

The



TRAINMASTER



Official Publication of the Pacific Northwest Chapter, National Railway Historical Society.

FEBRUARY 1986

Number 282

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CHAPTER TIMETABLE OF EVENTS:

- | | | | |
|-----------|----------|--------|---|
| 13 Feb 86 | Thursday | 7:30pm | FEBRUARY BOARD MEETING. Meeting at the Columbia Gorge Model Railroad Clubhouse @ North Russell. All are welcome. Please notify President Carlson if you wish to address the Board. Meeting will run til 11pm or so. No refreshments supplied. |
| 21 Feb 86 | Friday | 7:30pm | FEBRUARY BUSINESS MEETING & PROGRAM. Monthly Chpater membership meeting at the PGE Auditorium on SE 17 between Powell & Holgate. Meeting begins at 7:30, followed by Raffle and refreshments. Program not yet announced. NEWSREEL feature involves each member permitted to show six recent RR slides. Please check in at the door for instructions on how to load them up right. |
| 13 Mar 86 | Thursday | 7:30pm | MARCH BOARD MEETING. Meeting at the Columbia Gorge Model Railroad Clubhouse. See February notice for Board meeting above. |
| 21 Mar 86 | Friday | 7:30pm | MARCH BUSINESS MEETING & PROGRAM. The Monthly Chapter membership meeting just as the February meeting was conducted. Please see above for details under February. |
| each | Saturday | noon | NO HOST MEMBER LUNCHES each & every Saturday. We have swung back to meeting at the Semaphore @ SE 17 and SE Holgate. Come on by for fellowship. Right close to the Roundhouse so you can work a bit before the lunch & then work a bit more afterwards. |

A general concensus decided to try to Semaphore over the ROSE MANOR. Sadly the vote was close but the majority rules. Guests are welcome.

THE THIRD FRIDAY OF EACH MONTH

The 3rd Friday is the day of the Monthly Chapter business meeting of the membership. If you have a program to suggest, please contact the Activities Committee.

JANUARY 9th BOARD OF DIRECTORS MEETING

The meeting was called to order by President Rich Carlson at 7:45 PM.

The minutes of the December board meeting were approved as corrected.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of Dec. 31:

General Account	\$63,284.80
CDIC Account	34,885.69

Kyrian furnished the members of the board with copies of 1) A statement of activity for the quarter ending 12/31/85, 2) A copy of accounting principles for nonprofit organizations from the American Institute of Certified Public Accountants and 3) lists of "Basic principles of control for applications systems" and "Common Business Exposures (Risks)".

President Rich Carlson reported on the following:

1) The City of Portland is working on a contract for the move of locomotive 4449 for the Walt Disney Productions movie. Doyle McCormack has advised that the 4449 will be brought back to Portland and then run under steam to California. The contract contains a clause that the locomotive must be back by April so that it could go to Vancouver, B.C.

2) Union Station Preservation: The City of Portland committee looking into a convention center expects to make a formal report shortly and a proposal may be on the ballot as soon as May, 1986. The Chapter must be prepared to make input about preserving the Union Station as soon as the committee's report comes out.

3) BN Car Move: Howard Kallio of the BN public relations department advised that BN officials thought the Chapter was requesting the move of some older cars and on that basis had turned down a free move. The BN will now reconsider based on knowing that newer passenger equipment is involved.

4) The express reefer that the Chapter had hoped to acquire for its equipment collection has been scrapped.

5) Toledo Excursion: The SP has costed the trip and Supt. Greblo is backing the idea as a money maker for the SP. SP headquarters in San Francisco is now considering the idea.

6) There is a good possibility that the Chapter will get the two coaches in Eugene which it has been negotiation for with the SP. The Chapter owns the seats in the cars.

Toledo Branch Car Restriction: Al McCready reported that he has received information from Bob Melbo that 85 ft. cars can be run over the Toledo branch. Ed Immel stated that the restriction is in the SP employee's timetable.

Membership Committee: Connie McCready reported that the new member meeting was well received by the few that attended. March will be the last issue of the Trainmaster sent to those who do not renew their memberships. Connie asked the board if it wants to print an entire new membership roster or just an update of last year's list.

Library Committee: Dale Hammersly reported that Lee Jackson has started building shelves in room 1-A.

Swap Meet: Terry Parker reported that an ad for the swap meet will be in the Feb. issue of Trains. Ten tables are already sold.; Flyers are being printed. There is a conflict of dates with a large toy train meet in California.

Museum Committee: Terry Parker reported the possibility of land for a museum near the Clackamas depot museum site (Camp Withycombe).

Rolling Stock Committee: Terry Parker reported for Bob Hoffman. The windows in car 6200 are being repaired. The Chapter has a chance to acquire an 1896 CB&Q caboose located in Albany, OR. The demolition contractor wants \$500 for it. The Chapter has a bid from Paul Class to move it to Portland for \$1200 not including permits. Kerrigan Gray expressed the feeling that the Chapter already has enough equipment to care for. Terry Parker and Dave Duncan advised that the equipment dealer in Chicago wants to be paid for the two ex-BN cars the Chapter has committed to purchase. Rich Carlson asked Kyrian Gray to issue a check for \$4000 as previously authorized by a vote of the membership.

Finance Committee: John von Gaertner advised that due to a new job he will be unable to chair the committee for 1986.

Excursion Committee: Mary Lou Weaver announced that the committee will meet on Jan. 21st at 7 PM.

Expo '86: Rich Carlson reported that he had nothing new on Expo '86. Ed Immel reported that a request for money to operate the 4449 and train will be submitted to the next meeting of the state emergency board. Kerrigan Gray proposed an NRHS display in one of the Chapter's cars if the 4449 goes to Expo '86. Kerrigan Gray moved, seconded by John Holloway, that the Chapter donate \$86 to support the Oregon display at Expo '86 (the Chapter's name will be in the pavilion), the money to come from the "donations" line in the budget. Motion passed.

1986 Budget: The board considered a new 1986 budget prepared by Rich Carlson and Kyrian Gray. Moved by Kerrigan Gray, seconded by Al Viewig, to recommend adoption of the proposed 1986 budget. Kerrigan Gray moved to amend, seconded by Al Viewig, to add an item of \$1000 for publication of a membership directory. Motion to amend passed. Main motion as amended passed.

Moved by Al Viewig, seconded by Doug Auburg, to continue 1/12th of the 1985 budget for February 1986 pending publication and adoption of the 1986 budget. Motion passed.

Survey Comments: Mary Lou Weaver gave board members a summary of individual comments from the Chapter survey.

Typewriter: John Holloway reported that the Chapter's typewriter is in the shop being evaluated to determine if its problems can be corrected.

Vancouver Railroad Museum: Rich Carlson reported that he and Doug Auburg attended the latest meeting of the committee studying the establishment of a railroad museum in Vancouver. Good preparatory work is under way.

Computer: Doug Auburg reported that he has purchased the board and power supply for upgrading the Chapter's computer at a cost of \$231. Doug asked that the amount received from sale of surplus computer parts be added to the budget for the computer change due to a higher than expected cost for the hard disc.

MORE →

(CONCLUSION)

JANUARY 9th BOARD OF DIRECTORS MEETING

By-Law Revision Committee: Jack Pfeifer reported that the by-law revision committee has more changes to propose and that a few proposed changes have been rejected by the committee. Jack asked the board to directly consider the following proposals, rejected by the committee, but which Jack feels have merit:

1) Add a corresponding secretary and office manager combination position, the position to be appointive.

2) Make the outgoing Chapter President a member of the board for one year following his tenure as President.

3) Increase the board of directors from 11 to 13 by adding the two officers from positions 1 and 2 above.

Doug Auburg moved, seconded by Al Viewig, to table the proposal. Motion to table passed.

