

# The



# Trainmaster

August,  
1999

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



**Board of Directors Meetings:**

August 12 Sept 9, Room 208, Portland Union Station, 7:30 PM

**General Membership Meetings:**

August 20, Sept 17 St. Marks's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 PM

## Chapter Picnic

Saturday Aug. 21, 1999 at Noon, at the Western Antique Powerland Inc. site located in Brooks, 10 miles north of Salem, just off I-5. ,BBQ Chicken will be served. Please bring your own utensils and a potluck dish to share - hot dish, or salad, or dessert. Cicken and Soda pop will be included for the \$2 fee we charge each attendee. We meet in front of the Willow Creek Railroad. Rides will be available. Call Marilyn Edgar at 236-7271 for more information

### CHAPTER PARKING SPACE GONE UNTIL JAN OR FEB OF 2000

[from a letter from the City of Portland, to all tenants of Union Station, including the Chapter.]

Beginning June 1, construction work will start on a new pedestrian overpass at the south end of Union Statoin. This will involve the demolition of the station's ice house, and the construction of bridge piers, stairs, an elevator and new walkways in the park-like area next to the station.

During construction, which will last through January or February of 2000, many parking places will be impacted. Starting June 1, 1999, spaces No. 61 through 76 at the south end of the station will be removed. Each of the station tenants assigned those parking places [ note: this includes the chapter ] will be relocated to the pay parking lot in front of the station's main entry. A parking permit has been sent to each of those tenants who will need to move to the pay parking lot.

After completion of the project early next year, most of these spaces will be returned to their former locations. The remaining spaces alongside the building by track #1 ( spaces 51 through 60 ) will remain throughout construction except for an occasional time or two when they too will need to be temporarily relocated out front to allow heavy equipment access to the area.

Obviously, we may discover some problems and issues during construction, but we will address them the best we can, so as to cause as little impact to you as we can manage. Please call Tom Dethloff at 823-2640 or at 793-2945 if you need his assistance, or call me at 823-6932 if there are other questions.

Thank you for your cooperation.

Diana Lee Holuka, Facilities Services Division  
of the Bureau of General Services, City of Portland

[ Note: some editing was done to this letter  
for space and clarity reasons. The original is in  
our office in Room 1 ]

### Railroad Books Nobody Reads: *Narrow Gauge Country; Railroads You Can Model*

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 committee has that show no activity on their check-out cards.]

*Narrow Gauge Country* by by Richard Lind.

This month's reviews are short because they were mostly pictures. *Narrow Gauge Contry* by Richard Lind is a book of pictures 10" by 12" like a

Rand McNally road atlas. They were taken in the '50's by well-known photographers, of working narrow gauge railroads.

