

October 1995

Engineer Is Trained to Go Slow On Railroad Freight Line

Safety and track conditions demand speeds of no more than 20 mph

By CHARLIE SCOTT
Of the News-Register

It had been 37 years since my last train ride - as a passenger on the Southern Pacific "Daylight" from Los Angeles to San Francisco and return. The occasion was a Rams - 49ers football game at Kezar Stadium.

Two weeks ago, arrangements were made for me to ride, as a reporter, in the engine cab of a Willamette & Pacific freight train from McMinnville to Willamina and return. There were a number of differences, among which, in addition to creature comforts, was the fact that the "Daylight" traveled at speeds of up to 75 miles per hour while the W & P freight train was restricted by federal regulations to 10 miles per hour most of the way. There are a couple of places where the speed can be upped to 20 mph but these are only a fraction of the total miles covered. More on this later.

I was introduced to the crew, Engineer Lynn Underhill and Conductor Richard Gray, and signed the necessary "release waiver and assumption of risk" which absolved W & P of any claims for "injury to my person (including death), or damages to my property arising out of any accident or occurrence, etc." At 1:20 p.m. we climbed into the cab of No. 2303, an Electro-Motive (Division of General Motors Corp.) Model No. 39, 2300-horsepower diesel-electric engine, and headed for Willamina with intermediate stops.



Conductor Richard Gray, left, and Engineer Ray Underhill guide Willamette & Pacific Railroad freight train from McMinnville to Willamina

-photo by Charlie Scott

Bridge unsafe

W & P Railroad started operations on Feb. 22, 1993, out of Albany, to Eugene and return, and March 1, 1993 out of McMinnville to Willamina and Independence and back, and to Portland and return. A short time later the bridge at Rex Hill was deemed unsafe and operations between McMinnville and the Portland area were discontinued. Southern Pacific, from which W & P had obtained the lines, declined to repair the bridge, so freight was routed out of Portland to Eugene and then to McMinnville. With the acquisition of lines in the Portland area nearly completed, W & P will begin repairs to the bridge as soon as the deal is finalized, and the McMinnville to Portland run will be reinstated.

As we started our run to Willamina, I sat in a "jump seat" next to the conductor and had plenty of time to view that part of McMinnville seldom seen by anyone other than train crews or trackwalkers. At 10 miles per hour I had plenty of time to make notes even though the motions caused by the rough track reminded me of those made by an invasion landing craft in heavy seas. I was not prepared for this, and had left my motion sickness pills at home. Luckily, they were not needed as I got used to the rolling movements of the train. The 10 mph limit was set by the Federal Railroad Administration based on the condition of the road-bed. As the track is improved, the speed limit will be raised.

-see Engineer on page 6

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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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. 397

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, October 12, 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, October 20, 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, October 12, 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, October 21 & Nov. 4, 1:00 to 4:00 P.M. at Room 1, Union Station. Call Jim Loomis (253-3926) for appointments, if this is a difficult day and/or time for you.

EXTRA BOARD

SHASTA DAYLIGHT 1995 EXCURSION via AMTRAK: October 14 & 15.

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.

OCTOBER MEETING PROGRAM

Program begins after business meeting

National Convention & Board Meeting Videos

To be presented by:

Gerald Schuler

NOVEMBER MEETING PROGRAM

Alaskan Gold

To be presented by:

Ralph Johnson

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

SUMMARY of MINUTES PNWC, NRHS BOARD OF DIRECTOR'S MEETING SEPT. 7, 1995

Pres. Terkelsen called the meeting to order at 7:12 p.m. and welcomed us.

Present: Board: Larson, Mack, Miller, Ordway, Reese, Schuler, Terkelsen, White. Members: John Bartles, Irv Ewen, Ralph Johnson, Dave Stimac.

Aug. Board Minutes: The minutes were approved as corrected. The correction is on Pg. 3, Executive Session, line 5, change the pronoun "He" to "Ed Ackerman."

Treasurer's Report: Since Maxine Rodabaugh was out of town, Brent Larson reported on the accounts. There is Concessions sales from the picnic to be deposited. Two bills should be approved for payment: (1) Green Board Railroadians (Concessions) and (2) Carr Precision (Machine work done for car 6200).

