

# The



# TRAINMASTER

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



SEPTEMBER 1986

Number 289

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### CHAPTER TIMETABLE OF EVENTS

- 11 SPT 86 Thursday 7:00pm SEPTMBER BOARD MEETING @ Columbia Gorge Model RR Club Clubhouse at N Russell and N Vancouver in Portland. All members invited. If you wish to address the board please check in with President. Much goes on at these meetings. Good chance to see who is alert.
- 13 SPT 86 Saturday <sup>7:30</sup> 8:00am AMTRAK SPECIAL EXCURSION TRAIN TO MADRAS. One day trip up famous Deschutes Canyon & return to Portland same day. \$99 per seat. Send check to Room 1, Union Station, Portland OR 97209 right now.
- 17 SPT 86 Wednesday 8:00am WATCH FOR THE CIRCUS TRAIN COMING TO TOWN. Anyway, it may not show this day so be careful to re-check with the newspaper or with the Coliseum to witness some twenty cars and many restless riders coming to town. Usually parks by old BN Roundhouse on NW 9th or so
- 19 SPT 86 Friday 7:30pm SEPTMBER MONTHLY MEMBERSHIP MEETING at the PGE Auditorium on SE 17 between Powell & Holgate. Usually we have refreshments that beg for a donation from you. Your donation buys the refreshments for the next month. Folding money counts better.  
  
PROGRAM: Short "Daylight" newsreel and then a big multi slide projector show with music by Terry Parker called "Transportation and Expo."  
  
Member newsreel involves you bringing up to six recent rail related slides to show us what you have seen. Check in at Membership Table so your slides project correctly. Come on, bring them in.
- ~~21 SPT 86~~ ~~Wednesday~~ ~~6:30pm~~ SPECIAL AMTRAK EXCURSION OUT TO MADRAS & BACK just like the week before. ~~Cost~~ is \$99. Please send check now to Room ONE.
- 24 SPT 86 Wednesday 6:30pm Movie Premiere of 'TOUGH GUYS', the Disney movie which destroys the 4449. Great way to also ride Light Rail and mingle at a reception. The Chapter is sponsoring the premiere and a pre-show reception is at the Lloyd Center Red Lion where you have 'FREE' parking and a neat round trip chartered trolley ride to the downtown movie house.  
  
See page 6 of this issue for details. \$15 per ticket. Send check MOVIE, NRHS, ROOM ONE, Union Station, Portland OR 97209 right away.
- 27 SPT 86 Saturday <sup>7:30</sup> 8:00am SPECIAL AMTRAK CIRCLE EXCURSION TRIP TO SPOKANE & BACK VIA FERRY & SEATTLE, PORTLAND. Fancy hotel in Spokane. Ferryboat ride near and to Seattle. Train back to Portland. Costs vary by roommates. Send stamped self addressed large envelope to : Spokane, NRHS, Room One, Union Station, Portland OR 97209 right away for details.
- 9 OCT 86 Thursday 7:00pm OCTOBER BOARD MEETING. Check out story for 11 Spt to see details.
- 17 OCT 86 Friday 7:30pm OCTOBER MEMBERSHIP MEETING on the third Friday of the month. Check out details at 19 September listing above.

SATURDAY NO HOST LUNCHEAS AT THE SEMAPHORE RESTAURANT. All invited. Much going on and this is the spot to hear about the latest rumor or see for yourself what a bunch of people can do at the Roundhouse. If you need an introduction, give Viewig a call so you won't be talked about while you are at the table. Much fun, good fellowship, and chance to hear off the cuff campaign speeches or Carlson speak on the local job market. Really a good time for all members. Seating is short so show up by noon. Waitress is quite friendly & efficient and a plus for their business. Join us next Saturday, rain or shine.

PACIFIC NORTHWEST CHAPTER 7 AUGUST 1986 BOARD OF DIRECTORS MEETING

The meeting was called to order by President Rich Carlson at 7:15 PM.

The minutes of the July board meeting were approved as read.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 7/31/86:

GENERAL ACCOUNT	\$20,225.50
CDIC ACCOUNT	16,131.99

Kyrian reported that she has sent a letter to Robert Powell Travel Service requesting a refund of the deposit on rooms in New Westminster, B.C. She requested that committee heads submit their 1987 budget requests by the next board meeting.

Membership Committee: Darlene Morrison reported that the new membership directories are ready and that some have been given out at the last meeting. Directories will be mailed to out of town members.

Excursion Committee: Steve Howes reported that Amtrak has finally advised the costs for the Madras and Spokane trips. The Madras trip will sell for \$99 a person and the Spokane trip will sell for \$275 single, \$245 double, and \$199 for children. Total estimated expense for all three trips is \$178,663 and total estimated revenue is \$231,850. Four thousand brochures have been printed for each trip.

Finance Committee: Larry Miller reported that the finance committee has met and recommends 1) that under bylaw 9.02 normally recurring items do not include such things as A) Trainmaster costs, B) Normal expendibles and C) maintenance and repair of Chapter equipment, and 2) that a simplified request form be used for amounts \$100 and under on budgeted items. The committee also questioned why the treasurer is not using the Chapter's computerized accounting system. Kyrian Gray replied that the Chapter's present computer accounting system is inaccurate, cannot reconcile, has no security, has no auditability, has cumbersome date access, generates inadequate reports and has no system recoverability. She stated that it is in the Chapter's best interests to scrap the present system and to install a new system that has accountability, accuracy, security and adequate internal controls.

Library Committee: Bob Slover reported that the books in Room 1 have been reorganized. A proposed layout for room 1-A has been made.

Museum Committee: Mary Lou Weaver reported that the museum committee is looking at the possibility of obtaining four refrigerator cars from the SP for conversion into a museum train. She reported that City of Portland Commissioner Lindberg is interested in the museum train idea. The committee is working on 1) a five year museum plan and 2) a history of the Oregon & California RR. Mary Lou asked for a special board meeting on September 4 to specifically present a museum plan. Outside financial support will be needed for a museum train.

Board-Committee Liaison: Following a recommendation from the Long Range Policy and Planning Committee, Rich Carlson appointed members of the board to provide improved communication between the board and committees, each board member will be responsible for the committee indicated:

DOUG AUBURG public relations	KYRIAN GRAY finance
CHUCK STORZ historical foundation	AL VIEWIG membership
JOHN HOLLOWAY museum	FRED DORSETT concessions & act.
KERRIGAN GRAY rolling stock	AL MCCREADY publications
JACK PFEIFER excursions	DAVE VAN SICKLE library

Concessions Committee: Marilyn Rehm reported that the concessions committee has decided to place ads in several magazines to generate sales. The committee will be selling on the September excursions.

Publications Committee: Randy Nelson reported that the trip guides for the September excursions have been started. After the guides are finished the committee will consider a proposal for a quarterly historical publication.

Insurance Review: Rich Carlson reported that insurance agent Bob Schoepper has reviewed the Chapter's policies. One policy is missing. The board spent considerable time discussing all aspects of the Chapter's insurance coverage. Al Viewig expressed concern about liability coverage and the delay of six months in reviewing the Chapter's insurance coverage. Al Viewig moved, seconded by Fred Dorsett, that a report on the Chapter's general liability insurance be made to the membership at the August general meeting. Motion passed.

Activities Committee: Tom Brewer reported that he is working on arrangements for the 1987 Chapter banquet and needs a date. Moved by Kerrigan Gray, seconded by Kyrian Gray, to have the banquet in March as per the preference expressed by the membership survey. Motion passed. Tom also reported that he is looking at the Viscount hotel as the banquet location.

O & C Celebration: Mary Lou Weaver reported that the museum committee is again working with SP authorities on the O&C celebration due to the turndown of the SP-SF Merger.

Light Rail Cachet Envelope: Rich Carlson showed samples of the finished cachet envelope for the opening of Tri-Met's light rail line. The Chapter has a permit to sell in Pioneer Square during the opening celebration.

Sublease of SP Leased Track: Rich Carlson reported that no word has been received from the SP on subleasing part of the Chapter's leased track in the Brooklyn yard.

4449 Steering Committee: Rich Carlson explained to the non-board members present the proposal for a steering committee to manage locomotive 4449.

Deposit for Rooms on Ship Pegasus: Rich Carlson reported that West Coast Tours, through whom the Chapter reserved rooms on the ship Pegasus, has gone into bankruptcy. The board will consider action to recover its money in executive session.

Concessions: Moved by Al Viewig, seconded by Kerrigan Gray to spend \$45 for a permit to sell in Pioneer Courthouse Square during the opening of light rail. Motion passed.

Moved by Dave Van Sickle, seconded by John Holloway, to approve the expenditure of \$470.35 for excursion brochures. Motion passed.

Moved by Kerrigan Gray, seconded by Jack Pfeifer, to authorize a fund of \$200 for incidental expenses for rolling stock repair and maintenance, that the chairman of the rolling stock committee is authorized to approve expenditures from the fund, and that the board must approve renewal of the fund each time it is exhausted. Motion passed.

Rolling Stock Committee: Bob Hoffman reported that

regular maintenance in continuing on Chapter cars.

Present:( BOARD): Kerrigan Gray, Kyrian Gray, Viewig, Storz, Van Sickle, Dorsett, Pfeifer, Holloway, Carlson, McCready. (NON BOARD): Hodson, Larry Miller, Morrison, Howes, Parker, Oslund, Slover, von Gaertner,

Weaver, Rehm, Edgar, Brewer, Connie McCready, Nelson, Hoffman.

The meeting adjourned at 10:12 PM.

Respectfully submitted, /s/ CHUCK STORZ, Secretary

PACIFIC NORTHWEST CHAPTER 15 AUGUST 1986 REGULAR MEMBERSHIP BUSINESS MEETING

The meeting was called to order by President Rich Carlson at 7:50 PM.

The minutes of the July meeting were approved as read

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 6/30/86:

GENERAL ACCOUNT \$26,321.77  
 CDIC ACCOUNT 16,052.96

Of the available funds, \$7,526.44 is designated and \$34,848.29 is undesignated.

