:30 a.m. Arrive Toledo 1:30 p.m.
	Every other day	Leave Toledo 12:00M Arrive Eugene 7:00 a.m.
Penninsula Terminal	Ex S & S	Daytime switching
Portland Terminal	Daily	Daytime switching
Portland Traction	Ex S & S	Leave E. Portland 6:30 a.m. Business dictates the amount of line to be covered any day.
Oregon, California & Eastern	Ex S & S	Leave Klamath Falls 6:00 a.m. Arrive Sycan 11:00 a.m.
	Ex S & S	Leave Sycan 12:00N Arrive Klamath Falls 4:00 p.m.
Union Railroad		On call whenever needed by shippers. Usually daytime hours.
Publishers Paper	Newberg	Daily
		Two Trips a day. Usually leave plant at 7:00 a.m. and 12:00N for the one hour round trip.
Port of Tillamook Bay	Ex S & S	Daily local switching. Usually a midmorning trip to the Southern Pacific interchange in Tillamook.
Willamina & Grand Ronde	Tu & F	Operates usually in the afternoon on no set schedule.

Valley & Siletz		M-F	Does local switching, leaving the engine facility about 8:00 a.m.
Robert Dollar	Glendale	M-F	Local plant switching and run to SP interchange in Glendale several times during the day.
Oregon & Northwestern		Tu & Th	Leave Burns 11:00 a.m. Arrive Senaca 4:00 p.m.
		Tu & Th	Leave Senaca 5:00 p.m. Arrive Burns 12:00 Midnight
Weyerhaeuser	Marcola Branch	Ex S & S	Leave Springfield 7:00 a.m. Arrive Marcola 10:00 a.m.
		Ex S & S	Leave Marcola 2:00 p.m. Arrive Springfield 4:30 p.m.
Klamath Northern		Ex S & S	Leave Gilchrist 11:30 a.m. Arrive Gilchrist Junction 12:30 p.m.
		Ex S & S	Leave Gilchrist Junction 1:00 p.m. Arrive Gilchrist 2:00 p.m.
City of Prineville		MWF	Leave Prineville 9:00 p.m. Arrive Prineville Junction 10:00 p.m.
		MWF	Leave Prineville Junction 11:00 p.m. Arrive Prineville 12:00M
White City Terminal		Ex S & S	Switching during daytime hours Usually mid-afternoon to early evening
Oregon Pacific & Eastern		Ex S & S	Leave Cottage Grove 2:30 p.m. Arrive Culp Creek 3:30 p.m.
		Ex S & S	Leave Culp Creek 4:00 p.m. Arrive Cottage Grove 5:00 p.m.

Mainline operations can occur at any time and therefore the list above does not address the following mainlines:

Southern Pacific

Portland to Klamath Falls
Springfield Junction to Black Butte
Westside Line

Burlington Northern

Oregon Electric
Oregon Trunk
Portland to Vancouver

Union Pacific

Portland to Ontario (both Graham and Kenton Lines in Portland)
Hinkle to Spokane
Portland to Vancouver

DEPOT MOVES AGAIN

The Corvallis Southern Pacific depot is about to make another move. Once located further up 9th the large stone structure was moved to its present location many years ago. The station was declared surplus by the Southern Pacific and was purchased by Rusty Gorman who bid \$10 for the station two years ago. His bid came through just hours before a bid was to be let for demolition of the structure.

The station will be moved (it has probably been moved by the time you read this) to a new site on Northwest 2nd overlooking the Willamette River. Once in place, remodeling will convert the depot into a 200-seat steak and seafood restaurant.

But before the move can begin the station, weighing 450 tons, will have to be lifted from its foundation and rotated 180 degrees. Emmert Industrial Corp of Portland has the contract to move the structure. The move won't be easy for the 160 foot long depot. The most difficult part will be the 90 degree left turn from Monroe Avenue onto 2nd Street.

The old SP depot was once the gateway to Corvallis, before paved roads and automobiles were a reality. The station was the last stop before the journey over the Coast Range to rails' end at Yaquina Bay.

OSU Barometer

SEATTLE WORLD'S FAIR

Twenty years ago the Century 21 Exposition and World's Fair opened in Seattle. At that time Ozzie and Harriet were the number one TV program and the Beatles had not yet arrived on our shores. For railfans in the area the Fair was probably the last time passenger trains in the NW were really busy. The morning train from Portland to Seattle left in two sections each day, one carrying coaches and the other with through cars off the City of Portland and The Cascade. On some occasions that train ran in three sections and several times a fourth section departed Union Station. The business generated by the Fair even caused the Southern Pacific to once run a second section of The Cascade.