MSC Miller/White to approve the two item for payment, Concessions' bill for bumper stickers and bills for repair of the 6200.

National Director's Report: Gerald Schuler reported that he, Bob Terkelsen and Rich Carlson met to plan the 1997 National Spring Board Meeting. They brainstormed possible train trips and Rich Carlson offered to show his films of the 4449 trip to New Orleans. They need ideas for the banquet program, a good speaker, and possible trips for the wives. Bob Terkelsen briefly reviewed the 1994 National Annual Report which has just arrived.

STANDING COMMITTEES

Rolling Stock: Bob Terkelsen reported the 6200 is repaired and may be in use since the Port of Tillamook was so anxious to use the car. We discussed cars for Bob Melbo. W&P wants to use the RDC's if they are in good shape. Darel Mack thought the RDC's needed very little work. We discussed a clean-up/repair work party for them. Bob Melbo will be responsible for wheel needs. He needs the RDCs by Sept. 15. The 6800 is still not relocated. The Port of Tillamook is searching for it. Bob Terkelsen talked to Bob Melbo and another person about it and they were not hopeful it would arrive soon. The insurance company needs to be authorized to work on SP to pay for the 3300 damage. Should we go to court to collect

for the damages including the money lost in leases? There was some Board interest. We noted we have two attorneys in our membership for advice. Bob Terkelsen will talk to Rich Carlson. We agreed we should discuss and research and then decide about a lawsuit. Dave Stimac explained why we had not acted before. It was suggested that we talk to UP and other California sources about the possibility of moving the 6800. Bob Terkelsen will pursue the 6800 and 3300 problems. He will talk to Bob Melbo about the cars he needs. Dave Stimac said he had come to this meeting to offer to get a contract with Melbo signed for use of our cars. After short discussion with Bob Terkelsen, it was agreed that Dave Stimac would take the 6200 down for final repair and do the contract work. Bruce of W&P offers to fix the RDC wheels though it might take a while. In the meantime W&P may use the cars but after a signed contract for our files. We discussed price and how to get the wheels to a repair source. Dave Stimac described possibilities for member trips on W&P. We discussed problems and timing for the work party on storage at Roger White's. Sept. 24 was chosen since Roger and the owner of the chicken coop, where some items will go, are available. Darel Mack offered help. Other helpers will be collected by phone and at the Sept. chapter meeting.

Excursions: Irv Ewen reported that the Bend UP trip still has 26 seats available. Dave Stimac suggested a train trip for a Chapter Christmas party. There was some discussion of what future trips might be possible.

Activities: Darel Mack reported that we shared picnic funds with the cook's organization. Darel has made arrangements for the Chapter Banquet on January 27 at the Mallory Hotel. The reservation is firm, but we must await the new menus before the food choices can be made.

Public Relations: Gerald Schuler reported that Jim Loomis has taken the NRHS tapes to Channel 2 for copying. Jim will return them as soon as they are copied. Then they will be given to Ralph Johnson to take to Channel 10.

Museum: This report and the President's Report took place in the Executive Session.

Library: Ralph Johnson and Dale Miller reported. Ralph, Dale, and Bob Weaver contacted the Oregon Historical Society about a warehouse that they would make

available for cost, a secured area for our archival files if we have to move. Right now the loss of Union Station space is not too imminent. There are leaky roof and equipment problems at the station. Bob Terkelsen reiterated that the budget contains an air conditioner repair fund. After discussion, Ralph and Dick Ordway set a time for getting the air conditioner down for repairs. Ralph Johnson reported that the committee has set up a schedule for the rooms and files to be open regularly and for advertising book availability.

AD HOC COMMITTEES

Concessions: Bob Terkelsen passed around a pocket calendar book sample, honoring our 40th Anniversary, sent as a promotion. We discussed it. One suggestion was selling them at cost to those members who got their dues in on time and for more to others. Since Jim Edgar was not present, we had no report.

Membership: There was no one present to report. After a little discussion, the conclusion was that we need more activity in the membership department.

