

The



TRAINMASTER



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

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CHAPTER TIMETABLE NO. 295--APRIL 1987

April 9, 1987 Thursday 7:00 pm--April BOARD OF DIRECTORS MEETING at the Columbia Gorge Model Railroad Club at the corner of North Vancouver Avenue and Russell Street. All Chapter members are welcome to attend. If you wish to address the board, please check in with President Doug Auburg prior to the meeting. Much give-and-take goes on here. Runs until at least 10:00 pm.

April 17, 1987 Friday 7:30 pm--April MONTHLY MEMBERSHIP MEETING at the Portland General Electric auditorium on SE 17th Avenue between Powell and Holgate. Bring slides for the "Newsreel." Monthly raffle and goodies; leave some money in the "kitty" so we can eat well. Program to be announced.

Every Saturday 12 noon NO-HOST LUNCHEON at the Semaphore Restaurant at the corner of SE 17th Avenue and Holgate Blvd. Our group sits in back.

May 9-10, 1987 Saturday and Sunday--CASCADES-DESCHUTES RAIL ADVENTURE. Chapter excursion via chartered Amtrak train. Portland to Chemult via SP, Chemult-Bend via BN, overnight at Bend, Bend to Wishram via the former Oregon Trunk, Wishram to Portland on BN. Be sure to fill out the order blank following page 8 and send in your check now as tickets are going fast.

Thanks to the WILLING WORKERS who have helped the new editor assemble THE TRAINMASTER the past two months:

February issue: Jim Edgar and Marilyn Rehm.

March issue: Doug Auburg, Fred Dorsett, Chuck Storz, and Alan Viewig.

Thanks to Andy Corcoran for donating railroad stationery reproductions and locomotive bumper stickers to the Chapter for sale at the March 7 swap meet.

Terry Parker and Jim Edgar send many thanks to the following folks who donated their time and effort at the March 7 swap meet: Fred Dorsett, Carl Rodabaugh, Bob Bernard, Doug Auburg, Bob Landregan, Esther Rosu, Al Viewig, Dave Van Sickle, Richard Gray, Linda Hoffman, Bob Jackson, Rich Carlson, Jerry Webb, Paul McMullan, and Bryan Leeder. Marilyn Rehm sends a big thank you to the kitchen help: Naomi Gray, Cora Jackson, Jean Taylor, Mike Rosu, Barbara Dougherty, and Freda and Jerry Webb. And finally, concession kudos to Lee Jackson and Jim Brown.

CHELATCHIE PRAIRIE RAILROAD--Once in a lifetime deal or white elephant?

(Condensed from two articles by Pam Brinkley in the Vancouver Columbian, March 22, 1987.)

The 29.5-mile Chelatchie Prairie Railroad runs roughly southwest to northeast across Clark County, Wash. The railroad has plenty of potential, say those who supported the county government's decision to spend \$1.1 million of taxpayers' money for it last year. A potential for a thriving industrial artery to the county's interior coupled with a Battle Ground-to-Moulton Falls tourist ride destined for the pages of Sunset magazine.

But neglect, abandonment and disinterest is another possibility. The tourist season is almost here and an operator is yet to be found. Dreams aside, was the railroad deal the chance of a lifetime, or an ill-fated ride down dangerous financial track?

The commissioners might find out Friday (March 27). That's the county's deadline for accepting proposals from would-be operators. No proposals had been received as of the middle of last week. Earlier this month, some thirty information packets went out to businesses and individuals who have expressed interest in running the railroad.

The county's search for an operator to lease the line is a fallback position. When it tried to find a buyer last fall there was a hotbed of apathy. There were no seriously considered bids.

George Simpson, county parks director, said there are two current contenders to lease and operate the line: Willamette Valley Railroad of Independence, Ore., and Northern Rail Services of Tacoma. In recent weeks, representatives from both companies have scrutinized the line--determining what is needed to harness industrial and recreational potential.

In the meantime, the present owners--the residents of Clark County--don't really know what they have. That's because county officials don't know how much work on the roadbed, ties and track is needed to operate the railroad at minimum standards. Estimates range all the way from \$10,000 to \$500,000.