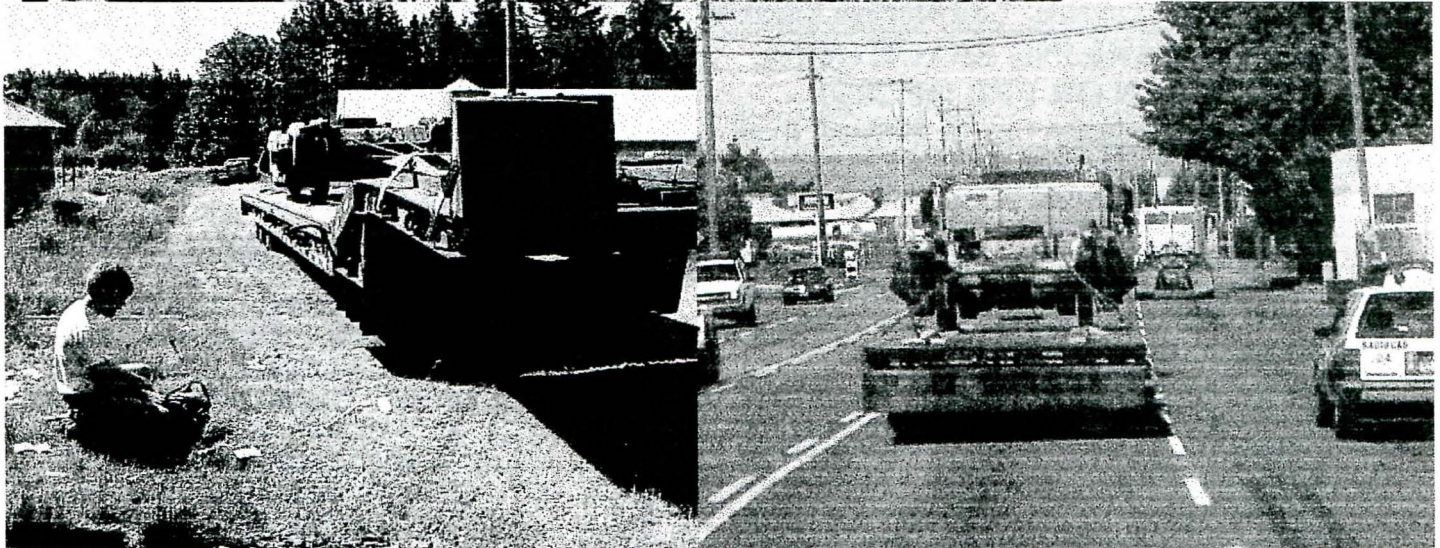
*Railroads You Can Model* is really a history of branches of nine railroads, but only the Tehachapi Loop of the SP and Santa Fe is in the west. Anyone who favors small railroads would enjoy the maps and pictures.

Next time I'll start reviewing a video tape along with a book or two.

## Photos from The "Chicken Coop" Move- Out Process

provided by  
member  
George  
Mickelson

see  
membership  
meeting  
minutes  
summary for  
more  
information.



### From The Wire

#### Portland & Western / Willamette & Pacific

To formally present the debut of short distance haulage of aggregates by rail, P&W and Morse Brothers teamed up on June 25 to stage an "open house" at Reed Quarry and Tonquin for more than 200 invited guests. The event began at 11 am. in a large tent at Reed where Morse Brothers presented an audiovisual overview of their corporate family, business philosophy and reasons driving their \$6 million investment in rail transportation. After the presentation the crowd stepped outside to watch loading of Morse's train of 17 rapid discharge hopper cars. Following this, guests were handed

box lunches as the boarded a special eight-car passenger train for a 50 minute ride to Tonquin. The train was pulled by City of Portland owned Spokane, Portland & Seattle steam locomotive 700. Two of the coaches were provided by the Pacific Northwest Chapter of the National Railway Historical Society. Also on hand was a dome car and power car from the Montana Daylight, plus ex-Great Northern Empire Builder "ranch style" lunch counter car *Running Crane Lake*. The rock train followed about 20 minutes behind the passenger train. While waiting for its arrival, guests toured Morse' South Metro facility at Tonquin. When the rock train arrived, the group watched several cars of sand unload. For the return to Reed the SP&S 700

was cut loose to run with its tool car to Beaverton and WPRR 3001, which had followed the rock train from Hopmere, handled the return trip. A copy of a flier about the railroad's interest in short-haul business was sent to the chapter by the PNWR, and it has been forwarded to the library committee.

Genesee & Wyoming Inc. Chairman Mortimer B. Fuller III married Oregonian Sue Langfitt on board a special train June 5th. The seven car train was pulled by steam locomotive ex-SP 4449 on the westward trip and by WPRR 3001 on the eastward trip. SP4449 was cut off at McMinville, where it took water and ran light to the wye at Gerlinger, and returned to Portland.