"Trainmaster": Bob Terkelsen reported no editor yet. Bob will talk again to his acquaintance in Vancouver, WA, who is a professional writer about trains, to see if he has time for this editing job.

Programs: Bob Terkelsen needs more programs. We have programs through October. Ralph Johnson offered some Alaskan mining films for Nov. 17.

OLD BUSINESS

Nominating Committee: The committee has met. Currently the slate of candidates is: President - Bob Terkelsen; Vice-President - Marilyn Edgar and Ed Ackerman; Treasurer - Maxine Rodabaugh; Secretary - ?; National Director Gerald Schuler; Directors: Terry Parker and Ralph Johnson. From people present there were further suggestions, one for secretary and three for director.

NEW BUSINESS

There was no new business.

GOOD of the ORDER

There were no items.

We agreed that an Executive Session can be held after the September Chapter Meeting if needed.

Meeting adjourned at 10:19 p.m.

*Respectfully submitted,
Joyce E. Reese, Secretary*

CHAPTER BUSINESS

SUMMARY of MINUTES PNWC, NRHS CHAPTER MEETING SEPT. 15, 1995

Pres. Bob Terkelsen called the meeting to order at 7:48 p.m. He welcomed members and guests: Ed Plaugher, Dan Dalke (National member), Ron Lightcap (guest of Fred Dorsett), and Jerry Elder (a member not active since 1981). Bob Terkelsen requested us to sign in.

Minutes: The minutes will not be posted since the secretary left them at home. Two sets of minutes will be posted at the next meeting.

Treasurer's Report: Maxine reported on the accounts. We have bills to pay for repairing the 6200.

National Director's Report: Bob Terkelsen reported since the National Director is in California. Bob Terkelsen said the new National Report contains notice of a \$1,000 reward for information about stolen GE Builder's Plates. The Spring National Board Meeting 1997 committee met. The 1997 meeting will be on the 1st of April.

STANDING COMMITTEES

Finance: A letter from Ed Ackerman said the 6200 is repaired and running. The secretary was asked to send a thank-you to Mr. & Mrs. Carr for their help with saving on costs for the repair.

Rolling Stock: There is no news yet about the 6800. Ed Ackerman reported that the Port of Tillamook has been using the 6200 already and it is on its way to Bob Melbo. W&P will repair the RDC wheels for \$400 each axle for 8 wheels. If our own crew helps at Albany, it will cost less. We need to get the 3300 matter settled and get our repair money from SP before their merger when it will be more difficult to negotiate. The work party at Roger White's has been moved forward from Sept. 24 to October 16. All those who plan to help should talk to Roger about details. A hand was given Ed Ackerman for all his work on the 6200.

Excursions: Irv Ewen reported that the Seattle trip has been cancelled for lack of interest. Twenty-one persons are signed up for the Union Pacific trip to Bend. The Redding trip has 82 passengers signed up so far. We have 400 seats available. Unfortunately, these cars are for high plat-

forms, which we don't have, so disabled passengers cannot be accommodated. CPR training will be Saturday morning on Sept. 23 at St. David's.

Activities: Darel Mack reported 100 people attended the picnic at Brooks. The Annual Banquet will be at the Mallory Hotel on January 27, 1996. Darel met a man at the Canby museum today who has bought the Junction City Station and is looking for an order board to restore for the station.

Public Relations: Bob Terkelsen reported for Gerald Schuler about NRHS tapes being planned for showing on channels 10 and 2.

Museum: Bob Terkelsen reported that the Board is working on a museum on the West side of our area. However, details cannot be given out yet at request of the landowners.

Library: Ralph Johnson reported that the committee plans to promote more use of the library. The library will be open two Saturdays each month. The duty roster has been set. Books will be brought to meetings for borrowing and returning as in the past. It will be a couple of months before books will appear at the meetings. The Library will be open on the Saturday after each chapter meeting and two weeks later.

AD HOC COMMITTEES

Concessions: Marilyn Edgar described a promotional offer received—a pocket calendar advertising our 40th Anniversary, already passed. The Board proposes giving one to each new member and selling to others. There was discussion and some suggestions for other uses.

