

August 1995

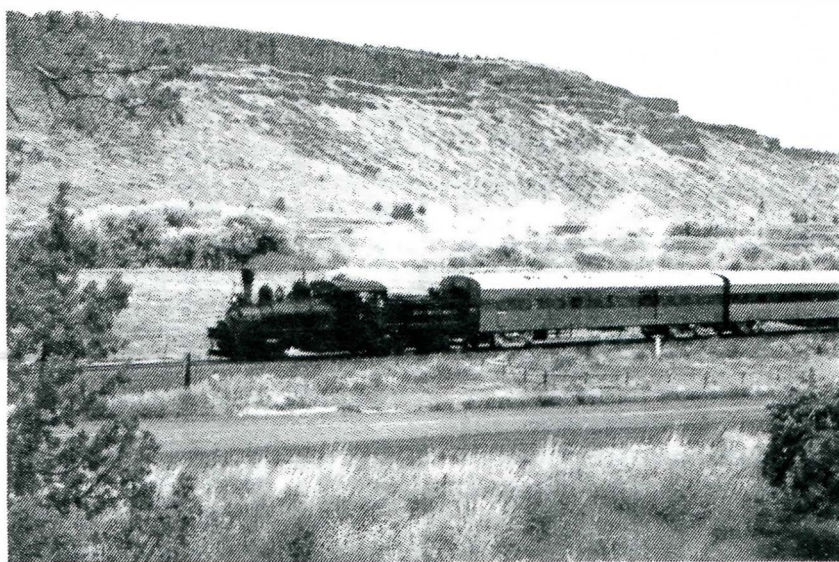
High Desert / Steam Adventure '95

by Jim Loomis

The High Desert / Steam Adventure excursion took place on July 22-23. This was the first excursion using chartered motor coaches as the primary mode of transportation to scheduled events. This was necessitated by the lack of available rail equipment, and the fact that part of this excursion traversed events not accessible by regularly-scheduled rail passenger service.

The trip got off to a rocky start, as an accident involving one coach, and the breakdown of another coach delayed departure from Portland by up to an hour and ten minutes. Once all the coaches were on their way, the trip through the Mt. Hood National Forest and the Warm Springs Indian Reservation proceeded well, leaving Portland in low cloud cover, and breaking out into sunny skies just past Mt. Hood. The scenery changed from urban sprawl to dense evergreen forests to somewhat bare high desert. Snow was still visible on Mt. Hood and, to the south, Mt. Jefferson and the Three Sisters.

Upon arrival in Prineville, a journey ensued trying to locate the "depot", where the "Mount Emily" Shay and the Crooked River Dinner Train would be boarded. The train



A view of the "Mount Emily" Shay locomotive on the point of the Crooked River Dinner Train near Prineville, OR.

Photo courtesy of the Crooked River Dinner Train Company

was finally located behind some box-cars in a rail yard in the center of town (nope-no depot!). The passengers then disembarked from coaches, and boarded the train. Lunches were then distributed. The train then departed for a shortened trip, due to the late departure of the coaches, on the rails of the City of Prineville Railway, toward Prineville Junction, the connection with the Burlington Northern/Union Pacific rail line. Prineville is at milepost 18, and the trip went as far as milepost 7, be-

fore the train backed up (yes, all the way!) to Prineville, guided on the rear (now front) by a crew member in the cupola of a caboose placed on the rear of the three-car train. A scheduled photo run-by had to be sacrificed, and shots of the Shay on a curve were few and far between, as the majority of the City of Prineville Railway is level and straight.

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The TRAINMASTER

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society, published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official National Railway Historical Society position on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source. Please address contributions, correspondence, and exchange copies of newsletters to:

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For more information, contact the Membership Chairperson at the above address.

DEADLINES

The deadline for each issue of The Trainmaster is the 20th of the previous month. Submissions may be made on floppy disk, in Wordperfect, MS Word, or ASCII formats. The Editor reserves the right to edit or hold material at his/her discretion.

CHAPTER TIME TABLE No. 395

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, August 10, 7:00 P.M., at Room 208, Union Station. Enter through the main entrance, turn right two times, past the magazine stand, first door on left at hallway to Wilfs.