Policy Book: Vice President Doug Auburg proposed that the Chapter create a policy book. Doug moved, seconded by Kyrian Gray, that the board adopt the following initial policy: "It is the policy of the Chapter board that administrative matters and details that are not appropriate for inclusion in the Chapter's Bylaws but that require policy guidance will be handled by a system of 'Board Policies'. These Board policies shall be established from time to time as needed by majority vote of the Board and may be modified or voided at any future time by similar Board action. The Secretary shall develop a 'Chapter Policy Book' which includes all such policies and make a copy of it for each Board member, committee chair and one for the Chapter library. The policy book shall have a single policy on each page and pages shall be dated so that new policies can easily be added to (or removed from) all books. The policy books shall also be divided into logical sections and include a table of contents. The Secretary is directed to develop such a Policy Book as soon as possible and in any case shall provide a draft of the book to the Board by the March, 1986, Board meeting." Motion passed.

Insurance Policy: Doug Auburg moved, seconded by Al Viewig, that the Chapter adopt the following policy regarding its insurance policy records: "It is the policy of the Chapter that a notebook be kept by the Secretary with copies of all insurance policies filed therein. The notebook shall include a table of contents which includes explanations of the general coverage offered by each policy. The notebook shall be divided logically into sections so that any questions regarding insurance coverage can be quickly looked up and answered. Sections shall also be established for "periodic policies", such as the liability coverage needed when the 4449 is moved, with copies of the most recent policy and, if possible, listings of insurance companies offering this coverage. This notebook shall be kept in the Chapter's safe deposit box. The Board directs that this notebook be established as soon as possible and that it be brought to the March, 1986, Board meeting for examination and discussion." Motion passed.

Locks and Keys: Doug Auburg moved, seconded by Al McCready, that the Board adopt a policy regarding access to Chapter property as follows: "The Board recognizes that it has a responsibility for the protection of Chapter assets for the general benefit of the membership. In order to answer that responsibility keys to Chapter property will be issued to Officers, Committee Chairs and other members on a 'need' basis. The Secretary shall issue individually numbered keys to the members and record that data. The Chapter property shall be keyed as follows: Key type #1 - Room 1; Key type #2 - Room 1-A; and Key type #3 - Chapter rolling stock padlocks. Other key type numbers may be established from time to time as the Board sees fit. Chapter officers and committee chairs shall be issued a master key, while others shall be issued keys for locks on a need basis. Keys shall be issued to other committee members upon the written request of the Committee Chair. Other Chapter members may be granted a key by Board action. Key requests shall include a short explanation of the need and expected duration of need for the key. Such requests shall be filed and referred to in managing key availability. Keys shall be surrounded immediately upon expiration of office or need. Locks will be rekeyed from time to time as deemed necessary by the Board, the Vice President to handle rekeying." Motion passed.

Lock Change Proposal: Vice President Doug Auburg proposed that the Chapter adopt the "Best" brand lock system and submitted a proposal from the local Best distributor for \$336.81 less keys. Keys are \$1 each additional. Doug Auburg moved, seconded by Dave Van Sickle, that the board appropriate \$400 for purchase of the Best lock system and that the Vice President and Secretary handle the changeover. Motion passed.

Computer Security: Doug Auburg moved, seconded by Kerrigan Gray, that the Chapter President be instructed to appoint a special committee to develop policy and procedures for security of the Chapter's computer operations. Motion passed. President Rich Carlson appointed the following members to the computer security committee: Larry Miller, Mary Lou Weaver, Kyrian Gray and Doug Auburg.

The meeting was adjourned at 11:45 PM.

Present: Board: Kerrigan Gray, Kyrian Gray, Holloway, Storz, Carlson, Auburg, Van Sickle, Dorsett, Viewig, McCready, Pfeifer. Members: Connie McCready, von Gaertner, Weaver, Rehm, Parker, Hammersly, Gordon Zimmerman, Rodabaugh, Slover, McMillan, Dave Duncan, Larry Miller, Immel, Grande, Richard Gray, Ron Bailey.

Respectfully submitted, /s/ Chuck Storz, Secretary

JANUARY 17th REGULAR MEETING MINUTES

The meeting was called to order by President Rich Carlson at 7:40 PM in the PGE auditorium.

The minutes of the December meeting were approved as read.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 12/31/85:
General account \$63,284.80
CDIC account 34,885.69

Kyrian announced that copies of the budget report for the quarter ending 12/31/85, Chapter balance sheet for the year ending 12/31/85, and statement of activity for the quarter ending 12/31/85 were available to the membership.

President Rich Carlson reported on the following:

- 1) The Burlington Northern has turned down a free move to Portland of the two cars the Chapter is buying from a dealer in the Chicago, IL, area.
- 2) 4449 and Expo '86: If the locomotive goes to Expo '86 it may be via the UP and CP. The train will probably be for VIPs only. It's getting very late to organize any kind of trip. The state emergency board will have to authorize money for any trip.
- 3) 4449 and Disney Productions: Walt Disney Productions will use the 4449 in a movie and will donate \$10,000 to the preservation fund for the locomotive. Disney will use the locomotive from about 3/15 to 4/15 and it will be back in Portland by 5/1. The 4449 has been moved back to Portland from Eugene and will be used on a short ceremonial train in the movie.
- 4) Union Station & Convention Center: There is nothing new to report on convention center plans involving the Union Station. A proposal is still in the works. It may be too costly for the west side of the river.
- 5) SP Coaches in Eugene: The SP is writing a bid proposal for the sale of the two coaches the Chapter traded to the SP for the solarium car. Bidders are to be notified that the Chapter owns the seats in the cars.
- 6) Toledo Excursion: SP headquarters has turned down the Chapter's proposal for an excursion to Toledo, OR, this coming summer. Rich will write a letter appealing the decision.

1986 Committee Assignments: President Rich Carlson announced the committee chair assignments for 1986: FINANCE: Larry Miller. ROLLING STOCK: Bob Hoffman. EXCURSION: Steve Howes. MEMBERSHIP AND HOSPITALITY: Darlene Morrison. LIBRARY: Dale Hammersly. MUSEUM: Mary Lou Weaver. PUBLICATIONS: Randy Nelson. ACTIVITIES: Pat & Rita Tracy (co-chairs). HISTORICAL FOUNDATION: Walt Grande. CONCESSIONS: Marilyn Rehm. MANAGER OF SALES & MEDIA AFFAIRS: Ben Fredericks. TRAINMASTER EDITOR: Al Viewig. Rich also announced the appointment of a new temporary Committee on Policy & Planning with the following members: Doug Auburg, Bob Hoffman, Mary Lou Weaver, Bob Melbo + Steve Howes.

Organizational Plan for The Trainmaster: President Rich Carlson announced that the Trainmaster will now be under the direction of the Editor and a new position of Associate Editor. Basically the editor is to be responsible for content and the associate editor for production and circulation. The chairman of the publications committee will make a final decision in the case of disputes which the editor and associate editor cannot resolve between themselves.

Banquet: Jim Whaley announced that fifty reservations have been received to date. Dinner will be at 7:30. For the program Kerrigan Gray will show railroad and scenic slides from his trip to China.

Locks: Vice President Doug Auburg announced that the Chapter has adopted a new lock system for Room 1, Room 1-A, and its cars. Officers and committee chairmen will have keys. Additional keys will be issued by committee chairmen on a need basis. Security will be tightened because key blanks are available only from one source. Records are to be kept on who has keys. There have been no problems with security and the new lock systems should prevent any in the future.

1986 Chapter Budget: President Rich Carlson announced that the 1986 Chapter budget will be voted on at the February meeting. He asked for a motion to extend the 1985 budget for one more month until the vote can be taken. Moved by John Holloway, seconded by Kerrigan Gray to extend the 1985 budget for one month. Motion passed.

CB&Q Caboose in Albany: Al Viewig reported for the rolling stock committee on the caboose available from the restaurant site in Albany, OR. The rolling stock committee wants to bring the caboose intact from Albany and use the wood as a pattern to rebuild it. The cost would be at least \$1800 including transportation from Albany. Several members wanted to spend the money on maintaining cars the Chapter already owns. Others wanted to save the whole caboose. Doug Auburg pointed out that it is not a Northwest item and suggested saving only the trucks. Marilyn Rehm moved, seconded by Bob Landergan, to buy the whole caboose and move it to Portland. Doug Auburg moved to amend, seconded by Kerrigan Gray, to acquire the trucks only. The amendment passed. The amended main motion (now to buy trucks only) passed.