MSC Fred Dorsett/Ralph Johnson that we not buy the calendars. The motion passed after a head count of those who would buy them for \$3. There were suggestions that we not drop the idea altogether but reconsider it a few months or years from now with more planning time allotted.

Membership: Sara Ackerman reported that Carol Badrick is a new member with interest in the Library. Maxine Rodabaugh announced new directories with the amended bylaws included. Bob Terkelsen said we need new members. The Board is talking about gimmicks to bring new members. Any ideas will be appreciated. Suggestions were a new member packet with a copy of the "Trainmaster" and information sheets about the chapter. It was noted that such packets are expensive to mail, but could be available at chapter meetings to pass out to

new members as they join. Sara suggested that there are lots of young people who could be interested in joining and working if they got a little off of the price of our trips. That might draw younger members whom we especially need.

"Trainmaster": Editor Jim Loomis is out of town, but was given a rousing hand for all his good work.

Programs: Bob Terkelsen reiterated the programs and asked for more. In October Gerald Schuler will do a program on National Conventions; in November Ralph Johnson will show a video about gold mining in Alaska with a newsreel added on; and in December Richard Parks will show the Private Rail Car Train in Nelson, Canada.

OLD BUSINESS

Nominations: The Nominating Committee (Darel Mack, Chair; Rich Carlson; John Willworth; Ralph Johnson; and Tammi Auburg) reported. Candidates are: For Director—John Willworth, Frank Weiler, Terry Parker, and Ralph Johnson; For President—Bob Terkelsen; Vice-President—Marilyn Edgar and Ed Ackerman; Treasurer—Maxine Rodabaugh; a secretary candidate is needed; National Director Gerald Schuler. Nominations from the floor were asked. After some discussion and looking at the Bylaws, it was decided that nominations from the floor happen in October, so nominations are still open. These candidate's names will be published in the October "Trainmaster." Permission of candidates must be acquired before being nominated.

Union Station: Terry Parker announced that Union Station will be 100 years old on Feb. 14, 1996. The Portland Development Commission Committee for the celebration has been meeting. There will be a fair with all sorts of booths, etc. Terry has proposed an official tee-shirt for the event that all groups can sell. On Feb. 14 there will be an indoor event commemorating redcaps and other early employees. The Rail Fair will be May 10-12. Terry is on the Rail Equipment Subcommittee. He presented the list of all the rail cars invited to attend. There were questions about where they all would be displayed. Terry said they are not all firmly committed yet. Terry has committed our 4461 as a heritage car.

-continued on page 5

**SUMMARY of MINUTES
PNWC, NRHS
CHAPTER MEETING
SEPT. 15, 1995**

(continued from page 4)

MSC Marilyn Edgar/Ed Ackernan to ~~and the~~ Mt. Hood as our representative at least. Terry Parker said he would like to show the historical photos displays in some car or in a booth. It was explained that the display is disassembled due to our moves. Terry is working to get the 6800 up for the Rail Fair here.

NEW BUSINESS

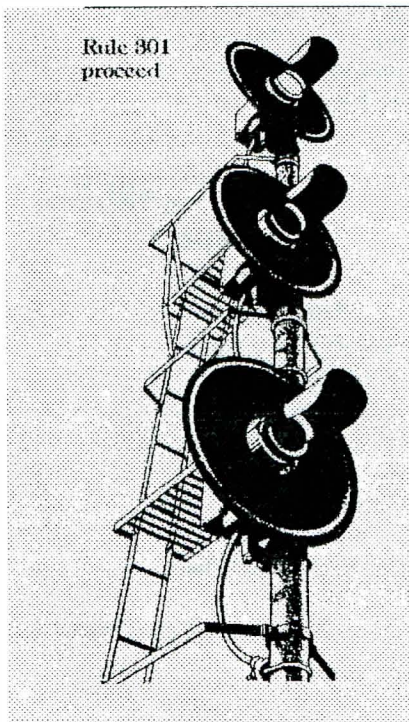
There was none.