President Rich Carlson reported as follows:

- 1) Insurance from AAPRCO may enable the cars the chapter has purchased to be moved from Silvis IL and Willets CA. The SP will move the cars from Willets at no charge.
- 2) The board has asked for a report on the Chapter's liability insurance at this meeting. Rich stated he is unable to provide a complete report due to the Chapter never having received a copy of a policy from AAPRCO.
- 3) The board voted to have the 1987 Chapter banquet in March, but unknown to the board, Jim Whaley has already made a reservation for February 7, 1987.
- 4) The board has reviewed a proposal for management of locomotive 4449 by a steering committee made up of representatives from the City of Portland, the SP and the Chapter. At present the Chapter is the custodian and operator of the locomotive for the city of Portland.

Excursions: Steve Howes reported that brochures for the September trips have been mailed to the membership and the excursion mailing list. Steve advised that he is in the process of making the car host lists for the trips. He asked the membership to promote the trips which are the Chapter's biggest single revenue source for the year.

Nominating Committee: President Rich Carlson announced appointment with the approval of the board of the following committee to nominate Chapter officers and directors for 1987: Al McCready (Chair), Esther Rosu, Jim Buckley, Lee Jackson, and Greg Stadter.

Recovery of Deposit on Rooms for Vancouver, BC, Trip  
 Rich Carlson reported that the board has authorized him to retain counsel both in Portland and Vancouver, BC, in an attempt to recover the deposit on rooms for

the cancelled Vancouver, BC, trip. There may be a British Columbia provincial travel insurance fund which would enable recovery of the money.

Light Rail Cachet Envelope: Rich Carlson advised that membership approval is need to have the light rail cachet envelope printed. There is a possible profit of \$7820 from sales of the envelope. It will cost \$1209 to print the envelopes and 7000 two-cent stamps are needed. Moved by Ed Immel, seconded by Gordon Zimmerman, to spend up to \$2289 for the cacheted envelopes, 2 cent stamps, postcards and cachet advertising. Motion passed.

Rolling Stock Purchase: Doug Auburg moved, seconded by Terry Parker, to buy a third car from the Silvis IL dealer for spare parts if possible within the amount budgeted. Motion failed.

Excursion Pins: Rich Carlson asked for a motion to purchase 1800 pins for the Spokane and Madras excursions for a total of \$1405. Moved by Kerrigan Gray, seconded by Ed Immel, to purchase the 1800 pins for \$1405. Motion passed.

Concessions & Light Rail: Marilyn Rehm asked for Chapter approval to sell a t-shirt at the chapter booths during the Light Rail opening. Rich Carlson pointed out that PTV Marketing (Len Rothbaum) has a contract with Tri-Met to sell at light rail stations and might be able to charge the Chapter 10% of gross sales and \$35 per salesperson. Moved by Gordon Zimmerman, seconded by Kerrigan Gray, to sell a t-shirt furnished by Marilyn Rehm at the light rail opening, the shirt to have no reference to Tri-Met or its logo. Motion passed.

Rolling Stock: Moved by Bob Hoffman, seconded by Gary Oslund, to spend \$280 for a shaft to repair a lathe used to maintain the Chapter's cars. Motion passed.

Fifty-three members and guests signed the meeting register.

The meeting was adjourned at 9:20 PM.

Respectfully submitted, /s/ CHUCK STORZ, Secretary

MUSEUM COMMITTEE

by MARY LOU WEAVER

The Museum Committee is pleased with the response we received concerning the proposal for a museum train. We appreciate all of your comments and suggestions.

Our first major project as part of the development of a rolling museum is the celebration of the 100th anniversary of the completion of the Oregon and California RR next year. Our plans include exhibits traveling by rail.

TRAINMASTER EXPENSE

The bill for the printing of the August issue of the Trainmaster was for 700 copies printed both sides for 20 pages. We provided the top sheet to the printer and we were billed \$245.94 for the printing. The shop also stapled and collated and the charge was \$37.80 to collate and \$42.00 to staple. TOT: \$325.74

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## ROLLING STOCK COMMITTEE

by BOB HOFFMAN

The Rolling Stock Committee has been active this summer on several projects involving several of the Chapter's cars: In July the Chapter purchased the Amtrak 4400 coach, built by Pullman, for \$1,500, to use for parts and for storage of equipment and gear. The 32-volt ventilating fans have been removed and are being serviced by Hugh Robertson for use in the 6200 coach and if needed in the 4461 coach. The brake cylinders on the trucks have been removed along with the composition brake shoes by Larry Miller and his crew and care being installed on the Mt. Hood. The Mt. Hood with its composition brake shoes (which will save wear and tear on the wheels) will go out on a charter on the weekend of September 6.

The 3300 now has seats thanks to Carl Rodabaugh and his crew. The 12 units that were in the car when we acquired the car have been reupholstered and installed. Seven units were removed from the 4400, cleaned up, and brackets welded to the frames and installed. The air conditioning fans and motors were removed, cleaned up, and reinstalled so the air conditioning should be so much better now. Helping Carl are Dwayne DeLong, Bob Bernard, Jim Buckley, Paul McGintley, Peter Rodabaugh, & Bob Jackson.

The Mt Hood in addition to composition brake shoes, has its new rubber tube diaphragms which are Amtrak compatible, and a new propane stove to make cooking much easier in the galley. Now we have one good wheel set and the Mt Hood will be in the best condition for Chapter use and charter service in many years. Helping Larry Miller are Ken Keeler, Pete Dorland, Ed Immel, Dwayne DeLong, Pete Rodabaugh, Jim Buckley, and Carl Rodabaugh, as well as others.

The 6200 is still getting its Amtrak paint removed by Dave Stimac and his helpers. Grant is putting up new vinyl wall covering in the restrooms and on the bulkheads. Looks much better than the old Amtrak "burple"

## LIBRARY COMMITTEE

by BOB SLOVER

(Due to technical problems with the editorship of the Trainmaster, the list of our library will not be able to appear in this issue. Please thank Bob Slover and his gang for getting the list to Viewig anyway.)

Several things were accomplished at the July 28 Library Committee meeting. Russ and Chris Schoof rearranged the book shelves so that books can be put back more easily. Jim Loomis continued adding titles to the computer index. We also developed proposed layouts for storage of library materials in Room 1A. Lee Jackson is getting set to assemble the shelves which will hold the library materials. The library has received several donations over the last few months and among them are:

"E57B" by Bill Wilkerson. Account of Milwaukee Road electrification in general, and #E57B in particular, from the prospective of a locomotive engineer. Donated by Doug & Kathy Yates.

"Train Wrecks" by Robert C. Reed. A pictorial history of accidents on the main line. Donated by Larry Collier, along with some "Trains" magazines.

\$20 contribution from Ed Yungling.

Thank you for your support. The next meeting will be in September. If you are not on the Library Committee and you would like to attend, leave a message at Room ONE or phone 226-6747 and leave the message.

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or whatever it was.

The flanger is now locked up thanks to Dwayne DeLong. Just hope the old pot-bellied stove is safe now. It would be a shame to lose it. There is lots of work left to be done to it this winter.

The 4461 under Terry Parker is getting all of its seats overhauled, mechanisms repaired, and eventually new seat covers. Helping in cleanup of the interior work are Marilyn Rehm, Jim Buckley, Jim Edger, Dave Brown, and Paul McGintley. Work on the vestibule, diaphragms and end sills will be starting soon.

The 76 is getting cleaned out and cleaned up for possible museum service by Tom Brewer. It looks much better inside already.

The Rolling Stock Committee will meet Saturday morning September 6 in Room 1A to prepare the new budget and get set up on the fall work program. Now that the insurance program for moving the "Portland" and "Pasco" from Silvis, Illinois, and the "Red River" and "Twin Grove" up from Willits, California, appears to be jelling, our rolling stock fleet should soon all be in the Brooklyn Yards. We hope to hold an open house for Chapter members some Saturday after lunch at the Semaphore to show off the cars.

My thanks to all who have been working on the rolling stock. My apologies to all I did not name, but your help is appreciated. Anyone wishing to help work on the Chapter equipment just has to let anyone of us on the Committee know and we will put you to work this Fall. But be aware that the Chapter does not have insurance for your possible injuries. And last, my thanks to the Chapter officers and board and the membership for your support of the Rolling Stock Committee and its program.

## NOMINATIONS COMMITTEE

by AL MCCREADY

We'll be choosing our Chapter officers for the coming year at the November business meeting, and incumbent President Rich Carlson has appointed a Nominating Committee to seek out candidates for the ballot.

The offices of President, Vice president, Secretary, Treasurer, and National director are to be filled for one-year terms, and in addition, two Directors at large are to be elected for three-year terms.

Any Chapter member in good standing may run for any office except that candidates for the Presidency must either have served one year on the Board or have been members of the Chapter for three years.

Prospective candidates are asked to get in touch with any member of the Nominating Committee: Al McCready (281-2415); Esther Rosu (659-5157); James Buckley (645-8212); Leland Jackson (774-3802); and Greg Stadter (206-696-2889).

Chapter Bylaws require the Nominating Committee to certify to the ballot at least two candidates for each office.

If you are not interested personally in running for a Chapter office, perhaps you know a fellow member whom you believe would be a good Chapter officer. If so, let one of the Nominating Committee members know and they'll take it from there.

The Nominating Committee will make its report at the September business meeting. Nominations made be made from the floor, with the consent of the member being recommended.

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The President's Page by Rich Carlson

At this writing, everything seems "Go" for the Grand Opening of Portland's new light rail transit system. Named "MAX" (for Metropolitan Area Express), the new 15-mile line will be the scene of three days of festivities and free rides on Friday, Saturday and Sunday, Sept. 5 through 7. Regular revenue service will commence on Monday, Sept. 8. I note the scheduled running time from the end of the Gresham end of the line (Cleveland and Eighth) to Pioneer Courthouse Square in downtown Portland is 39 minutes, while the reverse trip is 41 minutes between those two points. Maybe they make a long stop at Gateway or something.

