

The



TRAINMASTER

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



JULY 1986

Number 287

ALAN VIEWIG - Editor, 812 SW Washington #910, Portland OR 97205 Phone (503)228-8655

CHAPTER TIMETABLE OF EVENTS

- | | | | |
|-----------------------|----------|--------|---|
| 10 July 1986 | Thursday | 7:30pm | JULY Board of Directors' Meeting @ Columbia Gorge Model RR Clubhouse @ N Russel @ N Vancouver in Portland. All are welcome. Bring change for the soda machine. Non-Board members should consult with President if they want to address Board. It will run til about 11 PM or so. |
| 18 July 1986 | Friday | 7:30pm | JULY CHAPTER BUSINESS MEETING. This is the 3rd Friday of the month and we meet at the PGE Auditorium on SE 17 mid-way between Powell & Holgate and we park on the surrounding side streets. If you have not been to a meeting in a while check in at the Membership & Hospitality Table to say hi. We run a NEWSREEL of up to six recent rail related slides. Check in so your slides come up right on the screen. All can contribute. We we also have a PROGRAM.
NO FOOD DURING THE SUMMER, BRING CHANGE FOR THEIR SODA MACHINE IF INTERESTED |
| 25 July 1986 | Friday | 6 PM | Deadline for August issue of THE TRAINMASTER |
| 7 August 86 | Thursday | 7:30pm | AUGUST Board of Directors' Meeting @ Columbia Gorge Model RR Clubhouse. Please see JULY BOD |
| 15 August 86 | Friday | 7:30pm | AUGUST CHAPTER BUSINESS MEETING. Watch out for this date since it comes EARLY in the month. See above for the THIRD FRIDAY OF THE MONTH info on the meeting. |
| 25 August 86 | Monday | 6 PM | Deadline for September issue of TRAINMASTER |
| 5 September | Friday | | LIGHT RAIL BEGINS - all weekend long ride for free. Collect those souvenirs |
| EACH & EVERY SATURDAY | | Noon | NO HOST LUNCH at pretty decent restaurant for anywhere up to \$5. Complete menu, complete price range. Semaphore Restaurant is on corner of SE 17 & Holgate right near Roundhouse. We welcome everyone. Great time for fellowship. |

PACIFIC NORTHWEST CHAPTER - BOARD OF DIRECTORS MEETING - June 12, 1986

The meeting was called to order by President Rich Carlson at 7:35 PM.

The minutes of the May meeting were not read by general agreement of the board.

Treasurer Kyrian Gray reported the following balances as of 5/31/86:

Checking account \$23,869.40

CDIC account \$15,904.06.

Kyrian reported a negative cash flow of \$44,773.31 for the month of May.

Finance Committee: Chairman Larry Miller had nothing to report. The committee will meet next month.

Rolling Stock Committee: Bob Hoffman reported on car #3300: The fan motors and fans are being overhauled. The re-upholstered seats are back and are being installed. The batteries for the car, tentatively to be purchased, will not hold a charge and will not be purchased. Work on car #6200 will begin again soon. The Chapters cars will be prepared for any possible operation this summer. The Chapter has received permission for the S.P. to lease the spreader to the NCO but has received no further word from the NCO.

Membership Committee: Darlene Morrison reported an estimate of \$585.70 to print the new Chapter membership directory. Directories will now be published every other year. The Chapter now has a P.O. box for membership renewal use. (P.O. box 2384, Portland, OR 97208-2384). Doug Auburg moved, seconded by Kerrigan Gray, to appropriate \$600 for printing the Chapter membership directory. Motion passed.

Concessions Committee: Marilyn Rehm reported little activity due to no excursion being run for Steam Expo in Vancouver, B.C. Marilyn advised that she is working with Shady Dell to share incoming freight costs on concession merchandise. Moved by Doug Auburg, seconded by Fred Dorsett, to approve the proposed appropriation request form for concession items. Motion passed.

Activities Committee: Moved by Doug Auburg, seconded by John Holloway, to approve the appointment of Tom Brewer as the new Activities Committee Chairman. Motion passed. Tom Brewer reported that he is rushing preparations for the Chapter picnic on Friday, June 20th. Moved by Kerrigan Gray, seconded by Fred Dorsett, to proceed with the picnic at Washington Park. Motion passed.

Library Committee: Moved by Doug Auburg, seconded by John Holloway, to approve the appointment of Bob Slover as the new Library Committee Chairman. Motion passed. Bob announced that the committee will meet on Sunday, June 22.

Historical Foundation Committee: Bob Slover reported for Walt Grande that there was nothing new to report.

Excursion Committee: Connie McCready reported for Steve Howes who was not present. Connie reported that the committee is still waiting for

MORE →

PACIFIC NORTHWEST CHAPTER - BOARD OF DIRECTORS MEETING - 6/12/86 (continued)

Amtrak to give final confirmation of the Vancouver, B.C. trip. Concern was expressed by some board members about the delay in approving this trip due to the short time available to sell the trip. Moved by Doug Auburg, seconded by Jack Pfeifer, to develop at once plans for an alternate trip to Spokane if the Vancouver, B.C. trips falls through, to get a quotation from Amtrak for Spokane, and to contact the hotels in Spokane. Motion passed.

Moved by Doug Auburg, seconded by John Holloway, to assign a board member to each committee to act as liaison to report to the board on each committee's activities. Motion passed.

Moved by Doug Auburg, seconded by Al Viewig, to schedule a special board meeting on Thursday, June 26 to decide on whether or not to proceed with an excursion to Vancouver, B.C. or to substitute a Spokane excursion. Motion passed.

Picnic: Tom Brewer advised that he will need \$150 for food for the picnic plus the fee for the Zoo train. Moved by Doug Auburg, seconded by Al Viewig, to appropriate \$300 for picnic expenses. Motion passed.

Museum Committee: Mary Lou Weaver reported that the museum committee is working with a consultant on a possible museum train and other ideas. Moved by Doug Auburg, seconded by Al Viewig, to encourage Mary Lou to explore further the concept of a museum train. Motion passed. The board asked Mary Lou to complete a position paper for the Chapter to use when presenting its ideas for a museum to various officials.

OLD BUSINESS

Insurance Review: Rich Carlson reported that nothing has been done about hiring a consultant to review the Chapter's insurance coverage.

Sleeping Cars in Silvis: Rich Carlson reported that the Union Pacific will help with locating insurance and a special move rate for the cars the Chapter has purchased in Silvis, IL.

O & C Celebration: Rich Carlson reported that the Association of O & C Counties and the Timber Industry Assn. are interested in promoting the celebration of the completion of the Oregon & California RR.

Policy Book: Doug Auburg reported that he has purchased the covers for the Chapter policy book. Doug and Dave Van Sickle will work on developing the policy book.

Sub-Leasing S.P. Leased Track: Rich Carlson has asked Bob Melbo of the S.P. if the Chapter can sub-lease part of its leased S.P. trackage. Melbo is optimistic that permission to sub-lease will be granted.

Moved by Doug Auburg, seconded by Al Viewig, to authorize Connie McCready to tell the management of the ship Pegasus in New Westminster not to show the rooms to any more Chapter members. Motion passed.

Moved by Al Viewig, seconded by Al McCready, to appropriate up to \$600 to send Rich Carlson to the NRHS national convention as alternate repre-

MORE →

PACIFIC NORTHWEST CHAPTER - BOARD OF DIRECTORS MEETING - 6/12/86 (continued)

sentative for the Chapter in place of National Director John Holloway. Motion passed.

Light Rail Album: Rich Carlson proposed that the Chapter consider publishing an album for the light rail opening. Moved by Doug Auburg to authorize Rich to look into the idea. Motion died for lack of a second.

By Law Revision: Moved by Jack Pfeifer, seconded by Kerrigan Gray, to add section 8.03 to the by laws to establish an elections committee as follows: "There shall be an Elections Committee established to supervise the annual election of officers and Board Members. The Elections committee shall consist of not less than three nor more than five chapter members in good standing, none of whom may be current Board members nor candidates in the election to be supervised by them. The elections committee shall be appointed by the President at the September business meeting with the advice and consent of the Board. It shall be charged with conducting the Chapter election in accordance with Section 4.03 of the bylaws." Also renumbering of section 8.03 Finance Committee to 8.04 and 8.04 Standing Committee to 8.05. The change to be referred to the membership for final approval. Motion passed.

The board discussed the unauthorized opening of mail in Room 1. Mail to Rich Carlson, Ed Immel and the treasurer has been opened by others. Moved by Kerrigan Gray, seconded by Al Viewig, that a method be developed to secure the mail. Motion passed.