GOOD of the ORDER

A question was answered for one of our guests about local steam sources. Maxine Rodabaugh reported about the convention in Nelson, Canada of the Assn. of Private Car owners, to which we belong. Several members attended, riding private cars. Juanita White reminded us to feed the kitty if we wished to continue being fed. Lee Jackson commented again on tightening up our car leasing rules. Several rail events in Vancouver and Salem were mentioned. Bob Terkelsen announced the next chapter meeting is Oct. 20 and next Board meeting in Rm. 208 at Union Station is at 7 p.m. on Oct. 12.

Meeting was adjourned at 10:11 p.m.

Respectfully submitted,
Joyce Reese, Secretary



Is Tri-Met Responding to the Public's Needs?

By Terry Parker

A 20-year-old proordained decision to route the North & South light rail lines along the Downtown Transit Mall is no longer in the best interest of the public. When a citizens' advisory committee recommended study of other alternatives, planners formed another committee with members favorable to a mall alignment, charging them with finding a way to fit the tracks on the mall, and called it citizen support.

Tri-Met's request to pass a bond measure promoted a "truly regional rail system". Because of the time it takes for vehicles to travel the entire length of the mall, the result will be, in terms of usage, a system that only connects Downtown to the region. In addition, the older part of the mall, South of West Burnside, will have to be totally rebuilt, including underground utility relocation. The taxpayers have already paid for the mall once. We shouldn't have to pay for it again. I also doubt the downtown community alone would be willing to pay for replacing all of the bricks and other amenities that most other neighborhoods are never even offered.. So we again have taxpayers subsidizing big business Downtown.

There are other options that must be considered. The most economical and one that could serve the entire region better is to extend the tracks South along First Avenue, thereby utilizing the tracks and other facilities already in place between Morrison Street and the Steel Bridge. This would allow for amenities such as brick sidewalks, ornamental street lights, cobblestones between the tracks and street furniture to be paid for through local improvement districts, just as is done in other non-subsidized neighborhoods.

Another, more expensive option would be to place the route under Fourth Avenue. The possibility also exists of using the First Avenue route until funds can be found to eventually place the system underground.

The complaints with a route other than a mall alignment come from special interests Downtown. Even though City Hall promotes walking as a form of getting around, Portland State University, for example, wants light rail right at their campus doorstep as if students are incapable of walking a few blocks. However, without the full study of at least one non-mall alignment, the environmental impact statement will appear to be incomplete.

Finally, the big question. When will our elected officials, planners and Tri-Met start representing the entire community, offer to build a "timely" transit system that directly connects our region instead of just building a system that goes Downtown?

-Editor's Note: The NRHS and the PNWC recognize all rail transit issues, past and present. You are encouraged to write, as a concerned citizen, to your representatives in government as to your feelings and wishes regarding rail transit.

ENGINEER

-continued from page 1

Gray briefed me on the schedule which included where we would pick up freight, spot cars for other trains to pick up, and how the switching would be done to get each car in its proper place to be routed to its destination. It is not as simple as it might seem and requires considerable planning and execution. Incidentally, the conductor acts as the guide while the engineer acts as the chauffeur. It is interesting to see how they work as a team to carry out their respective duties.

Duties outlined

Under the "Duties of Trainmen and Enginemen" regulations followed by all crews, are these: Conductor Responsibilities - The conductor supervises the operation and administration of the train (if trains are combined with more than one conductor on board, then the conductor with the most seniority takes charge). If any doubts arise

concerning the authority for proceeding or safety, the conductor must consult with the engineer who will be equally responsible for the safety and proper handling of the train.

The conductor also must advise the engineer of any restrictions placed on the equipment being handled, and if the conductor is not present, other crew members must obey the instructions of the engineer. The conductor is responsible for the freight carried by their train.

The engineer is responsible for the safe and efficient operation of the engine, and must have a current certificate in his possession. The engineer must check with the conductor to determine if any cars or units in the train require special handling.

Both conductors and enginemen must ensure that their subordinates are familiar with their duties, determine the extent of their experience and knowledge of the rules, and instruct them, when necessary, how to perform their work properly and safely.