It is doubtful last year's operators of the tourist runs, Battle Ground publisher Marvin Case and partner Brooks Owen, will assume the Chelatchie throttle. Case says he has given up on his dream of turning the railroad into a viable freight railroad and quaint tourist lure for north Clark County.

TO BE CONTINUED

PRESIDENT'S CORNER

by Doug Auburg

THIS WILL BE THE LAST ISSUE OF THE TRAINMASTER FOR SOME OF YOU. WHY?? Because you haven't taken the time to send in your 1987 dues payment of \$20 to the Chapter address.

If you've planned to pay and just haven't gotten around to it, please take a few moments to write a check now and send it along. If you've decided to drop your membership, we wish you good luck. However, you will be missing the improvements and expansions now under development for the Trainmaster, you'll also be missing the seeing the steady improvements being made within the Chapter and rapidly diminishing rancor.

UNION STATION & A RAIL MUSEUM. The Portland Development Commission is moving rapidly to approve and recommend the purchase of the Union Station site by the City. Subject to the approval by each organization's membership, representatives of the Pacific Northwest Chapter, the 700 preservation group, and the Glenwood Trolley group tentatively agreed to support the Northwest Rail Museum, Inc. in gaining a railroad museum at Union Station. There are no guarantees and such a museum will take a lot of work and money to see a successful conclusion. But the important thing is that the major parties involved are talking and reaching mutually acceptable solutions.

JEFFERSON STREET LINE. The Chapter has just received a copy of a Request for Proposals from the City to operate excursion and regular transit service on the Jefferson Street line THIS SUMMER, starting July 4th. I suspect that the Glenwood group has the inside track on this RFP because they have the equipment to make it possible. As this project develops, I'm sure that those responsible will welcome our volunteer help to clear the right-of-way.

CHAPTER CAR LEASE. By the time you read this, the issue of whether or not we will be leasing three of our coaches to RCR Company will be settled. They are still awaiting confirmation from the operating railroad as this is written. If the word is GO, there'll be a lot of work to do on the cars to get them ready for the lease, if not then we'll have all summer to get them ready. Contact Rolling Stock Committee Chair, Larry Miller, if you'd like to help.

EXCURSION STATUS. We have some very good news: We've already passed the break-even point on ticket sales. The troublesome news is that, as this is written, AMTRAK has not responded with a contract for the trip. We have every expectation that they will come through before we must make our non-refundable deposits to the motels in Bend in early April. We have informed them of our problems and deadline. The rest is up to AMTRAK.

LIBRARY COMMITTEE REPORT--Bob Slover, Chairman

A lot of progress was made at the March 14 meeting, which had the largest turnout of any previous meeting. Thanks to everyone who was able to make it. Many of the books and magazines that have been donated recently were identified and put on the bookshelves. In Room 1A, things were cleaned up in preparation for finishing the shelves. Marilyn Rehm found a large book shelf which will provide more storage space for library materials.

In the future, library materials will be available on an appointment basis only. The Chapter library will no longer be open the day after the membership meeting as it has been in the past. If you would like to make an appointment to check out or return books and tapes, leave a message at Room 1 (226-6747), or call Bob Slover (692-4782).

Our next meeting will be Saturday, April 25 at 10:00 am in Room 1.

EXCURSIONS COMMITTEE REPORT--Kerrigan Gray, chairman

The order blank for the Cascades-Deschutes Rail Adventure was omitted from last month's TRAINMASTER. You will find it following page eight of this month's issue.

Car hosting on Chapter excursions has a new requirement. The Board of Directors has passed a motion stating it is highly desirable that all car hosts have CPR training with a CPR certification card dated within one year of the date of the excursion. The Excursion Committee has interpreted the motion to mean that on the Cascade-Deschutes excursion, at least one car host on each car must have a current CPR card. On future excursions, it may be required that all car hosts have a current CPR card. This means that some car hosts in line to be called may be passed over in order to call a car host with a current CPR card. It may even require that two car host lists be prepared, one with CPR training and one without CPR training. Please give your Board members and Excursion Committee your best pearls of wisdom re the above CPR requirements. Please remember that the Chapter has an excellent public image on our excursions. We need to protect this image and be prepared to take care of emergencies. The car host lists shown on the next page are contingent upon the car host being a member in good standing and capable of the physical effort required.--Bob Hoffman.