Excursion Newsletter: Rich Carlson stated that we promised subscribers that the Chapter would publish five issues per year of the excursion newsletter but that this is not being done. Rich stated that he wants five issues per year sent out. Moved by Doug Auburg, seconded by Al McCready, that it be Chapter policy that the excursion newsletter be sent out before press releases are sent out to the commercial press about an excursion. Motion passed.

Moved by Doug Auburg, seconded by Jack Pfeifer, to invite state representative Rick Bauman to the June 26th board meeting to present an idea for a "Freedom Train" to celebrate the 200th anniversary of the United States Constitution. Motion passed.

Donation of S.P. Wigwag Signal: Gordon Zimmerman advised that for a cost of \$500 the Chapter can acquire an S.P. wigwag signal. The price includes moving the signal to Zimmerman's home for storage. Moved by Kerrigan Gray, seconded by Doug Auburg, to offer \$400 for moving the signal and removal of its base. Motion passed on a show of hands.

Meeting adjourned at 10 45 PM.

Respectfully submitted:

Chuck Storz
Chuck Storz, Secretary

The President's Page by Rich Carlson

As a result of the opportunity which arose during the negotiations for a new convention center, the Portland Development Commission has obtained an option to purchase Union Station and surrounding acreage. If exercised, hopefully whatever project is constructed will complement and preserve the historical and operational qualities of this splendid 90-year old depot. Fortunately the convention center is to be built at the Holladay/Union site bounded on the north by the new LRT Banfield line.

On Thursday, June 19, LRV 107, operating under electric power, crossed the Steel Bridge and proceeded down N.W. and S.W. 1st avenue. Crews are still working on the overhead wires in a section along the Banfield, some passenger shelters are not completed, and some park and ride lots are still under construction. But downtown testing will commence soon in preparation for the Friday, Sept. 5 first day of operation. Revenue service will start on Sept. 8.

The chapter held its annual picnic on June 20 up in Washington Park near the Rose Gardens. An estimated 125 persons came out to enjoy the hot dogs and pop as well as to ride the Washington Park & Zoo Railway steam train. Gary Oslund had the engine shining and a number of people took more than one ride so they could enjoy the locomotive work its way up the 4% grade or negotiate the tight curves. Oslund is doing a good job on the railroad; most of the equipment is looking better than it has in decades. By the way, did you know the railway has its own USPS special postmark? Each day all mail deposited at the zoo stop or on No. 2 train gets the unique cancellation.

Speaking of that, the special pictorial postmarks that will commemorate the first day of operation of the LRT line on September 5 have already been received by the post office. The Portland "station" (that's postal station!) will be in Pioneer Courthouse Square, while the Gresham one will either be at Gresham City Hall station or at the end of the line, east of Cleveland street. Our steel-engraved cacheted envelope is in work and the artwork looks very good. They'll be stamped with "historic streetcar" stamps and cancelled with the special postmarks, which depict a side view of an LRV. Plans are to sell the covers at both ends of the line during the opening weekend celebrations.

On matters philatelic, I went back to Chicago for a short visit last month and attended "Ameripex," an international stamp exhibition that was the most successful ever. Over 154,000 persons, not counting children, attended the 11-day long event, and each day the USPS offered a different pictorial postmark. My trip there involved going to Centralia, Illinois, where I missed "The Illini" by about ten minutes and waiting for "The City of New Orleans" which I rode to Chicago. While in Chicago, I rode the "L" and Metra commuter trains on C&NW tracks from Oak Park to Chicago to Winnetka. The city does have excellent mass transit service in all directions, and they plan to build a new "L"/Subway line southwesterly out to Midway Airport.

It looks like our hopes to run a special excursion train to EXPO 86 have been dashed. I had thought that all that was needed was to dust off and update the arrangements from our Sept. 1984 excursion to Vancouver. But reports are that CN was dilatory in responding to Amtrak's inquiries, and while BN was cooperative it had two pages of demands and requirements re liability, etc., and it became apparent that we would not have sufficient time to market and plan the trip, once we obtained the cost figures. It is clear that running a passenger train to Canada these days is no simple matter. We will be running a number of excursions in September, however, so keep posted!

On its regularly scheduled trains, Amtrak is doing very well this year. The Coast Starlights are enjoying excellent ridership this summer. Overall, revenues were up by \$33.7 million in the first half of FY86, a nine percent gain and substantial increases in passenger-miles are reported. ALL ABOARD AMERICA fares increased on June 29 to \$159, \$239 and \$299, for one, two and three regions, respectively. Still a bargain! Private car movements are also way up, and they expect to see the largest gathering of private varnish yet at the AAPRCO Convention '86 in Milwaukee.

Nautical buffs equip fledgling maritime center

By KAREN LUNDERGAN

When the Oregon Maritime Center and Museum opens its doors in August, it will provide permanent shore leave for a small fleet of remnants from nautical history.

Navigation instruments, paintings, ship models, scrimshaw, and "other items of maritime interest" will occupy the 2,200 square feet (and possibly more) of Portland's first and only maritime museum, said Dr. Everett Jones.

Along with retired Navy Capt. Bill Peterson, Jones—a member of the Nautical Society of Oregon—has taken on the responsibility of developing the museum, which will be located in the historic Smith Building (circa 1872) at 111 S.W. Front Ave.

The location is a good one, said Jones, because of its proximity to the waterfront, the Battleship Oregon Monument and Saturday Market. It is also in the same neighborhood as the Portland Police Museum, Portland Fire Department Museum and the Yamhill and Skidmore-Old Town historic districts.

"There's a lot of activity centered around this area," said Jones, who has projected that the museum will attract between 75,000 and 100,000 visitors a year.

In the six years since the museum building project was incorporated as a non-profit organization, the two-person committee of Jones and Peterson has been responsible for most of the organization of the project, although it has a backup group of close to 100 "charter members" of the

Oregon Maritime Center and Museum. The group is still in the process of obtaining \$50,000 that is needed to "get us well under way" for the first year, said Peterson.

To reach that financial target, an audio-visual program is being put together for presentation to area businesses and "shipyard types" on which Jones and Peterson have pinned their financial hopes.

Jones said that he is also applying for grants from foundations that might be will-

ing to provide financial backing. For now, he said, the group has enough money of its own to sustain initial start-up fees, but more will be needed to maintain the operating costs of the museum.

So far, Jones and Peterson have found that obtaining plenty of artifacts has been their smallest worry.

"We should have a really quality museum," said Peterson. He said that he and the other charter members are "not after a hodge-podge" of goods. Said Jones: "We want to be selective and representative." And both agree that what they would like to see more of is artifacts with a local connection.

Among the items that have been gathered for display at the museum is an octant—"it preceded the sextant," says Peterson—from the John Barrymore collection.

Peterson and Jones are working on finding a ship they can moor for visitors near the museum building. Possibilities include the steam tug Jean, which is in Lewiston,

Idaho, and the schooner Sara, which is in Newport, Ore.

During his 34-year career with the U.S. Navy, and since his retirement in 1976, Peterson says he has made "almost a pilgrimage" each year to gather items for his own extensive collection of nautical artifacts, part of which will be on display at the museum. He obtains many of his treasures from nautical antique dealers and auctions, many of which are in New York and London.

Among his possessions are a 180-year-old telescope and—his favorite—a marine chronometer that was used to determine longitude.

Jones and Peterson believe the museum is a necessary addition to Portland's roster of tourist attractions, as the city now is the only major port on the West Coast that does not have a maritime center. Jones said he is confident the museum "will enhance tourism and will enhance educational and cultural" opportunities.

Beyond all else, however, Jones and Peterson hope the public will regard the Oregon Maritime Center and Museum as their own—"a place for the people to go," said Peterson. They remain undecided as to whether they should charge admission for the museum, and are leaning toward setting up a donation box instead.

One thing they will accept is donated help. "We love volunteers," said Peterson, "in any facet."

WEEK OF JUNE 23, 1986

© The Business Journal
P.O. Box 14490
Portland, Oregon 97214

REPRINTED WITH PERMISSION

.....

MRS. JOHN L. JONES, black-garbed little widow of the folksong hero, 147 Union St., Jackson, Tenn., is fighting mad. Some lowdown, nogood polecat of a souvenir-hunter stole a freshly planted rosebush from Casey's grave in the unfenced Mt. Calvary burial ground on the edge of town.