A new profit sharing plan for the Willamette & Pacific and Portland & Western employees has been adopted effective June 30th and will be retroactive for the second quarter of 1999. Compared to the old plan that tracked the operating ratio and paid out varying percentages of funds budgeted for derailments that were unused and augmented by quarterly earnings from a certain series of WPRR gondolas, the new plan is simple. The new plan will distribute evenly to eligible employees seven percent of quarterly operating income. Operating income is not the same as net income. Operating income is derived by deducting from gross revenue all of the expenses incurred to operate our companies for a given period. Net income is what is left over after subtracting income taxes, the local portion of the costs of operating the Genesee & Wyoming Railroad Services, Inc., and other expenses that have little local control. The profit sharing plan will be figured on operating income as this is the best reflection of local efforts to control and minimize the expense of operating these lines. It was hoped that this plan would be approved before the June 24 Employee Association meeting, but it didn't come until a day later. The concept of the new profit sharing plan was discussed at the meeting, however, and reaction was generally favorable.

In the latest event involving the saga of rebuilding track through Independence, the mayor of the city called Governor Kitzhaber and other elected officials to complain about the proposed changes. The Governor's office then sent in Oregon Department of Transportation's Claudia Howells. She had talks with City Manager Stephani Johnson to identify specific problems. Apparently the issue is the railroad's plan to create a center median for their track in a three block section of Second Street. The track currently runs down the center of the street. The railroad's Charlie Kettenring had met with city officials and the council and believed he had convinced them of the foolishness in trying to maintain a good asphalt surface on top of a railroad

where locomotives weighing up to 360,000 pounds are pulling trains with cars that can weigh up to 143 tons each. The city manager had seemed supportive of the move but does not control the council. It appears that the perception of two city councilmen that the railroad was "strong-arming" their city led to the current situation.

The rehab project in the city of Independence is now on hold, and funds budgeted to pay for it may be diverted to fund a tie replacement program cut earlier this year to facilitate the Independence work.

The trailing truck of the 21st car of a 45 car train on the Toledo branch derailed on June 22. A nearby resident spotted the errant car as the train passed and called Dispatcher Dennis Bousquet who, in turn, was able to inform the crew by radio that they had a car on the ground. The train stopped just short of the turnout at Nashville that likely would have caused a general pileup to occur. The car was an SP 226000 series boxcar that has been banned off the Toledo line for their recorded poor performance on the Toledo line as empties. This one came loaded with scrap paper and was deemed unsuitable for reloading. A planned reward will be offered to the neighbor that reported the problem and preventing what would probably have become a serious disaster.

The long-awaited report of consultants hired to study a proposed "heavy rail" commuter service on Portland & Western between Wilsonville and Beaverton was released June 2 in Tigard to a meeting of the Washington County Commuter Rail Study steering committee. The consultants identified two alternatives for commuter service. One would operate between Wilsonville and the Westside light rail station of Merlo and the other would link Wilsonville to the Beaverton Transit Center in downtown Beaverton on the light rail line. The first version would create a 17.8 mile long service using 10 self-propelled vehicles serving six stations at a total \$76 million estimated cost. The second alternative would be 15.35 miles in length, require eight self-propelled rail cars and five stations, and cost approximately \$71.8 million. A new 2,300 foot long spur line would be constructed from P&W's main line at Beburg down Lombard Street in order to reach Beaverton's Transit Center. [This line would be very close, if not on top of, the old Oregon Electric right of way in that area.] Both scenarios break down to about \$4 million per mile, which is relatively cheap when compared to the cost of building new multi-lane freeways. Maximum operating speed would be 75 MPH south of Tualatin and 60 MPH north. Double track, both signaled for operations in both directions and connected by two sets of intermediate double crossovers, would extend from

Beburg to Bonita Road, allowing passenger trains to weave around freight trains jointly using this five-mile stretch. In addition, three new sidings would be built for the Merlo alternative, which would require four train sets of two cars each to achieve a 30 minute service frequency for a trip of 31 minutes portal to portal. The Beaverton Transit Center alternative saves one siding and requires only three train sets to provide service every 30 minutes on a 25 minute journey. For maintenance rotation, both alternatives contemplate acquisition of one extra train set beyond what is needed to support 30 minute service frequency. Annual operating costs for the Merlo alternative are estimated at \$4.4 million and for Beaverton, \$3.9 million. Cost per rider of the Merlo version is \$9; for Beaverton it is \$6.70. In this regard, the proposed Washington County trains are considerably less expensive in comparison with several existing U.S. operations.