MEMBERSHIP & HOSPITALITY COMMITTEE ROSTER

Chair: Fred Dorsett.

Board Contact: Doug Auburg.

Members: Darlene Morrision, Cora Jackson, Lee Jackson, Al Haij, George Mickelson, Gerald Schuler, Ruth Dexter.

CAR HOST LIST as of
March 23, 1987

JUNIOR

SENIOR

	Gordon Zimmerman	Janet Rodabaugh
	Barbara Von Gaertner	
John Von Gaertner	Dan Lundy	
Noel Nelson	James Loomis	
Ellie Nelson	Roger White	
Ken Keeler	Richard Gross	
Vija Keeler	Doug Crites	
Duane Cramer	Arthur Hansen	
Larry Hodson	Kenneth Duncan	
William Gano	Bill Carter	
John Willworth	Bob Badzik	
Marilyn Rehm	Barbara Dougherty	
Walt Grande	Eleanor Reid	
Connie McCready	Gerald Webb	
Al McCready	Freda Webb	
Larry Collier	Peter Rodabaugh	
Fred Dorsett	Robert Jackson	
Kristine Nelson	Cynthia Jackson	
Randy Nelson	Dick Gemeinhardt,	
Terry Parker	Jr.	
Bob Slover	Beverly Gemeinhardt	
Mary Lou Weaver	Bryan Leeder	
Ray Myer	Russell Schoof	
Sandry Myer	Christine Schoof	
Rich Carlson	Paul McMillan	
Jim Whaley	Gerda McMillan	
Chuck Storz	Alan Viewig	
John Holloway	Donald Rehm	
Pat Tracy	Pat Patterson	
Rita Tracy	Steve Howes	
Jim Schmidt	William Bain	
Roger Phillips	Lindy Fredericks	
Bill Davis	Brigitte Duncan	
Rachel Immel	Carl Rodabaugh	
Pete Dorland	Charles Andrews	
Gerry Baldwin	Gerald Schuler	
Bob Hoffman	Michael Rosu	
Eric Fellows	Thomas Brewer	
Ken Peters	Leona Nowell	
Esther Rosu	Mike Balteau	
Doug Auburg	Nancy Hodson	
Al Haij	Jim Edgar	
Jack Pfeifer	Darlene Morrison	
Richard Mather	Linda Hoffman	
George Mickelson	Karwyn Bates	
Kent Hutchens	Judy Robertson	
Mike Ackley	Hugh Robertson	
Duane DeLong	Richard Parks, Jr.	
Dale Hammersly	Richard Gray	
Kyrian Gray	Judy Cramer	
Al Wert	Kerrigan Gray	

HISTORIC RAILROAD MARKER DAMAGED

Back in 1959, year of the Oregon Statehood Centennial, a large cast metal plaque was created and erected on a concrete railing post at the southeast end of the Steel Bridge on Northeast Oregon Street near Occident Avenue. It marks the spot where the first transcontinental railroad train arrived in Portland on September 11, 1883. (There was no railroad bridge across the Willamette River then, and the train stopped on the east bank.) According to lettering at the bottom of the sign, the plaque was commissioned by two groups called "The Oregon State Society" and "The Daughters of the War of 1812." A quick check indicates neither group still remains in existence.

The marker stood there undisturbed for 28 years. About two years ago, while filming light rail construction on the bridge, I took some slides of the plaque and noticed that despite its north-facing direction, the colors were fading slightly and that it probably could stand some refurbishing.

The prominent element of the plaque was a round Northern Pacific emblem about 8"-9" in diameter at the top of the sign. In red and black, the "yin-yang," as the symbol is known, was affixed to the rest of the sign by some type of black adhesive.