That bush came all the way from Portland, Ore., the joint gift of four Oregon division locals of the Brotherhood of

Locomotive Engineers representing the SP, UP, NP and SP&S. It was planted by Charles J. Keenan, a Portland railroader and philatelist, at the big celebration for the first-day sale of the Casey Jones 3-cent commemorative stamp last April 29th. The specimen, known as the "Casey Jones rose," had been developed with great care by sponsors of the Portland Rose Festival. But the very next day, when Mrs. Jones went to the cemetery to water the new bush, she found only a hole in the ground. Someone had dug up the plant during the night!

Fortunately, no souvenir-hunter has chipped the Casey Jones grave marker.

RAIL ROAD

MAGAZINE

September, 1950

Vol. 52, No. 4

©1950
ALL RIGHTS RESERVED

SP+S

Q. Furnish a brief account of the Spokane, Portland & Seattle Railway.

A. The Spokane, Portland & Seattle was incorporated in Washington on August 22, 1905. In December 1943 the properties of the Gales Creek & Wilson River Railroad were purchased and in December 1944 the United Company, a former subsidiary, was merged. The SP&S owns the entire capital stock of the Oregon Trunk Railway and 99.8 percent of Oregon Electric Railway's stock. Northern Pacific and Great Northern jointly own the Spokane, Portland & Seattle. Company headquarters are located at Portland and there

are 3393 employes on the payroll. Equipment consists of 87 locomotives (56 steam and 31 Diesel); 2135 freight cars; 44 passenger cars; 452 pieces of work equipment—a total of 2631 cars. The line also owns 19 motor trucks.

Mainline trackage owned totals 749.31 miles, with principal sections as follows:

- North End Columbia River Bridge to Northern Pacific Jct., Kennewick, Wash.....219.76 miles.
- Northern Pacific Jct. east of Pasco to Scribner, Wash.....135.79 miles.
- Bowers Jct. to Eugene, Ore.....122.79 miles.
- Wishram, Wash. to So. Jct., Ore. 85.30 miles.
- Goble to Seaside, Ore..... 79.41 miles.

Total mileage owned, including branch lines, is 853.98.

RAILROAD

MAGAZINE

Originally Railroad Man's Magazine, founded 1906

February, 1950 Vol. 51, No. 1 35 Cents

The material printed or reprinted on this page originally appeared in RAILROAD MAGAZINE and they are the owners of the copyright, copyright 1950.

MILN GILLESPIE

A WALKING TIMETABLE is Miln Gillespie, Southern Pacific's head ticket clerk at Fort Ord, California. Harry C. Thompson of Levittown, L. I., tells us that Gillespie has memorized all the scheduled stops of U. S. railroads listed in the *Official Guide*.

"Just to give you an idea of what that means," Thompson goes on, "the *Official Guide* lists 70,000 stops on 690 railroads, and every month runs to over 1500 figure-packed pages.

"Although some people look on Gillespie's prowess as only a unique hobby, to him it is also something that helps him do his job better. Railroading has been his love ever since he received a copy of the *Guide* at the age of twelve.

"He broke into railroading in 1940, trucking freight at Southern Pacific's Park Street freight-house in Portland, Ore. Then, following a short stint in a stationmaster's of-

fice and in the freight traffic department, he bid in his first ticket job on the Southern Pacific at Salinas, Calif.

"The army called in 1942 and Gillespie served with the 715th Railway Operating Battalion, Military Railway Service, seeing eight months in North Africa and twenty months in Italy.

"Back home again, Miln took on the head ticket clerk job at Fort Ord and really went to work on his schedule-memorizing. He uses no special method, but while keeping tabs on changing timetables in the *Guide*, he manages to pick up more valuable information. For fun, when a new train is being put on he tries to figure what time-schedules and stops it will be given.

"Although Gillespie relies on his prodigious memory to provide a passenger with routing, he never fails to check the *Guide* before selling an inter-line ticket. He is a real railroad booster who wants to see passengers go all the way by rail on routings that will make connections. On this score don't get Miln Gillespie

going on the cooperation and coordination needed in railroad scheduling, if the lines are to compete efficiently with other modes of travel. He'll give you almost as many reasons as there are schedules in the *Guide*."



Southern Pacific
Memory wizard, Miln Gillespie, can tell you your train's arrival or departure time, quicker than you can say "timetable"

N R H S CHAPTERS FOR 1986

Alabama Gulf	13	Heart of Dixie	152	Promontory	83
Arizona	55	Horseshoe Curve	77	Queen & Crescent	18
Alexander	18	Indianapolis	37	Red River Valley	57
Ark-La-Tex	20	Inland Empire	133	Rio Grande	25
Asheville	16	Intermountain	302	Rivanna	19
Atlanta	298	Iowa	92	Roanoke	150
Augusta	29	Jersey Central	104	Rochester	137
Baltimore	268	Kansas City	63	St. Louis	92
Bergen-Rockland	85	Lack & Wyo Valley ..	180	Scioto Valley	19
Blackhawk	48	Lake Shore	127	Snake River	22
Black Hills	15	Lancaster	233	S E Louisiana	40
Blue Ridge	35	Laurentide	10	Southeast Texas	11
Bluewater Michigan .	385	Lehigh Valley	139	Southern Nevada	26
Boston	108	Leatherstocking	18	Southern Oregon	16
Brit Columbia	9	Little Rock	35	Spencer	50
Bucktail	27	Long Island-Sun Tr .	104	Sunbelt	19
Buffalo	190	Louisville	59	Susquehanna Valley ..	49
Cape Cod	23	Memphis	37	Tacoma	115
Cape Fear	28	Miami	24	Tampa Bay	110
Central Coast	143	Midwest	128	TG&NC	32
Central Florida	42	Miss Great Sou	28	Tennessee Valley	59
Central New York ...	169	Mohawk & Hudson	272	Tidewater	90
Central Oklahoma ...	77	Nashville	49	Topeka	58
Cent Pennsylvania ..	132	* Delaware Valley	105	Tri-State	119
Central Sierra	26	New Orleans	46	Ulster & Delaware ...	27
Cent So Carolina ...	43	New York	51	Utica & Moh Valley ..	135
Central Texas	42	North Alabama	85	Washington DC	452
Champlain Valley ...	110	North Cascades	7	Watauga Valley	86
Charleston	39	North Florida	118	West Connecticut	37
Chatt Valley	8	North Jersey	60	Western Kentucky	12
Chicago	33	Northstar	50	Western Maryland	35
Cincinnati	194	N W Illinois	61	West Florida	11
C.P.Huntington	167	Northwoods	17	West Jersey	178
Colorado Midland ...	76	Old Dominion	253	West Michigan	24
Conneaut	34	Old North State	17	Wichita	44
Conn Valley	32	Old Pueblo	24	Wilmington	70
Coosa Valley	8	Old Smoky	89	Winchester	50
Cornell	41	Ontario & Western ..	207	Winston-Salem	48
Cornhusker	19	Oregon Coast	11	Wisconsin	141
Cumberland Valley ..	22	Overland	14	Wisconsin Valley	13
Danville Jct	28	Owensboro	49	Yazoo & Miss Valley .	6
East Carolina	51	Ozarks	9	Associate	1075
Eastern Nebraska ...	52	Pacific Northwest ..	411		
East Tennessee	13	Palm Beaches	29		
Enid	31	Pearl River Valley .	14		
Florida E. Coast ...	32	Pee Dee	18		
Greensboro	57	Philadelphia	387		
Greenville	57	Pied Carolinas	94		
Gulf Coast	150	Pittsburgh	97		
Gulf Wind	23	Pocahontas	25		
Harrisburg	63	Pontchartrain	26		
Hawaii	13	Potomac	135		
Hawk Mountain	56	Pott & Reuding	55		

12665

[Does not include Family members total 2203]

* Delaware Valley used to be New Hope; should be listed after Danville Jct.

Light-rail party due for a roll

Plans for "Ride the Rails," a 25-mile rolling party to celebrate the official opening of Tri-Met's light-rail line, are being made by community and merchant groups in Gresham, mid-Multnomah County and Portland.

Regular service on the \$214 million rail line will begin Monday, Sept. 8, — on time and under budget, according to Tri-Met spokesman Doug Babb.

Joan Biggs of Joan Biggs and Associates is head of the steering committee planning the rolling celebration,

scheduled Sept. 5-7.

The committee is made up of representatives from the Gresham, Gateway, Rockwood, Hollywood, Lloyd Center, Old Town and downtown Portland communities.

Tri-Met has contracted with Biggs' firm to coordinate the three-day event that will be privately financed.

The Tri-Met board recently cut the \$500,000 budgeted to promote the line, so the agency has no money for the celebration, Babb said.

Biggs said free service will be offered on the light-rail trains throughout the three days, with the trains stopping at events along the way.