MONTHLY MEMBERSHIP MEETING Friday, August 18, 7:30 P.M., at St. David's Episcopal Church, 2800 S.E. Harrison. The business meeting will start promptly at 7:30, with the newsreel and program following a short break. Refreshments will be available; please bring some money to feed the "kitty," so it can continue to feed us!

WEEKLY NO-HOST LUNCHEON every Saturday, 12:00 Noon, at the Semaphore Restaurant at S.E. 17th & S.E. Holgate Blvd. Our group is in the back. Come on down!

ROLLING STOCK WORK SESSIONS are planned to prepare cars for leases. Contact Richard Gray (452-8936), or Peter Rodabaugh (771-8545) for an update.

LIBRARY/ARCHIVES WORK SESSION: Thursday, August 10, 1:00 P.M. to 4:00 P.M. at Room 1 & 1A, Union Station. Help is needed to get things organized and catalogued. Contact Bob Weaver (654-4274) for more information.

CHAPTER LIBRARY OPEN HOURS Saturday, August 19 & 26, 1:30 to 4:00 P.M. at Room 1, Union Station. Call Ralph Johnson (654-1930) for appointments, if this is a difficult day and/or time for you.

EXTRA BOARD

CHAPTER PICNIC, AT THE ANTIQUE POWERLAND, BROOKS, OR August 19. \$2.00 per person. Details in this issue and at the chapter meeting.

SEATTLE -VIRGINIA V-SPIRIT OF WASHINGTON BRUNCH TRAIN-AIR MUSEUM: September 9 & 10.

THE GREAT NORTHWEST MODEL TRAIN SHOW AND SWAP MEET: Saturday & Sunday, October 7, 8 at the Jackman Long Building, Oregon State Fairgrounds, 2330 17th Street N.E., Salem, OR. 10 A.M. to 4 P.M. both days.

COLUMBIA GORGE MODEL RR CLUB ANNUAL SHOW: November 4-5, 11-12, 18-19, 25-26, at 2505 N. Vancouver Ave., 10 A.M. to 5 P.M. Adults \$3 kids under 12 \$1 or free with can of food for the Sunshine Division. Contact Phil Maggs, 2925 SE 164th Ave., Portland, OR 97236 (503) 761-9527 or (503)288-7246 for information.

AUGUST MEETING PROGRAM

Program begins after business meeting

Mt. Rainier Triple-Header

To be presented by:

Dick Ordway

SEPTEMBER MEETING PROGRAM

Circus Trains

To be presented by:

Frank Weiler

NOTICE: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, etc.) at a Chapter meeting, please contact the President.

CHAPTER BUSINESS

PNWC, NRHS BOARD OF DIRECTORS' MEETING SUMMARY OF MINUTES JULY 13, 1995

In the absence of Pres. Terkelsen, Vice-Pres. Marilyn Edgar called the meeting to order at 7:07 pm.

Present: Board: Ackerman, Edgar, Mack, Miller, Ordway, Reese, Schuler, Rodabaugh, White. **Members:** John Bartles, Jim Edgar, Irv Ewen, Jim Loomis, Richard Parks, Richard Gray, Dr. Dave Van Sickle, Frank Weiler, and Nita White. **Guests:** Joan Smith, Director, and Steve Lawrence, Assistant, of the Washington County Historical Society
June Board Minutes: MSC Schuler/Ackerman the Board minutes be approved as corrected.

Treasurer's Report: Maxine Rodabaugh reported the balances of the accounts. Funds have been transferred out for expense needs. There is an insurance bill to pay.

National Director's Report: Gerald Schuler said the National convention was good. There were 956 registered at the beginning. There were lots of seminars and activities. One 16 hour train trip that Gerald went on had trouble without working toilets and water but everything else was fine. Gerald took photos for a future program if needed. It was a well organized convention except for the train problems. They voted to have the 1999 convention in Sacramento hosted by the Central Coast Chapter and Railway Locomotive Historical Society. Gerald heard lots of negative talk about there being nothing in the west. Gerald's full report will be in the "Trainmaster." Greg Molloy would like more members to attend the national convention.