The next step is to get public input through public workshops, city council presentations and perhaps cable television presentations, and identify sources of funding. The report made no suggestions as to who would operate the line. Several options are available, among them Tri-Met, the Oregon Department of Transportation, Metro, or some new agency. P&W most definitely would be involved in dispatching the line and is interested in contracting to operate and maintain the trains. Backers of the proposal say another two years could pass before operations begin, if the project ever gets that far. The steering committee is made up of a number of mayors, county commissioners and other local, regional and state officials. The meeting was scheduled to begin at 7:30 am in the Tigard Water District's auditorium adjacent to

P&W's lines in Tigard, but started 15 minutes late. As if to emphasize the importance of freight on the line, a number of attendees were delayed because of the OE Local's switching over Hall Blvd.

On June 9, the Corvallis 911 emergency dispatch center notified W&P that the Corvallis Fire Department was responding to a report of smoke coming from a boxcar at Corvallis Jct. Upon arrival firemen found a carload of scrap cardboard destined for Toledo on fire. They partially opened the doors and cut holes in the roof to fight the fire. It soon became evident that the arson-caused fire was well entrenched and removal of the lading would be necessary. Since the car was not near a hydrant or in a location advantageous for unloading, firemen requested it be moved to Corvallis Yard. Engine 1801 was used to switch the car out from behind two other scrap paper loads and pull it through the city escorted by police and fire vehicles. During the 20-minute journey the absence of suppression, openings made by the firemen and heightened airflow from movement combined to stimulate the fire into a raging inferno. As the car trundled down Sixth Street flames were shooting out the roof holes into the growing twilight and observers who looked through the partially open doors likened what they saw to looking into a furnace. "Hell on wheels", one said. Once on spot in the yard firemen used two backhoes to pull lading out from both sides and then doused the burning material over and over. A fire truck maintained a vigil all night after controlling the blaze. Both the contents and the car were "toast" and damage will cost at least \$15,000.

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

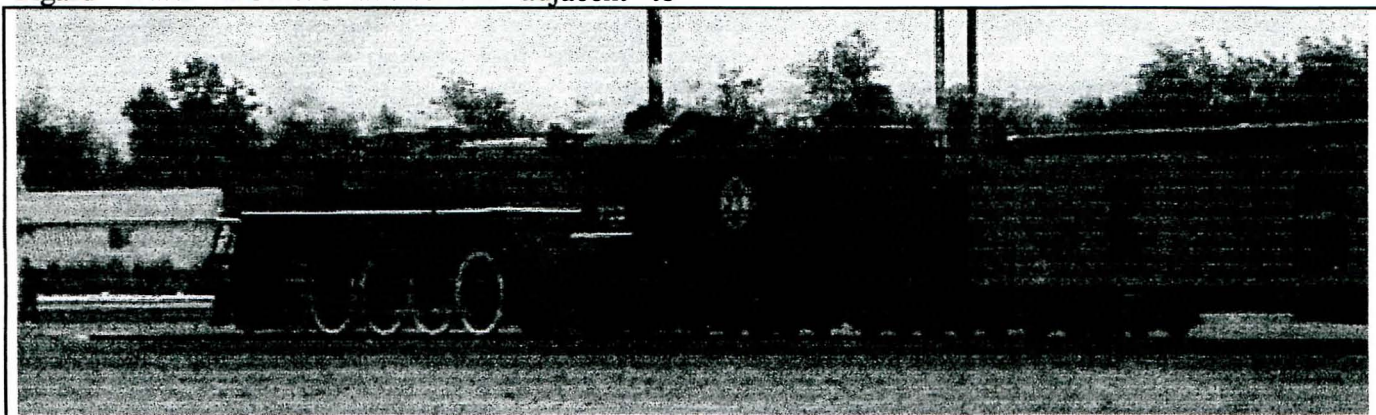


Photo of the Morse Brothers special. Photo contributed by member George Mickelson.