Local and national dignitaries will be at a grand opening ceremony Sept. 5 at the line's eastern terminus in Gresham.

In addition, each of the communities will plan and stage its own activities.

Rockwood and Gateway will combine their events, possibly with a circus theme, spokeswoman Sharron Kelley said.

In the Hollywood area, Karyl Whelan of the Hollywood Boosters said events will center at the light-rail station at Northeast 42nd Avenue and Halsey Street.

Lloyd Center's light-rail station at Holladay Park will be the setting for that community's events, said committee member Arlene Layton.

Old Town merchants will link the arrival of the new rail system with the community's annual Autumnfest celebration, said businessman Sam Naito.

In downtown Portland, Mayor Bud Clark will open the line at its western terminus at Southwest 11th Avenue and Yamhill Street, Biggs said.

Here's Your Chance to Name Our New Light Rail System And Be A Part Of Oregon History!

On Friday, September 5, 1986, Oregonians will begin riding on the new light rail transportation system from Gresham to Portland.



Although it has many great features going for it, the one thing it doesn't have is a name.

NAME THAT TRAIN GUIDELINES

We'd like your opinion. Which of the names listed below do you think is the best? Or, what do you think it should be named? Remember, when you vote, consider the following guidelines Tri-Met employees used:

- Short** The name should be one syllable if possible, no more than two.
- Easy** Easy to pronounce, spell, and especially easy to understand what the word means.
- Positive** The name should help people feel good about the Light Rail system and Tri-met.
- Human** The name should not have a technical or bureaucratic sound to it. It should sound friendly, human, warm.
- Pertinent** It should relate, in some way, to the system, the vehicles or the operation. The name could also reflect the character of the tri-county area (not just Portland).

- Light Train**
- The MET**
- The Rose**
- Light Rail**
- The MAX**
- The Roseliner**

TRI MET LITE RAIL NAME CONTEST OVER

In this publication is a reproduction of part of the Oregonian contest for the masses to give the mass transit thing a name. The reproduced parts do not give any contest deadline because the contest is over. It was reproduced to show us the efforts that went into the selection of the name of the lite rail line.

oo000oo

PROPOSED BYLAWS CHANGE

(Add) Section 8.03. Elections Committee. There shall be an Elections Committee established to supervise the annual election of Officers and Board Members. The Elections Committee shall consist of not less than three nor more than five chapter members in good standing, none of whom may be current Board members nor candidates in the election to be supervised by them. The Elections Committee shall be appointed at the September business meeting with the advice and consent of the Board. It shall be charged with conducting the Chapter election in accordance with Section 4.03 of the bylaws.

(Change) Section 8.03. Finance Committee.

(to) Section 8.04. Finance Committee.

(Change) Section 8.04. Standing Committees.

(to) Section 8.05. Standing Committees.

This change makes provision for the Elections Committee and its duties. This committee was specifically mentioned in the recent changes of Section IV of the bylaws.

The Board of Directors has approved the above change and the members will have to vote on the change in a month or so. Complete copies of the Bylaws will be sent with the Membership Directory this month.

LOCAL MEMBERSHIP SERVICES

PLEASE NOTE: The Chapter now uses a local postal box for MEMBERSHIP mail, such as the payment of dues.

Send your membership dues and notes to:
NRHS MEMBERSHIP SERVICES
PO BOX 2384
Portland OR 97208-2384

oo0000oo

NATIONAL MAILINGS TO YOUR HOME

In June you should have received a slick copy of the National Railway BULLETIN, volume 51, number 2. It was dressed up in orange. You have to keep National informed of your current address. The magazine does not usually get forwarded by the post office. Our local chapter might know you moved, but National wants you to tell NRHS directly about your moves.

oo0000oo

TRI MET LITE RAIL NAME CONTEST OVER

Elsewhere in this publication is a reproduction of part of the Oregonian contest for the masses to give the mass transit thing a name. The reproduced parts do not give any contest deadline because the contest is over. It was reproduced to show us the efforts that went into the selection of the name of the lite rail line.

oo0000oo

BOARD REQUIRED COMMITTEE EXPENDITURE FORMS

Elsewhere in this publication is a reproduction of a form that has been approved by the Board of Directors for the use by Committee Chairmen in their quest for cash from the treasury of this hallowed group.

If you are a Committee Chairman it would make it easy for the Board to pay out cash if you used the form. The form was drawn up by a non-Board member so it is pretty self explanatory. Go make some copies now.

oo0000oo

BLAIR and BOGUE

The following two short biographies are reproduced from the ENCYCLOPEDIA AMERICANA which printed them under copyright and reserved all rights:

BLAIR, John Insley, American capitalist and philanthropist: b. Belvidere, N. J., Aug. 22, 1802; d. Dec. 2, 1899. In early life he was employed in a country store at Hope, N. J. He settled in Blairstown and acquired an interest in the Oxford Iron Furnace, and became an associate in the pioneer attempt to manufacture iron with anthracite coal, in 1846; subsequently becoming the individual owner of more miles of railroad property than any other man in the world. With the Scranton brothers he constructed the road now known as the Delaware, Lackawanna & Western. He acquired a very large fortune; loaned the federal government more than \$1,000,000 in the early part of the Civil War; built and endowed at a cost of more than \$600,000 the Presbyterian Academy in Blairstown, N. J.; rebuilt Grinnell College, Iowa; erected Blair Hall and made other gifts to Princeton University; was equally liberal to Lafayette College; and had erected more than 100 churches in different parts of the West, besides laying out many towns and villages on the lines of his numerous railroads.

BOGUE, Virgil Gay, American engineer: b. Norfolk, N. Y., 20 July 1846; d. 14 Oct. 1916; graduated Rensselaer Polytechnic Institute; assistant engineer Prospect Park, Brooklyn, 1868, and for 10 years was in Peru on railway

work. During 12 years' service with the Northern and Union Pacific companies, he discovered "Stampede Pass" across the Rocky Mountains in 1881. In 1905 while established as a consulting engineer in New York city, he became chief engineer and vice-president of the Western Pacific Railroad, and subsequently was consulted on improving the navigation of the Columbia River, on the harbor plans for Tacoma, Wash., and in the trans-insular railroad for South Island, New Zealand.

•••••

The Chapter has a copy of a 1986 NRHS DIRECTORY which was supplied to us by Chairman V. Allan Vaughn. The listing for our Chapter says that we exchange newsletters and that we have a museum facility which is an operating museum with established hours and one that is open to the public. It also says that our museum contains locomotives, passenger cars, & freight cars and/or work equipment. We have a library and it says the museum contains shop areas for equipment repair, has a building, and contains a steam locomotive and electric locomotives. We reportedly have an annual banquet, operate excursions, present slide and movie programs, have guest speakers at meetings, conduct railroad facility tours, publish books or periodicals, & sell photos and/or other railroadiana.

•••••

PURE AS SILK, OR SMOOTH AS SILK McCREADY

Since we have two McCready's it is wise to mention now we are referring to AL McCREADY of the Connie and Al team. A while ago, and the amount of the "while" depends on if you ask Al Viewig or Al McCready, but a while ago Al McCready wrote a detailed factual story on the SILK TRAINS of the 1920's or so.

The SILK TRAIN article has recently been reprinted in the ORDERBOARD, the monthly newsletter of the Tampa Bay Chapter of the NRHS. Maybe folks down in Florida are more in tune with silks? The Tampa Bay Chapter has Clem Heilen as its president who seems to know one heck of a lot about Ridgewood trolleys and maybe everything else.

PROPOSED WAIVER OF LIABILITY

THE FOLLOWING IS THE PROPOSED WORDING THE CHAPTER COULD USE TO REDUCE THE CHANCE OF THE CHAPTER OR ONE OF OUR LOCAL RAILROADS GETTING SUED BY A MEMBER OR THE CHAPTER MEMBER'S FAMILY. THE RAILROADS MAKE US SIGN A WAIVER WHENEVER WE USE ROOM 208 SO THE CHAPTER WOULD NOT BE OUT OF LINE TO SET UP SUCH A SYSTEM:

PRINT NAME: _____

In consideration of the acceptance of my application for membership and of the acceptance of my dues, I, the undersigned, having fully apprised myself of the nature of the Chapter's efforts to restore equipment, operate excursions, and maintain an office, and having full knowledge of the risks incident to being a member, I **FREELY AND VOLUNTARILY AGREE TO ASSUME ALL RISKS** incident to or arising from my participation in this Chapter.

I attest and verify, having full knowledge of my physical condition and limitations, that I am physically fit for participation in Chapter events.