Washington County Historical Society Presentation: Ed Ackerman introduced our guests - Joan Smith, Director, and Steve Lawrence, her assistant. Steve told us how they had become aware of our organization and our interests. Joan Smith described the museum they propose and showed us the architectural drawings for it. Proposed is a living history museum

similar to Sturbridge Village in the east with operating blacksmith shop, general store, maybe school, etc. They are looking at historic Glencoe, OR, as a model. Since conversations with Ed Ackerman, they have added a railroad concept appropriate for the 1920's this museum will represent. It will be at least five years before the museum will be ready to open to the public. After the first couple of years, they expect 250,000 visitors a year. Both Joan and Steve feel trains would add logically to the museum and that our organizations could have a good partnership. Questions they and we asked concerned financing the projects. They asked about our ability and commitment to provide a regular and continuing presence on site when the museum is operating to display our equipment and provide liability protection for it. Board members think that this project should draw many new members, giving no staffing problem. A question from Steve was answered that a local railroad would probably maintain the track, and we would pay a use fee as our part. Marilyn Edgar asked and each board member expressed their views and concerns about the project. She mentioned that we would probably set up a separate organization to operate the museum. She thanked Joan and Steve very much for coming to tell us of their project and the proposal to consider partnership.

STANDING COMMITTEES

Finance: Marilyn Edgar reported that the committee recommended reimbursing Ed Ackerman for his expenditures to repair the 6200. MSC Mack/Ordway that we reimburse Ed Ackerman for parts for repairing the 6200.

Rolling Stock: Ed Ackerman announced that he had talked to people today about a piece of property, possibly as a donation, for our car storage and work place. The effort to look into it must be made very soon. The 6200 has been moved to Tillamook blimp hanger. Ed Ackerman said the parts hopefully will be ready by the membership meeting, July 21. The 6800 is still in California. MSC Ackerman/Mack that the Port of

Tillamook Bay contract for 1995 be submitted (as stated in the official minutes). Darel Mack is going to try to roof the flanger a week from today, July 20. A prospective customer for our RDC's wants A units and ours are B units.

Excursions: Irv Ewen reported 91 or 92 customers this week for the High Desert Steam trip, Our load limit is 104. We will have three buses. The Seattle brochure has just been mailed, and we have four customers in the mail already. The Union Pacific trip is at the end of September and we can use our own car hosts. Forty-four seats are available. Contact Irv if interested. CPR for Car Hosts: Dr. Dave Van Sickle explained why we needed CPR trained car hosts because trips of the past were often at the end of nowhere, where medical help was not available. The policy was intended for our own long trains which we are not using now. Dave agreed that CPR was not needed on our bus trips.

MSC Mack/Ackerman that this Board recommends, on the advisement of our medical advisor, Dr. Dave Van Sickle, that we drop the CPR for car host requirements on all excursions using motor coaches for major portions of travel or regularly scheduled AMTRAK group travel. It would still apply to charter trains, e.g., Redding, Spokane, or Tillamook. Marilyn Edgar announced that on Friday, July 21, from 4-6:00pm at the Market Street Cafe trip lunches will be packed and help is needed. Diabetic meals will be provided as necessary.

Activities: Darel Mack reported he is seeing the other groups who are to be invited to join the picnic at Brooks. Barbecued chicken and pop for \$2 will be available. The Oregon Electric Railroad Museum Society will cook the chicken.

Public Relations: Gerald Schuler has two NRHS tapes, one a professional one. They are nine 30-second spots. He will put them to use which needs no board action.

Museum: Copies of Dave Stimac's Brooks site map and the special board meeting summary were distributed. Marilyn Edgar described what we were looking at on the map and answered questions. These are only proposals at this point.

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CHAPTER BUSINESS

Board Meeting Summary of Minutes (continued)

AD HOC COMMITTEES

Concessions: Jim Edgar will be selling only on the train for the High Desert Steam trip. New tee shirts are still being planned for the future.