At the same time, railfans could experience the future of transportation by riding on the monorail that connected the Fair grounds with downtown Seattle. After more than one-half million miles the Seattle monorail still remains a vision of the future. The monorail was launched amid much fanfare and was one of the wonders of the 1962 World's Fair, getting more world press than any other feature except for the Space Needle. Dozens of cities that considered installing a monorail sent delegations and conventions of engineers and transportation experts visited just to look at it.

The monorail now carries 2.5 million passengers a year and has had no trouble paying for itself. The \$4.5 million monorail paid for itself a month before the Fair ended. City officials figure it carries a passenger for about 20¢ a trip in return for a 35¢ fare. A city bus, on the other hand, carries a passenger for about \$1.30 in return for a 50¢ fare. With such revenues, the city doesn't even carry insurance on the monorail. Revenues more than cover any insurance claims that arise.

Daily Journal of Commerce

AMTRAKING

April 25th saw the introduction of new train schedules on several Amtrak trains that serve Portland and Oregon. Reproduced below are the schedules for the Portland to Seattle service and the Coast Starlight. The morning train from Portland (incorrectly labeled #746 vs #796) now departs at 8:00am and the times for the CS have changed both northbound and southbound due to its re-routing via Southern Pacific's east valley line to provide service to Sacramento.

April 25, 1982

Seattle-Portland

READ DOWN				READ UP			
25	11	797		Train Number	746	14	25
The Pioneer	The Coast Starlight	The Mount Ranier		Train Name	The Mount Ranier	The Coast Starlight	The Pioneer
Daily	Daily	Daily		Frequency of Operation	Daily	Daily	Daily
☐	☐	☐		Type of Service	☐	☐	☐
			Km Mi				
8 00 A	11 00 A	5 30 P	0 0	Db Seattle, WA King St Sta (PT)	Ar	11 50 A	8 30 P
8 50 A	11 50 A	6 25 P	64 40	Tacoma, WA (Bremerton)		10 50 A	8 30 P
9 38 A		7 06 P	121 76	East Olympia, WA (Olympia)		10 05 A	
9 56 A	12 55 P	7 26 P	151 94	Centralia, WA		9 45 A	7 25 P
10 45 A	1 46 P	8 15 P	221 137	Wasco-Longview, WA		9 00 A	6 45 P
11 23 A	2 27 P	8 53 P	284 176	Vancouver, WA		8 21 A	6 01 P
11 50 A	3 00 P	9 20 P	300 186	Ar Portland, OR	Op	8 00 A	5 40 P

Seattle/Portland/Oakland/San Francisco/Los Angeles

April 25, 1982

READ DOWN				READ UP			
11				Train Number			14
The Coast Starlight				Train Name			The Coast Starlight
Daily				Frequency of Operation			Daily
☐				Type of Service			☐
			Km Mi				
11 00 A			0 0	Db Seattle, WA King St Sta	Ar		8 30 P
11 50 A			64 40	Tacoma, WA (Bremerton)			5 30 P
12 55 P			181 94	Centralia, WA			4 24 P
1 46 P			216 135	Wasco-Longview, WA			3 30 P
2 27 P			273 174	Vancouver, WA			2 51 P
			284 184	Ar Portland, OR	Op		2 30 P
			284 184	Op	Ar		2 15 P
			379 237	Salem, OR			12 26 P
			402 254	Albany, OR (Corvallis)			11 50 A
			491 309	Eugene, OR	Op		10 50 A
			491 309	Do	Ar		10 51 A
			723 457	Chemult, OR (Oregon Ski Area)			7 51 A
			842 506	Klamath Falls, OR (Medford)			6 33 A
			1013 633	Dunsmuir, CA (Sacramento)			3 42 A
			1115 687	Redding, CA			2 03 A
			1234 771	Orono, CA			12 45 A
			1302 814	Marysville, CA			12 01 A
			1306 818	Sacramento, CA	Op		10 50 P
			1306 818	Do	Ar		10 45 P
			1406 879	Ar Davis, CA	Op		10 23 P
			1477 923	Ar Colusa, CA	Op		9 32 P
				Do Martinez, CA	Ar		8 34 P
			1508 945	Richmond, CA (BART)	Op		9 02 P
			1518 953	Ar Berkeley, CA	Op		8 50 P
			1526 960	San Francisco, CA (Transbay Terminal)	Op		
				Ar Caltrans/SP Station	Op		
				Do Caltrans/SP Station	Ar		
				Do Transbay Terminal	Ar		
			1525 953	Do Oakland, CA	Ar		8 25 P
			1524 956	Ar San Jose, CA	Op		7 10 P
			1524 956	Do	Ar		7 05 P
			17071007	Sarasota, CA (Monterey)			5 42 P
			18011201	Ar Los Gatos, CA (Palo Alto)	Op		3 58 P
			18011201	Do	Ar		3 58 P
			21121320	Santa Barbara, CA			12 30 P
			21711357	Concord, CA			11 41 A
			22021426	Orlando, CA			10 33 A
			22011432	Ar Los Angeles, CA	Op		10 15 A
				Connecting Train Number			875
			22911437	Do Los Angeles, CA	Ar		8 40 P
			24911559	Ar San Diego, CA (PT)	Op		7 59 P