The chapter will do its part in the celebrations by offering its specially engraved cachet envelopes stamped with 1983-issue "historic streetcar" stamps. We also obtained the cooperation of the U.S. Postal Service by securing pictorial postmarks which will be offered at temporary postal stations the USPS will locate at Pioneer Courthouse Square and at the Gresham City Hall stops. Special thanks goes to Duane Murray of Southern Pacific, Portland, who did the line drawing of the LRV for the cancellation. Duane also did the drawing of 4449 for the LWFD postmarks in 1984.

I was happy to go back East for the national NRHS Convention that was held in Boston in July. (See separate report elsewhere in The Trainmaster.) The board meeting reminded me of ours, only on a slightly more elevated plane. Different opinions on what should be done or the way to go seem endemic to groups such as ours. On the way back home, I spent a day in St. Louis, where I visited the grand St. Louis Union Station. A fantastic restoration job which had to cost millions, it has acres of everything from boutiques to hotels, restaurants, shops, lagoons, cafes, etc. They retained the huge train shed structure, reputedly the largest ever built in this country. They have a two-track private railroad car spur track at the west end, and hope to lure Amtrak back into the depot. Right now Amtrak is off to hell and gone somewhere; no one I asked there knew where. I hope Amtrak comes back, as it would make departures and arrivals at St. Louis really fun, and make the wonderful place that it now is even better.

While waiting for a train earlier on the trip in Fayetteville, N.C., I saw the Amtrak Auto Train, 25 cars long, storm through that city en route from Sanford, Fla. to Lorton, Va. All "Heritage" equipment, plus the enclosed auto carriers, it seems to be a successful train, even in this off-season. I have heard talk of running similar operations between Chicago and the West Coast. It seems people still like to have their own automobiles, and if moving them can be cost-effective, maybe Amtrak will go for it.

The chapter should be getting the coach, "Red River," and the lounge-tavern car, "Twin Grove," up from Willits before long. We are covered through our AAPRCO insurance policy, and SPTC has agreed to move the cars. Hopefully we can also soon get the sleepers, "Portland" and "Pasco," moved out from Illinois. UP has agreed to move them provided their insurance requirements are met, and I have been working on necessary details with Iowa Interstate people.

Back in July I wrote Walt Disney Pictures to suggest a possible premiere showing of the new movie, "Tough Guys." I recently heard from a local public relations firm, who had been sent a copy of my letter. So, we're working on an exclusive showing the eve of Wed., Sept. 24 at the Music Box Theatre. If all goes as planned, it could be a nice fund-raising affair. The movie is "PG-rated", stars Kirk Douglas, Burt Lancaster and 4449, so plan to see the movie on its first run!

Finally, we are busy taking orders for our three Amtrak excursion trips set for three different weekends in September, both to Madras and to Spokane and Seattle. This is the first time in a year and a half that we have been able to obtain the charter trains, so talk the trips up among your co-workers and friends. They are a great value and lots of fun for everyone.

## You Are Invited

The Pacific Northwest Chapter, National Railway Historical Society, is pleased to announce an exclusive première showing of the brand-new Walt Disney Productions film,

## "TOUGH GUYS"

starring Kirk Douglas, Burt Lancaster and the City of Portland's world-famous 4-8-4 steam locomotive, the SP 4449 "Daylight."

You are invited to attend a gala evening of celebration commencing with a reception at the Red Lion/Lloyd Center, N.E. Holladay and N.E. 11th Avenue, at 6:30 p.m., Wednesday, September 24, 1986.

At this party, hors d'oeuvres, champagne and beer will be served gratis (a no-host bar providing more hardy libations will also be available.)

Free parking will also be provided at this location and you are urged to avail yourself of this facility.

At 7:37 p.m. sharp, a specially chartered "MAX" Light Rail train will appear at the "Lloyd Center/11th Avenue" station --just 20 paces from the site of our reception-- ready to transport us safely and swiftly to downtown Portland.

The non-stop Light Rail ride will deliver us to Pioneer Courthouse Square station where we will disembark to walk less than one block to the "Music Box" Theater on S.W. Broadway, between S.W. Yamhill and S.W. Taylor streets.

There, just prior to the showing of the movie, we will be greeted by the Honorable J.E. "Bud" Clark, Mayor of the City of Portland, whose office was instrumental in making the steam locomotive available for its role in the movie.

At 8 p.m. the theater lights will dim and the curtains will part for the first showing of the exciting, "PG"-rated film, "Tough Guys." Not scheduled for general release until October 3, you will be the first to enjoy the movie. Filmed earlier this year in downtown Los Angeles, the Southern Pacific "Taylor Yards" and on the Eagle Mountain Branch (Kaiser Steel) tracks located northeast of the Salton Sea in southern California, the film is contemporary, entertaining and enjoyable.

At the conclusion of the film, you will be able to reboard our "MAX" train at 10:00 sharp at the same location you left it and be quickly transported back to the "Lloyd Center/11th Avenue" station, where you may have left your car.

The party will then be over, but as you wend your way home, we are certain you will be filing away memories of a special evening.

We hope you will join us for this occasion. Tickets are priced at only \$15, which includes the reception, the "MAX" rides and the movie, "Tough Guys." The number of seats available is limited, so tickets will be sold, first come, first served. To avoid being disappointed, reserve your place(s) today!

## LIGHT RAIL REPORT by Chuck Storz

Tri-Met's Light Rail line, newly named MAX for Metropolitan Area Express, opens for free public rides on Friday, Sept. 5. Light Rail cars began operating over the Steel Bridge under their own power on August 4.

On August 25 a simulated full regular schedule of operation began. Daytime service will be every 7 to 15 minutes. Ticket vending machines (Swiss made) are being installed at all stations along the Light Rail line.

The opening celebration on Sept. 5-6-7 will consist of a large number of events. See This Week for August 20th for a list of all activities. The Chapter will be selling the Light Rail cachet on Fri. Sept. 5 at Pioneer Square and the Gresham Station.

At this writing (Aug. 25) Tri-Met's schedules to be effective Sept. 7, including Light Rail, are available. There will be over seventy (70) round trips on "MAX" each weekday.

A word of caution. The Light Rail cars really are very quiet in operation. Be alert if you are on or near the tracks taking pictures or just looking. Be especially careful not to go on the right of way next to the Banfield Freeway - trains operate up to 55 MPH on that section. Train operators are under instructions to report anyone trespassing on the right of way in a dangerous manner.

This month we present more technical information on the Light Rail system. We thank Doug Babb, Dennis Porter and Ruth Kantora for their assistance.

Power System: There are 14 mainline 750 KW substations and one 250 KW maintenance shop substation. Voltage output to the trolley contact wire is 750 VDC. Thirteen (13) mainline substations are housed in metal buildings adjacent to the tracks. The Pioneer Square substation is located in an underground vault. The substations were built as "package" units and operate unattended.

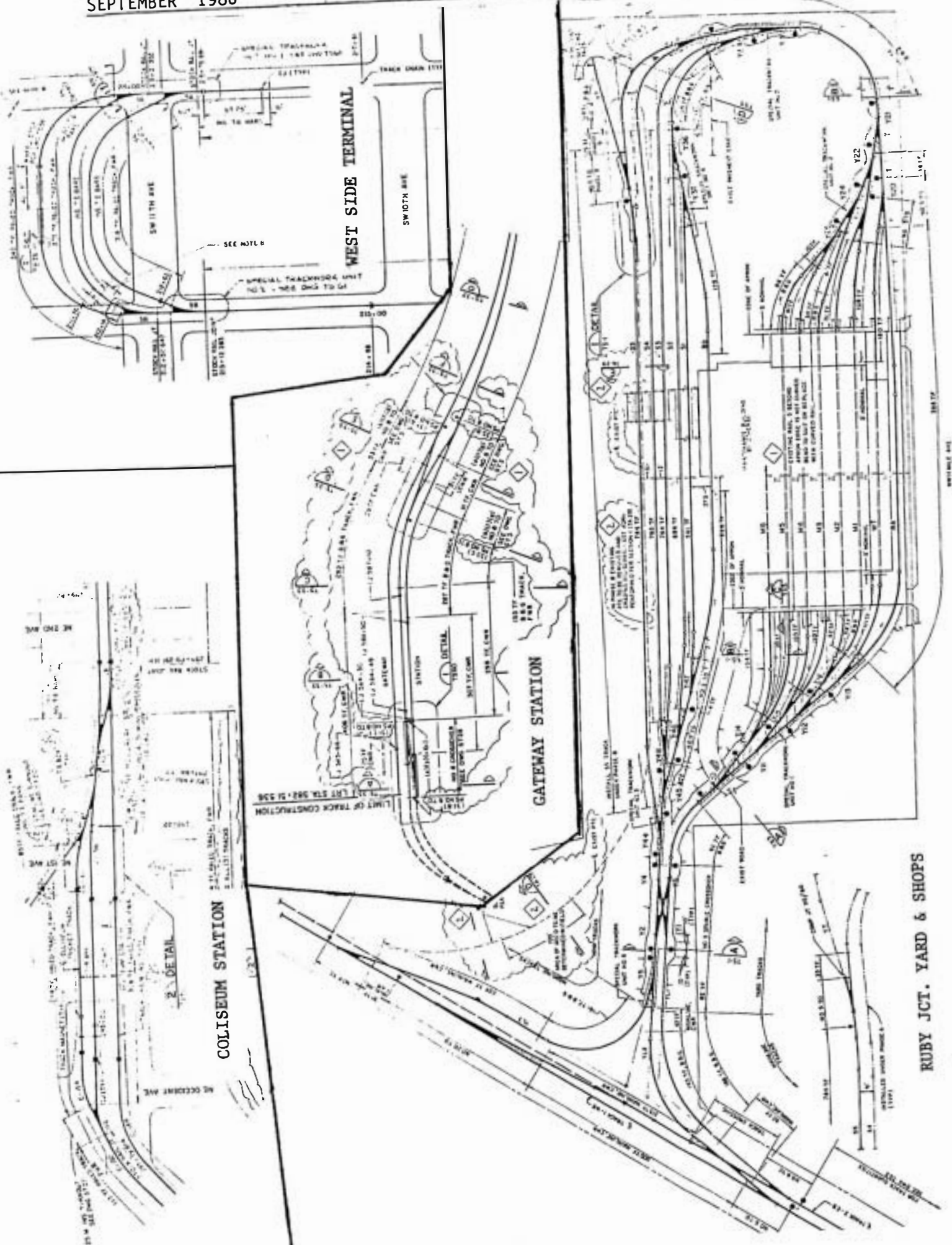
Trolley System: Two types of overhead power supply wiring are used. From the Coliseum Station east to the end of the line in Gresham a catenary system is used. This consists of a "messenger" wire supporting the contact wire from which the pantographs on the cars pick up power. From the Coliseum Station west across the Steel Bridge and throughout the downtown area a single wire auto-tensioned trolley system has been used.