I further **WAIVE AND RELEASE** for myself, my heirs, assigns, executors and administrators, all railroad companies and all chapters of the National Railway Historical Society and all their offices and employees from any and all claims, demands, actions or causes of action for damages or injury, known or unknown, that I may have against them incident to or arising from my participation in this Chapter.

I will also assume and pay my own medical emergency expenses in the event of accident, illness or other incapacity incident to or arising from my participation in this Chapter.

If I am under the age of 18 years I shall not sign this. In the case where I am under the age of 18 years this WAIVER is signed below my parent or legal guardian. If I am under the age of 18 years I understand that I must sign a Waiver of Liability when I turn 18.

SIGNATURE: _____ DATE: _____

•••••

VISIT TO LONG ISLAND NY SUNRISE CHAPTER NRHS

A family religious ceremony on Long Island the weekend of the Sunrise Chapter meeting made it possible for me to drop in and see how some of the other meetings of the NRHS go. I took my 14 year old Godson from Garden City along (hey, they are liberal in who they ask to be a Godparent in that crowd) and we found 60 or so friendly people in the Church basement. One item that cannot be hushed up is that all of those people spoke with an accent.

It appears that the Chapter is involved with the ownership of some equipment that is in use in New Jersey and the planned field trip to visit their rolling stock sounded interesting but out of my range of available time.

Overall it was a good chance to see that 3000 miles away they seem to have basically the same problems and successes that we have and now I wonder how many other Chapters are run as smoothly as the Sunrise and as smoothly as we are run. Go visit them when you next are on Long Island. Same nite as our meetings.

oo0000oo

- Al Viewig

REQUEST TO EXPEND CHAPTER FUNDS

The _____ Committee of the PNWC-NRHS is of the concensus that the Board of Directors should approve the following expenditure:

ITEM - _____

This purchase would provide the following to the Chapter:
(cost savings, revenue generating, historic preservation, etc)

COST - \$ _____ FIRM COMMITTEE VENDOR
ACQUISITION COST - \$ _____ (FREIGHT, TRANSPORTATION, ETC.) ESTIMATE ESTIMATE
OTHER COST - \$ _____ (SPECIFY) _____
TOTAL COST \$ _____ Which is % of total Committee budget
and % of remaining Committee budget

ACTION TAKEN:

APPROVED by poll of the Board. Surnames of members agreeing -

APPROVED by vote at regular board meeting of _____

APPROVED by a majority vote of the general membership _____
This approval authorizes the Committee Chairperson to initiate the requested purchase and the Treasurer to allocate the funds. If the actual cost exceeds the approved amount by 10% or more, the Treasurer is instructed to:
 Pay the bill. Pay only the approved amount
 Pay nothing without further Board approval

TABLED awaiting further information: _____

DISAPPROVED.

BOARD REQUIRED COMMITTEE EXPENDITURE FORMS

If you are a Committee Chairman it would make it easy for the Board to pay out cash if you used the form. The form was drawn up by a non-Board member so it is pretty self explanatory. Go make some copies now.

THE TRAIN LINE

by Doug Auburg

Let's look back in history again this month (after all, this is a historical society) and see what was in the railroad news 50 YEARS AGO, 25 YEARS AGO, and even 10 YEARS AGO.

FIFTY YEARS AGO--1936

For this news we'll look through some back issues of "Railway Age."

ITEM 1. In the October 17, 1936 issue we find a little news brief announcing the delivery of the first two CB&Q Zephyrs from Budd's Philadelphia manufacturing plant to Chicago. A party was thrown in Philly to see the train off. The article then goes on to very brief description of the new light weight train.

ITEM 2. In the November 7, 1936 issue we find a complete article entitled: "Denver Zephyrs Hauled by 3,000-Hp. Diesel Locomotives." The story goes on to tell of the ten car Denver Zephyr trains which were powered by 1,800-Hp (2 900-Hp prime movers) in the Cab unit and another 1,200-Hp following along in the Booster unit, which also contained the boiler.

The train had only recently made its record breaking speed run over the CB&Q between Chicago and Denver. These diesel trains were so new and unusual that the bulk of the article is spent in explaining how they worked in great detail. If you'd like to know some details about these pioneers, this article might be worth your time to read.

ITEM 3. Finally for this month, we take an article from the March 7th issue. Again on the subject of this new and strange phenomena of diesel engines. This one entitled: "Diesel-Electric Freight Locomotive" tells us about a 133 ton, 1,600-Hp center cab engine which had just been completed by Westinghouse.

Some pains are taken to describe the center cab design which we are told was streamlined to avoid the "box car appearance frequently found in units of this type." I must say that their idea of "streamlining" and mine fifty years later are somewhat different. Following the general pattern of "Railway Age", the article goes on to explain the design of the 1,600-Hp locomotive. Engine technology of the time limited the size of diesel prime movers. In this case the locomotive used two 800-Hp engines.

TWENTY FIVE YEARS AGO--1961

For this news, we'll turn to "Trains Magazine."

ITEM 1. Some things haven't changed. In the September issue we find a picture of UP engine 844 (now 8444) at Green River, Wyoming. It was stopped there as part of a three day railfan excursion from Cheyenne.

ITEM 2. On the opposite page of the same issue we see a picture of seven of the West Side Lumber Company Shays in a line. Trucks had just taken over the work on the WSLCo that year and "Officials aren't optimistic about Shay's future." How much has happened on the WSLCo since then. When I visited the site in 1974, there was just a few tantalizing remnants of the steam operation left. The mill had burned down by then. Later, I visited again to see the site being carefully contoured and equipment restored with money supplied by Mr. Bell, formerly of Taco Bell and Chucky Cheeze. His plan was to set up an amusement park with steam trains to carry the tourist around. Now things have gone full circle as that operation went bankrupt and the equipment has been disbursed.

ITEM 3. Finally for this month I see in the April issue there's an article of interest to us entitled: "Would You Believe It?". It's the one page photo story of that "great" piece of movie drama: "Ring of Fire". For those of you that have never seen the film, you haven't missed much as far as the script or acting. However it does contain some interesting railroad shots in the Vernonia area as well as the subject of this little article: a spectacular trestle collapse which took place on an abandoned Simpson Logging Co. line near Shelton, WA. The story shows several critical shots in the collapse and explains how the "fire" and collapse were handled.

TEN YEARS AGO--1976

Here again I'll depend on my "Trains" collection to see what was going on.

ITEM 1. The first story is the editorial in the January issue. It discusses the subject of the caboose and the benefits of its passing. Since we see the passing of the caboose all around us ten years later, there may be some useful data here. The article talks about the Florida East Coast's practice of using no caboose by putting the conductor in the engine and putting a radio transmitter on the last car (end of train device). As I'm sure you know, the FEC could easily do that because they were, and still are, running a nonunion shop. However, the bulk of the editorial is devoted to discussions of experiments on two unionized railroads: The ICG and the MoPac. These early experiments involved TOFC movements and lowered tariffs necessary to compete with truckers between major cities in the midwest.

CHANGE OF PACE & A QUESTION

This is the third column I've written for the Trainmaster and the second following the pattern of looking back through old railroad magazines. Is it worth the effort? Do you find these little summaries at all interesting or should I try another format? I'd be happy to write about local happenings but so far no one has bothered to pass on a single piece of information to me. I'd appreciate your comments on how I might make this column more interesting--including not writing it.

TRACK BACK IN TIME ON "THE GOOSE"

SEASON OPENS JUNE 15

All Aboard the OP&E Railroad for an exciting 2-hour adventure. You'll pass historic Indian, mining and lumber sites as you wind through the beautiful Row River Valley and up into the majestic Cascade Range.

"The Goose" steam engine pulls out weekends at 10 a.m. and 2 p.m. (reservations suggested) from the Village Green Station off I-5, 20 miles south of Eugene; diesel departs weekdays at 2 p.m.

**Special rates available for groups and charters.
Senior discounts, too.**



**OREGON
PACIFIC &
EASTERN
RAILROAD**

Call or write:
P.O. Box 565
Cottage Grove, OR 97424
(503) 942-3368

What Type of Member Are You?

[Editor's Note: Jim Noble found this in a newsletter without attribution to the author. In light of the PLA's many projects we hope it will give some members something to think about.]

Are you an active member?
The kind that would be missed?
Or are you just content
That your name is on some list?

Do you attend the meetings
And mingle with the flock?
Or do you attend,
Just to criticize and knock?

Do you take an active part
To help the work along,
Or are you satisfied to be
The kind that just belongs?

Do you ever voluntarily help
At the guiding stick,
Or leave the work to just a few
And talk about the clique?