"Trainmaster": Jim Loomis said the July issue is on its way. Chuck Storz will be mailing it, probably on Tuesday, July 18.

Programs: Dick Ordway will present the Aug. program on the Mt. Rainier Triple-Header. In September Frank Weiler will do a program on Circus Trains.

OLD BUSINESS:

A. National Board Meeting in 1997: Gerald Schuler needs some information before setting the time and place for the National Board Meeting committee's meeting.

B. Nominating Committee: Names of interested people are needed. Darel Mack suggested we should not ask for volunteers but just appoint people who know the membership. We were asked to come up with suggestions of people for the committee for Bob Terkelsen.

NEW BUSINESS:

Letters to Gov. J. Kitzhaber about high speed rail were provided for each of us to sign and mail. The letter was described and the issue discussed. It was suggested that the wording needs to be clarified before we get them signed and sent. Bob Terkelsen needs to know the letter needs rewording. Light rail under discussion is not high speed rail.

Good of the Order: Irv Ewen suggested that Ed Ackerman bring 6200 parts that can be carried for a Show and Tell at the membership meeting to let members see what all the rolling stock effort consists of.

Meeting adjourned at 10:15 p.m.
Respectfully submitted,
Joyce E. Reese, Secretary

PNWC/NRHS CHAPTER MEETING JULY 21, 1995 SUMMARY OF MINUTES

Pres. Bob Terkelsen called the meeting to order at 7:43 p.m. He welcomed everyone and reminded us to sign the register.

Minutes: Bob reminded that June minutes were posted in the back of the room.

Treasurer's Report: Maxine Rodabaugh reported the account information she had with her. A check for the car window damage has just arrived from the insurance company. We have received a check from Vintage Trolleys because a couple of members have had their pay donated to the chapter. Money has come back from the Chicago-Milwaukee stock shares. Since we are a little low in funds right now, we are being careful with expenditures.

Vice President's Report: There was no report, but Bob Terkelsen thanked Marilyn Edgar for conducting the Board meeting for him when he was out of town.

National Director's Report: Gerald Schuler gave a brief report of the national convention. There were 976 members in attendance. From our chapter were Rich Carlson, Bill Einzig, Mr. Zimmerman, and Gerald. President Molloy wants to encourage more member attendance at the national convention. Gerald went to the grand opening of Steamtown. The Central Coast Chapter and the Locomotive and Railway Historical Society will host the 1999 Convention.

President's Report: Bob Terkelsen reported about the Board meeting with Oregon Electric Railway Museum Board members on June 28 to see the land plot plans.

STANDING COMMITTEE REPORTS

Finance: Marilyn Edgar reported that the committee okayed reimbursing Ed Ackerman for his expenses for hanger parts for the 6200.

Rolling Stock: Ed Ackerman reported he does not have the 6200 parts yet though he had hoped to get them today. Bob said we must get the cars together soon since lease requests are coming in. Darel Mack reported getting the new roof on the flanger for which he was thanked by Bob Terkelsen.

Excursions: Irv Ewen reported that the High Desert Steam Trip begins tomorrow. The meals are already assembled by five members at the Market Street Cafe this afternoon. Bob Terkelsen has received notices from AMTRAK that cars are now available but a little late for our Seattle trip. The AMTRAK cars available are the Horizon cars from California. Board members will have to check this out.

Activities: Darel Mack reported that the chapter picnic is August 19. We will eat at about 1 p.m. The Oregon Electric Railway Museum members will prepare barbecued chicken. Dare! needs to know how many want chicken to know how much to prepare; so please sign up on the list in the back of the room or phone Darel and leave a message on his answering machine.

Public Relations: Gerald Schuler reported that the NRHS advertising videos have arrived, nine 30 sec. spots. Audio tapes did not come, only the video.

Museum: Bob Terkelsen reported that we are still reviewing the Brooks site as well as other sites for a museum. There is no information to report because we are still studying the sites. Marilyn Edgar suggested the Board have another meeting just for this subject since the options are getting so large. Bob said he will consider this. We will continue to study and provide membership information when we have some.

AD HOC COMMITTEES

Membership: Twenty-seven members are signed in so far. Some members have not signed in yet.