- Equipment**
- Trains 11 & 14
Seattle/Portland (Superliner Service)
 - Sleeping cars economy, deluxe and family bedrooms
 - Coaches reserved
 - Diner/Lounge complete dining & beverage service, snack & beverage service

☐ Checked baggage

- Trains 25 & 28
Seattle/Portland (Superliner Service)
- Sleeping cars economy, deluxe and family bedrooms
- Coaches unreserved
- Lounge tray meal & beverage service
- ☐ Checked baggage (except at East Olympia)

Trains 746 & 797

- Portland/Seattle
- Coaches (Superliner) unreserved
- Cafe car light meal & beverage service
- No checked baggage

Reference marks

- ☐ All reserved train
- ☒ Sleeping car service
- ☒ Complete dining and beverage service
- ☒ Tray meal and beverage service
- ☒ Light meal and beverage service
- ☐ Checked baggage handled; consult equipment listing for exceptions
- * Tickets not on sale at station. This station does not have facilities to assist handicapped travelers
- ⊙ Ticket office not open at all train departure times
- ⊞ For supplemental bus service to
- Klamath Falls/Medford
- Vancouver/Seattle
- Tacoma/Bremerton
- Chemult/Oregon Ski Areas
- Centralia/Amtrak agent
- 45 - BART rapid transit connection available for San Francisco and East Bay points
- 46 - Connecting motor coach service operated by Monterey Peninsula Transit. For actual times call (405) 889 2557
- 50 - Connecting rail commuter service available between San Francisco, San Mateo, Redwood City, Palo Alto, San Jose, and other peninsula points. Separate ticket required. Call (415) 495-4546 for schedule information
- PT - Pacific time

Shaded areas indicate connecting service (or bus transfer where noted).

Courtesy Official Railway Guide

The administration is once again at it trying to reduce Amtrak's size. The Federal Railroad administration has recommended that Amtrak receive only \$600 million for the next fiscal year versus the \$788 million authorized by the present session of Congress. The administration has also suggested that States running 403(b) trains pay 100% of their long term avoidable costs. This would save Amtrak \$25 million but would increase the State's share from \$18.32 million to \$54.1 million. Amtrak has stated that this would probably cause the states to discontinue support of these trains and in turn would trigger labor protection payments thereby cancelling a large portion of the savings assumed by the Administration.

Amtrak has also requested that the capital budget be increased \$118 million over the Administration's request. The additional funds would provide a down payment of \$29 million for procurement of 50 single level slumber-coach cars and 20 sit-down food service cars. In addition, Amtrak will need \$5 million to develop a locomotive prototype to replace the diesel-electric-electric FL9 engines that presently operate on the third rail out of Grand Central Station in New York.

Amtrak is also in the process of upgrading Superliner cars by improving the trucks and suspension systems. Cars that have been through the Beech Grove rebuilding program can be recognized by having one of the lights by the lower entrance door blanked out. The rebuilding program has caused Amcafe cars to be added to The Pioneer in place of the diner that formerly was a part of the consist.

HOW MUCH WOOD?

As late as 1906 the Southern Pacific still had enough woodburners in Oregon that they still required a weekly wood status report. Wood on hand at fuel stations in Oregon for the week ending October 31, 1906 - - -

Brooks	179 cords	Cottage Grove	20 cords	Springfield	14 cords
Woodburn	1,407	Junction City	15	Tallman	63
Hubbard	178	Sherwood	46	Mt. Angel	8
Canby	142	Oswego	33	Lebanon	12
Oregon		Portland (East)	1		
City	922	Corvallis	83		
Wolf Creek	21	Derry	160		
Nichols	202	Beaverton	1,628		
Phoenix	81	Cornelius	1,502		
Drain	579	Portland	133		
Marion	585	Grants Pass	92		
Salem	16	Glendale	22		
Roseburg	316	Albany	1		
Dallas	31	Car Shops	44		
Ballston	30	Marcola	1		

By looking at the places where a substantial amount of wood is being stockpiled the extent of the use of woodburning locomotives can be determined. Many a farmer earned side money supplying wood to the railroad to keep their trains going. Firemen on a hard working woodburner reported that good dry Douglas fir would almost vaporize in the firebox. The only woodburning locomotive left in Oregon is the Heisler on the Sumpter Valley Railroad and they invite anyone in the area to assist in splitting the day's wood.

