

The



Trainmaster

July,
1999

The Official Publication of the
Pacific Northwest Chapter,
National Railway Historical Society
Portland, Oregon



Board of Directors Meetings:

July 8, August 12, Room 208, Portland Union Station, 7:30 PM

General Membership Meetings:

July 16, August 20 St. Marks's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 PM

Rolling Stock Work Party, by Judy Hall

On Saturday, June 5 at 9:00 a.m., hardy souls from the PNWC and PRPA came prepared to get down and dirty. That's just what we did while working on the Chapters rolling stock in order to get the cars ready for the following week's excursions for the P&W.

Under the leadership of Scott Bruce and Pete Rodabaugh we vacuumed, washed, scrubbed, and polished the cars until they shined. It really was a party! The weather was superb that day which made the outside jobs a pleasure too.

With so many helping hands the work went quickly and we had most jobs finished by noon.

A special thank you to those who helped out. From the PRPA: Dave and Terry Thompson, Dave Henderson, and Terry Kimzey. From the PNWC: Two new members, Jeanne Collins and Chuck McGaffey, along with Rick Banton, Glenn Laubaugh, Ken Peters, Arlen Sheldrake, Al & Judy Hall and of course Scott and Pete. Thank you one and all!!

Books Nobody Reads: *Famous Trains*

Contributed by Wayne Halling

[This is another installment in a series by Wayne Halling, who has decided to be adventurous and examine uncharted territory: the books our library has that show no activity on their check-out cards.]

Famous Trains, by Roger Reynolds.

Back in 1934, in the heart of the depression, the author picked 25 of the best known 1st class passenger trains, got a picture of each one, a map of each one's

route, and a description of the towns and cities each one visited. Reynolds also interviewed an engineer and conductor if he could.

The Pacific Northwest is well represented, with stories of the *Empire Builder*, the *North Coast Limited*, The *Cascade*, the *Olympian*, the UP *Streamliner*, and the *Zephyr*. All of the trains were steam, except the last two, plus a Pennsylvania Railroad box cab electric.

This is a perfect book for the armchair tourist.

SPRING BOARD OF DIRECTORS MEETING CHICAGO, IL, APRIL 23 - 25, 1999

The Board Meeting was called to order by President Greg Molloy. Invocation was led by RVP Bob Terhune. Then Judy Calvert assumed the Chair and asked for a moment of silence in memory of Dana Dawes. Secretary Bruce Hodges had Ellen Pinsky explain the sign in procedures for the Roll Call. Minutes of the previous meeting in Kansas City were approved as amended. New National Directors elected by Chapters were named and elected to the Board.

First order of business by Greg Molloy was to thank the Chicago Chapter for their hospitality and efforts to make this a successful meeting. He continued by mentioning all the many volunteers who work for the Society in many positions, and thanked them for their efforts. He recognized that

volunteers have paying jobs and some who are retired have other activities and all have family responsibilities as well. There are some areas where more help is needed. He appealed for constructive feedback at the appropriate level. In closing his report, Greg mentioned a couple of new items on the agenda that will be discussed at the appropriate time.

In Committee reports, Mr. Dietrich was first and also thanked the Chicago Chapter for hosting. He also mentioned the membership awards program. Then Larry Eastwood spoke about the Railcamp activities. Efforts are being made to modify and enlarge that program. A selection of books has been willed to the Society Library. It is thought that this bequest will later include a financial sum. Next Bob Pinsky,