#### Northwest Railway Museum coach SP&S #276

The Northwest Railway Museum of Snoqualmie, Wa., reports that NRM has completed the latest round of restoration work on SP&S coach #276. This year's project included restoration of the interior of the car including sheet metal repairs, window frame replacement, new paint and a new tile floor.

All of the seats were removed from the car, the entire interior was sanded to remove surface blemishes and peeling paint. Minor corrosion was treated and filled with epoxy. Several badly rusted sheet metal panels were replaced. Six rotten window frames were removed by a member in their home workshop. The interior was primed and then paint was applied to resemble the car's 1948 appearance.

Work then began on the floor. The floor tiles were a mixture of colors and vintages applied as the original tiles were damaged or peeled up. Because many of these newer tiles were fastened down with tar, and this tar could not be completely removed from the original floor, and the floor tile adhesive does not stick to tar, a 1/4 inch plywood overlay was applied with screws.

The original floor consisted of black and white 8 inch linoleum tiles that were laid with a diamond pattern up the center aisle of the car. 8 inch tiles are no longer manufactured, and the original tile color and pattern is not available in linoleum. The new floor consists of 12 inch rubber tiles in a color and pattern similar to the original. The original pattern could also not be duplicated exactly due to the larger tiles, so a simplified layout was adopted that gives the impression of the original.

This is the last major phase of the cosmetic restoration of this car. The project started three years ago with reupholstering the seats to their 1948 appearance. Minor work planned for this summer include re-lettering the car for the Spokane, Portland & Seattle and completing the roof drip rail replacement. There may also be additional mechanical work in the future, including possibly installing an air conditioning system.

The car has been in service on the Snoqualmie Valley Railroad since the late 1970's.

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

#### Al-Can Railroad?

An article in the June 9, 1999 *Christian Science Monitor* reports that several groups are promoting an all-steel railroad connection between Fairbanks, Alaska and northern Canada that would link the Alaska Railroad with the rest of the North American railroad system. Currently, the only connection the Alaska Railroad has with the rest of the network is by ocean-going "car float".

Although the construction cost that is tossed around in the article ("...\$3 billion or more") is substantial, the article does not pay too much attention to the rather significant engineering and economic obstacles.

Instead, the primary obstacles mentioned in the article are political and cultural in nature. The article reports that Alaskans like being disconnected from the rest of the nation, and many would like to see things stay that way.

In contrast to this supposed view by "many Alaskans", the Alaska state House of Representatives gave unanimous consent to establish a right of way for the line.

In the meantime, the Canadian Arctic Railway has been incorporated in British Columbia, and has mapped a proposed route for the line in Canada. The president of the CAR reported several New York investors are interested in financing the proposed railroad line.

It is also reported that a number of mining companies are interested in the project and would be able to increase their efficiency if an all-railroad link to the rest of the system was available to them.

- from the June, 1999 *Northstar News* Northstar Chapter, NRHS, Saint Paul, MN.

#### The Conrail Recombination

June 1, 1999: the official end of Conrail as it was.

For a brief period in time, everything seemed to go reasonably well. A few days later, any thoughts that the event had safely passed vanished. On June 3, the CSX Florida operations center was directly hit by a bolt of lightning, causing widespread signal problems and related congestion. Obviously, there are a few disadvantages for basing signal control and communications for an entire 20,000 mile railroad from a single building.

Norfolk Southern had several computer based problems. Among them technicians mistakenly loaded test data instead of actual data. Problems were also caused with communication between Norfolk Southern and Conrail computer systems.

NS also had a few logistics problems with crews.

By June 9, there was an article printed in the Washington Post reporting of complaints, delays, and problems from railroad customers General Motors, Ford, Procter & Gamble Co., and United Parcel Service.

Many customers were making UP-SP merger type complaints: they hadn't seen service in days, there weren't enough cars available when those industries were serviced, western railroads were having trouble getting interchange service, and traffic was generally moving slowly.

Reports as of mid-June indicated that both companies seemed to feel they were making significant strides to improve matters. The general attitude seemed to be that the problems were not as great as the problems experienced when the Union Pacific took over the Southern Pacific, but that the situation may get that bad if progress is slow.