Museum: Terry Parker reported that he had a meeting with Harriet Jorgenson (Clackamas Depot Museum), Tom Van Zanten (Clackamas County Economic Development Dept.) and Bob Shoemaker (Clackamas County Commissioner) about a railroad museum in the Clackamas area. There seems to be a good possibility of having a museum in connection with the Clackamas Depot Museum. Also there is a possibility of some public money being available for museum development.

Attendance at the meeting was 82 members & guests.

The meeting was adjourned at 8:55 PM.

Respectfully submitted, /s/ Chuck Storz, Secretary

The President's Page by Rich Carlson

The 4449 returned from Eugene to Portland in the wee hours of January 13 and is now back in the Brooklyn roundhouse being further readied for its role in "Tough Guys." A number of stops were made enroute to insure all was well, and the new bearing for the left front driver ran cool -- just what the doctor ordered. Meanwhile, the city is working out final details with Walt Disney Productions, with insurance (surprise!?) the main hurdle. The city ordinance authorizing the move should have been passed by the time this appears. A one-month schedule calls for the engine to be gone from about mid-March to mid-April for the shooting.

The engine's participation at Expo 86 remains a possibility, and 4449 will return by May 1 in time to make the run north, should the financing and railroad approvals be obtained. The idea of barging the engine from Seattle to Vancouver is definitely out, which leaves running it by one route or another the only way to go.

Other work proceeds on the chapter's rolling stock, and good progress has been made on the combine 3300 and coach 6200. The former is slated to be a part of the Disney consist, while the coach will hopefully see excursion use at some future date. The chapter is indebted to those regularly turning out to work on the equipment in the chill and dull days of mid-winter so that all can be ready for warmer and sunnier times.

Our past Amtrak excursions are receiving lots of air time on Rogers Cablesystems. We daily receive inquiries from people wanting on the mailing list. Amtrak, however, is experiencing equipment shortages, but hopefully they'll come through with enough to allow us a Madras excursion(s).

The cover of the latest Private Varnish, official publication of AAPRCO, carries a spectacular nighttime shot of the "Virginia City," with the illuminated neon Union Station/Go By Train signs in the background. Taken by Jim Fetchero of Charlotte, N.C., the same photo also appeared in the January Trains. This issue of PV has many pages on the '85 Convention here, and the article by John H. Kuehl praised the PNWC-NRHS for its work on the sign and train shed painting projects. He wrote that our efforts in helping to make the annual convention another big success could not be overstated. The magazine is kept in a black binder in Room 1.

I have reviewed the membership survey forms at great length, and it is obvious that following excursions, rolling stock and museum, historic restoration such as the neon sign project is the next chapter priority. I think the interior of Union Station is a prime candidate, and I would like to see the lobbies restored to the 'period look' of the '30s and '40s. I'll be back later with specific ideas on what might be involved. Both Amtrak and PTRRC have been sounded out and approve, and I am confident that such an effort would receive enthusiastic support from everyone.

The chapter's Annual Banquet held on January 25 at the Imperial Hotel was a very nice affair and thoroughly enjoyed by all. I gave a summation of all that the chapter accomplished last year, then awarded Elizabeth "Beth" Russell a sterling silver NRHS 25-year pin. John D. Holloway became the fifth member to receive the chapter's prestigious Jack M. Holst Award, with Walter (Walt) R. Grande, last year's winner, doing those honors. Kerrigan Gray and Bob Slover presented a most entertaining and informative slide show program on their trip last fall to China. Trains were a small part of it, providing a unique contemporary look at that populous nation that held everyone's attention. Special thanks to them and also to Jim Whaley for putting it all together.

The committee assignments have now been made and every effort was made to accommodate everyone's interests as much as possible. However, don't let the fact you were not assigned to a given committee stop you from volunteering your efforts! We are not that structured, and like most volunteer organizations, have far more work than we have workers. So, come on out and get involved. We need everyone's talents and I know you'll receive much satisfaction from your efforts. After all, isn't that one of the reasons why you joined?

THE SILK TRAINS

by Al McCready

The end of World War I startled America with the phenomena of the Roaring Twenties: Prohibition, speakeasies, saxophones, raccoon coats, flappers and short skirts.

With the exposure of the female leg to public gaze there came an upsurge in the sale of silk stockings and an accompanying escalation of production and profits for the silk weaving industry centered in New Jersey. This in turn drew attention to a short-lived and now nearly forgotten part of U. S. railroad history: The era of the silk train.

For generations steamers from the Orient had been unloading bales of raw silk at West Coast ports, and with shippers ready to pay \$4 a hundred pounds for the transcontinental trip the railroads were happy to transport cars loaded with silk into passenger trains.

By 1909 the volume had increased to the point that entire trainloads of silk were justified. A Harper's Weekly writer said the silk cars were "dull painted and windowless" but that dispatchers treated them as "the emperor of trains."

Now in the 1920s the mills were clamoring for more raw silk and bidding up the price. Fast passenger liners filled their holds with bales of silk weighing 135 pounds and worth \$1,000 each. They raced their cargoes to Vancouver, B.C., Seattle, Portland and San Francisco where the major transcontinental railroads were competing briskly for the overland haul.

There were many reasons for the emphasis on speed. The silk market was volatile, and the broker who could deliver a shipment days or even hours ahead of his competitors could get a better price. Also he was operating on borrowed money and the interest cost on a \$5,000,000 trainload could be \$1,000 a day. No wonder he was willing to pay up to \$9 per hundred pounds in express charges.

Money was the incentive for the railroads also. Those that chalked up the fastest coast-to-coast runs attracted the most tonnage. The high cost of insurance and security was another factor. Carriers paid a 6% premium on raw silk, at an hourly rate. The multi-million-dollar trainloads were a temptation for highjackers. Armed guards were needed on the trains, and squads of special police patrolled the tracks at every stop.

For railroaders a silk train was an exciting event. At the Union Pacific's Albina Yards in Portland, riptrack workers normally responsible for the inspection and repair of transient freight cars found themselves working instead on the preparation of high speed passenger equipment for the silk runs.

A typical silk train was made up of enough baggage cars to handle the incoming shipment, plus one coach for the train crew and guards. The standard carload was about 30,000 pounds, or 270 bales.

Before the train was made up each car was meticulously inspected. Worn brass wheel

bearings were replaced. Couplers, brakes, air cylinders, valves, pipes and hoses were checked. There could be no dangling brake linkages or hot boxes to cause derailments or delay. The reputation of the railroad was at stake, and woe to the foreman found to be guilty should such an unthinkable mishap occur.

When the ship arrived at the dock the train already was waiting on an adjoining track, a fast passenger engine puffing impatiently at the head end. Out through the ship's hatches would come the precious cargo in slings. Longshoremen wheeled the bales past the scrutiny of U.S. Customs agents to the cars. When all the cars were loaded and the doors sealed, the conductor waved the highball and the train slid out of the yards on its eastbound run, green lights all the way.

"There never was a signal set against a silk train," Trains Magazine editor Freeman Hubbard wrote in an April, 1965, article. Crack passenger trains normally took to sidings to let the silk express roar by. The only stops were to change engines and crews, and this routinely was done in a couple of minutes.

Hubbard tells how Prince George, second son of King George V of Great Britain, learned about the special status of silk trains.

The prince had arrived at Vancouver, B.C., after a visit to Hong-Kong in mid-December, 1919. A special train was waiting to speed him to Montreal where a trans-Atlantic liner would take him to England to spend Christmas with the royal family at Windsor castle. But despite its top priority, only a few hours out of Vancouver the Royal Passenger Extra was parked on a siding in the frozen wilderness of the Canadian Rockies.

"Why are we stopping here?", the prince asked the gold-braided Canadian Pacific conductor. His Highness was told a silk train was overtaking them and they had gone into the siding to let it pass.

"In this country," said the conductor, "silk has rights over everything."

Silk trains set many speed records. In 1929 a Union Pacific silk train ran the 2,259 miles from San Francisco to Chicago in 49 hours, averaging better than 46 miles per hour including stops. Between Cheyenne and Omaha the train logged 102 miles in 92 minutes.