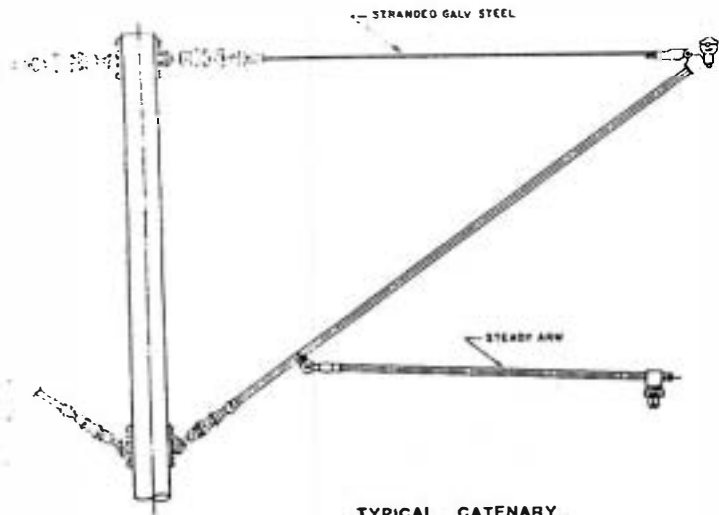
Signals: Along the Banfield Freeway and from Ruby Junction east to the end of the line an automatic block system is in use. Regular railroad color light signals have been installed. Along east Burnside St. and in downtown Portland "preempt bar signals" are used. These are enclosed in regular traffic signal housings with a horizontal bar indicating "stop" and a vertical bar "proceed".

Several pages of track diagrams, construction cross-sections and an illustration of overhead hardware follow.

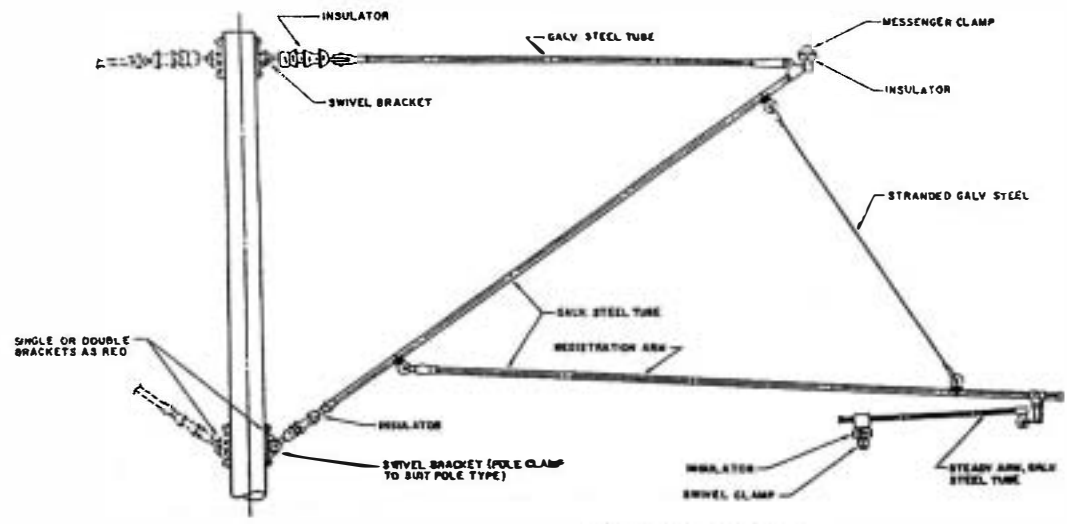








TYPICAL CATENARY  
CANTILEVER BRACKET ARM  
TYPE II  
(DETAIL SIMILAR TO TYPE I)

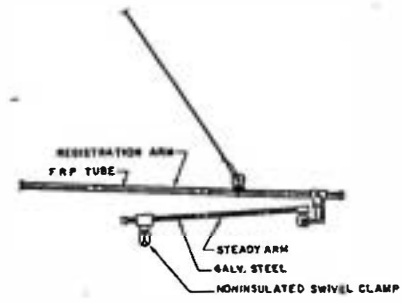


TYPICAL CATENARY  
CANTILEVER BRACKET ARM  
TYPE I

**NOTES:**

1. TYPE I USED WITH TROLLEY WIRE PULL TOWARD POLE, TYPE II USED WITH TROLLEY WIRE PULL AWAY FROM POLE.
2. TROLLEY WIRE OR MESSENGER CLAMPS TO BE BRONZE, OTHERS TO BE GALV. STEEL OR MALLEABLE IRON.

**CATENARY  
CANTILEVER BRACKET ARMS**



ALTERNATE STEADY ARM  
AND REGISTRATION ARM  
TYPE I



ALTERNATE STEADY  
ARM CONSTRUCTION  
TYPE II

## THE TRAIN LINE (or WHAT ABOUT THIS NEWSLETTER?)

by Doug Auburg

I'm going to divert from my normal format of looking into old railroad magazines to see what was happening in the far far past. This month I'm going to delve into an area for which I have no responsibility, other than as a member and officer in the Chapter. I'm going to delve into that favorite subject of conversation within the Chapter: the management of this newsletter, the TRAINMASTER. However, a piece of information came across my desk a week or so ago that offers us a fresh perspective on newsletters in general and perhaps offers us an innovative solution to some of our problems in particular.

First a little background. I am a member of the Portland IBM Users Group, which publishes a monthly newsletter called the Silicon Forest Gazette (SFG). The club consists of about 650 members (somewhat larger than the Chapter in membership). They publish a newsletter that they try to keep in the 24 to 28 page size with about 10 pages of that allotted to advertising. In a guest editorial in their August issue their member Max Guernsey makes a number of observations and suggestions that I'd like to pass along to you for consideration.

Does this sound familiar? "Our newsletter is extremely important to the club. While being extremely visible to those outside the club, at the same time, it is the only benefit for every member of the club. To those outside the club, the newsletter is an indicator of how we run the club, and can directly reflect the number of new members that join the club."

Many have felt the need to complain in the last couple of years about the quality of our newsletter, though few have seemed to be willing or able to match their concern with concrete support. I submit that there are worse things than a few articles about bridges. I quote: "But what the SFG needs above all else is consistency. In the last 2 years we have had at least 6 editors, with a couple only lasting a month or less. It is hard to have consistency and steer a straight course with so many changes at the helms!" The interesting thing is that the club pays its editor \$75/month to compensate him/her for their efforts and they still have had these problems. Mr. Guernsey goes on to state something that everyone who has been associated with the production of a regular newsletter knows painfully well. "But putting together a 24 or 28 page newsletter on a monthly basis requires an enormous amount of work and dedication. Under the current system one person is expected to: ..." He goes on to list all of 14 different functions required of their newsletter editor. The Trainmaster Editor must fulfill all of these functions as well, except for three that are related to selling advertising. He goes on to say that the local MacIntosh club has about the same number of members but has SIX people working on their newsletter.

So what does all this mean to us? Well, Mr.

Guernsey goes on to explore a new structure for their newsletter. In order to save time and space I will translate his thoughts into ideas that I think merit consideration in the PNWC-NRHS.

1. The PNWC-NRHS needs the following: an Editor, Guest Editors, at least two people for the production crew (Chuck Storz can't do it essentially by himself forever), and a reporter who can coordinate the input of the various committees. It is also desirable that a cadre of columnists be identified who can contribute articles from time to time in their particular areas of interest.
2. The Editor is basically responsible for coordinating the other people's efforts. The editor would be responsible for: 1) lining up a guest editor for each month, and always having at least the next six months assigned; 2) working with each guest editor to see that workable plans for the newsletter are made and carried out. A guest editor would start working on their particular edition a month or two ahead of time so that any given issue would not be done in a rush; 3) organizing 1 or 2 monthly columns; 4) creating and maintaining a calendar of upcoming events; 5) choosing and typing the articles to be reproduced from other newsletters; and 6) getting monthly reports from committee chairs and officers, as needed.
3. Production would be coordinated at two "working dinner" sessions each month. The Editor would be responsible for organizing these. The first would be a planning and organizing session and would include staff plus the next two guest editors. The second would be a production meeting. The production crew and guest editor would choose all material to be included in the next edition. The next step would be the actual production. Mr. Guernsey proposes that the production crew have the task of actually assembling the newsletter. I'm not so sure that's the best solution for our club. It's something that would have to be worked out by trial and error.
4. Each Guest Editor would be responsible for one major topic for publication during his/her month. Guest writers can be found to write about that topic or the Guest Editor can do it him/her self. In the computer club these guest editors were envisioned to represent the various special interest groups within the club. We also have a wide variety of interests within the club. Some of us are interested in restoring the rolling stock; some in creating, promoting and maintaining a museum; some in developing and operating excursions; others in developing and operating field trips for chapter members; etc. etc. I envision drawing on this diversity if this concept were to work for us.
5. In Mr. Guernsey's concept, the production editors would take the materials they receive from the different editors and produce what is necessary for the printer. No mention is made

in his proposal of the effort required to assemble and prepare the newsletter for mailing. I suppose this could be another small group called post-production.