(It should be pointed out that safety and observing the rules and regulations are continually stressed as being of utmost importance in railroad operation.)

Waving children

As we came into Amity from Whiteson, children waved to us from the back yards of homes along the railroad.

"We used to do the same thing when I was a boy," I said to Gray as he prepared to leave the cab to hook up a freight car at the Meeker Grain Co. "Of course they were

steam trains in those days."

"Most of the kids wave and yell to us as we go by," he replied, "but there are a few of them who throw rocks and call us dirty names." He went on to explain that in some of the freight yards in large cities, being a member of a train crew could be considered hazardous duty. They are assaulted and freight cars are sometimes broken into. Graffiti also is a problem in some of those areas.

I had never thought of railroading in that context, at least not since the days of Jesse James and train robberies, but sitting up in the glass-enclosed cab does make one vulnerable to rocks and other missiles including bb guns.

The engineer is located on the right side of the cab. He is seated at a console containing gauges, controls and a two-way radio that keeps him in constant communication with the dispatcher, and with the conductor when he is outside the cab switching cars and taking care of the paperwork with shippers.

Route through hills

After the freight car was picked up at Amity, we returned to the Whiteson junction where we left the car on a spur and then began our trip to Willamina. A look on the adjoining map will indicate the route taken through the rolling farm and timber country that forms Yamhill County's agricultural base. Lumber, hay, grass seed, fruits, berries, vegetables and cattle all contribute to area's economic well-being.

By now, I had become used to the rolling action of the engine on the uneven track bed and the rumble of the diesel engine. Even though there was no auto traffic on most of the country roads, the engineer signalled (as required) at each crossing with blasts on the horns.

Ten cars loaded with lumber were picked up at Willamina Lumber Co., and one at Taylor Lumber Co. in Sheridan, and at 7:50 p.m. 6-1/2 hours after we had left McMinnville, we were on our way back. We stopped at Whiteson to switch most of the cars to a waiting train that would take them to Eugene, and then returned to our McMinnville destination.

During the entire trip, I was impressed with the quiet efficiency exhibited by Gray and Underhill. Everything they did was "by the book" and nothing was left to chance. It was evident that safety was of primary concern to them, and I noted that not once did Underhill exceed the 10 mph limit where mandated, and not more than 20 mph on that part of the line leading into Sheridan.

Important to valley

Reporting this interesting trip could not be concluded without mentioning how important W & P has become to transportation in the Willamette Valley in general and to McMinnville in particular. Many of the largest employers in the county and city rely on W & P for transporting raw materials in and finished goods out. Here are a few of the largest: Georgia-Pacific, Cascade Steel Rolling Mills, Smurfit Newsprint, Purina Mills, Hampton Lumber, Willamette Industries, Schnitzer Steel, Diane's Foods, Evanite Fiber, Hull-Oakes Lumber, ConAgra, Intec-Permaglass and Western Pulp.

Other rail line acquisitions will be forthcoming, adding to the area now being served. General Manager R.I. Melbo has done a fine job bringing together an experienced and aggressive staff to take over a branch railroad from a major trunk line operator and bring it to profitability in such a short time. There is a saying that "large railroads count trains, while small railroads count cars and customers." This certainly applies to Willamette and Pacific Railroad. My trip, short as it was, has given me an appreciation of railroad operation I never had before. I would like to make this trip again at some time in the future - after improvements in the road bed have been made-which may not be too far off, according to present plans.

(This article appeared in the August 12, 1995 edition of the McMinnville, Oregon News-Register. The editor expresses thanks to Ralph Johnson for suggesting this story, and thanks also goes to the editor of the News-Register for permission to use this story.)

Activities Committee Report

Many thanks to all who helped make this year's picnic a success! The weather was great and the facilities were enjoyed by all. Special thanks to Greg Bonn for the great job cooking chicken and to Willow Creek for providing train rides. It is nice to get together with other groups to talk and exchange ideas. Thanks again to all.

-Darel Mack; chair



The Hopkins family in the cab of (what else?) in the Brooklyn Roundhouse. From left to right, father Bill, Jeff, mother Leanne, sister Casey.