On the morning of January 30, 1987, while driving past the location, I noticed that the NP emblem was gone. Only a chalk "X" marked the place where it had been. Subsequent close checking of the sign indicates the round emblem was probably pried off the plaque.

Of course there is the possibility it may have fallen off, but I frankly suspect some misguided person stole the emblem. As the badge of a "fallen flag" railroad (now a part of Burlington Northern) its appeal was obviously greater than someone's respect for historic preservation and sense of civic responsibility.

It should be possible to have a new emblem made, and I would recommend this as a project for the Pacific Northwest Chapter. I would not think it inordinately expensive, and we could gain some publicity were we to publicly re-dedicate the restored sign. As an organization dedicated to railway history, I feel it is our duty to do this.

Finally, should you have any knowledge of the incident, or if anyone told you of an interesting piece of railroadiana fitting the description which they happened to "pick up" recently, by all means contact me. I can assure you appropriate action will be taken depending on the information supplied.

Rich Carlson, National Director (292-0975).

Summary of Minutes - Regular Chapter Meeting - March 20, 1987

The meeting was called to order by President Doug Auburg at 7:40 PM.

Treasurer Kyrian Gray reported the following balances in the Chapter's accounts as of 2/28/87: Checking account \$25,262.99. CDIC account \$6,400.53.

President Doug Auburg reported as follows:

- 1) Progress is being made in discussions with the new Northwest Rail Museum to determine the Chapter's relationship with the museum organization.
- 2) A tentative car lease with R.C.R., Inc., drafted by Doug, has been submitted to the Chapter's attorney Steve Bennett for review.
- 3) The Portland Development Commission has held hearings on the future of the Union Station at which Doug spoke for the Chapter. There was strong support for continued use of the station as a station.
- 4) The demand letter sent to recover the ship Pegasus room deposit was rejected by the Robt. Powell agency's attorney but they will talk with our attorney.

Excursions: Kerrigan Gray reported that over 400 tickets have been sold for the coming excursion putting sales past the break even point. Newspaper and radio ads have been purchased for the excursion. Amtrak has been notified that the Chapter must have the excursion contract by April 6.

4449 Management Proposal: Doug Auburg reported tha the City Parks Dept. is looking at the proposal and that the Chapter should have an answer soon.

Offer to Buy Car #4500: Larry Miller advised that R.C.R., Inc. has offered to buy car #4500, that the rolling stock committee has recommended against the sale, and that the board has taken no action on the matter. Moved by Paul McMillan, seconded by Leonard Morgan, to authorize the board to consider proposals to sell the car. Motion failed. Rich Carlson spoke against making a sudden decision to sell the car. Doug Auburg asked Larry Miller to have the rolling stock committee prepare a report on the pros and cons of selling the car and to submit the report to the April board meeting for consideration.

Respectfully submitted, Chuck Storz, Secretary

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Summary of Minutes - Board of Directors Meeting - March 12, 1987

The meeting was called to order by President Doug Auburg at 7:06 PM.

New Check Signing Policy: Treasurer Kyrian Gray, following up on February board action, presented a new check signing policy. It requires that two officers sign each check. Normally the treasurer and any one other officer will sign checks with two officers not including the treasurer permitted to sign on an exception basis. Moved by Kerrigan Gray, seconded by Kyrian Gray to approve the check signing policy as presented with the addition that an officer other than the treasurer sign first and that the treasurer sign second and mail the check. Motion passed.

Activities Committee: Jim Edgar reported only 31 reservations have been made so far for the banquet. He presented the Original Richards restaurant contract for approval. Moved by Bob Hoffman, seconded by Carl Rodabaugh to approve the

Summary of Minutes - Board of Directors Meeting - 3/12/87 (continued)

contract and to authorize payment to the restaurant when required. Motion passed.

Excursion Committee: Kerrigan Gray reported that 307 tickets have been sold for the Chemult-Bend excursion with receipts of about \$71,000. Rich Carlson reported that the Amtrak contract for the trip has not been received.