Membership records, reported that dues payments have been coming in at a faster rate than last year. Delinquent notices will be sent out soon. Greg Molloy reported on the Newsletter problems in the absence of Editor Terry Haldeman who could not attend. Greg mentioned that Terry had suffered major computer problems which resulted in the loss of many files, besides being swamped in his personal job. Greg appealed for someone to assist him with the editor duties. It is anticipated that the Newsletter will continue to be published, though possibly on a smaller scale. A members Newsletter is being considered and has been budgeted. The first edition of this Newsletter may be included in Bulletin #2, and will list those rail related activities that will give discounts to Society members. Terry has also been working to expand the Web Page. Next Frank Tatnall, Bulletin Editor reported on some future articles. He also appealed for articles to be submitted, especially on the western Railroads. Bob Heavenrich explained the Financial report which was included in the hand-outs. The Auditors report given by Mike Trzeciak was also accepted. Jack Salt read a letter from an eastern Chapter that donated \$2,500 back to the Society after completing a project which they had been awarded a heritage grant for in 1997. The Chapters intention was that this action would encourage other Chapters to do likewise, and thus increase the funds available for the grant program. Then Richard Shulby, director Roundhouse program mentioned the Society Survey on the number of Roundhouses still standing. Bob Vittitow reported on the Operation Lifesaver activities. Texas has the greatest number of Rail crossing violations. The number of total rail crossing incidents is going down, but the trespassing problems are increasing. Next Martin Swan, director Emblem Sales reported that he now has one new item, the Sport Shirt with Society logo. He has received many new suggestions for new items for him to carry. Lynn Burshtin called attention to the National Officers Activities report in the meeting agenda. She also mentioned that the HQ office will supply bulk shipment of Society publications to Chapters for hand-outs at appropriate events. She can be reached by E-Mail or FAX for any Chapter questions. Larry Eastwood reported that because of the interest, they have decided to try for two sessions of Railcamp. Each session is limited to 24 applicants. There are 15-20 Chapters who have indicated an interest in sponsoring a student. Information has been mailed, and is also available at this meeting. Anyone who would like to serve as a counselor is requested to notify Larry. This program has generated much positive publicity for the Society. Willis Cude introduced a request for Chapter status from the Texas Eagle Chapter at Bryan/College Station. This motion was approved.

Under Old Business, a report on the on-going Alco Historic Photos project was given. The Committee is expecting a report from the City of Schenectady. Bob Rawlins reported that The Hagerstown Roundhouse has now

been demolished, leaving only a turntable. Under New Business, Joe Heffron mentioned the need to select a CPA firm to comply with state law under the Charitable Solicitations Act. Motion was passed. Next the 1999 Budget proposed changes as explained for the Railcamp project was explained. Motion approved. A budget change was also approved to cover the proposed Members Newsletter. The grant money refunded as discussed earlier was voted to be returned to the Heritage Grants program. Joe then announced that the Federal yr. 2000 budget proposes taxing income of non-profit organizations. The finance committee is watching this development. Next Greg Molloy explained a proposal from the Society Bank to have certain selected bonded officers authorized to use Society VISA Cards, with the understanding that the charged amounts be repaid within the 30 day limit from budgeted funds. The motion was passed. Next a proposal to have a Society sponsored Insurance program was discussed. It was understood that Chapters would not be obligated to use this Insurance company in lieu of another of their own choosing. Motion passed. Two Chapters have not submitted any member renewals and have ceased to function, so the Board voted to withdraw their Charters. Greg mentioned that they will make attempts to transfer those members who desire to other Chapters.

Final reports of both Salt Lake City and Syracuse Conventions are still pending and it is hoped they will be given at the Sacramento meeting. A report was given on the Sacramento Convention. As of that date, 964 ticket orders have been received, and 788 of them have been processed. Steam excursions are filled, there is still space on the Amtrak excursions, as there is for Railfair. Some Hotel space is still available, but not continuously at any one Hotel. The next Board of Directors meeting will be Nov. 12-14 in Scranton, PA. Announcements: The ten Chapters with the greatest number of member renewals are as follows: Philadelphia, Central Coast, Midland Michigan, Washington DC, Ontario & Western, Chicago, Atlanta, (&), St. Louis, Northwoods. Following the Benediction the meeting was adjourned.