A Great Northern silk special was almost as fast between Seattle and St. Paul, averaging 45 miles an hour.

Silk train traffic declined sharply after 1929. There was an ample supply of raw silk from the Orient, and shippers found it cheaper to send it by the all-water route through the Panama Canal to the East Coast. By 1931 the rail volume was only 230,000 bales, down from more than 500,000 in 1929.

The railroads offered drastic rate cuts, but it was too late. All-water shipments continued to grow; by 1935 they topped 90% of the total traffic and the last coast-to-coast silk trains in passenger service rolled overland in that year.

REPORT FROM THE BY-LAWS COMMITTEE

Following the naming of a By-Laws Committee by the president last year a number of proposed By-Laws changes were submitted to the committee.

Several changes recommended to the Board by the committee were in turn submitted to the membership and adopted at the October business meeting. Additional changes will soon be recommended to the Board and should appear for a vote in the near future.

Lest it be thought that all changes submitted to the committee were routinely recommended to the Board there follows several changes not recommended and the reasons therefor. In some cases the committee vote was very close. If you have questions about any of the following or feel you have compelling evidence contrary to the action of the committee I will be happy to discuss the matter with you and/or give you the opportunity to meet with the entire committee.

Article III, Section 3.02 Suggested change of wording to eliminate regular business meetings in July and August.

Discussion

In view of the large volume of business coming before the membership at these meetings it was felt we should not eliminate any of the monthly business meetings.

Article VIII, Section 8.04 Suggested splitting the Membership and Hospitality Committee into two separate committees.

Discussion

It was felt these duties should all remain on one committee and if necessary be delegated to sub-committees.

Article VIII, Section 8.03 Suggested: (a) Finance Committee be elected rather than appointed.
(b) Finance Committee approve all bills for payment.
(c) All checks issued by Chapter have two signatures.

Discussion

- (a) The Finance Committee should not be determined by popularity and should continue to be appointed by the president.
- (b) By the time bills are received we are already obligated to make payment in most cases. Approval by the Finance Committee would be moot and delay payment.
- (c) This would also slow payment of our obligations and we can see no benefit to be derived. Art. X, Sec. 10.02 gives the Board power to designate who shall sign checks. If the Board feels two signatures are necessary they can so order.

(MORE)

REPORT FROM THE BY-LAWS COMMITTEEArticle XI

Suggested changing from 10% of the membership to 25 members in good standing as the requirement for proposing a By-Laws change from the floor at a business meeting.

Discussion

This applied only to changes proposed from the floor that did not go through the By-Laws Committee and the Board. It was felt this requirement should remain as is for the reason it probably was originally adopted to assure that anything as important as the By-Laws were not acted upon frivolously. It remains possible for a person or group of any size to propose By-Laws changes to this committee or to the Board.

Articles V, VI & VII

Suggested the Board be increased to 13 by addition of a Correspondence Secretary and the immediate Past President unless removed from office for cause.

Discussion

It was felt the Correspondence Secretary should be appointed by the President rather than elected. It was agreed the immediate Past President should be a member of the board for continuity and to utilize his/her experience, but only in an "ex officio" and non-voting status.

January 1986

"THE SOUNDER"

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RAILFAN SPECIAL NORTHWEST: May 31 to June 1. Stop at Puget Sound & Snoqualmie Valley Railroad on your return from Steam Expo. Events include displays, mixed trains, photo opportunities and tours. Steam, diesel, freight, passenger and work equipment operate on six miles of former NP track. Largest collection the the Northwest. 30 miles east of Seattle via I-90. For more info, send SSAE to: Puget Sound Railway Historical Assn., P.O. Box 459, Snoqualmie, WA 98065. (206) 789-5076.

The above notice will appear in TRAINS, RAILFAN AND RAILROAD, and other magazines this spring. This special event is intended to lure some of the many rail enthusiasts headed home after the Steam Expo in Vancouver. It is a rare opportunity for us to increase awareness of our association among the railfan community, not just locally, but nationally. It will also provide us with a chance to recruit additional members, and obtain donations. We will not have such an opportunity again any time in the foreseeable future.

According to Mike Smith, who is spearheading the effort, there has been virtually no response to his request for members to man crews, act as guides, and volunteer for other duties. Certainly, there are some members who are interested in seeing that this special event is a success. It is an opportunity for us to put on a real show for visitors. With all the resources available to us, we are able to put PSRHA in a position of being viewed as the biggest and best rail museum in the Pacific Northwest.

Of course, it is of primary importance to make sure that the #11 is operable by Memorial Day. Even if you are not interested in this special event itself, your help is needed by Russ Noe to work on the 11.

We have a great railroad with an equipment collection other groups are envious of. Let's show it off! Call Mike today at 479-8682.

1986 COMMITTEE ASSIGNMENT

FINANCE

Larry Miller, Chair
John von Gaertner
Walt Grande
Kyrian Gray (non vote)

ROLLING STOCK

Bob Hoffman, Chair
Tom Brewer
Dave Brown
Jim Buckley
Duane DeLong
Pete Dorland
Dave Duncan
Kerrigan Gray
Steve Howes
Ed Immel
Ken Keeler
Ken Lantz
George Lavacot
Ray Myer
Larry Miller
Leona Nowell
Terry Parker
Carl Rodabaugh
Cyrus Righter
Esther Rosu
Dave Stimac
Pat Tracy
John Willworth
Gordon Zimmerman

MEMBERSHIP & HOSPITALITY

Darlene Morrison, Chair
Michael Ackley
Al Haij
Michael Hoffman
John Holloway
Keith Jacob
Vija Keeler
Mildred Messner
George Michelson
Robert Vandiver
Al Viewig
Mary Lou Weaver

LIBRARY

Dale Hammersly, Chair
Jim Edgar
Richard Gross
Jim Loomis
Lee Jackson
Chris Schoof
Russ Schoof
Bob Slover
Freda Webb
Jerry Webb
Howard Woodworth
Dave Van Sickle

ACTIVITIES

Pat & Rita Tracy, Chairs
Michael Ackley
George Arnoux
Duance Cramer
Fred Dorsett
Kent Hutchens
John McAvoy
Jerry Schuler
Greg Stadter
Jim Whaley

EXCURSIONS

Steve Howes, Chair
Michael Ackley
Doug Auburg
James Brown
Bill Carter
Doug Crites
Irv Ewen
Ben Fredericks
Kyrian Gray
Elliott Higgins
Bob Hoffman
Ed Immel
Connie McCready
Terry Parker
Jack Pfeifer
Marilyn Rehm

MUSEUM

Mary Lou Weaver, Chair
Doug Auburg
Larry Hodson
John Holloway
Vija Keeler
Bob Landregan
Doyle McCormack
Bob Slover

PUBLICATIONS

Randy Nelson, Chair
Jim Edgar
Dale Hammersly
George Hepper
Jim Lasseter
Al McCready
Chuck Storz
Al Viewig
Gordon Zimmerman

POLICY & PLANNING

Doug Auburg
Bob Hoffman
Steve Howes
Bob Melbo
Mary Lou Weaver

CONCESSIONS

Marilyn Rehm, Chair
Bob Berger
Jim Brown
Duane DeLong
Fred Dorsett
Jim Edgar
Walt Grigsby
Keith Jacobs
Paul McMillan
George Michelson
Jack Pfeifer
Esther Rosu
Jerry Webb
Freda Webb
Gordon Zimmerman

HISTORIC FOUNDATION

Walt Grande, Chair
George Combs
Jerry Franklin
Ray Hewitt
Lee Jackson
Keith Jacob
Hugh Robertson
Dave Stimac
Chuck Storz
Richard Wagner
Tom Wilson

CHAPTER COMPUTER PARTS FOR SALE

The Chapter membership agreed at the December business meeting to upgrade the Chapter's IBM Personal Computer. As a result of this upgrade a couple of parts of the old computer are surplus to our needs and are being offered for sale to the membership at the highest bid.

Available are:

- 1- One early version IBM System (Mother) Board, complete with 64K bytes of RAM but excluding the IBM BASIC ePROM's.
- 2- One IBM power supply (approx 35 Watt).