Concessions: Marilyn Edgar reported that trip concession sales will be on the train at lunch time Saturday. Concessions has new bumper stickers of the 700 engine and the Milwaukee Road, but the price has risen to \$3.50 apiece. Marilyn said they will be sold this evening and at the Brooks Steam-Up. She invited anyone going to Brooks on July 29-30 weekend to come help the Edgars briefly at the display. They will be there only this first weekend.

"Trainmaster": Bob Terkelsen reminded that we desperately need a volunteer to edit the "Trainmaster." Jim Loomis cannot do it much longer.

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Chapter Meeting Summary of Minutes

(continued from page 4)

Programs: The program list is Bob Terkelsen with "Railroad Maintenance of Right-of-Way Equipment" tonight; Dick Ordway presents "Mt. Rainier Steam" in August; and September, Frank Weiler presents "Circus Trains."

OLD BUSINESS

Car Host Policy: The Policy should change when riding buses, according to Dr. Dave Van Sickle and the excursion committee. Car hosts with CPR are not needed for bus trips and AMTRAK trips when we are their passengers. But we still need CPR for Tillamook, etc. trips and AMTRAK trips, if we are leasing cars.

MSC M. Edgar/John Willworth to bring the CPR motion off the table.

MSC M. Edgar/E. Ackerman that we approve the motion from the May chapter meeting minutes on the change of CPR policy.

NEW BUSINESS

Nominating Committee: Volunteers are needed. They are needed by the August chapter meeting. Talk to Bob Terkelsen if you are willing to serve. Anyone can serve including board members; though there is a limitation in the bylaws about how many board members may be on the committee.

GOOD OF THE ORDER

More Convention News from Rich Carlson: NRHS President Molloy wants more member attendance. Rich suggests we all begin to save money for the Utah National Convention in 1997 for instance. It can be less expensive by taking the train, especially if a senior citizen. Concessions' Milwaukee bumper sticker engine was at this year's convention.

A call from Eugene was received about having trouble with Southern Pacific tearing down buildings in that yard. He also asked about leasing cars.

Ride on a steam tractor trailer: Dare! Mack said George Hancock has offered a ride behind his steam tractor on its trailer at our picnic at Brooks.

Esther Rosu has just had a quadruple bypass on June 28. She is recovering well. Alan Viewig has had some viral pneumonia but is feeling better now.

Meeting adjourned at 8:29 p.m..

Respectfully submitted,
Joyce E. Reese, Secretary

ALL ABOARD **SAMTRAK**



RIDE SAMTRAK BETWEEN OAKS PARK

AND OMSI

BOARD AT OMSI,
1945 S.E. Water Ave.,
(south end of OMSI parking lot)
OAKS AMUSEMENT PARK,
(S.E. Oaks Park Drive) or
SPOKANE STREET
(under east end of Sellwood Bridge)

LEAVE SPOKANE STREET
STATION ON THE HOUR
LEAVE OMSI STATION ON THE
HALF HOUR
WITH A STOP AT OAKS PARK
EACH WAY

Enjoy the activities at Oaks Park or OMSI, catch a later train back or just enjoy a train ride. Round-trip tickets: 5 years and older \$4.00; 1 - 4 years \$1.50; 0 - 1 free. Seating in caboose cupola \$1.00 extra (all ages). Handicap boarding facility provided at OMSI Station only.

Enjoy lunch at the Willamette Anchorage Restaurant Board at the OMSI Station at 11:30 or 12:30. Upon request Samtrak will take you or your group to the Anchorage for lunch and pick you up at 1:00 or 2:00. Please let conductor know at time of boarding. Groups make arrangements in advance to insure seating on train and at the Anchorage. Some restrictions apply.

CHARTERS AVAILABLE

Contact Donna Samuels,
(503) 659-5452

All trips make a stop at Oaks Park each way at approximately ten minutes before each hour (southbound) and five minutes after each hour (northbound).
Schedule and fare subject to change at any time and subject to delays due to freight operations, equipment availability and weather conditions.

