

The Trainmaster

November,
1999

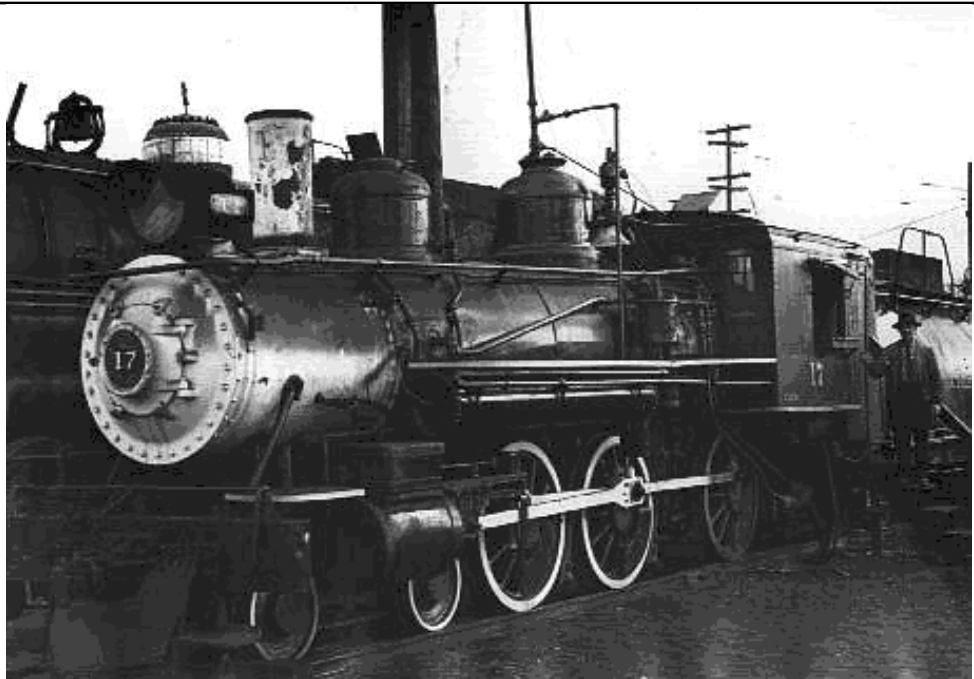


The Official Publication of the
Pacific Northwest Chapter,
National Railway Historical Society
Portland, Oregon



Board of Directors Meetings: Nov 11, Dec 9, Room 208, Portland Union Station, 7:30 PM
Membership Meetings: Nov 19, Dec 17, St. Marks's Lutheran Church, 5415 S.E. Powell Blvd. 7:30 PM

An ancient narrow gauge 4-6-0 of undetermined ancestry, probably dating from around the 1880's, sits in the Southern Pacific yards in Salem in 1944. The locomotive is being used as a stationary boiler. Note the small pipe in the center of the picture coming out of the steam dome, and the standard gauge locomotive in the background that dwarfs this locomotive. Ben Maxwell collection, Salem Public Library, used by permission. The historic photo collection of the Salem



Public Library is on the world wide web at the URL of <http://www.open.org/~library/photorec.htm>

The Library Committee Is Picking Up Steam!

 by Judy Hall

Come on out to our next meeting and see what your library is all about.

More information about the meeting and parking can be obtained from Ralph Johnson, telephone (503) 654-1930. We can use your help.

Donations are gladly accepted and we especially focus on western railroads

Please thank Jim Loomis for his generous donation of a 7 piece video-set entitled *America's Railroads The Steam Train Legacy*. It contains the following: *Last Of The Giants*, *A Great Railroad At Work*, *This Is My Railroad*, *The Steam Locomotive*, *Wheels Of Steel*, *The Railroad Story*, and *The Golden Age Of Steam Trains*. Donated by Judy Hall, was a trip guide from the Columbia-Deschutes Special rail excursion in June 1998, sponsored by NW Rail Museum and Friends of the 4449, Daylight.

The library is open on the two Saturdays following the general meeting from 1:00p.m. to 4:00p.m. except holidays.