These items will be sold as a lot. Offers may be made in writing or orally at the March Board Meeting. Written bids should be sent to the attention of Chuck Storz, Chapter Secretary. Award will be made to the highest bidder at the Board of Directors Meeting, Thursday, March 13.

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CLASSIFIED AD

I own an (unused) "GET INTO THE PIONEER SPIRIT" THE PIONEER Amtrak T-shirt ... given out as a promotion on the inugral run of the Pioneer. One only, size large. Anyone interested?

If so, please write me: Tim Marsh, Box 2354 C.S., Pullman WA, 99165-0906.

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CONGRATULATIONS TO BETH RUSSELL

(Letter from George Hartman to Elizabeth Russell)

"Dear Miss Russell:

"It gives me great pleasure to welcome you to the distinguished Twenty-Five Year Club of the National Railway Historical Society.

"A greatful Society, its officers and Board of Directors salute you for your impressive record of long and faithful support which has contributed to making our organization the most outstanding of its kind in the world.

"We hope you will wear with pride the sterling silver NRHS 25-year pin awarded through the Pacific Northwest Chapter during its January banquet program.

"Congratulations to you upon attaining this significant milestone, and may future years be kind to you as you continue to pursue our common interest.

"Sincerely,

/s/ George S. Hartman, Chairman
Membership Awards Committee

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SATURDAY LUNCHES - - WHERE?

A CONCENSUS OF OPINIONS WAS SOUGHT FROM THE MAJORITY OF LUNCH PARTICIPANTS, AND THE OPINION IS THAT WE WOULD LIKE TO ESTABLISH OURSELVES AT THE SEMAPHORE RESTAURANT WHICH IS LOCATED AT S.E. 17TH AND HOLGATE IN ORDER TO ALLOW THE HARDY WORKERS FROM THE ROUNDHOUSE AREA TO JOIN IN. SO UNTIL WE HEAR ALOT OF COMPLAINTS OR OTHER IDEAS, THAT'S THE DECISION.

REPORT FROM THE PERSONNEL DIRECTOR

by Jack Pfeifer

I have enjoyed serving as Personnel Director during the past year and would like to take this opportunity to thank all chapter members for helping to make our 1985 excursions so successful.

Following the Spokane excursion in September all car hosts who participated and all who were eligible but did not participate were moved to the bottom of the list and those on the "Junior" list who completed their third assignment were transferred to the "Senior" list. Below are the Car Host lists as of the beginning of 1986 and in the order you will be called to participate:

SENIORS

Noel Nelson
Ellie Nelson
Ken Keeler
Vija Keeler
Herb Grande
Duane Cramer
Larry Hodson
Al Zimmerman
William Gano
LeRene Allen
John Willworth
Marilyn Rehm
Walt Grande
Connie McCready
Al McCready
Larry Collier
Fred Dorsett
Kristine Nelson
Randy Nelson
Terry Parker
Robert Slover
Mary Lou Weaver
Ray Myer
Sandra Myer
Richard Carlson
Jim Whaley
Chuck Storz
John Holloway
Patrick Tracy
Rita Tracy
Jim Schmidt
Laurie McCormack
Roger Phillips
Bill Davis
Rachel Immel
Pete Dorland
Gerry Baldwin
Bob Hoffman
Eric Fellows
Kenneth Peters
Esther Rosu
Doug Auburg

JUNIORS

Paul McMillan
Gerda McMillan
Alan Viewig
Donald Rehm
Richard Mather
George Mickelson
Kent Hutchens
Pat Patterson
Steve Howes
William Bain
Michael Ackley
Lindy Fredericks
Brigitte Duncan
Carl Rodabaugh
Charles Andrews
Gerald Schuler
Michael Rosu
Thomas Brewer
Leona Nowell
Duane DeLong
Mike Balteau
Nancy Hodson
Mary Tindall
Sharon Edgar
Jim Edgar
Darlene Morrison
Linda Hoffman
Karwyn Bates
Judy Robertson
Hugh Robertson
Gordon Zimmerman
Richard Parks
Dan Lundy
Richard Gray
Judy Cramer
Dale Hammersly
Kyrian Gray
Kerrigan Gray
James Loomis

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GREAT NORTHERN 1355

Larry Obermeyer, Jr., of Sioux City, Iowa, writes that his Sioux Land Historical Railroad Association is in the process of rebuilding a Great Northern Pacific (Class H-5) steam locomotive (4-6-2), Number 1355. They hope to have it operational by the Spring of 1987.

He needs information on the running of the engine out this way from anyone. Do you know about 1355 and are you willing to write to Larry Obermeyer jr @ 3028 S Coral St, Sioux City IA 51106 ????

CAR HOST SIGNUP

Twice yearly, at the February and July business meetings, eligible members not already on the Car Host list may apply to work as Car Host on Chapter excursions.

Any member in good standing in 1985 and 1986 is eligible. You are reminded it is Chapter policy for all Chapter members (Car Hosts included) working on a Chapter excursion to pay \$20 per day to help offset expenses. In general, those persons will receive the same meals, lodging, etc. as the passengers.

Car Host applications will be available from Jack Pfeifer at the February business meeting. They should be completed and returned to Jack before the close of the February meeting.

If your name is on the Car Host list appearing on this page of the Trainmaster there is no need to submit another application.

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LIBRARY COMMITTEE REPORT

by Dale Hammersly

The Library Committee plans to meet more frequently this year. Meets were held 25 Jan, 28 Jan, and 4 February.

The next meeting will be Tuesday, Feb 18th @ 7:30. All Committee meetings will be held in Room 1 unless otherwise noted.

Among our goals this year are to finish computerizing our list of books and possibly computerize other materials, as well.

Also, Lee Jackson continues to work on the construction of the shelves for Room 1-A. As soon as the new shelving is available, we will begin organizing in earnest!

We will also organize our growing collection of video tapes.

At long last we will organize the many newsletters from the other Chapters.

Another project will be to organize past copies of the Trainmaster, either single copies or perhaps bound by the year.

Last, but not least, we hope to begin acquiring additional books, tapes and other railway materials. Please feel free to make your suggestions known to the committee.

Please make an extra effort to return the Chapter's books, reports, tapes, etc., to assist us in our efforts at cataloging. We continue to try to be very liberal with our policy of 30 day loans. We may run another "delinquent" list. Hopefully it will be short and your name will not be on it. Thanks for your cooperation.

Please contact me if you need, or want, to use our library. There is a new system in keeping with the recently adopted "security system" for Room 1. However, do not let this discourage you. I can be reached during the day, M-F @ work, 648-8588, or @ home in the evenings & weekends @ 639-4987. I will be happy to make arrangements for you to use the Library in Room 1 at your convenience.

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SECURITY (or WHY WON'T MY KEY WORK ANYMORE?)

by Doug Auburg, Vice President

Some of you have probably already heard the news, others have not. The Chapter Board of Directors decided to change locks on Chapter property at the January meeting. But what does this mean to you? Does this mean that members will have to find an officer in order to gain access to Room 1 or to work on one of our cars? No, it does not!

First, a little background. It has been a long time since the keys to Room 1 and 1A were changed. During that time the record keeping and control of keys has, shall we say, left a little to be desired. Anyway the Board could not establish at this point who has keys and who does not. In addition, the Chapter has no official policy regarding who should get keys, what justification should be used, or who should manage the lock security situation. Finally, the lock we were using had a commonly available key, so anyone could make as many copies for whoever they wished, this is not meant to be a criticism of the Board or of anyone else, just an explanation of our situation at the point when I became responsible for Chapter assets. There were lots of other things (like 4449 trips, excursions, finance, etc) fo them to worry about.

Anyway, this is what we did to improve the situation and protect the property of your Chapter. The Board adopted a policy regarding securing Chapter assets. In brief, it calls for the rekeying of all of our locks with a limited access key blank. Room 1, Room 1A, and Chapter rolling stock were to each be keyed individually. The policy also calls for all officers and committee chairs to have a master key to all of these locks. The Vice President was named to be responsible for keeping track of keys and who has them.