ADDENDUM TO TRAIN MOVEMENT LISTING

After completing the train movement listing on pages 3-6 of this issue it was discovered that there were a couple of omissions. Please add the listings below:

<u>Southern Pacific</u>	Mill City Branch	MWF	Lv. Albany 10:00am
			Ar. Mill City 1:00pm
		MWF	Lv. Mill City 1:45pm
			Ar. Albany 4:00pm
Wilkins Branch	TTh	Lv. Albany 10:00am	
		Ar. Brownsville 12:00n	
	TTh	Lv. Brownsville 1:00pm	
		Ar. Albany 3:00pm	
Dallas Branch	M-F	Lv. Albany 9:00am	
		Ar. Dallas 10:30am	
	M-F	Lv. Dallas 11:00am	
		Ar. Albany 7:00pm	

Longview, Portland and Northern	Gardiner	Daily	Usually go to work about 6:00am and make one trip to Gardiner Jct around mid-morning
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EXTRA BOARD

Tri-Met has been providing extra copies of their light rail project newsletter which we have included in each issue of the TM. We will include the copies as long as their production would not delay the release of the TM.....There are some month's when your editor can not seem to get anything right. Last month we reported a correction to our quiz in March. Dave Ingles of Trains has sent another card that our correction was incorrect. The TP&W has always run in Iowa - it was Indiana that was added in 1976.....British Columbia Steamship's Princess Marguerite is once again making daily roundtrips from Seattle to Victoria this summer.....Dedication of Seattle's waterfront trolley line is scheduled for May 29th at 11:00am at Pike and Alaskan Way.....The May 15th Chapter excursion train to Madras has been sold out since April 6th - 662 passengers are expected to be on board.....It has been reported that a BN switch engine was given a ticket by an over anxious police officer for going the wrong way on N.W. 22nd Street.....The Chapter is attempting to arrange a free trip on the City of Prineville Railway Friday, July 2nd. More details in June's TM and at the May meeting.. ..The Chapter has also received a tentative approval for an October 2nd trip on the Oregon, California and Eastern Railway out of Klamath Falls. Price and insurance issues are currently preventing the final announcement of the trip.....Apparently, at an Amtrak PR venture last year in California Mickey Mouse was left behind on the platform at San Luis Obispo by the Coast Starlight. Mickey had to get a plane to catch up. This comes from an anonymous source (groan).....

PACIFIC NORTHWEST CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

(An Oregon Non-Profit Corporation)

Room 1, Union Station, 800 NW 6th Ave.
Portland, OR 97209 (503) 226-6747

1982 CHAPTER OFFICERS

President BEN FREDERICKS 16531 N E Hoyt Street Portland, OR 97230	(503) 256-4503	Director-at-Large KEN A ARMSTRONG 2847 S E Malcolm Street Milwaukie, OR 97222	(503) 654-1723
Vice President DUANE CRAMER 2618 N W 113th Street Vancouver, WA 98665	(206) 573-0672	Director-at-Large RANDLE ("PETE") DORLAND 14884 S E River Road Milwaukie, OR 97222	659-1274
Secretary CHARLES W STORZ JR 146 N E Bryant Street Portland, OR 97211	(503) 289-4529	Director-at-Large IRVING G EWEN 2215 S E 37th Avenue Portland, OR 97214	232-2441
Treasurer LAWRENCE J MILLER 3629 S E Paula-Jean Court Hillsboro, OR 97123	640-4810	Director-at-Large JAMES W SCHMIDT 13525 S E Mill Street Portland, OR 97233	253-4196
Chapter National Director WILLIAM D BAIN P O Box 10445 Eugene, OR 97440	686-2246		

Chief Mechanical Officer - Gary S. Oslund 287-4869

Director of Special Projects - Edward E. Immel - 233-9706

Historian - Walter R. Grande 246-3254

Membership Chairman - John D. Holloway 246-5752

PACIFIC NORTHWEST CHAPTER MEMBERSHIP

Membership in the National Railway Historical Society and the Pacific Northwest Chapter is open to all persons 16 years of age and over who are interested in railroads and railroad history. Dues for the Pacific Northwest Chapter are \$16.50 a year. Membership includes six issues of the NRHS Bulletin (national publication) and nine issues of the Pacific Northwest Chapter's publication The Trainmaster. The Pacific Northwest Chapter meets on the third Friday of the month except during July, August and December. Meeting location and time are given in the monthly issues of The Trainmaster. Write to the Pacific Northwest Chapter at the address given on this page for an application or for more detailed information.

THE TRAINMASTER STAFF

EDITOR

Edward E Immel (503) 233-9706
715 S E Lexington Street
Portland, OR 97202

CIRCULATION MANAGER

Charles W Storz Jr 289-4529
146 N E Bryant Street
Portland, OR 97211

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

Room 1, Union Station
Portland, OR 97209

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