From The Wire

SECOND CASCADES CUT SHORT

Amtrak and the Washington State Department of Transportation started service with a second train heading north from Seattle on September 2. However the train will only go as far as Bellingham. The British Columbia government did not fund their portion of the operation of this train, and therefore Amtrak and WashDOT cut the train short. However, they continue to work with the

British Columbia Transportation Finance Authority and US Customs to extend the train northward to Vancouver.

The new train, the *Mount Olympus*, operates as #761 south from Bellingham at 10:15, arrives in Seattle at 12:45. The northbound #762 leaves Seattle at 5:30pm, and arrives in Bellingham at 8:00pm.

- from the October News, West Coast Railway Association, Vancouver, B.C.

BNSF Launches Ad Campaign Aimed at Public

The Burlington Northern and Santa Fe Railway Company (BNSF) today announced that it is launching an informational advertising campaign to improve public understanding of the economic and environmental benefits BNSF is providing to consumers across the nation. The campaign consists of a series of 30-second television spots which will begin airing nationwide on CNN and CNN Headline News for a six-week period.

"The job that BNSF and other railroads are doing to improve the lives of people and communities throughout the United States is one of the great untold stories of this decade," says Rob Krebs, BNSF chairman and chief executive officer. Krebs said that consumers see many of BNSF's 1,300 freight trains traveling across the country every day, but they have lost touch with the benefits they derive from those trains.

"We've reached a point with our own service performance where we thought it was time to start telling the story of how we are helping to deliver many of the goods and products people use every day," Krebs said. BNSF's service performance, as measured against the service plans established for our customers' loaded cars, containers and trailers, has consistently averaged more than 90 percent on time across our system during 1999.

"People have lost touch with what freight railroads do for them," said Krebs, adding that the fault for much of that belonged with the railroads themselves. "A half century ago everyone knew what railroads like BNSF did to make their lives better. People still traveled by train and there was a train station in every town. By the early 1970's, however, all U.S. railroads had gotten out of the passenger business because we were losing too much money on passenger service. There were even doubts then whether railroads were going to survive hauling freight. But thanks to deregulation, BNSF and the other freight railroads were freed in 1981 to let the marketplace determine what our role in the economy should be. We believe BNSF has made enough progress that we need to do a better job of informing people what we're doing to benefit their lives." The first commercial in the campaign focuses on one of the key benefits of BNSF's intermodal trains: reduced highway congestion. Intermodal, the movement of truck trailers and containers by train, is the fastest growing traffic segment for railroads, and BNSF is the largest intermodal transporter by rail in the country. "BNSF hauled more than 3.1 million trailers and containers on its intermodal trains in 1998," said Krebs. "That's the equivalent of a truck coming off the highway every ten seconds to take a ride on our trains. And we're moving those shipments

consuming less fuel and emitting less pollution than if they were moved over the highway."

A second commercial in the campaign focuses on electricity. BNSF now delivers enough coal to power one out of every nine homes in the nation. "Millions of Americans don't know that when they turn on a light at home, or a computer at work, that BNSF helped deliver the coal to generate the electricity they are using," said Krebs.

Krebs says these are two of many success stories BNSF will share with television viewers. "BNSF hauls much of the grain and other ingredients used to make the food products we buy at the grocery store, the lumber and other materials used to build our homes, the paper used to print the magazines, newspapers and books we read, the new cars and trucks we drive, even the materials used to build many of the roads we drive on and the commercial jets in which we fly."

"Many people see the rail industry as an outdated 19th century business," Krebs observed, adding that "BNSF has been around for 150 years, but we're better prepared for the 21st century than a lot of information-age companies. BNSF has developed one of the world's largest and most sophisticated real-time information systems to manage and control our 34,000-route-mile network 24 hours a day. We also have one of the most modern and fuel-efficient locomotive fleets in the industry. We're an important part of the economy again, and BNSF is delivering more tonnage, more safely and more efficiently than at any time in this railroad's history. We think the public needs to understand that so that railroads can continue to benefit the economy and the environment for another 150 years."