Young '4449' Enthusiast Gets Feel of Cab in June Visit

by Jim Loomis, with information and photos provided by Marilyn Edgar

The SP 4449 was graced with a special guest in mid-June, arranged by Jim and Marilyn Edgar. Young Jeff Hopkins, visiting with his family from Greer, South Carolina, paid a visit to the famous 4-8-4 GS-4 at the Brooklyn roundhouse. He was also presented with a "Daylight" t-shirt and railroad pins.

Jeff is 11 years old, and is unable to speak, due to cerebral palsy. However, he communicates via computer and TTY, and is eager to talk to anyone wishing to meet him. He is also an avid rail enthusiast, as demonstrated in his visit to the roundhouse.

Jeff's family includes his father, Bill, an obstetrician & gynecologist in Greer; his mother, Leanne and his sister, Casey.

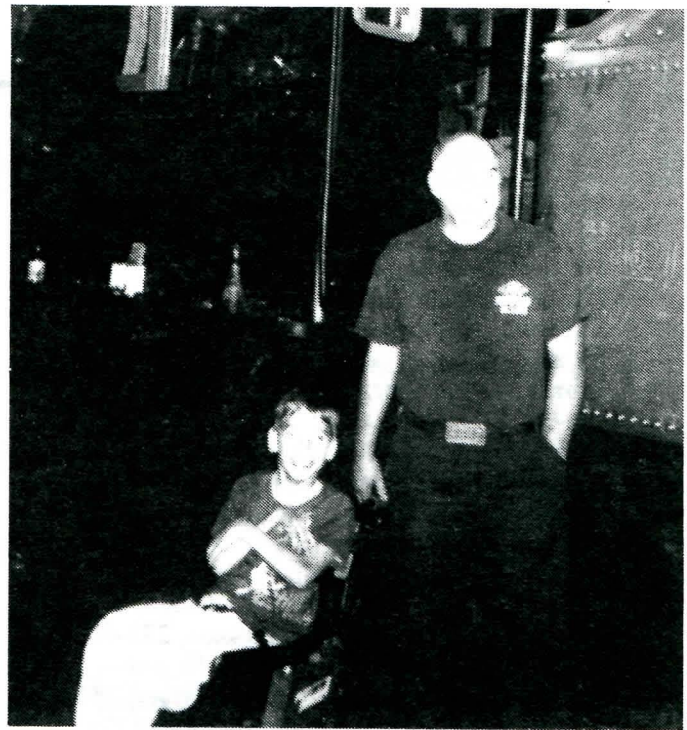
Jeff wrote to the Edgar's after he returned home. His letter is as follows:

"Dear Mrs. Edgar and Mr. Edgar,

Thank you for my Southern Pacific Daylight 4449 shirt. I loved it. Thank you for helping me to meet Doyle McCormick (sic). Thank you for opening the roundhouse for me. Thank you for helping me to sit in the cab of the 4449. Thank you for all of the railroad pins.

By Jeff Hopkins"

Come back any time, Jeff!



Jeff Hopkins, with Doyle McCormack, next to a locomotive being restored for the Sumpter Valley Railroad.

Nominations for 1996 Officers

The nominating committee has announced the following list of offices and their respective nominations for the upcoming chapter election in November. This information is published in the October issue of *The Trainmaster*, as required in the by-laws.

Director: John Willworth, Frank Weiler, Terry Parker, Ralph Johnson

President: Bob Terkelsen

Vice-President: Marilyn Edgar, Ed Ackerman

Treasurer: Maxine Rodabaugh

National Director: Gerald Schuler

A candidate for secretary is needed.

Submit your nominations for any office at the October chapter meeting. Remember, you must have the permission of that person before nominating him/her for office.

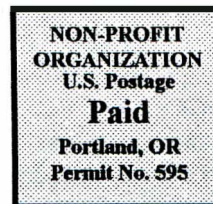
COMMITTEE CHAIRS

Activities: Darel Mack, 654-5017
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: Jim Loomis, 253-3926
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

CHAPTER OFFICERS

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