I hear some of you saying: "Alright, alright! So what does that mean to me? How do I get a key to go down and work on the cars?" Well, other chapter members may obtain keys on the "need" basis. If you need a key to carry on your work for the Chapter, contact your committee chair or an officer and explain your need. They need only drop me a note with: your name, which key you'll need, why you need it, and about how long the need will last. I'll record that information and send you the key by return mail. Or you can come to a Board meeting and ask the Board directly, if you prefer. Members who need access to Room 1 to borrow a library book should contact Dale Hammersly, Library Committee Chair, directly.

This policy and procedure is designed not to throw out the baby with the bathwater. We hope it will tighten up on security without inconveniencing any members.

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VIEWIG'S VIEW

The Banquet is over and it was a real treat to sit across from Beth Russell. She explained how she had been a rail ticket vendor in Corvallis once and how a few years ago she used to ride up to the monthly meetings from Salem by rail. The NRHS was able to recognize her 25 years of membership in our Chapter and President Rich awarded her with a silver pin.

The private rail convention is over and the next one is planned for Milwaukie in the Fall of '86. Are you in the mood to join up with about 10 others from our Chapter to take the Mt. Hood? If you have to ask how much, maybe you cannot afford it. Anyway, Marilyn Rehm was quietly asking about the possibility of getting ten or so together so side up to her and find out more about it. If you have not seen the current issue of PRIVATE VARNISH in Room One, be sure to glance thru it. There may be ten pages or more on the Portland convention. They certain heap praise on our Chapter.

A quick note from the Editor. Many thanx to all who responded to the Chapter Survey that Mary Lou Weaver conducted. Hopefully the various comments on the production of the Trainmaster will sink in.

First I need to remind the various contributors that the Trainmaster is produced in a matter of three days. There is little time at the end of the month to call around to see if your report is ready.

The deadline is the 25th of the month. There is a chance that the deposit slot at Room One will be empty on the 25th, so then give me a call. If you find a lot of messages in the slot on the 25th, be assured that I have yet to pick up the submissions and I will be there shortly. If you cannot make the deadline of the 25th, please give me a call.

We have been running a twenty pages, 8.5x11 inch, white 20 pound bond paper, printed both sides. A local quick print place prints around 750 copies and collates and staples them. Our bill for the printing for the January issue (where we only printed 650 to see how many would be left over) came out as follows, after taking into consideration that the chapter now supplies the top sheet, the page with the brown ink and the fancy type:

printing 650, 10 pages, 2 sides:	\$234.70
(credit for our first page)	: -3.21
collating	: 39.00
stapling	: 19.50

	\$289.99

Some months we have to print two editions due to the financial material supplied to the members. It is assumed that we send a free copy of the Trainmaster to each of the other NRHS Chapters who send us a copy of their newsletter. Then there is a list of some other folks who get free copies. A count of the free, non-member copies comes to a bit under 200. We need 200 for a bulk mailing and thus on days when we have two editions we need to print about 100 more totally so we are sure to have 200 of the non-member edition.

If you assume we have 500 dues paying members and we spend at least \$290 and as much as \$400 for an issue when it is split into two editions, you see that we need \$4,000 a year split by the 500 dues payors. Each member is paying \$8 of his dues to get the Trainmaster produced.

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THE CHICAGO SOUTH SHORE LINE

by Harold Rice

I did not get to the January meeting of the NRHS when Rich Carlson gave a talk about the old and the new equipment on the South Shore line. I do have some recollections of the time when the old equipment of today was itself new.

In the 1920s Samuel Insull was prominent in the field of electric power and transportation. He was the head of the Commonwealth Edison Co. that furnished power to the city of Chicago. In 1916 the Insull group took over the Chicago and Milwaukee Electric Railway and the story of the North Shore Line is well known. In the early '20s they took over the Chicago Lake Shore and South Bend and changed the name. The Chicago end of the line was at 115th Street on the south side of Chicago adjacent to the suburban service of the Illinois Central. Some of the South Shore trains terminated at Kensington (115th St.) and others continued to Randolph Street on the IC tracks - just two blocks from the Chicago loop. Those that went into the city were pulled by small steam locomotives of the type used on the IC suburban trains. In the absence of electricity they were lighted with gas lamps.

In 1926 the IC service was electrified. At the same time the Insull management put in all new equipment which has been recently retired and all trains went through to Randolph Street in downtown Chicago. As on the North Shore, parlour and dining car service was instituted. Unlike the North Shore, the parlour cars did not have open end observation probably because of the flying sand going through the dunes country. As on the North Shore, the parlour cars were later discontinued. The dining cars were late in coming and one time I had dinner in a Norfolk and Western diner going to Michigan City. The line did well carrying weekend people to the Indiana Dunes State Park and the rest of the country between Gary and Michigan City. A string of IC equipment would be used for summer Sunday traffic on occasion. I can't say about football traffic to Notre Dame at South Bend. I do know that there were no facilities for laying up trains in downtown South Bend since they were on the street at that location.

At present the service to South Bend is sparse. Most of the service terminates at Michigan City which is the headquarters of the operation with some additional service to Gary. With the demise of the Insull empire the road became a part of a group headed by the Chesapeake & Ohio. Freight has always been a substantial part of the operation. The service as far as Gary is now subsidized as far as Gary, as are all the other suburban services in the Chicago area.

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WOOD RAILWAY BRIDGE AT COBURG IN DOUBT

In the January 86 issue of The Trainmaster an article from the Encyclopedia Britannica was reproduced showing a wood railway bridge at Coburg over the McKenzie. The readers were asked if it was true that in 1962 that such a 380' long span existed. So far no one has responded with a "yes" vote. The Britannica Year Book said that it was built in 1926 and that in '62 it was the world's longest timber span.

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COMMUNIQUE FROM TEXAS- - -

WORD COMES BY LETTER FROM GEORGE WERNER OF GULF COAST CHAPTER IN HOUSTON: THAT IN SPITE OF WHAT YOU MAY READ IN THE RAILFAN PRESS, THE 'TEXAS INDEPENDENCE EXPRESS' IS NOT GOING TO RUN. SOME CAPABLE PEOPLE MADE THE ATTEMPT BUT WERE UNABLE TO OVERCOME THE MANY OBSTACLES. IT WOULD REALLY TAKE A MIRACLE TO ACCOMPLISH IT AT THIS LATE DATE. ALSO, IT'S BEEN HEARD THAT UNION PACIFIC MAY BRING 8444 DOWN FOR THE TEXAS SESQUICENTENNIAL CELEBRATION, NO WHERE OR WHEN!

WELCOME THESE NEW MEMBERS

By Connie McCready

Please go up to the folks whenever you hear they are around and introduce yourself and make these people feel that we are a friendly crowd:

HAZEL L HAAG	WALT GRIGSBY
FRED & BETTY WALLRAFF	LOIS MOFFATT
STAN & BETTY KENNEDY	GRACE DOANE
E JOSEPH HEWITT	DELBERT DOANE
NOEL & BARBARA THOMPSON	ERIC STEVENS
CHARLES & DORIS HENNEL	JOHN C MEYER
RUSSELL & CHRISTINE SCHOOF	RUTH TIMMINGS
FRANCIS & ELEANOR McNULTY	ROBERT VANDIVER
TOM HUGHES	GEORGE ARNOUX
GREGORY E STADTER	

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CONCESSIONS

by Marilyn Rehm

As the newly appointed Chairman of the Concessions Committee, I am pleased to report that we are selling items daily and thereby helping support the Chapter. I have some of my own ideas about other items we might like to consider handling plus other avenues of sale areas. This will be a busy committee in '86 so I anticipate work available to all willing hands. Our first meeting will have happened by the time you read this and we will have further meetings to discuss the Swap Meet table that we will have on March 1st.

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Please pay your
Chapter dues right
away ~ Thank you

STEAM EXPO ADVENTURE

MAY 22, 1986

Sponsored By

Tacoma Chapter
National Rail Historical Society

- Thu. May 22 Leave Tacoma in chartered Cascade Trailways bus at 5:00 P.M. from Pacific Center, 1900 block Pacific Ave. Stop en route will be made at King St. Station in Seattle for Seattle pickup. Accommodations in Vancouver at King's Castle Hotel.
- Fri. " 23 Steam Expo Parade in the morning. Balance of day free.
- Sat. " 24 Day at Expo.
Leave Vancouver at 4:00 P.M. from hotel for Tacoma with dinner stop at Bellingham and stop at King St. Station for Seattle passengers.