BNSF commercials will begin airing on CNN and CNN Headline News October 6 and will continue through November 14, 1999. The television spots can be seen during various programs beginning with Moneyline, (6:45 p.m.eastern), on October 6, followed by Crossfire, (7:35 p.m.eastern), and Larry King Live (9:05 p.m.eastern). The commercials will continue to be shown on these programs, and others such as CNN Morning News, Inside Politics, World Today,, Business/Financial News, Early Edition, Capital Gang, and Evans & Novak until November 14.

- from an October 5, 1999 BNSF press release.

West Coast Railway Association News

ARM, the Association of Railway Museums, held its convention at the West Coast Railway Association facility in early October.

Significant progress is being made in starting a tourist railroad on Vancouver Island from Victoria to Malahat. The operation would be over the Rail

America operated ex-Canadian Pacific line. The start up date might be in July of 2000, and they hope to have steam operation by 2001. The proposed name of the new operation is Pacific Wilderness Railway Co.

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

New Tourist Railroad Formed in Battle Ground

The Only Portland Area Steam Tourist Railroad was the Vernonia, South Park & Sunset Steam Railroad that operated between Banks and Vernonia. This line ceased its operations in 1969. However, another operation is planning to give steam powered operations a go of it: the Battle Ground, Yacolt and Chelatchie Prairie RR plans to start operation in the spring over track between Yacolt and Chelatchie Prairie with diesel power, and start operation with steam sometime in 2001. For information contact John R. Lindblom, Secretary; (360) 256-1259; e-mail: rrcrossing@juno.com

- from e-mail and phone conversations with J. Lindblom.

Western Mainlines:

The Union Pacific will abandon invoked a class exemption to abandon an 18.2-mile line of railroad on the Boise Subdivision, "Boise Cutoff" between milepost 424.8 near Orchard and milepost 443.0 near Hillcrest, in Ada County, ID. The exemption is scheduled to become effective on August 7, 1999. On July 19, 1999, the Idaho Public Utilities Commission (IPUC) filed a petition with the Surface Transportation Board (STB) to reject the notice of exemption or to stay the effective date of the exemption pending reopening of the proceeding to determine whether the proposed abandonment should continue to be processed as a class exemption. Under rules adopted in 1983, the abandonment of a rail line that has been out of service for at least 2 years is exempt from the prior approval requirement of what is now 49 U.S.C. 10903, subject to certain conditions and standard labor protective conditions. The Idaho Public Utilities Commission attempted to appeal the move to expedite the abandonment process. However, the Surface Transportation Board ruled in a decision on August 6, 1999, that the IPUC claims lacked any relevance. The "traffic" that IPUC stated was occurring on the line included car storage, locomotive testing, and no UP customers appealed the decision. Furthermore, in response to IPUC's claim that passenger service to Boise may return, the STB ruled that no evidence had been submitted showing that passenger service could not occur without this line. Also, the STB ruled that mere speculation about future traffic (passenger or

freight) is not sufficient reason to prevent an abandonment exception. The UP claims that leaving the track in place will cost over \$343,000 per year in "missed opportunity" if the abandonment does not take place.

- summarized from Surface Transportation Board Docket No. AB-33 (Sub-No. 137X) *Union Pacific Railroad Company--Abandonment Exemption--In Ada County, Id* Decided: August 5, 1999

Remember all those locomotives that were repainted in "Kodachrome" colors when the Southern Pacific and the Santa Fe were preparing to merge in the mid-1980's? (That is, the merger that was ruled out by the Interstate Commerce Commission.) There are still a few of those around - on the Burlington Northern Santa Fe. Here is a list of the C30-7's that reached the BNSF era in Kodachrome colors: working units: ATSF 8133 as BNSF 5176, ATSF 8139 as BNSF 5182, ATSF 8141 as BNSF 5184, ATSF 8150 as BNSF 5193, ATSF 8142, ATSF 8155. In addition, ATSF 8146 as BNSF 5189 is stored at Galesburg, ATSF 8156 is stored at Topeka, and ATSF 8158 and 8159 are stored at W. Burlington.