6. Another difference between the computer club and the PNWC-NRHS is that literally everyone in that club has a computer and knows how to use it. Few members of the chapter have computers. Therefore we may need some sort of typing crew to transfer handwritten notes of non-computer literate guest editors into finished form for the newsletter. There's no disgrace in not being a computer "jock". All we have to do is creatively work with our strengths.

7. Other suggestions contained in the subject article include: 1) Club financing of the production dinners. (Remember, they presently pay their editor a \$75/month salary, so under this plan this salary would be used to cover the dinners at a pizza parlor or other suitable place.); 2) Investigate the purchase of a so called "desktop publishing" program. These specialized word processing programs greatly simplify the creating of headings, page layouts, etc. and are available at moderate cost; 3) investigate the feasibility of purchasing a portable computer to be used by the guest editor and others at home during the production of each month's newsletter.

Well there's the idea. It's complicated in a way. It requires some more of us to step forward to take on a small piece of the action, but it also breaks the editor's job down to a manageable size. It brings variety to the newsletter as the various guest editors talk about their particular interests. Guest editors would find the job interesting because they would only have to do it once a year or so.

4449--LOVE IT OR LEAVE IT

by Doug Auburg

Strange title, isn't it. Well, I think it's not too bad a description of the love-hate relationship we seem to have had with our 300+ ton charge over the past five or six years. On the one hand it's been the source of so much interest in the chapter, and undoubtedly is the reason that the chapter is the second largest in the nation. On the other hand, the maintenance and operation of the locomotive by the Chapter has always been a strain and in 1984 brought us perilously close to bankruptcy. It has caused countless disputes among Chapter members over what the Chapter's responsibility is to the locomotive, how can we best get the cooperation of the area railroads in operating it, how to appropriately compensate crew members during extended excursions, etc. etc.

Many of you know the history, or pieces of it, over the past ten years or so. The key points of that history include a City ordinance which names the Chapter as the official operator of the locomotive, but does not clearly define what that means. The City of Portland owns the locomotive

but has not spent too much in the way of funding or staff efforts in the past to protect and manage its charge. The Southern Pacific Railroad donated the locomotive to the City nearly 30 years ago and is the obvious railroad to benefit from any PR credit arising from the operation of it. However, it has been difficult to obtain agreement from the railroad in the past for its operation. As a result the locomotive was only operated in 1981 and 1984 by the chapter, since returning from its Freedom Train operation in 1977. In addition, Walt Disney Productions leased the locomotive last spring for use in making a movie by dealing directly with the City. There was also talk about its being sent to EXPO 86 in Vancouver for Steam Expo last May, but numerous problems prevented that trip.

Following the Disney trip, the Chapter Board sought clarification from the City regarding our responsibility and obligations to the locomotive under their ordinance. That meeting was held earlier this Summer. During the course of the meeting a proposal was made to the City by four former presidents of the Chapter (Ed Immel, John Holloway, Bill Bain and Ben Fredricks) that the relationship between the City, the Chapter, and the Southern Pacific be redefined. Their original proposal is quoted below:

1. A three person steering committee should be formed to manage the engine. The committee would consist of one representative from the City, one from the Southern Pacific and one from the Chapter.
2. The steering committee will determine policy and will have final approval over all operational and maintenance matters while the Chapter will have "preferred status" when it comes to operating excursions with the engine.
3. The Southern Pacific provides free storage of the engine as long as space is available on their property.
4. The Chapter should start repaying its \$20,000 obligation to the City's #4449 restoration fund as soon as possible.
5. All engine expenses should be deleted from the Chapter's budget.
6. Engine expenses should come from the City's #4449 preservation fund and not from the Chapter.
7. While the Chapter may have custody of the engine, it does not have to bear the liability associated with the engine.

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Following the meeting with the City, the Chapter's Board appointed Bob Hoffman and I to work with Ed and Doyle McCormack to further refine that proposal so that it better met the needs of the Chapter. The general consensus of the Board was that there was merit in this concept and that it could used to retain the Chapter's interest in sponsoring excursion\$ from time to time, while getting the other key actors (i.e. the City and the SP) more involved in the process. It is our

hope that this involvement will put together the three groups that can get the locomotive out of its roundhouse more often than every two to three years.

The following is a revised draft proposal for your consideration. Bob and I have presented it to the Board and they have agreed that it be presented to the general membership for comment. The Board would appreciate your suggestions, comments, advice, etc. regarding this proposal before it is formally forwarded to the City and SP for their review, comment and, hopefully, agreement.

#### I. ASSUMPTIONS.

1. It is in the best interest of all parties that the Locomotive #4449 be operated and maintained in a manner that reflects favorably on the City, the railroad, and the Chapter.
2. It is recognized that each of the three parties to this voluntary agreement bring unique interests, capabilities, and obligations to it.
  - a. The City is the owner of Locomotive #4449, in trust for its citizens. Its primary interest is in the appropriate preservation, display and operation of the locomotive so that its citizens can enjoy it for many years to come. As owner of the locomotive, the City will retain the final decision regarding the operation and storage location of the locomotive.
  - b. The Southern Pacific Railroad has an interest in seeing that its former locomotive, which still bears its corporate identification, is safely and appropriately displayed and operated so that it is a positive symbol of the corporation. Consistent with the terms of its donation agreement, the railroad maintains certain rights of approval of any operation of the locomotive.
  - c. The Chapter has an interest in the historic preservation of the locomotive for the enjoyment of future generations. The Chapter also has an interest in managing such excursions involving the locomotive as may be appropriate. The Chapter owns an auxiliary tender and various railroad passenger cars which it can make available, under appropriate terms and conditions, for operation with the locomotive. The Chapter also has the necessary staff and financial resources, as well as experience, to successfully manage and operate excursions involving the locomotive.
3. All funds associated with the maintenance, preservation and operation of the locomotive will come from donations, earnings, rentals, and such other sources as may be identified in the future. It is assumed, however, that general fund revenues of the City will not be

available for this purpose. As such, several principles must be kept in mind. These include:

- a. Much greater expenses are associated with maintaining the locomotive for operation than maintaining it for static display only. Operational maintenance include certain mandatory inspections, overhauls, etc. Some of these mandatory activities can be considered "fixed costs of operation" because they must be accomplished at regular intervals, regardless of the amount of operation which has occurred. Other maintenance can be considered as "variable costs of operation" because they must be accomplished based on hours, or miles, of operation.
- b. All costs above and beyond those necessary to maintain the locomotive as a static museum display, both "fixed" and "variable" (i.e. to maintain it for operation) must be recovered from excursions, rentals, designated souvenir sales, donations, etc. which are associated with such operations. If such expenses can not be recovered from such operation, etc. the management committee shall take steps to protect the locomotive from exploitation which would result in its damage or degradation. In short, by deciding that operation is not in the locomotive's best interest and will not be allowed under circumstances of inadequate cost recovery.
- c. Consistent with item "b" above, the Steering Committee shall develop such policies and procedures, rental terms and conditions, and rental rates deemed necessary to recover such "operational costs." The Steering Committee shall also develop policies and procedures necessary to provide all parties concerned with liability protection; accident protection, both while the locomotive is undergoing maintenance in the "shop" and while underway; provide the City with adequate insurance protection for the repair and restoration of the locomotive in the event of an accident; and such other policies and procedures as may be necessary.
- d. It is also recognized that the Steering Committee may make use of the services of "staff" available to it to provide needed background information, expertise, and/or work on the locomotive. Such staff support will generally be obtained on a volunteer basis or otherwise without cost to the restoration fund.

#### II. PROPOSAL.

1. A three person "Locomotive 4449 Steering Committee" should be formed to manage the



locomotive. The committee would consist of one representative from the City, one from the Southern Pacific and one from the Chapter. Representation on this committee will be voluntary on the part of each party. This committee will develop any policy and procedure recommendations it may deem necessary to properly manage and maintain the locomotive. Such recommendations shall be submitted to the City, the Railroad, and the Chapter for comment and approval. As owner of the locomotive, the City will have the final decision in case of disputes.

2. The Steering Committee shall receive and evaluate any proposals to operate, rent, or use the locomotive in other commercial activities (i.e. advertising, etc.). After evaluating any such proposals, the committee will make recommendations to the City regarding an appropriate response. Following agreement by the City that their recommendations are acceptable, the committee will carry out any needed negotiations with the proposing organization. Once an agreement has been reached, the committee will also be responsible to assure that the interests of the City and the locomotive are protected. The Steering Committee shall also oversee all activities related to the repair of the locomotive and shall act for the three parties to manage all operational and maintenance matters related to the locomotive. The Chapter shall have the "first right of refusal" for operating excursions with the locomotive. It is understood that the Chapter will exercise this right in good faith. By this it is understood that the Chapter will only exercise this right in situations and locations where it is fully capable of effectively managing the excursion (i.e. generally within the Pacific Northwest, associated with other Chapter excursions, etc.). In other cases, other sponsors may be considered by the Steering Committee to operate excursions. In all cases, however, the cost recovery needs of the locomotive must be met by the sponsor.

3. The Southern Pacific will provide free storage of the engine as long as space is available on their property within the Portland Metropolitan area, and so long as the storage location

and conditions are acceptable to the Steering Committee and the City.

4. In the future, any rental or use fees, net sales revenues of souvenirs designated for use in the preservation of the locomotive, and donations for the preservation of the locomotive will be placed into the City's Locomotive Preservation Fund.
5. All engine expenses should be deleted from the Chapter's budget.
6. Future engine expenses will come from the City's #4449 preservation fund and not from the Chapter.
7. While the Chapter may have custody of the locomotive, liability and other necessary insurance, pertaining to the locomotive, shall come from the Locomotive 4449 Preservation Fund.

III. DEFINITIONS.

1. Chapter. The Pacific Northwest Chapter, National Railway Historical Society, Inc.
2. City. The city of Portland, Oregon.
3. Excursions. Train trips pulled by the Locomotive for which tickets are sold.
4. Locomotive. Ex-Southern Pacific 4-8-4 steam locomotive #4449.
5. Railroad. Southern Pacific Railroad, its successors or assigns.