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*COST: \$185.00 per person based on shared twinbed room accommodation.

\$205.00 per person for single room accommodation.

Children's costs will vary with the number of children sharing hotel accommodations and will be quoted on request. \$17.50 discount on Expo pass for children under 12 yrs.

DEPOSIT: A deposit of \$50.00 per person required to confirm reservations. Balance due by March 22nd.

REFUNDS: Refunds will be made in full up to March 22nd except for Expo Pass costs which are non-refundable. After March 22nd refunds will be subject to such hotel and bus penalties as may be incurred.

*The Expo 3-day Pass cost included in the tour price is valid until January 6th. \$5.00 more per adult and \$2.50 for children after that date.

RESERVATIONS: Call Dale Kraus, Tacoma 581-4453 or-
ADVENTURE TRAVEL, Tacoma 531-1757.

Send deposits to ADVENTURE TRAVEL, 9021 Pacific Ave., Tacoma, Wa. 98444



NEWS FLASH * NEWS FLASH * NEWS FLASH * NEWS FLASH * NEWS FLASH

The Pacific Locomotive Association has been invited to send not one, but two locomotives to STEAM EXPO at EXPO '86 in Vancouver! The Burlington Northern has agreed to haul our #12 and #2 free-of-charge. Thanks to Grant Ferguson and Granville Transportation Consultants, Ltd. room and board will be provided for 8 crew members (4 per locomotive) for ten days in Vancouver. Granville will also provide free fuel and water to operate the locomotives. Dexter Day, Louis Braddas, George Adams and "Mac" McAllister are heading the committee to send PLA to the Worlds Fair. If you want to help put PLA on display to the world call Dex, Louis, George or Mac.

FROM THE CLUB CAR - JAN '86



THE WALL STREET JOURNAL MONDAY, JANUARY 13, 1986

Fame Arrives Late for a Photographer Who Trained His Camera at Night Trains in the Late Steam Age

There was a story in the WALL STREET JOURNAL on 13 January 1986 that made history for the newspaper: they printed a photograph on the FRONT PAGE.

In case you missed the photo, it was the 1957 shot entitled THE POPES AND THE LAST STEAM PASSENGER TRAIN. What recognition.

The entire article was on the great train photographer, O. Winston Link. If you have any interest in his work, you should try to get a copy of that issue of the Wall Street.

It pointed out that Mr. Link is now 71 years of age and has not taken a photo of a steam train at night in over twenty five years. Surprisingly the article pointed out that Mr. Link purchased his own steam locomotive in 1960 and has yet to finish restoring it.

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▽▽ STEAM NEWS ▽▽

-Union Pacific Railroad 8444 & 3985

U.P. 8444 is currently scheduled to appear at Steam Expo, but it remains to be seen if the locomotive runs all the way to Vancouver, British Columbia under its own power. Some speculation exists that UP 8444 may make it as far as Seattle WA -- the end of UP trackage -- on its own, then get barged (boat) to Canada! Latest info has it that the CP will allow any steam locomotive transit over its trackage en route to and from Vancouver for Steam Expo, but only if CP takes the loco in tow.

FRACTURED FROG - JAN 86'

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TOAD-AID -- And finally, on the lighter side, it has been announced that a British company is about to spend \$1,400,000 on new breeding grounds for approximately 500 toads; that's a per capita (or is per toad-ita?) cost of \$2800 each. I shudder to think of what it would cost you to accidentally run over a happy couple during a rainstorm.

The toads are of the rare (to Britain, anyway, which lies on the northern rim of their range) Natterjack variety. The company, British Nuclear Fuels, is building a complex in Sellafield in the northwest English county of Cumbria. The toads present home is in the path of a planned railroad on the new site. With the approval of the state-appointed Nature Conservancy Council and advice from experts on amphibians, it will dig new ponds, divert a stream and landscape an area with the toads' favorite soil and plants before moving them from their present home. A fence will be built to prevent the toads from returning to their old site (on the wrong side of the tracks) after the movement.

Natterjacks have always been rare in Britain; they are natural inhabitants of open, sandy, sunny areas that are shrinking with urbanization.

CB

THE CALL BOARD

January 1986

Mohawk + Hudson Chapter

NRHS

BURLINGTON NORTHERN RAILROAD SWING SPAN REPLACEMENT

by JACK P. SHEDD

The Engineering Report for the initial construction of the Willamette River Bridge was prepared by Mr. Ralph Modjeski and was addressed to the Presidents of the Northern Pacific Railway Company and the Spokane, Portland and Seattle Railway Company. It is dated December 1, 1910.

The final plan for the initial construction was approved by the War Department June 21, 1906. The foundations were constructed by the Railway Company's own forces. This was apparently a common procedure in that era.

A superstructure contract was let to American Bridge on December 20, 1905. The erection of the steelwork was let to Kelly-Atkinson on January 14, 1907, and completed July 24, 1908. Machinery was complete on October 15, 1908 and the bridge was operated by its own power for the first time.

The first passenger train was Mr. James. J Hill's Special on November 5, 1908. Regular passenger service was inaugurated on November 17.

From the start of construction of the caissons to the first passenger train was a total of 26 months. The initial construction cost of the pivot pier was \$135,000. The swing span superstructure cost \$270,000.

ORDER TO ALTER

After due process, in June 1983, the US Coast Guard ordered the Burlington Northern Railroad Company to alter their swing span to provide a minimum of 185 feet vertical clearance and 440 feet horizontal. The Federal Government would participate in the cost of alteration in accordance with provisions of the Truman-Hobbs Act, as amended.

For the Public Hearings, the Coast Guard developed a concept for alteration of the swing span. This concept provided a 440 ft lift span which can be compared to the existing 230 ft twin openings. In order to construct this alternative it would require replacement of the swing span plus one of the 269 ft adjacent fixed spans. It would have required detouring the 25 trains per day for 60 days.

Three other alternatives were examined. Alternative No. 1 replaced the swing span with a 526 ft lift span. The tower legs would be built outside the adjoining 269 ft spans. The substructure for the front tower legs would encase the existing piers. Both rail and navigation traffic would be blocked for four days during the changeout of the swing span.

Alternative No. 1 was selected for its simplicity and minimum train detour time.

CONTINUED →

BURLINGTON NORTHERN SWING SPAN REPLACEMENT
PORTLAND, OREGON

(CONTINUATION)

By
JACK P. SHEDD

Elevators

Those of you from the Portland area can visualize the height of the proposed towers when you realize that the Burlington Northern Bridge in the raised position will be the same height as the St. John's suspension bridge. The centerline of the sheave will be about 260 ft above normal water. This is roughly equivalent to a 26 story building. With these proportions it is easy to understand the necessity of studying elevators.

Access to the top of the tower is required for inspection and maintenance of equipment. In each tower there are 4 counterweight sheaves, 72 counterweight ropes 8 sheave bearings, 6 auxilliary counterweight ropes, 4 auxilliary counterweight sheaves, 4 uphaul rope takeup jacks, and electrical junction boxes for power and communication. On top of the sheave hoods are FAA aerial warning lights. The FAA requires the warning lights to be inspected and serviced once every two weeks. On a 3 to 4 month cycle, maintenance personnel would grease the sheave bearings, auxilliary counterweight sheaves, and inspect lightning protection devices. Other maintenance required periodically will be: grease the suspending ropes, grease the auxilliary counterweight ropes, service of messenger cables, adjustment of operating rope tension using rope takup devices, service railroad communications lines, verify test span electrical connections, lubrication of counterweight guides, and emergency access to the lift span in other than the closed position if an aerial warning light alarm is received.

START CONSTRUCTION -----FEBRUARY 21, 1986

COMPLETE CONSTRUCTION -----AUGUST 21, 1988

CONSTRUCTION COST -----MORE THAN \$20,000,000

LENGTH OF LIFT SPAN -----516 FT.