Come out to meetings often
And help with hand and heart.
Don't be just a member,
But take an active part.

Think this over member,
You know right from wrong.
Are you an active member,
Or do you just belong?

Pacific Locomotive Association

May 1986 Page 2 The CLUB CAR



THANKS TO THE T M HELPERS

Due to sheer problems associated with getting ten sheets joined up with a cover sheet a bunch of thanx have to be given to the few who helped in June when the previous issue of the Trainmaster was glued together. CHUCK STORZ did the covers and the mailing. MARILYN REHM, DAVID BROWN, and JIM EDGAR got the pages in order and the covers on right and did not staple too many of their fingers to the pages.

oo0000oo

FOREST GROVE TROLLEY PARK — The Trolley Park, west of Forest Grove (Glenwood) on Ore. 8 near 38 mile post. (357-3574) Non-profit Oregon Electric Railway Historical Society operates streetcar museum 11 a.m.-5 p.m. every Fri.-Sat. and holidays through Oct. 31. Attractions include rides on streetcars from around the world, museum tours, picnic grounds. For group reservations, write to Trolley Park Office, 17744 S.W. Ivy Glenn Drive, Beaverton, 97007. (842-5087) Admission \$3, children \$2, families \$7.50.

CHELATCHIE PRAIRIE RAILROAD RE-OPENS — Chelatchie Prairie Railroad depot, east end of Main St., Battle Ground, Wash., 10 minutes north of Columbia River off 179th St. Exit from Interstate 5. Pleasure rides featuring 2½-hour scenic backwoods tours between Battle Ground and Moulton Falls Park depart rain or shine at 11 a.m. and 2 p.m. Wed.-Sun. through summer. Dating in part from 1800s, railroad once was used for logging, milling, though most of it now has lost commercial usage. Capacity is 300 riders, first-come, first-serve, although charter trips are available. For more details, phone (206) 887-7428 or (206) 887-5151. Group rates are available, otherwise tickets are \$8, \$4 for ages 6-17, senior citizens \$5, younger than 6 years old \$2.

Television documentary tracks impact of black railroad workers

A 30-minute television documentary, chronicling the impact of African-Americans who came to the Northwest to work for railroads in the 1930s and 1940s, will have its premiere Thursday at the Oregon Historical Center.

The showing will be at 6 p.m. at the center's Beaver Hall, 1230 S.W. Park Ave., said Michael Grice, director of the World Arts Foundation Inc. production.

The video is called "Black Families and the Railroad in Oregon and the Northwest: An Oral History." Grants from the Oregon Committee for the Humanities and the National Endowment for the Humanities helped support the project.

The project, Grice said, "is a salute to the senior citizens of our community who didn't have much to work with but accomplished much."

FROM THE CHAIRMAN'S DESK OF NRHS -

Somewhere along the line a few of the professional rail magazines printed the ERRONEOUS information that RAILTOURS OF AMERICA was out of business. Those of you who read these monthly paragraphs know that RTA was reduced to one million; but is STILL IN BUSINESS!! Please advise anyone you hear saying that the NRHS has gone out business!! Naturally, our ability to handle conventional and escalating railroad requirements is curtailed, but if your excursion plans call for assistance in the million range, let us know.

Panel inks option to buy Union Station

By ALAN R. HAYAKAWA
of The Oregonian staff

The Portland Development Commission has acquired an option to buy Union Station and about 30 surrounding acres for \$11.8 million.

The agency paid Portland Terminal Railroad Co. \$10 for the option. Earlier, the site had been under consideration for a proposed regional convention center.

The option agreement was drafted with the convention center in mind, said Keith Borman, general solicitor of Union Pacific System, one of three railroads that are co-owners of the Portland Terminal Railroad Co., "but I don't think on its face it becomes contingent on the convention center.

"Union Pacific would like to see the site acquired for any public purpose not incompatible with the continuation of railroad facilities," Borman said.

Larry Dully, director of development for the commission, said the agency didn't yet have a specific project for the site, which until mid-May was under serious consideration as the site of a regional convention center. The Holladay-Union site near Lloyd Center in Northeast Portland was selected instead.

The purchase option, which arose from the railroads' interest in attracting the convention center to the site, amounts to a major redevelopment opportunity created by the convention center siting process.

Under the option, the agency could acquire the land for a "public purpose," Dully said. That could mean streets or public buildings, he said, but it could also mean redevelopment by a private developer. In the past, the Portland Development Commission has purchased land for resale to attract certain kinds of private investment, such as retail or housing, deemed by the city to be in the public interest.

What kind of development might be proposed for Union Station and how the land purchase might be financed are decisions yet to be made by the commission and the City Council, Dully said. Part of the 30 acres is within the Downtown Urban Renewal Area, but the area north of the Broadway Bridge is not, thus complicating the possible use of tax-increment financing, he said.

"If negotiations succeed, we would want to come up with a planning process and would come up with a plan in a public setting," Dully said.

The site is roughly a triangle bounded by Northwest Front Avenue, the Union Station Building and Northwest Ninth Avenue, said Christopher Kopca of the development commission staff.

He said the option still was subject

to "ratification" by the directors of Portland Terminal Railroad Co., representing Union Pacific, Burlington Northern and Southern Pacific Transportation Co.

Kopca said the option provides an easement for two rail lines that would preserve Burlington Northern and Amtrak operations.

Burlington Northern, which also owns the Hoyt Street rail yard west

and north of Union Station, originally had opposed sale of the station for the convention center. But it later changed its mind and energetically supported the proposal, saying it realized redevelopment of Union Station would make it economically more attractive to redevelop the Hoyt Street yard and that it would need city cooperation to rezone the area from industrial for commercial, office or retail uses.

WON'T YOU JOIN US ?

Won't you join us? Are you a pass-along reader of the newsletter, or a person interested in railroads or a person interested in just American History?

Why not join a group that has something for almost everyone who likes transportation or who just likes to ride trains? Our Chapter has members engaged in everything from mechanical and electrical restoration to urban archeology and serious primary source historical research, to, of course, members who enjoy just riding on and talking about trains.

Our meetings are held every THIRD FRIDAY evening of the month at the Portland General Electric auditorium on SE 17 between Powell and Holgate. We begin the meeting at 7:30 pm but many have arrived at 7 and all are friendly. There often is a "Membership Table" at the front door to try and welcome you into the crowd, but if you miss that, just go up to anyone and tell them that you are new and just wanted to say hi. It always works with our crowd, you will be accepted.

The monthly meeting consists of about one hour of business of hearing about our plans and accomplishments and then in the non-summer months we break for some light refreshments that are paid for on a "contribute what you can" basis. The balance of the evening consists of a slide or movie program.

Board meetings are open to the public and are usually on the THURSDAY eight days before the THIRD FRIDAY so that the tedious business can be conducted apart from the friendly nature of the monthly meeting of the Chapter members. The Board meetings are announced ahead of time but almost always they happen at the Columbia Gorge Model Railroad Club clubhouse at 7:30.

Annual dues of \$20 cover Chapter and National Railway Historical Society Dues. If you are already a paid member of another chapter you can join our Chapter at a reduced rate.

oo0000oo

CONCESSIONS COMMITTEE

You want #4449 MUGS ??? We got 'em!!!

The price is \$6.50 postpaid (\$5 if you pick them up).

Get your jacket orders in to Marilyn Rehm as soon as possible. The previously ordered jackets should be completed within 2 weeks. It took so long for the embroidery computer tape to arrive for the Daylight logo.

There will be a Concessions Committee meeting following the July 18 general meeting for all who can attend.

- Marilyn Rehm

oo0000oo

LIONEL MODEL TRAINS TO MOVE TO MICHIGAN

The Gulf Coast Chapter reports that Lionel Trains has a new owner. The 86 year old company was purchased by real estate developer Richard P. Kughn, who has reportedly been dreaming about owning the model maker since he was 7 (he is now 56).

The company will employ about 300 at the new home in Mount Clemens, Michigan, 20 miles from Detroit. The Lionel products have recently been made in Mexico.

Kughn says he will satisfy both adults who collect Lionel and children who delight in finding the trains beneath the Christmas tree every year.

The company was founded by Joshua Lionel Cowen in 1900 and has had several owners since his family sold it in 1970 after his death.

WE WELCOME THESE NEW MEMBERS

Please go out of your way at the next Chapter meeting to see that these folks are warmly welcomed into our Chapter:

STEVEN RAMSEY
JAMES ELLIOT
ANDREA RAMSEY
DONALD SNOWDON
WILLIAM FUHR
EDDIE BULTER

JOHN B. RYAN
RON LOUGH
GLENN DAY
RUTH DEXTER
COOKIE SNOWDON

MR. EDDIE BUTLER is connected with the RR Senior Citizens Association.