So there it is. As I said before, this is still a draft. The Board has agreed that it seems to be the basis for a better working relationship for the Chapter and the locomotive. We would like your comments on how it might be improved, on any points that we might have overlooked, etc. Please send any comments to the club office at Room 1, marked for the attention of either Bob Hoffman or myself. We'll consolidate your comments, integrate them into the proposal and present them to the Board, and then the general membership, for approval.



HISTORIC HIGHWAY BRIDGES OF OREGON

brand new book cost \$10 postpaid

The long awaited inventory of historic OREGON highway bridges has just been published by the Oregon Dept. of Transportation. We are talking about a book with over 300 pages in an 8x11" format, soft covered. It is loaded with recent photographs and history. You can get a copy in person by going to room 17, Map Office in the State Transportation building, for \$10.

Mail order is by sending \$10 to:  
 Historic Highway Bridges of Oregon  
 3 State Transportation Building  
 Salem OR 97310

(checks to: OREGON DOT)

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MEMBERSHIP COMMITTEE  
 by DARLENE MORRISON

We need to welcome some new members. If you see these or some other unfamiliar faces at the next meeting, be sure to go over and say hi to them all.

- |              |                |                  |
|--------------|----------------|------------------|
| NEW MEMBERS: | DONALD TURNER  | of Portland      |
|              | DORIS BEARD    | of Portland      |
|              | DONALD C BEARD | of Portland      |
|              | CLARE C COX    | of Lincoln City  |
|              | FRED B COX     | of Lincoln City  |
|              | HAL BROWN      | of La Puente CA  |
| RENEWALS:    | R M SHEA       | of San Francisco |
|              | JOE STRASBERG  | of Aloha         |

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# *It's the MAX! (Metropolitan Area Express)*

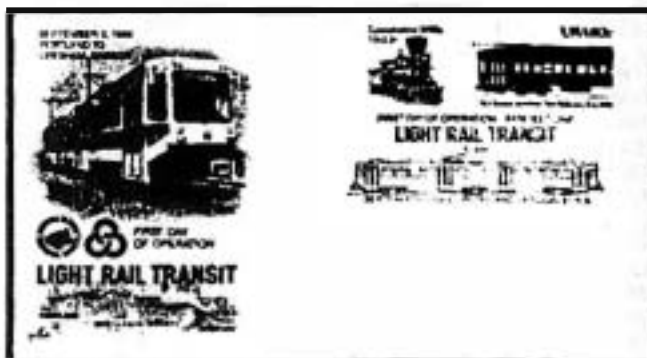
## Portland Light Rail Transit First Day Of Operation

Light Rail Transit comes to Oregon on September 5, 1986, when a brand new rail transit system begins operation between the cities of Portland and Gresham.

To commemorate the startup, the Pacific Northwest Chapter, National Railway Historical Society (PNWC-NRHS), has commissioned a special Artcraft engraved cachet which will be printed on No. 6, 25% rag content envelopes.

Bearing one of the 1983-issue "historic streetcar" stamps and cancelled with a special pictorial postmark which the U.S. Postal Service will offer, this cover is a must for railroaders collectors, trolley fans and anyone who appreciates the finest in engravings.

The new light rail line, called "MAX," is 15 miles long and joins downtown Portland with east Multnomah county and Gresham. Traversing city streets, suburban areas and near-rural country, the Banfield Line will be served by 26 new articulated light rail vehicles operated by the Tri-County Metropolitan Transportation District of Oregon (TRI-MET).



(Actual Cover is 6½" long, 3¾" high)

There will be free rides offered on the first weekend with regular revenue service set to begin on September 8, 1986.

You may not be able to attend the grand opening yourself, but you can share in the excitement of this historic occasion by having one of these unique souvenirs that will be limited in number.

**Prices: \$1.50 (single + 'makeup' postage)  
\$3.00 Block of 4 se-tenant stamps**

Postmark (Portland or Gresham) will be at the choice of the PNWC-NRHS. Please enclose a stamped self-addressed envelope or International Reply Coupon with your order. Make payment to "PNWC-NRHS."

## *"The Louisiana World's Fair Daylight" 1984 Excursion Train*

### *Artcraft Engraved Cachet Covers*



(Actual cover is 6½" long, 3¾" high.)

In May and June, 1984, the PNWC-NRHS sponsored a special steam train that ran from Portland to New Orleans and return. The USPS offered special pictorial postmark: depicting ex-SP 4449 and the chapter prepared an Artcraft engraved cachet that captured the majesty and beauty of the "world's most beautiful train."

A small supply of covers cancelled in various cities where the postmark was applied is still available. They are priced at the original price of \$1.50 each, our choice of city.

**Mail all orders to: PNWC-NRHS**  
**Attn: Cachets**  
**Room 1, Union Station, 800 N.W. Sixth Avenue**  
**Portland, Oregon 97209**



Please allow up to two weeks for delivery. Enclose SASE and remittance with order.

### CHEHALIS-CENTRALIA RR ASSOCIATION SPT/OCT EVENTS

Called the "Twin Cities" by some, these folks to the north have planned a one week event that centers at their station. There are two big trips: both ONE WAY either to or from Tacoma. On 27 Sept for \$35 you can ride the train from Tacoma to the Twin Cities. On 5 October you can ride the train from the Twin Cities to Tacoma for \$35. These are one way trips and you have to provide return transportation. During that week there are plenty of shorter rides from Chehalis to Centralia and back and forth for \$4 roundtrip.

This is going to be the first passenger train to leave Tacoma over the former Milwaukee line in 50 years. It leaves at 9 AM on Saturday 27 September. It will be 3 coaches long and pulled by an oil fired 2-8-2 steam engine for the 60 mile trip.

There will be a lot of heritage to see with the operating locomotive as a center attraction. Either phone (206)748-6043 for info or dash off your check to: Chehalis-Centralia RR Association  
 437 N Market Blvd  
 Chehalis WA 98532

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THIS IS AN UPDATED LIST OF ADDITIONS/CORRECTIONS AS OF SEPTEMBER 1986 FOR YOUR 1986 DIRECTORY

LAST NAME	FIRST NAME	ADDRESS	CITY	ST	ZIP	HOME PHONE
BEARD,	DONALD C.	5608 SW Nevada Ct	Portland	OR	97219	
BEARD,	DORIS	DONALD C. BEARD				
BROWN,	HAL	1273 N Millbury Av	La Puente	CA	91746	(818) 338-4698
COX,	CLARE	FRED B. COX				
COX,	FRED B.	2255 SW Coast	Lincoln City	OR	97367	(503) 994-9676
GRAY, (erra)	RICHARD	14539 SE Orchid	Milwaukie	OR	97267	(503) 656-0260
GRIGSBY,	WALTER D., JR	P O BOX 11189	Portland	OR	97211	(503) 285-8341
HAGG,	HAZEL L.	3125 NW Wilson	Portland	OR	97210	(503) 223-1759
HOFFMAN,(erra)	L. M.	4830 N Harvard St	Portland	OR	97203	
HUMANN,	DONNA L.	PAUL HUMANN				
HUMANN,	PAUL	3075 Quiet Ln	Eugene	OR	97404	(503) 689-7217
KOTOWSKI,	M. F.	21 N Harrison #200	Campbell	CA	95008	
McNULTY,	ELEANOR	FRANCIS J. McNULTY				
McNULTY,	FRANCIS J.	23965 Butteville Rd NE	Aurora	OR	97002	(503) 678-5189
SHEA,	R. M.	2133 Stockton St #107 C	San Francisco	CA	94133	
STADTER,	GREGORY E.	1010 Esther St	Vancouver	WA	98660	(206) 696-2889
STRASBERG,	JOE	3025 SW 182	Aloha	OR	97006	(503) 649-0745
THOMPSON,	BARBARA B.	NOEL J. THOMPSON				
THOMPSON,	NOEL B.	33550 Blaha Rd	Warren	OR	97053	(503) 397-2679
TURNER,	DONALD	4350 SW Altedena Av	Portland	OR	97201	(503) 246-3192
WOODWORTH,	HOWARD C.	2245 SW Park Pl #1A	Portland	OR	97205	(503) 222-1365

**PLEASE PASTE THESE NAMES IN DIRECTORY**

OUR DOLLARS AND SENSE by **Kyrion Y Gray**, CDP, CSP; Treasurer of Chapter

As I said in my campaign statement, "Members deserve an understandable and accountable reporting of where Chapter money is coming from and where Chapter money is being spent. That is my top priority."

Membership response has indicated I have succeeded. However, our financial statements may seem a little confusion to some of you. To clarify how they work, I have taken our second quarter financial statements, labeled certain areas with alphabetic notations, and will explain each below.

As a non-profit organization, we comply with the American Institute of Certified Public Accountants' Statement of Position 78-10, Accounting Principles and Reporting Practices for Certain Nonprofit Organizations. That pronouncement requires certain information to be reported. After listening to comments from many members, I have developed report formats that answer the most often asked questions and contain the information we are required to report.

The Statement of Activity shows exactly where the money came from and where it was spent for the period stated on the top of the report. This is the primary report as information from this report drives all the other reports. There are two balances. The fund balance is the Chapter's record of how money was handled. The cash balance is the bank's record. Fund activity must ALWAYS equal cash activity, L=N.

For every item there is the description (A), the beginning balance (B), that period's activity (C), and the ending balance (D). Brackets around a number means it is a negative number. Items are separated into two categories: Support & Revenue and Expenses. Expenses are further divided into those relating to committees, Program Expenses, and those relating to the entire membership, Supporting Services.

The first part of the report gives the detail for all items. Following that section is the summary of all income and expenses. If you follow my alphabetic notations: E=I, F+G+H=J, and I-J=K. As stated above, fund activity (L) equals cash activity (N). The ending balance of the fund activity (M) is reported on the Balance Sheet under the Liabilities & Fund Balances section as Excess Support & Revenue over Expenses.