Preceding the Board meeting, the Friday night slide program was given by George Krambles, a former CTA employee, Title of his program was: "A Century of Streetcars in Chicago". This was very interesting and showed pictures of the first horse drawn cars, cable cars patterned after the San Francisco system, then newer cars up until the end of the street cars in the 1950's. The Saturday evening Banquet program was given by Bruce Moffat, author of the book "Forty Feet Below". He gave an interesting slide program on the Chicago tunnel System. It was originally built to house utility cables, and then later was modified with the addition of a 2 ft. gauge railway system to make deliveries to stores in the Loop.

Gerald A. Schuler, National Director

From The Wire



Portland & Western / Willamette & Pacific

The first marriage to occur on a Portland & Western/Willamette & Pacific train took place Saturday, June 5th. The marriage involved Genessee & Wyoming (

P&W/W&P parent company) Chairman Mortimer B. Fuller III and Oregon-reared Sue Langfitt, who is from the Willamette Valley and Portland area. The original program called for a special passenger train of 6 cars to carry the wedding party from Milwaukie to Gerlinger and return, with the train pausing at a scenic overlook on Rex Hill for the wedding ceremony itself. Two Montana Daylight cars (a dome car and a power car), and two tourist railroad style open excursion cars, showed up in town for the occasion. There is no official word at this point if this is the program that was followed, however.

The W&P and the City of Independence are near an agreement to reconfigure track through downtown Independence. The West Side District occupies the middle of Second Street for several blocks. The track needs work, and so does the pavement covering the track. The first week of June saw the completion of rehabilitation of the crossing at Monmouth Street. This included new ties, rails, and concrete crossing panels. Drains were installed on both sides of the track to improve drainage along the right of way.

P&W's trestle carrying the United Railways District over Helvetia Road was struck the morning of May 26 by a high truck belonging to Loy Clark Pipeline, knocking the structure out of line by three feet and causing damages of \$2,500. W&P bridge men completed repairs later the same day and either the pipeline company or its insurance carrier will be billed for reimbursement.

5,000 tons of rock moved from Wellsdale to West Woodburn as part of the first penetration into the low-tech

aggregate haulage market. The rock was moved as part of a contractor's bid to provide material for a landfill near Woodburn.

The van assigned to to Albany was stolen on May 20. Police later recovered the vehicle in Salem. The two-way radio and other railroad property was missing from inside.

In January W&P, in concert with Oregon Cascades West Council of Governments, submitted an application for \$2.5 million of federal funds for tie renewal between Corvallis and Dawson, and to replace lighter rail between Alpine Junction and Dawson over four years. The request was made under the Transportation Enhancement Program of the Transportation Equity Act for the 21st Century (TEA-21) as a historic rail preservation project. The W&P recently received word that the project was not selected, exacerbating the dilemma about the future of the lower West Side District. Revenue from existing traffic isn't sufficient to justify capital needed to fix deferred maintenance.

- adopted from letters from Bob Melbo, W&P and P&W railroads

CORP Employees Representation Election

The Brotherhood of Locomotive Engineers gathered enough "A" cards to force employees of the Central Oregon & Pacific Railroad into a representation election. When the ballots were tallied May 14, CORP's employees rejected BLE's bid to represent them 37 to 7.

- adopted from letters from Bob Melbo, W&P and P&W railroads



Chapel Car *Grace*, one of three remaining chapel cars. Photo contributed by the American Baptist Historical Society

Chapel Car Conference

The American Baptist Historical Society is offering a chapel car seminar for October 10-17, 1999 at the Green Lake

Conference Center in Wisconsin. This is currently the home of the chapel car *Grace*, pictured above.

Current plans include:

- speaker railroad historian John H. White, Jr., the author of several railroad history books and historian emeritus, History of Technology, Smithsonian Museum of American History.
- speakers Wilma & Norman Taylor, authors of a soon to be published book (August, 1999) on the role of chapel cars in railroad and church history.
- Beverly Carlson, who will describe the process of finding chapel car materials in the Archives Center of the American Baptist Historical Society.
- An excursion to the National Railroad Museum in Green Bay, Wisconsin.

For those who are interested in the conference, additional information is available from The American Baptist Historical Society, P.O. Box 851, Valley Forge, PA 19482-0851, phone 610-768-2269 or x2378.