- condensed from an article in the June, 1999 issue of *The Rail*, Winston-Salem Chapter, NRHS, Winston-Salem, NC.

#### The Last Steamer of the Century?

It is reported in the April, 1999 issue of *Steam Railway* that the Changchun Works in China will be delivering an SY class 2-8-2 to a colliery with a 1999 builders plate on it.

- from the June, 1999 *Gondola Gazette* Collis P. Huntington Chapter, NRHS, Huntington, WV.

#### Amtrak to Terminate at Waterfront?

Explorations are apparently being made into the possibility of terminating Amtrak service to Vancouver, B.C., at the Waterfront Station. This would allow easier access to the Vancouver cruise ship market.

- from the December, 1998 *News*, West Coast Railway Association, Vancouver, B.C.

## Mailbag

Hi!

I just happened to run across your web site while researching stationary steam engines and decided to visit. As an employee of Norfolk Southern Corp., I often see railfans out near the tracks taking pictures of freight trains. Most of them are nice folks. Now I am not a railfan, per se, but there

are some things that do interest me at times, such as when we are hauling huge or unusual loads, for example. I used to watch the steam trains we ran up until '95 or so, because there is, after all, something about them that attracts all of us. I thought I might share a story or two about my experiences with them.

Over 10 years ago while I was an extra board clerk, I was working in Spartanburg, SC when my car broke down. I was

65 miles from home and didn't know how I was going to get home. I looked on the lineup to see if there was a northbound I could catch up on to deadhead home and discovered that a NRHS steam train would stop right at the yard office for water. He would be stopping right in my hometown (Gastonia, NC)! When it arrived, pulled by Steam engine 2716, I explained my predicament to the road foreman of engines. He said to climb up on the engine for the ride home.....something many fans would pay mucho dollars for! But that was the roughest, noisiest, bounciest ride I ever had! Every revolution of the wheels caused the engine to bounce, and at 55mph, it was not much fun. When I got home, it took me two hours after the ride to stop bouncing up and down!! I was almost deaf from the whistle, which was right in front of the cab.

Another night, I was at home working in my wood shop, when I hear NW 611 in the distance. It sounded like he was making well above the normal speed for excursions. I decided to go out to Lowell, NC and watch him pass. While waiting I heard the dispatcher ask the engineer if he could make Charlotte ahead of Amtrak (he was running very late and Amtrak was due soon). Soon, whistle literally screaming, Extra 611 North appeared, and I mean he was balling the jack. Over my company radio, I heard the dispatcher ask what 611's speed was. The engineer replied, "Seventy-nine, Over"! The engine was doing well over the limit for steam excursions, but he had permission to do it!

Those days are over, but they made workin' on the railroad just a little more palatable. In spite of the fascination some

people have for trains, the truth is, there AIN'T any "romance" of the rails! The view is VERY different from the inside. So when you encounter rude employees, it's likely not because they have anything against fans, it's just because they can't see how anybody can get so much fun out of it--especially the fanatics who dress up in denim and striped caps with patches all over them. These are the ones we call "foamers" because they almost foam at the mouth at the sight of a train. They ask all kinds of questions and get underfoot--sometimes trying to tell us how to do our jobs because of what they read in TRAINS or RAILFAN magazine. That has happened to me. One time while working as a porter/crew hauler, I noticed this guy out on the passenger ramp while I was waiting for the Crescent. He came up to me as I sat in my crew truck and began to regale me with what he "knew" about railroading. His arrogant attitude quite literally made me mad! Here I was on third trick at 3 AM because I HAD to be there and here was this guy telling me how I should load baggage with those old high-wheel baggage carts--we hadn't used them in years except for handling caskets (they wouldn't fit in the Suburban because of the seats).

Well, I'll hush now. Just that you'd like to hear some "horror" stories from a different perspective. Enjoy your fanning!

Jerry Oxendine

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

## Summary of Meeting Minutes, Membership Meeting, June 18, 1999

Called to Order by President Hickok 7:45 pm

There was one guest - Claudia DeGailer of the US Post Office.