The Subaccount Activity report concentrates on the most active committees. The top portion shows the committee's beginning balance, income and expense for the period, ending balance, annual budget, and the percentage of year-to-date totals to the budget. The amounts are from the Statement of Activity and are net figures. The lower portion shows our Rolling Stock activity for individual pieces of Rolling Stock. The total figures match the item figures on the Statement of Activity.

The Budget Comparison report helps you see how "on target" we are. Budgeted items are listed with the year-to-date totals (O), the annual budget (P), and the percentage of those two (Q). The year-to-date totals come from the Statement of Activity. If you follow my alphabetic notations, E=R, F=S, G=T, & J=U.

The Balance Sheet shows that our assets are equal to our Fund Balances. This is the only report that continues from year to year. The Current Assets match the Cash Balances shown on the Statement of Activity. The prior year fund balance is the status of our fund at the end of 1985. Excess Support & Revenue over Expenses (V) is the ending balance of our fund (M) from the Statement of Activity.

I hope this helps you understand how the Chapter handles our money. Please feel free to ask questions or make comments at any of our meetings or write to me.

Quarter ending 6-30-86

FUND BALANCES

(A) account description	(B) beginning balance	(C) activity receipts	(D) ending balance
<u>SUPPORT &amp; REVENUE</u>			
Interest, checking	755.84	572.78	1,328.62
Interest, savings	617.86	549.40	1,167.26
Stock dividends	3.05	4.75	7.80
Donations	148.00	77.00	225.00
Raffle & auction	13.50	0.00	13.50
Dues	4,652.00	1,320.00	5,972.00
Activities, chapter	816.45	0.00	816.45
Activities, public	580.75	854.41	1,435.16
Concessions	7,353.85	4,873.14	12,226.99
Project '84	106.48	0.00	106.48
Excursion newsletter	465.00	603.00	1,068.00
Rolling stock, rental	0.00	3,750.00	3,750.00
Extraordinary income	2,500.00	650.00	3,150.00
	<u>18,012.78</u>	<u>13,254.48</u>	<u>31,267.26</u> (E)
total support & revenue			

PROGRAM EXPENSES

		<u>expenditures</u>	
Membership	86.80	93.10	179.90
Activities, chapter	523.87	150.00	673.87
Activities, public	499.48	0.00	499.48
Concessions	3,333.78	4,187.21	7,520.99
Publications	31.50	1,913.46	1,944.96
Library	0.00	99.90	99.90
Museum	45.30	434.87	480.17
National convention	0.00	1,184.58	1,184.58
Excursions	179.55	500.00	679.55
Project '84	2,592.24	0.00	2,592.24
Excursion newsletter	705.12	0.00	705.12
Rolling stock, rental	784.95	0.00	784.95
Rolling stock, maint.	3,744.65	(151.47)	3,593.18
Rolling stock, improv.	116.00	800.00	916.00
Rolling stock, acquire	4,140.00	23,072.50	27,212.50
Extraordinary expenses	4.07	76.93	81.00
	<u>16,787.31</u>	<u>32,361.08</u>	<u>49,148.39</u> (F)
total program expenses			

SUPPORTING SERVICES EXPENSES

		<u>expenditures</u>	
Rent	2,235.00	2,320.00	4,555.00
Telephone	328.56	396.14	724.70
Postage & freight	653.40	115.00	768.40
Office supplies	311.36	716.90	1,028.26
Trainmaster	922.62	1,091.45	2,014.07
Dues, national	3,464.00	416.50	3,880.50
Dues, other	86.00	(10.00)	76.00
Insurance, general	719.82	879.32	1,599.14
Insurance, rolling stock	15.00	0.00	15.00
Extraordinary expenses	5,121.81	200.76	5,322.57
	<u>13,857.57</u>	<u>6,126.07</u>	<u>19,983.64</u> (G)
total supporting services expenses			
Prepaid expenses	0.00	17,931.00	17,931.00 (H)

PNWC-NRHS  
Statement of Activity  
Quarter ending 6-30-86

FUND BALANCES

account description	beginning balance	activity	ending balance
Total revenue	18,012.78	13,254.48	31,267.26 (I)
Total expenses	30,644.88	56,418.15	87,063.03 (J)
Total support & revenue over expenses	(12,632.10)	(43,163.67)	(55,795.77) (K)
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<u>CASH BALANCES</u>			
Checking account	50,034.84	(23,713.07) (L)	26,321.77 (M)
Savings account	35,503.55	(19,150.60)	16,052.95
total	85,538.39	(43,163.67) (N)	42,374.72

PNWC-NRHS  
Subaccount Activity  
Quarter ending 6-30-86

<u>description</u>	<u>QTR 1</u>	<u>income</u>	<u>expenses</u>	<u>QTR 2</u>	<u>budget</u>	<u>%</u>
Dues	1,188.00	1,320.00	416.50	2,091.50	6,000	34.9
Activities	373.85	854.41	150.00	1,078.26	100	1078.3
Concessions	4,020.07	4,873.14	4,187.21	4,706.00	15,000	31.4
Newsletter	(240.12)	603.00	0.00	362.88	0	

ROLLING STOCK

<u>Maintenance &amp; improvements</u>						
general	88.60		121.60	210.20	10,000	2.4
#55	12.83		0.00	12.83		
#600	10.89		32.62	43.51	3,000	1.5
#3300	649.49		332.28	981.77	1,000	98.2
#4461	0.00		12.19	12.19		
#4449	1,685.71		0.00	1,685.71	10,000	16.9
#6200	1,413.13		149.84	1,562.97	2,000	78.1
total	3,860.65		648.53	4,509.18	26,000	17.3

<u>Rental</u>						
#3300	0.00	3,750.00	0.00	3,750.00	0	

<u>Acquisitions</u>						
NP 260	2,070.00		31.25	2,101.25		
SP&S 266	2,070.00		31.25	2,101.25		
ATK 4461	0.00		3,010.00	3,010.00		
Red River	0.00		15,000.00	15,000.00		
Twin Grove	0.00		5,000.00	5,000.00		
total	4,140.00		23,072.50	27,212.50		



PNWC-NRHS  
Budget Comparison  
Quarter ending 6-30-86

<u>account description</u>	<u>activities YTD</u>	<u>annual budget</u>	<u>%</u>
Interest	2,495.88	5,000	49.9
Dues	5,972.00	10,000	59.7
Activities chapter	816.45	1,200	68.0
Activities, public	1,435.16	2,500	57.4
Concessions	12,226.99	18,000	67.9
Publications	0.00	500	0.0
Excursions	1,068.00	270,000	.2
Rolling stock, rental	3,750.00	8,000	46.9
Extraordinary income	3,502.78	500	700.6
<b>total income</b>	<b>31,267.26</b>	<b>315,700</b>	<b>9.9</b>
<u>PROGRAM EXPENSES</u>			
Membership	179.90	1,000	18.0
Activities, chapter	673.87	2,000	33.7
Activities, public	499.48	1,600	31.2
Concessions	7,520.99	3,000	250.7
Publications	1,944.96	4,000	48.6
Library	99.90	2,500	4.0
Museum	480.17	5,000	9.6
Historic foundation	0.00	500	0.0
Public relations	0.00	500	0.0
National convention	1,184.58	2,000	59.2
Excursions	3,976.91	210,000	1.9
Rolling stock, rental	784.95	7,500	10.5
Rolling stock, other	31,721.68	26,000	122.0
<b>total program</b>	<b>49,067.39</b>	<b>265,100</b>	<b>6.3</b>
<u>SUPPORTING SERVICES EXPENSES</u>			
Rent	4,555.00	9,000	50.6
Telephone	724.70	1,400	51.8
Office supplies & postage	1,796.66	3,000	59.9
Trainmaster	2,014.07	4,000	50.4
Dues, national	3,880.50	4,000	97.0
Insurance	1,614.14	2,300	70.1
Finance & treasurer	0.00	1,000	0.0
Extraordinary expenses	5,479.57	5,000	104.2
<b>total support</b>	<b>20,064.64</b>	<b>30,700</b>	<b>65.4</b>
Prepaid expenses	17,931.00	0	0
<b>total expenses</b>	<b>87,063.03</b>	<b>294,800</b>	<b>29.5</b>

PFWC-NRHS  
 Balance Sheet  
 Quarter ending 6-30-86

ASSETS

Current

Checking account	26,321.77
Savings account	16,052.95
Prepaid expenses	<u>17,931.00</u>

total current 60,305.72

Other

Stamps	2,119.75
Securities, at market	1,469.50
Rolling Stock Collection	0.00
Inexhaustible Collections & Books	<u>0.00</u>

total other 3,589.25

TOTAL ASSETS 63,894.97

LIABILITIES & FUND BALANCES

Current

Deferred revenue	0.00
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Fund balances

Prior year	106,855.24
Restricted	17,931.00
Correct erroneous entry, rolling stock	(6,565.00)

Reflect stock certificates	1,469.50
Excess support & revenue over expenses	<u>(55,795.77)</u>



TOTAL LIABILITIES & FUND BALANCES 63,894.97

## BEN HOLLADAY by ELLIS LUCIA

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When Portland's new commuter railroad begins operating in September between downtown and Gresham, it will travel through an area rich in railroad history and bearing the name of the nation's leading mover of people and supplies during the 19th century.

Ben Holladay was America's King of Wheels, who operated single-handedly more freight and passenger lines than any other individual in the nation's history. He was the largest contract mail carrier in the history of the US Post Office. He was this region's first major railroad builder, who thrust iron, hardware and rolling stock south toward California in the late 1860s and early '70s, despite overwhelming odds. Old Ben --- as he was often called --- bucked up against high-powered business and political wheeling and dealing from well-entrenched Oregonians who wouldn't accept Holladay as "a member of the club." Eventually this factor alone shattered his long, highly successful career in frontier transportation, leaving him generally unappreciated for the lasting marks he made on Oregon's development.