SAMTRAK

1995 SCHEDULE

JUNE 20 —

OCTOBER 15

SUMMER SCHEDULE

June 20 thru
SEPTEMBER 4, 1995
(Does not operate on Mondays
except for holidays)

Tuesday thru Sunday:
11:00 - 5:00**

Tuesday Special
\$3.00 ages 5 & up,
\$1.00 ages 1-4

(Does not include cupola seats)

Monday, Labor Day:
11:00 - 5:00**

**Last round-trip departs
OMSI at 4:30

FALL SCHEDULE

SEPTEMBER 9 thru
OCTOBER 15, 1995

Sept. 9 thru Sept. 30:
11:00 - 4:00**
Saturday and Sunday only.

Sept. 21-24:
Reserved for
Oktoberfest shuttle.
SAMTRAK WILL NOT operate
on its regular schedule.
SAMTRAK will shuttle
passengers to Oaks Park for
OKTOBERFEST.
Call 659-5452 daily schedule for
Oktoberfest information.

Oct. 1 thru Oct. 15:
12:00 - 4:00**
Saturday and Sunday only
WEATHER PERMITTING.
Call 659-5452 for daily schedule.

**Last round-trip departs OMSI
at 3:30

High Desert / Steam '95

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From Prineville, the trip proceeded to Redmond. After checking into the motels, and a short rest period, the coaches transported the passengers to the Redmond Elks' Lodge for a barbecue dinner, with the choice of chicken or steak, along with salad and vegetables. The Elks' were very hospitable, and their efforts are greatly appreciated.

The next morning, Sunday, started with the coaches transporting the passengers to The High Desert Museum, south of Bend. Once there, three hours were allotted for exploring the facilities. The history of the high desert in the north-western United States is displayed in photos and artifacts in a expansive setting. Outside the main building, a covered wagon, a settlers' cabin, complete with a growing vegetable garden, root cellar and out-house (non-functional, of course!), steam-powered lumber mill and natural animal habitats made the three hours less than sufficient for viewing everything. One of the more entertaining exhibits, especially for children, was the porcupine habitat, with three of the critters cuddling up to a guide explaining their lives and habitat while feeding them from her hand. (Makes one want to crawl in and hug one, right?) Another animal exhibit involved owls and falcons, and their interesting traits and peculiarities.

Upon departure from the museum, the trip proceeded to the Coho Grill, a small restaurant adjoining a golf course on the east side of Bend. A three-salad plate, with a fruit pie was served, and it was quite tasty. The scenery around the restaurant was filled with ponderosa pine, along with tree-covered hills in the distance.

Finally, the excursion was completed with the trip back to Portland. It appears that many passengers enjoyed themselves, despite the lack of train travel. The chapter sincerely hopes to utilize trains again in the near future, and hopes that the many passengers that have travelled on this and previous excursions will be rewarded for their patience.

The author wishes to thank Chuck Weber, Dave Harris, and Lanny Springer for their expert driving of the motor coaches. The author also wishes to thank the City of Prineville Railway and the Crooked River Dinner Train Company of Redmond, OR, and the High Desert Museum, Bend, OR, for their assistance in the preparation of this article.

Former Train Man Stokes Debate Over Old Locomotive's Last Stop

By ANTHONY LIN
Staff Reporter of
THE WALL STREET JOURNAL

For a locomotive that hasn't been in regular service since 1938, Engine No. 952 of the former Delaware, Lackawanna & Western Railroad is still generating a lot of steam.

The 90-year-old locomotive has been at the National Museum of Transportation in St. Louis since 1953, on permanent loan from the Railway & Locomotive Historic Society, a preservation group.

But Perry Shoemaker, the last president of the DL&W, believes No. 952 belongs in Scranton, Pa., which was where the line's main roundhouse, or repair center, was located. The DL&W, which merged with the Erie Railroad in 1960, ran from Hoboken, N.J., to Buffalo, N.Y., serving the coal industry.

Mr. Shoemaker, who is 88 years old and now lives in Florida, is leading a crusade to move the engine to the new Steamtown National Historic Site museum in Scranton. "To have [Steamtown] exist without that engine would be disappointing to many people," Mr. Shoemaker says. "There are still hundreds of Lackawanna people living in that area."