The MEMBER DIRECTORY is nearly ready for the press. We will get it to you as soon as it is printed.

- Darlene Morrison

oo0000oo

THE ESTACADA AREA HISTORICAL MUSEUM RAILROAD

Right now out in Estacada the Estacada Area Historical Museum is steaming straight (or is it strait?) ahead with its plans to get a running steam engine running in downtown Estacada.

The old right of way of the Portland Traction Company is the core of the destination tourist operation that will be a part of the museum. Currently the museum is headquartered in the Estacada City Hall building.

Mrs. Judy Schwartz is the president of the museum and she reports that a 2-8-0 Consolidation steam engine will be handed over to her museum this summer. The steam engine is now in Idaho and Union Pacific is now working on the plans to transport it to Clackamas.

The EAHM (Estacada Area Historical Museum) is a non profit 501(c)(3) tax exempt organization. Membership information is available at P O Box 956, Estacada OREGON 97023.

The EAHM has already purchased the railroad depot in Astoria and has also purchased the railroad depot in Tillamook.

The Museum has a firm working relationship with the Southern Pacific and the SP has offered the Museum a load of rolling stock. The Museum is making plans now on how they will store the equipment that they receive.

Currently there is talk that a trolley operation will be considered and that a live steamer group might be interested in relocating in the Timber Festival Park.

The Museum has an 85' turntable already and now they are getting ready to build a tourist style steam rail operation and museum. Several of the local rail related historical organizations are involved helping the EAHM and Mrs. Schwartz stresses that with the arrival of the 2-8-0 that more financing should become available. Right now they are relying on a local resident to provide \$5,000.00 for the delivery of the 2-8-0. Membership is available to any interested person.

Mrs. Schwartz mentioned that they have their eyes on an 0-4-0 switcher which may be delivered this August also.

If you are in the Estacada area it might be worth it to go visit the Estacada Area Historical Museum in the City Hall and find out about membership rules.

With their already donated five miles of track, the sound of a steam engine whistle cannot be far behind.

MOUNT RAINIER SCENIC RAILROAD

(from STEAM ECHOES, Sierra Mountain RR Club, June 86)

Mt. Rainier Scenic RR of Mineral, Washington, recently acquired a 45-ton GE unit. The 300-hp locomotive was formerly owned by the Port of Astoria (Oregon). Prior to that owner, the unit was General Services Administration No. 2 at Bell, California, and before that was U.S. Army No. 7047.

oo0000oo

LIBRARY COMMITTEE REPORT

Committee Chairman **BOB SLOVER** reports that the Library Committee met on June 22 to take action on several items. The Committee responsibilities were broken into separate areas and members chose those that they wanted to work in. The areas are:

- Review and acquisition of new material
- Indexing and cataloging of new material
- Setting up storage facilities
- Checking out and maintaining library materials
- Research
- Correspondence

A program for using library materials was set up. If you are interested in checking out a book or video on a subject, call Bob Slover (692-4782, evenings) and the material will be available at the next Board or Regular Chapter meeting. If it is needed sooner, a time can be set to pick up the item at Room 1. When you check out books or tapes, remember:

- Include your name, phone number, and date due.
- Check-out period is 30 days, with renewal if there are no requests for the material.
- If you want to check out more than 3 items, let a library committee member know.

If you have library materials that have been out longer than 30 days, please return them at the next board or regular meeting, or call Bob Slover to set up a time to return them to Room 1.

The shelves that Lee Jackson made are ready to be assembled, after they have had a coat of sealer applied. Then some of the material stored in Room 1 can be moved to Room 1A.

Several books and videotapes are being added to the library, including the Burlington Northern collection advertised in the magazines, and the recent book on Espee's crossing of Donner Summit.

The next meeting of the committee will be Monday, July 28, at 7 PM, in Room 1.

oo0000oo

WIGWAG MOVED

The recently acquired Chapter WIGWAG has moved. Out on the Westside Southern Pacific line near Yamhill recently one Saturday morning two Chapter members spent their entire day taking down the donated wigwag and moving it to the local storage building. **RICHARD MATHER** up from Salem assisted **GORDON ZIMMERMAN** and we owe them a bunch of thanks. Next time you see either of them relate your feelings that you did not have to pull it down.

oo0000oo

SP 4449 GOES TO HOLLYWOOD FOR DISNEY FILM

A Gulf Coast Chapter newsletter report:

The SP 4449 GS-4, owned by the City of Portland, was in California during March for the filming of the Disney Touchstone Films production of "Tough Guys," about, you guessed it, train robbers. No, not robber barrons, train robbers.

The movie stars Kirk Douglas and Burt Lancaster. The engine returned to Portland on April 16. Release is scheduled for fall 1986.

The 4449 received some considerable publicity with appearances on "Entertainment Tonight" and the CBS morning news. We understand that she has hired the William Morris agency to handle future bookings.

The movie includes a wreck scene but never fear, Daylight fans. In true Hollywood tradition the 4449 didn't do her own stunts. Her stand-in for the wreck was a one-inch scale live steam model. Some footage was shot using a full scale mock-up of one end of the engine. Expect a future article in Model Railroader covering that angle.

Speaking of Walt Disney Productions, did you know that Walt Disney himself was an avid railfan? His long-time associate and chief animator, Ward Kimball, got him hooked. According to Leonard Mosley's highly rated biography of Disney, "Kimball's passion for locomotives and railroad lore was (and is) such that he still has two full-size working locomotives and other impedimenta in his garden, a former citrus grove in the San Gabriel Valley of California; it also contains tracks along which the locos (one wood burning, the other coal fired) can run, a full scale model of a western railroad station, and one of the world's most comprehensive collections of model trains. Kimball's enthusiasm for his hobby fired Walt Disney with the same passion, and they traveled the USA together tracking down rare specimens of ancient railroad memorabilia, until finally Disney built his own track in the garden of his house in Holmby Hills."

The time was the early 1950's and the design for Disneyland was forming in Walt's mind. Business pressures had produced a severe depression and he and Kimball decided to get away from it all by taking a trip to Chicago for the Railroad Fair. They road the Santa Fe Super Chief from Pasadena, California, to Chicago. As the train crossed Cajon Pass they enjoyed the famous filet mignon in the Chief's Diner. The next day at Winslow, Arizona, Disney was invited, courtesy of Santa Fe President Riply, to ride in the cab of the locomotive. Kimball told Mosley for his book that he had never seen Disney so relaxed or smiling so enthusiastically as he rode in the cab and pulled the whistle cord every time the engineer instructed, all the way to Gallup, New Mexico.

It was about this time that Disney determined that a prominent feature of the revolutionary "Disneyland" park would be an almost full scale operating steam railroad for visitors to ride --- and for Walt himself to enjoy operating whenever the park was closed.

Walt Disney invited guests to his house every weekend to help him run his train around the garden. The Disney Studios were in a period of intense growth and the stress on him was great. He later said of his backyard railroad that it "saved my sanity."

Amusement park membership drive to aid restoration

By SUZANNE RICHARDS
of The Oregonian staff

A celebration at 10:30 a.m. Sunday at the Oaks Park Skating Rink will launch the Friends of Oaks Park membership drive.

The "friends" will help raise funds to restore the 81-year-old amusement park to its original condition.

More than 800 "old-timers" — people of all ages who have roller-skated at the park for five years or more — have received special invitations to attend the event.

Board members of the private, non-profit amusement park will explain the fund-raising campaign Sunday and outline plans for renovating the park over the next 10 years.

"Oaks Park is unique for at least two reasons," said Les Buell, chairman of the Oaks Park Association board.

"One, because it is a project that could, should or already does interest and involve thousands of Portlanders," he said, "while No. 2 reason is that the Oaks Park restoration is unlike any other project progressing in Portland."

The first \$25,000 raised in the campaign will begin restoration of the 1923 Wuriltzer organ that came from the downtown Broadway Theater. It was installed at the skating rink in 1955 and has been in continual use ever since.

Total cost of the organ restoration will be \$100,000, according to Mary Beth Wilson, community relations liaison.

Wilson said the Sunday event, which will include an organ concert, would be "geared to our old-timers who love and know the park and care that it works."

The Oaks originally was opened in May 1905, just two days ahead of the Lewis and Clark Centennial Exposition.

The oldest continuously operated amusement park in the nation, it was designated a community resource in January 1985 when longtime owner Robert Bolinger turned it over to a non-profit corporation.