- from October, 1999 issue of *Great Plains Dispatcher*, newsletter of the Great Plains Transportation Museum and Wichita Chapter, NRHS, Kansas

The October, 1999 issue of *Western Rail Gazette* reports that the Union Pacific has installed concrete ties, new ballast and welded rail north from Moyie Springs, Idaho on the ex-Spokane International line.

Pacific Northwest railfan Ted Curphey reports that the BNSF is sending more traffic to the Deschutes river line. Traffic from the Great Lakes area headed for northern California, is now heading west to Pasco, Wash., and down the "Inside Gateway". Instead of being processed at three different rail yards, the traffic is simply picked up by a westbound merchandise train and processed once at Pasco. This has apparently led to an increase to 91 percent, from 72 percent, on-time performance for traffic moving between these two areas. Unfortunately, checking the BNSF press releases yields no information on this, so we will have to take this as an unofficial "railfan rumor".

The Union Pacific has sold the central portion of the former Rock Island Line across central-Missouri to the Missouri Central Railroad. The portion of the line Union Pacific sold to Missouri Central is 244 miles between Vigus, which is west of St. Louis near Chesterfield, to Pleasant Hill. Union Pacific will retain the ownership of the line between Kansas City to Pleasant Hill and Vigus to St. Louis. Missouri Central will be able to operate over those portions of the line through a trackage rights agreement. The line has not been used,

except for about 80 miles between St. Louis and Owensville, since the early 1980s.

- October 7, 1999 Union Pacific Press Release

UP announced a new locomotive replacement program that will greatly enhance the productivity and reliability of its fleet. Under an agreement with the Electro-Motive Division of General Motors Corporation, UP will lease 1,000 new locomotives over the next 3-4 years. "The new model SD70 locomotives will allow us to retire about 1,500 of our older, less efficient units," said Dick Davidson, Union Pacific Chairman and Chief Executive Officer. "For every three older units, we will operate two high-horsepower units. This 3-for-2 replacement will enable us to perform the same amount of work with fewer locomotives, a real boost in our productivity." The average age of the UP road fleet will be lowered by five years. The number of different locomotive models in the UP fleet will be reduced from 33 to 18. "Our overall locomotive strategy is geared toward boosting the reliability of our service and reducing our operating costs. This new program goes a long way to achieving both of these goals," said Davidson.

- October 6, 1999 Union Pacific Press Release

***Rocky Mountaineer* plans for 2000**

The *Rocky Mountaineer*, the highly successful long-distance train trip through the Canadian Rockies, and marketed as "The Most Spectacular Train Trip In The World" has plans for 2000:

- Gold Leaf dome car service will start serving Jasper on a regular basis.
- An earlier than ever start on April 18.
- A new tour called *The Sea to Sky Rail Adventure*, featuring the BC Rail from North Vancouver to Kelly Lake, transfer to Kamloops and then three days on the *Rocky Mountaineer* ending in Vancouver.
- Another new tour called the *Totem Rail Adventure*, featuring BC ferries to Prince Rupert, VIA's *Skeena* to Jasper, and the *Rocky Mountaineer* back to Vancouver.

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

May We Suggest Adding Sprinklers?

Due to an arson fire in December that severely damaged the original administration building and its famous clock tower in the Pullman neighborhood of Chicago, the landmark has

received more press coverage this year than it has in decades. This may eventually result in the preservation of the famous Pullman passenger car works and the entire planned community surrounding the facility.

Little physical progress toward restoration has occurred in a decade. That was when the complex received a number of state, federal and city recognition as a historic landmark due to its importance to labor history, urban planning, industrial innovation, and architecture.

Illinois Governor George Ryan has asked then Governor James Thompson to head a task force for developing a plan for restoring the Pullman community. The state has also released \$1.9 million to renovate the Hotel Florence.

Another \$3.76 million in federal funds has been available for restoration work on the factory buildings since 1994. However, state related bureaucracy delayed the actual expenditure from happening. Work was supposed to have started on December 2nd, but that was the day after the arsonist torched the complex.