PNWC-NRHS ANNUAL PICNIC

Our picnic will be held this year at the **Antique Powerland**, just off I-5 at the Brooks exit. Date: August 19th, Time: 11:00 A.M. The **Yaquina Pacific Chapter, The Willamette Valley Model RR Club and The Live Steamers** have been invited to join us. Also, the **Oregon Electric RR Museum** group will join us and has agreed to barbecue chicken for those who would like it. Cost will be **\$2.00** per person. This will be a potluck picnic, so please bring your favorite dish. Soft drinks and coffee will also be available. We plan on eating around 1:00 P.M. If you have any questions, call **Darel Mack** at (503) 654-5017.

Former DL&W employees have been writing letters-about 200 in all-to public officials from St. Louis County to Capitol Hill, urging the return of No. 952 to Scranton.

But Wayne Schmidt, director of the St. Louis museum, believes the engine is important to the collection he oversees. He adds that the locomotive probably would have been destroyed if his museum hadn't taken it in the 1950s. "If I were to follow their argument, I could get rid of every piece in the museum," he says.

Both sides agree No. 952 is special. Most steam engines have a cab for the engineer behind the boiler. No. 952's cab straddles the boiler.

But that may be the only point of agreement. Mr. Shoemaker says the engine, which is displayed outside, is rusting. Mr. Schmidt says it's in fine shape and will be moved indoors within a year.

The Railway & Locomotive Historical Society, which still owns No. 952, has decided the St. Louis museum and the National Parks Service, which operates Steamtown, should work out the problem. The parks service says it won't challenge the St. Louis museum's decision.

But Mr. Shoemaker isn't giving up. "This is the one job I feel is left undone before I present my credentials at the Pearly Gates," he says.

From the June 27, 1995 edition of The Wall Street Journal. Special thanks to Orin Knee for providing this article.

NRHS 60th Anniversary Convention

Lancaster, Pennsylvania

The 60th Anniversary Convention was held in Lancaster, PA, June 26-July 2, 1995. In conjunction with this gala event was the regular Board Meeting, and Annual Meeting of the Members. There were approximately 956 registered to attend the convention. The Chapter had done a superb job of arranging many rail-oriented tours, special interest rail seminars, and tour of the Railroad Museum of Pennsylvania at Strasburg, as well as tourist-type tours unique to the Lancaster area. Highlight of all this was an excursion of 16 chartered buses which took us on a 3 hour ride to an eleven car special train which in turn took us to Steamtown in Scranton, PA. The special train route was over the old Delaware, Lackawanna, & Western RR main line, once used by the Phoebe Snow. Once at Steamtown, we attended the Grand Opening Celebration of this National Historic Monument. It included a concert by a US Marine Corps Band, many speeches by political leaders, a parade of restored operating steam locomotives, and tours through the newly refurbished roundhouse, shop areas, and museum. It was impossible to estimate the total number of people there for the occasion, but it must have been many thousands. On the return trip to meet the buses, our special train was pulled by the restored Milwaukee 4-8-4 engine #261. We had several photo-runbys en route. The buses returned to the respective hotels at 10 pm, ending a 16 hour day trip.

The Friday evening banquet program was a very well done 3-D slide program of railroads in the Lancaster area, taken by one of the local chapter members. Following the slide program, award certificates were presented by Greg Molloy, the National President, honoring the five remaining charter members. Four of the five were present to receive them. They were given a standing ovation by all those present.

The regular meeting of the Board of Directors was held Friday afternoon, June 30. Rich Carlson, Regional VP from the PNWC was also in attendance. George Hartman gave the opening invocation. Minutes of the March meeting held in Baltimore were approved.

In the President's Report, he thanked the Lancaster Chapter for hosting the meeting and convention. He explained that he has visited several chapters recently, and attended officer meetings of several others. He has been impressed by what he has seen, but there is still much that we can do better. The informal "Meet Your Officers" meeting the evening before was a success.