Donations and membership money

will go to one of the many planned restoration projects, such as renovation of buildings, repairing the antique carousel and improving the waterfront area.

Some of the projects being planned include a major site reorganization, construction of a boat dock and boardwalk area along the waterfront, new rides, a museum or exhibit hall, facilities for private parties and company picnics and restoration of the historic Noah's Ark Carousel.

"In phase one of our 10-year plan, we will tear up the asphalt, plant grass, build a band shell for small performing groups and provide an area for the Ladybug Theatre," said Wilson.

Ladybug Theatre, which was at the Washington Park Zoo for 20 years, was forced to move several years ago due to zoo expansion. The Oaks will provide the area, and the local children's theater organization plans to build a permanent building on park property.

During the summer, Ladybug Theatre will present Saturday and Sunday performances at 2 and 3:30 p.m. in a temporary tent structure at the park. A special presentation of Snow White will be performed every Wednesday at 2 p.m. beginning July 16 and running through Sept. 7.

A mall campaign for membership also will begin very soon, according to Wilson. Six categories of membership have been designed, ranging from a \$15 individual membership to a \$1,000 sponsor's membership.

THE OREGONIAN, SUNDAY, JUNE 29, 1986

EXCURSION THANK FOR ROBERT POWELL TRAVEL SERVICE

A tip of the PNC/NRHS hat to the ROBERT POWELL TRAVEL SERVICE -- and Barbara in particular -- who found accommodations on an elegant cruise ship when now were to be had for our ill-fated Vancouver Expo rail excursion.

Planned for the last weekend in September, the trip fell through when Ed Immel reported Amtrak and BN were unable to negotiate on liability coverage with VIA and CN.

Throughout the months we waited, Barbara answered countless inquiries from official and non-official Chapter members, and provided valuable info regarding the site and Expo routes, all garnered during a special trip on our behalf. She had a herd of potential passengers eager to join us.

Barbara, we appreciate your efforts and hope our members show their gratitude in a more tangible way by booking trips through you. - Connie McCready

oo0000oo

MUSEUM COMMITTEE

Work is continuing with the help of a consultant to put our recommendations in written form as goals and objectives to present to the Board. - Mary Lou Weaver

oo0000oo

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 \$20.00 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 July business meeting. They should be completed and returned to Jack before the close of the meeting.

If your name was on the last Car Host list appearing in The Trainmaster there is no need to submit another application. - submitted by Jack Pfeifer

oo0000oo

WHERE IS 1923 VULCAN 0-4-0 IN TEXAS ?

In 1981 the Henry Ford Museum sold a Vulcan 0-4-0 saddle tank steam switcher to a Texas developer. Can you tell the TRAINMASTER where the locomotive is now?

oo0000oo

Excursion



Newsletter

Volume: I**Number: 2****Date: July, 1986**

Chairman's Message

by Steve Howes, Excursion Committee Chair

We apologize for the length of time it has been since the last issue of the Excursion Newsletter. However, a great deal has happened during the past several months regarding excursions and we did not wish to distribute information to our patrons until we had all the facts.

At the time of our last issue, we were unsure about the immediate future of our excursion service. Since then, AMTRAK has assured the Chapter that passenger equipment will be available for excursion service the last three weekends in September. Equipment will include ten bilevel coaches and a Superliner Lounge car.

For the last six months, Chapter members have been trying to arrange a rail excursion to EXPO 86 in Vancouver, BC, for the last weekend in September. It appeared for awhile that everything was in order and we were looking forward to a great trip. Rooms were booked on a cruise ship berthed in New Westminster, BC and all other necessary arrangements were made. However, negotiations between AMTRAK, Burlington Northern, and the Canadian railroads reached an impasse. In mid-June, a decision was made to cancel the trip because we thought it would be in the best interest of our passengers. We simply did not want to leave our patrons in limbo and then have to cancel the trip at a later date.

One must realize that putting together an excursion such as this, accomodating nearly 700 passengers, is not an easy task and requires the efforts of numerous individuals, businesses, and agencies. In

this particular case, we tried our best but were not able to complete the necessary arrangements to make this particular trip a reality. We believe this would have been one of our best trips yet.

I personally wish to thank Excursion Committee members Connie McCready and Ed Immel for their efforts on this project. I would also like to thank the folks at Robert Powell Travel Service for their helpful assistance and enthousiasm during the planning phases of this project. For those of you planning future travel, I would encourage you to contact them.

Excursion Update

by Ed Immel, Excursion Manager

Now for the Good News!

As mentioned earlier in this newsletter, AMTRAK equipment is available to the Chapter for excursion service during the last three weekends of September. Here is some information on trips we are presently planning.

On the weekend of September 27-28, we plan to run another of our circle trips from Portland to Spokane and Seattle. Over night accomodations on September 27 have been arranged at the Ridpath and Sheraton Hotels in Spokane. On Sunday, September 28, we are planning to try something different. On past trips such as this we have always stopped in the town of Leavenworth for lunch. This year, we are trying to arrange for the train to stop at Edmonds where passengers will detrain and board a chartered Washington State Ferry for a luncheon cruise to Seattle along lovely Puget Sound. Passengers will then

Pacific Northwest Chapter
National Railway Historical Society
Room 1, Union Station
Portland, Oregon 97209

reboard the train at King Street Station in Seattle for the return to Portland. If this cannot be arranged, we hope to arrive in Seattle early enough so that passengers will have several hours to explore historic Pioneer Square and the waterfront. Many excellent restaurants are available for lunch and the famous Seattle waterfront trolley will be available for sightseeing. On this particular trip, we are also trying to arrange for our train to travel Burlington Northern's 5th Subdivision between Pasco and Spokane. This is the Spokane, Portland and Seattle Railway's mainline which is soon to be abandoned. This route traverses many high bridges and canyon country. It is a very scenic route and is never seen by AMTRAK rail passengers.

On Saturdays, September 13 and 20, our plans are to again run our popular one-day trips to Madras up the spectacular Deschutes River Canyon. In the past, our Deschutes River trips have always been in the Spring. These trips will give travelers the opportunity to see the Columbia River Gorge and Deschutes Canyon in their beautiful Fall colors. Our train will travel from Portland along the north bank of the Columbia River, cross the bridge at Celilo and then travel on freight-only trackage to Madras. At Madras, during a short layover while the train is being turned, special entertainment will be provided for passengers.

Brochures outlining details of all planned excursions will be mailed to all recipients of the Excursion Newsletter in the near future. Brochures will describe exact time schedules and ticket prices. We hope to see you on board our September excursions.

Equipment Update

by Bob Hoffman
Chairman, Rolling Stock Committee

The Chapter has recently acquired several pieces of rolling stock which we hope to use in future excursion service. The most recent acquisition was the 68-seat coach "Red River" which is an ex-Great Northern coach built by American Car & Foundry. This car is in excellent condition and is presently ready for excursion service. In fact, if it weren't for the liability insurance crisis going on nationwide, this

car would most likely be in service on the Eureka Southern Railroad in northern California. Also acquired in the same purchase was the "Twin Grove", an ex-Milwaukee Road diner-lounge, built in their Milwaukee shops. This car was supposed to have been damaged in the recent Northern California floods, so the future of this car is in doubt. Both cars are now in Willits, California and will soon be moved to Portland by Southern Pacific for the Chapter. The Chapter was also the successful bidder on the ex-AMTRAK coach 4461 which was owned by Southern Pacific. This is an ex-Santa Fe 44-seat car built by Budd as a square end observation coach. This car is presently on our leased trackage at SP's Brooklyn Yard. Cleanup and restoration work has already begun. The Chapter also has purchased the cars "Portland" and "Pasco". These cars are ex-Spokane, Portland and Seattle and Northern Pacific sleepers that formerly operated with the sleeper-lounge "Mt. Hood" (also Chapter owned) and were later used by the Burlington Northern in Maintenance of Way Service. These cars are presently in Silvis, Illinois in a scrapper's yard and will be returned to Portland for restoration work.

For those of you who would like to help in restoration of these historic pieces of equipment, please contact the Chapter Office.

Shortline Excursions

The Chapter has been attempting to arrange excursions on several Northwest Shortline Railroads. These include the following:

Oregon, California & Eastern	(K-Falls-Bly)
Nevada, California & Oregon	(Lakeview-Alturas, CA)
Chehalis Western	(Tacoma-Chehalis, WA)

The railroads are interested in such excursions but until liability insurance problems can be worked out, these trips are on hold. More information on the status of these trips will be distributed in future newsletters, as they become realities.