Tunnel Fire on UP's Willamette Pass line

Union Pacific crews extinguished a tunnel fire May 29 that had blocked traffic on the UP's main West Coast line through Oregon for two days. The fire, which ignited May 27 inside the 1759 foot tunnel between Oakridge and Westfir, Oregon, forced trains to be rerouted through central Oregon, and as far away as Utah in the case of some UP freights. At least three dozen Union Pacific employees and water tank cars from Eugene fought the blaze.

- from the June, 1999 *Steam Echoes*, Sierra Mountain Railroad Club.

Sumpter Valley News:

As of early 1999, the Sumpter Valley Railroad Restoration, Inc. has been working on restoring their Heisler #3 for display at Sacramento. Transportation of the locomotive will be paid for by the sponsor of the railfair. Restoration costs will be \$8,400, \$4,800 of which is covered by a grant from Pioneer Bank to help the rebuilding project.

Progress is being made on the engine shop building, which involves the Oregon Parks and Recreation. The drawings for the Sumpter Depot are being finalized, and the blueprints will then be submitted to the Oregon Parks and Recreation for approval in the Sumpter Loop Park Plan.

- from the Jan-Feb-Mar, 1999 *Stump Dodger*, Sumpter Valley Railroad Restoration.

More RoadRailers were Ordered by Amtrak

from the Wabash National Corp. The order for 129 units is reported to include two different lengths of the highway/railway vehicles. 291 RoadRailers are currently in service on the Amtrak system.

- reported in assorted publications, including *Railway Age* and *The 470*.

Northwest Railway Museum Progress

The Northwest Railway Museum of Snoqualmie, Wa., reports that NRM has been awarded a grant of \$118,000 from the State of Washington toward construct a restoration shop. Approved by the state legislature in late April, the grant is through a program called Capital Projects for Washington's Heritage and the Museum's application was ranked third in the state. This grant is the single largest commitment received toward construction of the shop facility, and brings the total secured cash and in-kind support to nearly \$300,000.

Before the project can begin, however, the Museum still needs to raise another \$100,000 to "match" the state funding. Although the Museum continues to apply for grants from a variety of sources, member and volunteer support remain the most important components of the project. Similar to our own chapter's grant from National, there is probably a strong program tie to volunteer hours - time investment that demonstrates project interest.

Capital Project for Washington's Heritage is a new program that mirrors the Building for the Arts Program that has funded theaters, galleries, and concert halls for many years. The program is in its second iteration and is providing over \$4 million for critical heritage projects throughout the state.

In additional good news for the museum, the King county Commission approved a recommendation from the King County Landmarks and Heritage Commission to increase their funding for the shop project. This brings the County's total support to \$50,000.

- May, 1999 *The Sounder*, Northwest Railway Museum.

News From 1998 CSX Corp. Annual Report:

The maritime industry achieved a milestone with passage of the Ocean Shipping Reform Act of 1998, which set in motion competitive forces that will reshape the container - shipping business. This historic legislation, which takes effect May 1, 1999, revamps a 1984 law governing international container shipping to and from U.S. ports, abolishes government tariff filing requirements and allows confidential contracting between shippers and carriers.

Allowing shippers to enter into confidential service contracts will foster flexible and creative approaches to meeting customer requirements. These reforms will give shippers and carriers important new incentives to work together to design tailored transportation solutions that achieve both parties' requirements.

CSX and other U.S. railroads are seeking to repeal an unfair tax on diesel fuel. Railroads and trucks pay 4.3 cents in taxes for every gallon of diesel fuel they consume. While the railroads' tax is earmarked for reducing the federal budget deficit, the tax paid by trucks goes into the Highway Trust Fund to support highway improvement. Thus, railroads, which invest billions of dollars each year to maintain their track structure, also must pay a fuel tax to support deficit reduction, while the same tax paid by the railroads' major competitors goes to improving the publicly funded highway system on which they operate. Fairness dictates that a more equitable approach must be found.