In Committee Chair Reports, it was explained that a PRAM manual had been recently completed by Dick Davis, and each chapter PR person should take one home to save the postage. The *Bulletin* editor had preliminary copies of the #2 *Bulletin* for delegates to take if they wished, and #3 was at the printers now. Practically as many chapters reported this time as for the '93 reports. There is some new "Operation Lifesaver" information out for the benefit of chapters. It has been 10 years since a long-range planning committee had been appointed. The range of time they planned for has now passed, so it is time to appoint another committee to study where we will be in 10 more years. The President felt the *Bulletin* was doing a good job, but we should study the amount of value it provides to the members. He would like to see a larger percentage of the membership attend the annual conventions, and is willing to change the programs to attract more people if necessary. On the subject of fund raising, the Society library is

in need of additional space and improvements, which obviously requires more funds. There were no new chapter charter requests, but four chapters are requesting 25-year certificates. The Society shows continued growth and stability. It may become necessary to recruit more staff. The President welcomes any ideas and input from the membership.

Under old business, the previously-tabled committee report of term limits for officers was discussed. It was decided the report was well done and had some valid recommendations, but it would be inappropriate to take action at this time. Therefore a motion was passed to accept the report as is. Insurance coverage for libraries was reported on, but it was decided to take no action at this time. Another study for purchase of real estate for a permanent national office is to move forward, with no action called for now. The present lease is good for 4-1/2 more years. The committee is to report at the Fall '98 Board meeting. The Railway Heritage grants program is to continue, with \$5,000 per year budgeted. Chapter applications are invited. This year, the committee awarded \$5,000 to the Washington, DC chapter for replacement of wheel sets on one of their cars.

Plans are progressing for the 1996 Convention in Charlotte, NC. Theme for the convention will be "Go For The Gold", which has local significance. Several short line tours are planned. Several hotels have been selected, but no decision has been made about which one will be the headquarters. That will be dependent upon space. Dates for the '97 Convention in Salt Lake City are June 25-29. At least two chapters have shown interest in hosting the '98 Convention, but no official bid has been made. A presentation was made by the Central Coast Chapter to host the '99 Convention in Sacramento, CA, the week of June 21. This will be a joint convention with R&LHS, and will coincide with the California Sesquicentennial and RAILFAIR. The Board voted to accept this bid. The Fall '95 Board meeting will be held in Cincinnati as previously planned. Travel there via Amtrak may be difficult. A short line tour is being planned. The banquet will commemorate the chapter's 25th Anniversary.

The meeting was officially closed with the Benediction given by V. Alan Vaughn, Chairman of the Board.

Following the above board meeting, the Annual Meeting of the Members was opened. The President explained the meeting is required by the by-laws, though changes in the organizational structure over the years have precluded that most business be done in the board meeting or by chapters. The corporation is governed by the by-laws. The minutes of the 1994 meeting in Atlanta were approved. Election of the board of directors was approved by voice vote. At the present time, full membership of the organization is 15,270. Associate and family members increase this to a total of 21,842. These figures will be included in the activities issue of the *Bulletin*, #3, which is now at the printers. Officers and service directors were introduced to the membership. The meeting was adjourned in time so that those in attendance could go to the convention banquet.

Gerald A. Schuler,
National Director

COMMITTEE CHAIRS

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Meeting Program Coordinator: Bob Terkelsen, 399-1882
Bylaws: Janet Larson, 253-7436
Concessions: Jim Edgar, 236-7271
Excursions: Irv Ewen, 232-2441
Finance: Marilyn Edgar, 236-7271
Library & Historical Foundation: Ralph Johnson, 654-1930
Membership: Sara Ackerman, 649-6000
Museum: David Stimac, 656-9392
Public Relations: Gerald Schuler, 285-7941
Publications: *Vacant*
Rolling Stock: Richard Gray, 452-8936
Chief Mech. Off.: Peter Rodabaugh, 771-8545
Car Rental Agent: Bob Jackson, 231-4808
Ad Hoc Property Development: *Vacant*
Ad Hoc "Union Station": Terry Parker, 284-8742
Chapter representative, Portland Rail Equipment Advisory Group: Frank Weiler, 774-3319

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