**National Director's Report:** Chicago meeting minutes in *Trainmaster* (see last month)

**Treasurer's Report:** General Fund and Emergency Fund Balances Read. We received a check from the Columbia Gorge Model Railroad Club as our share of the swap meet revenues. We have sent them a letter stating that we do not feel that we need to receive any more money from them for this event, as the chapter no longer assists in this event at all, due to there being less staffing need.

The leased "Chicken Coop" (former commercial chicken farm building near Oregon City) was emptied of rolling stock parts and other materials as requested. Motion entertained to spend up to \$2,500 to cover the costs of moving everything out of the chicken coop. Motion passed unanimously.

A check has been paid to chapter member that loaned us money to buy the AS-616 locomotive. ***This was the last known outstanding debt the chapter had, and it is now paid in full.***

### **Everything Else:**

Al Hall thanked everyone who helped clean the rolling stock and prepare for the trips.

We had two good outings on the Portland & Western in the last month with some of our equipment. Approximately 200 passengers went on the Longview Transportation Club trip. We made about \$420 in concessions sales on this trip over Cornelius Pass to Banks, with an unscheduled diversion down a section of the Bower's Junction branch.

A repeat trip (without the Bower's Junction diversion) was made for the Association of Short Lines and Feeder Railroads was made, and about 100 people rode.

The next SP&S 700 trip will be the Morse Brothers rock train dedication.

OPB will film the steam locomotive for a part of a program about the Y2K computer problem.

Planning continues on the excursions in July for the Turkeyrama in McMinnville, and A Taste of Beaverton.

Southern Pacific 4449 had the chapter's car *Mt. Hood* go with it to the railfair in Sacramento with a signed lease agreement.

The Astoria Trolley had an accident involving the generator trailer car that powers it.

There will be speeder association trips by a few of the speeder clubs:

September 4-6, Banks to Astoria and return.

July 23-24, St. Helens to Astoria and return.

**Program:** Video: Corvallis to Dawson, 1st segment of a video we saw segment III of some months ago. Also, a US Postal Service video about the Celebrate the Century Express train that will be here in July.

Meeting Note: We would like to know who has nurse's training and CPR training for the chapter's meetings.

Adjourn at 8:45 pm.

### Chapter Timetable #442 - August 1999

#### Monthly Board of Directors Meetings:

August 12, September 9, 7:30 pm. Room 208, Union Station. These meetings are scheduled on the Thursday evening prior to the membership meeting.

#### Monthly Membership Meetings:

August 20, September 17, 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 :

**August:** "The Sumpter Valley Railway Story", 30 minute video. This program was originally scheduled for July, but was postponed due to excursions on the same night as the meeting.

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!

#### Columbia Gorge Annual Show:

The Columbia Gorge Model Railroad Club will have their annual show on November 6-7, 13-14, 20-21, 27-28, 1999 at 2505 North Vancouver Avenue, Portland, 97236, (503) 28-TRAIN, Show will be from 10 AM to 5 PM. Adults \$4, kids 3 to 11 \$2 or \$1 with can of food for Portland Police Department's Sunshine Division. For information contact Phil Maggs, 4th Vice President of Public Relations. pmaggs@teleport.com



### 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:

Attn.: Trainmaster Editor

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Portland, Oregon 97209-3715

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<http://www.easystreet.com/pnwc>

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Assistant Editor: Glenn Laubaugh, (503) 655-5466

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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:** Scott Bruce, (503) 297-6319  
**Chief Mechanical Officer:**  
Peter Rodabaugh, (503) 771-8545  
**Car Rental Agent:**  
Bob Jackson, (503) 231-4808  
**Safety:** Judy Hall, (503) 699-5042

### Chapter Officers

**President ('97, '98, '99):** George Hickok, (503) 649-5762  
**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 members  
**Betty Mickelson and Jerry  
Webb** 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  
Room 1, Union Station  
800 N.W. 6th Avenue  
Portland, OR 97209-3715

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