Amtrak to Start Using Temperature Controlled Cars in Pilot Program

ExpressTrak LLC, a Detroit based rail transportation company, will start to experiment with food and other perishables moved cross-country in temperature controlled cars at the end of Amtrak trains. Starting May 1, ExpressTrak cars will start to move Sunkist fruit from Los Angeles to Philadelphia. The trip will take four days, but cost about 10 to 15 percent less than moving the material by truck. The pilot program calls for Greenbriar Industries of Eugene, Oregon to convert eight cars to temperature controlled cars at a cost of about \$110,000 each. Amtrak will own the cars and lease them to ExpressTrak. The cars will be able to maintain temperatures of minus 20 degrees to 86 degrees F. Sunkist uses trucks to carry most of its 60 million cartons of fruit each year because freight trains

need 10 to 14 days for a number of these long distance shipments.

If this test program works, Amtrak could order as many as 360 of these cars. A fleet of 360 of these cars would produce an annual revenue for Amtrak of about \$100 million.

- March, 1999 *Gondola Gazette* Collis P. Huntington Railroad Historical Society, NRHS.

One way for Railroad Crossing Safety

education happened this past December in Wisconsin. Law requires ambulances to come to a complete stop at a crossing when lights are flashing, but if the ambulance is on an emergency run it is legal for them to proceed if it is safe to do so.

The Wisconsin & Southern Santa Train is operated as a Boy Scout fund-raiser. The train was deadheading through Middleton when they had a "near-miss" with an ambulance.

It just so happens that Wisconsin Railroad Commissioner Rod Kreunen and State Representative Spencer Black were riding in the cab with the crew at the time.

Black said: "The ambulance was only about 20 feet from us. It didn't appear to me that they stopped. The engineer looked extremely startled. Rodney Kreunen had invited me to ride along to observe potentially dangerous crossings in my district. If the purpose was to educate me, it certainly was successful."

- February, 1999 *Sparks & Cinders*, Wisconsin Chapter, NRHS

Mailbag



Thanks to Bob Melbo

The Trainmaster Editor:

Each month I look forward to and enjoy reading our Chapter newsletter. I especially appreciate the articles submitted by Bob Melbo, General Manager, Willamette & Pacific Railroad. Bob's support of us "rail buffs" doesn't add a nickel to his P&L but it sure does endear him to his community.

Arlen L. Sheldrake, Member PNWC, NHRS

Park Model Railroad Display?

Hello, I work for Snohomish County Parks and Recreation in Everett, Wa. We are trying to obtain funding for a railroad history interpretive project along our Centennial Trail (a paved multi-purpose trail along an old railroad

corridor). Along with the usual interpretive signs describing the railroad history of the area, we'd like to do a historical model of the community of Machias as it existed in the early 1900s, complete with an 'N' scale model railroad that would be activated by park users at the push of a button while they view the display through a large window. We are trying to find sources for grants to accomplish this project. If you have any ideas re: funding sources or organizations that could assist with this project, please let me know.

Thanks.

Rolf Jacobson, Senior Park Planner, (425) 388-6610, e-mail: jacobsonrm@juno.com

The *Trainmaster* is always interested in hearing from chapter members and others who follow trains. Please address correspondence to the address on page 7.

Monthly Membership Meeting May 21, 1999

Condensed from Notes by John Willworth

Called to Order by President Hickok at 7:50 pm.

There were no guests.

Treasurer's Report: General Fund and Emergency Fund account balances were read. There were no large bills coming in. An insurance policy bill of \$2,600 was paid in April.

We had a moment of silence for Carl Rodabaugh.

National Director's Report: The next bulletin will contain a list of tourist lines that offer a discount for NRHS members. Several years ago, an NRHS chapter received a grant from the Heritage fund. When the money was not used, they gave it back to the fund (see note on Chicago NRHS Board of Director's meeting). The National Director expressed his opinion that this is something we should consider doing if more progress is not made on our grant work.