Relationship of PNWC with the Northwest Rail Museum, Inc.: Mary Lou Weaver, speaking to the board for the Museum, turned down Doug Auburg's request that the Chapter be given a seat on the Museum's board. Mary Lou presented a background report on why a separate museum group was formed. Regarding composition of its board the museum group is concerned with: 1) Internal struggles within participating groups, 2) Competition versus cooperation, 3) The problem of "deadwood", and 4) A board that is unwieldy if it is too large. Mary Lou also listed a number of options for qualifications for Museum board membership. There will be a meeting of the Museum's advisory council on March 31.

R.C.R. Lease Agreement: Doug Auburg asked for comments from the board on the car lease agreement he has proposed with R.C.R., Inc. Members of the board suggested adding: 1) A walk-through of the cars before they leave and after they return to note their condition and 2) A hold harmless amendment to item #5. Rich Carlson recommended hiring outside counsel to review the contract. Al McCready moved, seconded by Terry Parker to hire outside counsel to review the contract with R.C.R. and to authorize \$200 to cover the cost. Motion passed. Moved by Kerrigan Gray, seconded by Terry Parker to approve the draft contract of approved by counsel. Motion passed.

Locomotive 4449: Doug Auburg reported to the board that there has been an unauthorized steamup of locomotive 4449. Doug stated that he had talked to Ed Immel about this and was told that the City and S.P. had been notified and that that was sufficient. Ed stated further that if the Chapter wants to know about future steamups of the engine that it should ask the City to inform us. Doug also read a letter from Roger Peck criticizing the "unauthorized" operation of the locomotive. Moved by Dave Van Sickle, seconded by Kyrian Gray that Doug Auburg write to the City attorney about the steamup, expressing the Chapter's concern at the lack of notification and requesting that the City attorney notify the Chapter of its status in the matter, said letter to be hand delivered to City Commissioner Lindberg's office. Motion passed.

Odyssey Club and Chapter Policy Regarding Tour Groups: Doug Auburg advised the board that he has written to the Odyssey Club advising them of changes in the Chapter's policy for selling excursions to tour groups. For the coming trip the Chapter is requiring 1) A firm guarantee of attendance including room requirements 32 days before the trip, 2) Full payment two weeks before the trip as in the past, 3) The Chapter can no longer guarantee hotel space any later than 30 days before the trip.

Respectfully submitted, Chuck Storz, Secretary

Order Number _____ CASCADES-DESCHUTES RAIL ADVENTURE Saturday & Sunday, 9 & 10 May 1987 Number of Persons _____
 Date Rec'd _____ Ticket Order Form (one hotel room*) Date Sent _____

name _____
 address _____
 city _____
 state _____ ZIP _____
 'phone (____) - ____ - _____

Names of additional person(s), if any, who will be sharing same hotel room:

Notes:

HOTEL ACCOMMODATIONS DESIRED:

- One person, one bed (single occ)
- Two people, one bed (double occ)
- Two people, two beds (double occ)
- _____
(triples, etc)

FARES NEEDED (includes 1 hotel room)

- one person @ \$250 = \$ _____
- or
- two people @ \$230 ea = \$ _____
- _____ = \$ _____
(triples, etc)
- Remittance enclosed = \$ _____
(\$250, \$460, or ___)

RAIL TRAVEL (Please indicate boarding / detraining city combination desired):

Portland Boardings

- Portland / Portland
- Portland / Bingen, WA
- Portland / Vancouver, WA

Willamette Valley Boardings

- Salem / Portland
- Albany / Portland
- Eugene / Portland

METHOD OF PAYMENT: check, money order, charge (see below)

To charge on VISA or MASTERCARD please provide the following information:

 Print name as it appears on card
 _____ - _____ - _____ - _____
 Bank Card Number

 Signature as it appears on card
 Card Expiration _____ / _____
 month / year

NOTE: Please enclose a self-addressed, stamped envelope (4.25 inches by 9.5 inches) with your order. Allow two weeks for processing.

MAIL TO: Pacific N W Chapter, NRHS
 Casc-Desch Rail Adventure
 Room 1, Union Station
 Portland, Oregon - 97209

* To order additional hotel rooms please copy this form or use blank sheet of paper.

I would like Travel Insurance Information please!