WIDTH OF LIFT SPAN -----DOUBLE TRACK ~ 36 FT. C-C TRUSSES

HEIGHT OF LIFT -----146 FT.

OPENING OR CLOSING TIME -----THREE MINUTES

LOAD TO LIFT -----7,882,000 POUNDS

STRUCTURAL STEEL -----12,108,000 POUNDS

MAXIMUM GUSSET HEIGHT -----14 FT ~ 6 INCHES

NUMBER OF BOLTS IN END CONNECTION 1,884

TOTAL CONCRETE -----11,310 CUBIC YARDS

MAXIMUM SINGLE CONCRETE POUR -----2,400 CUBIC YARDS



PNWC-NRHS
Statement of Activity
Quarter ending 12-31-85

CASH BALANCES

account description	beginning balance	activity	ending balance
General account	76,660.81	(13,376.01)	63,284.80
CDIC	<u>34,275.10</u>	<u>610.59</u>	<u>34,885.69</u>
	<u>111,133.91</u>	<u>(12,765.42)</u>	<u>98,170.49</u>

FUND BALANCES

account description	beginning balance	activity	ending balance
<u>SUPPORT & REVENUE</u>			
Interest, general	1,716	<u>receipts</u> 869	2,585
Interest, CDIC	1,997	610	2,607
Stock dividends	8	2	10
Raffle	92	93	185
Donations	886	255	1,141
Dues	7,524	3,209	10,733
Activities, chapter	689	0	689
Activities, public	2,734	0	2,734
Concessions	7,686	1,329	9,015
Publications	0	0	0
Excursions	274,285	(1,037)	273,248
Rolling stock, rental	3,975	4,125	8,100
Other			
Newsletter	0	247	247
Superdome	0	13,450	13,450
Trainsheds	0	6,000	6,000
total support & revenue	<u>301,592</u>	<u>29,152</u>	<u>330,744</u>
account description	beginning balance	activity	ending balance
<u>PROGRAM EXPENSES</u>			
Activities, chapter	1,169	<u>expenditures</u> 801	1,970
Activities, public	1,661	0	1,661
Concessions	3,708	88	3,796
Publications	573	0	573
Library	940	1,322	2,262
Museum	95	31	126
National convention	360	329	689
Excursions	191,640	8,589	200,229
Rolling stock, rental	3,246	3,222	6,468
Rolling stock, maint.	8,448	6,615	15,063
Other			
Neon sign	1,610	576	2,186
AAPRCO	900	100	1,000
Superdome	9	3,702	3,711
Trainsheds	<u>1,081</u>	<u>6,002</u>	<u>7,083</u>
total program expenses	<u>215,440</u>	<u>31,377</u>	<u>246,817</u>

<u>SUPPORTING SERVICES EXPENSES</u>		<u>expenditures</u>	
Rent	2,680	2,235	4,915
Telephone	988	379	1,367
Postage & freight	1,162	607	1,769
Office supplies	1,426	1,852	3,278
Trainmaster	2,978	1,116	4,094
Dues, national	3,733	233	3,966
Dues, other	0	250	250
Insurance, general	690	0	690
Insurance, rolling stock	0	1,589	1,589
Misc.	701	1,186	1,887
Donations	0	1,000	1,000
Professional services	0	90	90
total supporting	<u>14,358</u>	<u>10,537</u>	<u>24,895</u>
services expenses			
total expenses	<u>229,798</u>	<u>41,914</u>	<u>271,712</u>
 Total support & revenue over expenses	 <u>71,794</u>	 <u>(12,762)</u>	 <u>59,032</u>

PNWC-NRHs
Sub-account Fund Balances
Quarter ending 12-31-85

account description	income	expense	ending balance
EXCURSIONS			
Project 84	485	280	205
Madras	131,357	94,357	37,000
Spokane	<u>141,406</u>	<u>105,592</u>	<u>35,814</u>
	273,248	200,229	73,019
 Rolling stock, rental	 8,100	 6,468	 1,632
 Rolling stock, maintenance general		4,531	
600		7,063	
3300		559	
4449		1,878	
6200		470	
55		<u>562</u>	
		15,063	(15,063)
 Superdome	 13,450	 3,711	 9,739
Trainsheds	6,000	7,083	(1,083)

account description	actual	budget	variance
SUPPORT & REVENUE			
interest	5,202	2,500	2,702
dues	10,733	6,000	4,733
activities, chapter	689	1,200	(511)
activities, public	2,734	1,700	1,034
concessions	9,015	5,000	4,015
publications	0	10,000	(10,000)
excursions	273,248	268,000	5,248
rolling stock, rental	8,100	<u>21,000</u>	<u>(12,900)</u>
	<u>309,721</u>	<u>315,400</u>	<u>41,143</u>
PROGRAM EXPENSES			
activities, chapter	1,970	1,200	770
activities, public	1,661	800	861
publications	573	5,000	(4,427)
library	2,262	1,500	762
museum	126	10,000	(9,874)
national director	689	1,000	(311)
excursions	200,229	210,000	(9,771)
rolling stock, rental	6,468	18,000	(11,532)
rolling stock, maint.	15,063	<u>26,000</u>	<u>(10,937)</u>
	<u>229,041</u>	<u>273,500</u>	<u>49,245</u>
SUPPORTING SERVICES EXPENSES			
rent	4,915	3,540	1,375
telephone	1,367	1,200	167
office supplies	3,278	2,000	1,278
Trainmaster	4,094	4,000	94
dues, national	3,966	2,500	1,466
insurance, general	690	500	190
insurance, rolling stock	1,589	1,000	589
other	<u>4,996</u>	<u>3,000</u>	<u>1,996</u>
postage	1,769		
AAPRCO	250		
donations	1,000		
professional services	90		
	<u>24,895</u>	<u>17,740</u>	<u>7,155</u>

BALANCE SHEET for year ending 12-31-85

ASSETS:			
Current			
General Account		\$63,284.80	
CDIC		<u>34,885.69</u>	
	TOTAL CURRENT		\$98,170.49
Other			
Rolling Stock		6,565.00	
Stamps		<u>2,119.75</u>	
	TOTAL OTHER		8,684.75
	TOTAL ASSETS		<u>\$106,855.24</u>
LIABILITIES & FUND BALANCES:			
Current			
Deferred revenue		0	
Fund Balances			
PNWC-NRHS		47,825.27	
Excess support & revenue over expenses		<u>59,029.97</u>	
	TOTAL LIABILITIES & FUND BALANCES		\$106,855.24

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PNWC-NRHS
Proposed 1986 BUDGET

description	line item	sub-total	final total
<u>SUPPORT & REVENUE</u>			
interest		5,000	
dues		10,000	
activities, chapter	1,200		
activities, public	<u>2,500</u>	3,700	
concessions		18,000	
publications		500	
Madras excursion	130,000		
Spokane excursion	<u>140,000</u>	270,000	
rolling stock, rental		8,000	
extraordinary income		<u>500</u>	
projected support & revenue			<u><u>315,700</u></u>
 <u>PROGRAM EXPENSES</u>			
activities, chapter	2,000		
activities, public	<u>1,600</u>	3,600	
concessions		3,000	
publications, LRT cachet	3,000		
publications, railfan	<u>1,000</u>	4,000	
library		2,500	
museum		5,000	
historic foundation		1,000	
public relations		500	
national convention		2,000	
Madras excursion	100,000		
Spokane excursion	<u>110,000</u>	210,000	
rolling stock, rental		7,500	
rolling stock, maintenance:			
4449	10,000		
600	3,000		
3300	1,000		
6200	2,000		
other	<u>10,000</u>	26,000	
projected program expenses			265,100
 <u>SUPPORTING SERVICES EXPENSES</u>			
rent (office & track)		9,000	
telephone		1,400	
office supplies		3,000	
Trainmaster		4,000	
dues, national		4,000	
insurance, general		700	
insurance, rolling stock		1,600	
finance & treasurer		1,000	
extraordinary expenses		<u>5,000</u>	
projected supporting services expenses			30,700
projected total expenses			<u><u>294,800</u></u>
DIRECTORY - MEMBER		10 00	
projected support & revenue over expenses			<u><u>19,900</u></u>