Vice-President's Report: The Chapter has lost the lease on the "chicken coop" (ex-commercial chicken farm near Oregon City the chapter uses to store some equipment). The items stored there need to be removed soon. New tires have been put on the semi-trailers we have stored there. A home has already been found for the passenger car trucks that are stored there. DO NOT GO OUT THERE ALONE. The top is off of the speeder that is on display at the Canby Historical Society's Depot Museum. The Vice-President is working on restoring it.

Concessions Committee: has brought things to sell tonight.

Activities: Tentative date for picnic August 14, 1999 at Brooks, like last year. Date is not firm. Watch for more information.

Possible Excursions / Other Information:

Saturday, May 15 is the Astoria line grand re-opening. The chapter's Jordan Spreader was the first piece of equipment into Astoria, as it was pushed by the locomotive.

Saturday, June 5 is the date of the wedding train.

Saturday, June 12 is a trip for the Longview Transportation Club. This will go from Linnton to Banks and return. Expect to leave at 10 am and about a two hour run. Chapter's cars probably used.

June 14 is expected to see a trip for the American Shortline and Feeder Railroad Association. Trip will be about the same as above only at about 5 in the evening. Car use unknown.

June 25 is expected to see the SP&S #700 and some of the chapter's cars used in an event for the W&P/P&W to demonstrate the new Rock Train service. Planned trip is from the Reed Pit near Hopmere to the Coffee Lake Quarry near Tonquin.

Tentative for July 9,10,11 is the Turkey-Rama in McMinnville. One trip Friday night, 3 trips Saturday, and 2 trips Sunday.

Tentative July 17 is the 700 and some cars at the Taste of Beaverton.

Tentative for August is a trip for the P&W/W&P to a sawmill in Dallas. Maybe a 2 day event involving one or two coaches.

October may see a week of activities similar to last year in September.

Most of these proposed trips will be operated over the Willamette & Pacific. Unlike sister Portland & Western, the lease agreement with track owner Union Pacific requires that each trip be approved by the UP as well as the W&P. There is no word yet from the UP.

The Astoria line is going to be OK for excursions all the way out to Clatskanie in the near future.

POTB, P&W, W&P are negotiating on a piece of track west of Hillsboro. There will be a lot of track work required.

A group in Woodburn is looking at possible passenger service to the Oregon Gardens (being built near Silverton) and to the Octoberfest at Mt. Angel.

St. Mary's Property: Progress is being made on the land survey.

Brooks: there is a new property owner in the area that we may start to work with a little bit.

Rolling Stock: we need people to help with car maintenance and cleaning before the excursions. There will be a work party June 5 and 6.

PRPA/PNWC relationship is going OK.

Other News:

President Hickok passed the P&W, W&P train crew class. Some of the other PRPA/PNWC members were also taking the class. We now have some people qualified to work with the train crews. This will cause some changes in our procedures.

We are still hoping to close the deal with the museum in St. Louis soon on the sale of the AS-616 locomotive.

There is some sales interest in the ex-GN 1220 also.

ex-SP#4449 is not going to be on the BNSF employee special as originally planned due to the cancellation of the trip. BNSF has employees laid off, and they did not feel that an expensive trip like this one was good for the morale of those employees. Therefore, the 4449 will be headed for Roseville, Sacramento, and Railfair.

Program Tonight:

Potpourri of the SP&S 700, the Mount Rainier Scenic Railroad and Donner Pass.

Adjourn at 8:50 pm.

Chapter Timetable #441 - July 1999

Monthly Board of Directors Meetings:

July 8, August 12, 7:30 pm. Room 208, Union Station. These meetings are scheduled on the Thursday evening prior to the membership meeting.

Monthly Membership Meetings:

July 16, August 20, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 pm. (third Friday evening of every month).

Quarterly Chapter Potluck:

There will be a quarterly chapter potluck at the March, June, September, and December meetings. For more information, contact activities chair Marilyn Edgar, (503) 236-7271.

Chapter Library:

Library work parties are scheduled for the first Thursday of the month on all months except October, when it will be moved to the second Thursday of the month.