Today, Holladay remains little known in Portland and the Oregon Country, other than by his name which is attached to numerous landmarks. A street, a park and a hospital all bear his name. The new railroad (MAX) travels, appropriately yet incongruously, along Holladay Street and near Holladay Park, which Old Ben gave the city. An historical plaque in the park briefly details his adventurous career. Holladay once owned much of the area occupied by the Lloyd Center which he began to develop into the City of East Portland. It was later called the Holladay Addition. He once operated a huge hotel where the Memorial Coliseum now stands.

At was with West Portland, across the Willamette River, Old Ben declared he would build a city that would turn Portland proper "into a rat hole," with grass growing on Front Street. Nevertheless, he gave Portland its first streetcar line, a horse car operation along Front Street, and also built a mammoth wharf near where the Union Station now stands, the largest dock complex on the Pacific Coast. He owned much of that area, too.

Old Ben's ships had run into Portland for years before he made it his center of business activity in the late 1860s. By then, he was an international figure of fame and power, a multi-millionaire with huge mansions and estates spread from coast-to-coast. Only lately he had sold his great Overland State Lines across the central plains to Wells, Fargo, for over two million dollars. He knew that stagecoaching as a trans-west system would be finished when the transcontinental railroad was completed. The Wells, Fargo people didn't think so, and went broke as a result. It was armed with this new wealth that Holladay burst upon the decaying Oregon railroad scene.

Holladay had tied his fortunes to spinning wheels throughout his life. He was never meant to be a storekeeper in Weston, Missouri, where he also served as postmaster and barkeeper. He began hauling freight, supplying the army at nearby Fort Leavenworth and later on the Santa Fe Trail. Always inventive, he developed unique wide wheels for his heavy freight wagons to roll them faster through the sand and thus outstrip his competitors. He moved into every form of transportation, supplying livestock for the Pony Express and stage lines, operating riverboats and ferries, and steamships to Hawaii and Australia. As his wealth and power grew, he took over the faltering Overland Stage Lines, building it into

an efficient operation with coaches leaving daily from each end of the line, powered by fine racing horses and using Concord coaches, the best that could be built.

Holladay loved high living. He established stylish resorts and hotels from Warm Springs, Georgia, to San Francisco and Lake Tahoe. He was the first to promote Hawaii as a vacation tourist attraction. One of his finest hotels was near Oregon's Tillamook Head, called Seaside House, from which the beach town took its name. Here, he entertained powerful people including railroad moguls, investors, Wall Street bankers and politicians, in seclusion but with a grandeur then unknown to frontier Oregon.

Old Ben had been shut out of the transcontinental railroad project, being built beside his stage line. But he was determined to get into railroading on the West Coast. The time was right in Oregon. Two rival factions were bidding for the franchise and rich timber holdings. Portland financiers were one major force, commonly called the West Siders. Upstate Oregonians wanted a road along the east bank of the Willamette River. Holladay threw his strong financial backing behind the East Siders, officially the Oregon Central Railroad of Salem, later called the Oregon & California.

Holladay used every resource at his disposal in 1868 to overturn the state legislature, meeting to reconsider an 1866 action to endorse the West Side project. The solons reversed the 1866 decision in favor of the East Side. One of Ben's steamboats, transformed into a floating nightclub, urged legislators to "vote the right way." Free booze, good food, and beautiful girls all helped overturn the vote.

Then the federal government stepped in, deciding that neither side could now qualify. Congress worked up new legislation, extending the time limit for a year. The deadline would be Christmas Day 1869, with the company having 20 miles of railroad in operation by that time winning the right to keep building to California.

The ruling touched off one of this nation's greatest railroad races of the 19th century, with a finish that would outclass Hollywood's imagination. On the east bank, near Stark Street, the kickoff included a brass band and a string of notable speakers turning the first shovels of grade and spiking the first ties and rails. As was characteristic, Holladay hauled railroad equipment and material north from San Francisco by the boat-load, including some of the first rail made on the West Coast; also the first locomotive of size, a 44,000-pound balloon-stack from the Hinkley Works, which had seen service on the Michigan Central. Holladay named her for James B. Stephens, one of his most enthusiastic supporters and a huge landowner on the East Side. In the unloading, they almost lost the engine in the river, but with much seat and cursing, finally got it ashore.

Railroad machine shops were established at what is now the Brooklyn Yards. The first passenger cars built in the Pacific Northwest were assembled there. Along with all the equipment, Holladay brought thousands of Chinese workers to Portland, many having gained experience for the Central Pacific on the overland project.

Across the river, the West Siders challenged Holladay with their own line, swinging west into the Tualatin Valley and then south toward McMinnville, Corvallis

and Salem. Holladay's right-of-way was rugged, for the swift Clackamas River had to be bridged and the bluffs of the Willamette Falls conquered. Old Ben supervised much of the work personally, but he hired railroad veteran John P. Kidder as construction engineer, replacing Simon G. Elliott who had little experience. More equipment came north, to be unloaded on the east bank where a turntable and spur connected to the main line. Holladay's string of sawmills spewed out piling and ties in great quantities.

The weeks of October and early November flew by. Heavy storms and rain hampered the progress. While crews rushed to complete the Clackamas Bridge, work continued south around the Willamette Falls bluffs and on to Parrott Creek, named New Era, the end-of-track for the first 20 miles. The bridge was almost finished when a cloudburst knocked it down. It was barely ready on Christmas Eve so that Old Ben could put the "Stephens" and a couple of cars through to New Era, south of Oregon City, thereby qualifying for the franchise. It was certainly victory over the West Side which had fallen far behind.

Holladay staged a special celebration Christmas Day for public officials, railroad backers and even his West Side enemies. He took a train the full distance to Parrott Creek, to be greeted by a crowd of cheering spectators and the Aurora brass band. The party was especially impressed by the home-built cars of Oregon timber. "The Oregonian" called them "splendid passenger cars." The sturdy engineering across the Clackamas River and around the basalt cliffs at Oregon City also scored with the crowd. For the first time, Oregon was hearing the familiar sounds of a true steam railroad.

Holladay kept building south and began laying plans for a road north to Puget Sound. By the following year, the California railroad had been extended to Salem in time for the state fair. Grading and track-laying continued to Eugene and Roseburg, 198 miles from Portland. With 47 finished miles of West Side railroad, Holladay had 245.5 miles in operation. But the road largely "went nowhere," and wouldn't until linked with the California railroad building north. The Siskiyou Mountains lay between. Old Ben's funds and power ran out; he learned too late that building and equipping stage lines was far less expensive than railroading. He was forced into bankruptcy as friends and colleagues deserted him. Henry Villard took over. Villard extended the road to Ashland before he, too, went under. The Southern Pacific finished the job finally in 1887, the year Ben Holladay died.

#### RICH CARLSON'S REPORT ON NATIONAL CONVENTION BOARD

As Alternate National Director, I represented the chapter at the national NRHS Board of Director's meeting held at the Sheraton Boston Hotel on July 25.

Approximately 100 attended with virtually every seat taken in Independence Room C. The meeting started promptly at 9 AM and was immediately followed by the 52nd Annual Meeting of the members, with final adjournment at 12:20 PM.

Lively, spirited discussion occurred regarding the release of some \$2,900 donated for restoration of a GG-1, No. 4935. The motion to appropriate the money, reportedly to be matched by another group, passed by a large majority. Another lengthy debate ensued regarding the finances of the July 1988 national convention. Scheduled to be run by the Tri-State Historical Society of Clifton (Somerset) NJ, that group proposed to split the net proceeds from the convention once the \$11,330 net proceeds mark is reached, at 90% to Tri-State and 10% to National.

Until recent years, Holladay was much-maligned in the history books and article about him, giving him small credit for his achievements as one of the nation's greatest builders and developers. Much of the blame can be laid on Joseph Gaston, a prolific Oregon journalist and historian, and heated enemy of Old Ben. Yet when Holladay died, the Portland "Evening Telegram" editorialized:

"Ben Holladay was the first man to set the pulse of enterprise in motion in this state; and even those who from time to time censured his methods and management most severely have been constrained to confess that Oregon is largely indebted to him for the furtherance of her interests, even in the face of her own business apathy."

Old Ben should rank alongside Ainsworth, the Ladds, Corbetts, Pittock and all the others who built early Oregon. Instead, the records were distorted, lies were told, and Old Ben buried as a "lost man to history." But when the sleek new commuter trains begin rolling through the very area where Ben broke

ground for his railroad to California along Holladay Street and into the heart of the city, picking up and dropping off passengers near Holladay Park, it will indeed be an odd twist of fate for many other routes might have been selected. After almost a century, Ben Holladay appears to be getting the last victory blast on the whistle. Indeed, I like to think that the new trains will be a living memorial to America's King of Wheels.

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(Award winning author Ellis Lucia of Portland has retained a lifelong interest in the career and times of Ben Holladay. Lucia's biography of Old Ben, "The Saga of Ben Holladay," was a result of some ten years research throughout the West and his first of 17 books of Western Americana.)

Previously it had been a straight 50/50 split all the way. The local group also agreed to pay any and all losses 100%. The motion passed handily.

Railtours of America (insurance) reported current assets of about \$28,000, with potential liabilities of about \$13,500, or unencumbered funds of \$14,500.

Following the meetings, I took the opportunity to meet most of the national officers, including Allan Vaughn, whom I had last visited at his home in Oak Park, Illinois, last May.

One new NRHS chapter, Sheango-Pymatuning, located near Greenville PA was welcomed aboard, making a total of 149 chapters at this time.

Overall, there was some disappointment that the steam excursion events originally planned had been cancelled because of insurance or strike problems. However, the Boston group did all they could to schedule alternate affairs, and deserves full credit for making it a good convention. Doug Auburg, Al Wert, and Gordon Zimmerman from our chapter also attended. Among us, we did a good job covering different rail routes, lines and excursion operations. Certainly there was plenty to choose from in that region.

The 1987 NRHS National Convention will be held in Roanoke VA July 28 to August 2. They will be featuring 4-8-4 N&W 611 and 2-6-6-4 N&W 1218, which is now being restored in Birmingham AL and scheduled to begin running in southeastern states in late October 1986. Start saving your dollars now; it should be a great convention given that kind of steam power up and around.