Upcoming Membership Meeting Programs :

July: "The Sumpter Valley Railway Story", 30 minute video.

If you have any programs or program suggestions that you feel would be of interest to the Chapter, please contact the Chapter Vice President

Note From Vice President:

We Need Programs for Future Meetings!

Post Office's Celebrate the Century Train Coming to Portland July 16-18, 1999

The Celebrate The Century Express is a specially configured Amtrak train with a specially painted Amtrak P42 Genesis series locomotive, baggage car, a modern Amfleet exhibit car featuring Celebrate the Century stamps and related educational displays, a restored vintage Railway Post Office car and a classic railroad business car, which will change from region to region.

Presentations aboard the RPO car will include murals, presentations on how mail was sorted, and in some cities a former RPO clerk.

If you are interested in volunteering to assist in this once in a lifetime event, or wish further information, contact Claudia DeGailler, CTC Express Event Coordinator, PO Box 4029, Portland, OR 97208-4029, (503) 294-2588.



The Trainmaster

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in the *Trainmaster* do not express the official position of the organization 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.

The NRHS was formed in 1935 to preserve historical material and information pertaining to railroad transportation. The Pacific Northwest Chapter, one of more than 170 affiliates, was formed in 1955 as a non-profit Oregon corporation. Any person age 16 or older with an interest in railroad history and transportation is eligible for membership.

Please address contributions, correspondence, and exchange copies of newsletters to:

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Please be sure to inform the membership chair at Membership Services, PNWC-NRHS, P.O. Box 2384, Portland, OR 97208-2384 of any changes in the status of your address.

Membership

in the Pacific Northwest Chapter, National Railway Historical Society is available as follows:

Regular: \$32/year, Joint: \$40/year

Membership prices include National Membership as well as membership in the local chapter. For more information, please contact the membership chair at the above address or phone number.

Trainmaster Contributions:

Contributions for the *Trainmaster* are most welcome. Deadline for each issue is the 20th of the previous month. Last minute additions may be made after that time, but publication can not be guaranteed. Contributions should be sent to the address, e-mail address, or fax at the top of this column, or be left in the mailbox in the door of Room 1, Union Station. Typed or word-processed material (3 1/2" disk, Mac or MS-DOS plain text) is preferred for legibility, but not necessary.

Committee Chairs

Activities: Marilyn Edgar, (503) 236-7271
Meeting Programs: See *Vice President*
Concessions: Jean Hickok, (503) 649-5762
Excursions: *Vacant*
Finance: See *Vice President*
Library & Historical Foundation: vacant
Membership: Ralph Johnson, (503) 654-1930
Museum: Glenn Laubaugh, (503) 655-5466
Public Relations: Gerald Schuler, (503) 285-7941
Publications: *Vacant*
Rolling Stock: *Vacant*
Chief Mechanical Officer:
Peter Rodabaugh, (503) 771-8545
Car Rental Agent:
Bob Jackson, (503) 231-4808
Safety: Judy Hall, (503) 699-5042

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Vice-President ('99): Darel Mack, (503) 723-3345
Secretary ('99): John Willworth (503) 284-8628
Treasurer ('98, '99): Janet Larson (503) 253-7436
National Director ('94, '95, '96, '97, '98, '99):
Gerald Schuler (503) 285-7941

Directors-at-Large:

Ed Ackerman ('98, '99, '00): (503) 649-6000
Scott Bruce ('99): (503) 297-6319
(Filled Vacancy, position opens at end of 1999)
Bob Jackson ('97, '98, '99): (503) 244-4440
Glenn Laubaugh ('98, '99, '00): (503) 655-5466
Al Hall ('99, '00, '01): (503) 699-5042
Ralph Johnson ('99, '00, '01): (503) 654-1930

I would like to thank chapter member
William Einzig for his donation of
funds for first class mailing of this edition of
the **Trainmaster** to chapter members.
- Janet Larson, Treasurer

The *TRAINMASTER*
Pacific Northwest Chapter
National Railway Historical Society
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