Plans to convert part of the facility into a railroad museum have been shelved. There are plans now to restore the oldest of the buildings and demolish several additions built in 1907.

Disagreements between the Historic Pullman Foundation and community groups representing the north and south halves of Pullman are also causing significant problems.

- from the September 1999 *RPO*, Newsletter of the Old Smoky Chapter, NRHS, Knoxville, Tennessee.

Yet Another Western Periodical

has started publication. The new Pacific West Time-Table newspaper has started publication with the September, 1999 issue. The goal of the newspaper is to provide timely and useful news of all the railroad and model railroad activities in the western states. It is being published by InsideTrax Publishing, P.O. Box 28072, Denver CO 80228-0010. The plans are to also distribute it to hobby shops, railroad museums, and tourist railroads throughout the country. Subscription costs are \$18 for 1 year, and \$30 for 2 years for U.S. subscribers, and \$24 per year non-US. This is the same group that prints the Colorado Time-Table. The first issue featured a fairly large article on the work to restore passenger service in Eastern Oregon.

Railroad Books Nobody Reads: *Last of the Great Stations*

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.]

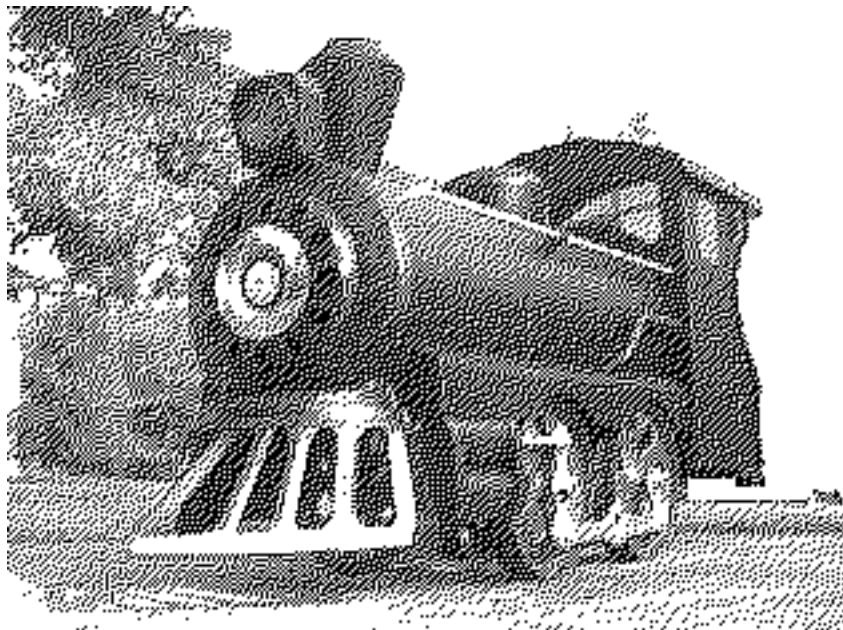
Last of the Great Stations by Bill Bradley isn't just about the Los Angeles Union Passenger Terminal. It starts with the C.P. Huntington which only had two driving wheels and no tender. Since then many of the famous steamers have visited L.A.

As the western terminus of AT&SF, Southern Pacific, Union Pacific, and Los Angeles & Salt Lake it saw samples of all their passenger engines and many freights as well.

Other pictures include a U.S. Artillery Long Tom pulled by a Southern Pacific cab forward steam locomotive, the first G.E. turbo-electric, the first of the G.S. Daylights, track diagrams, and lots of details regarding the combining of four railroads

into one immense complex. It is worth looking at and a "must read" if you are a southern Californian.

Not recommended: *Modern Railways International Review*. Written in the 80's, it covers the major railroads of the world with a lot of inaccurate guesses about the 90's. If you traveled Europe in the 80's you might enjoy the black & white pictures. Author Freeman Allen's books on steam are excellent. This is all diesel and electric.



Mailbag

Hello: I make art out of junk. And here is one of my rail road steam engine ELLOCO. Please let me know what you think. I would like to sell it. Size of the Elloco is six feet long and 40" tall.
Thanks, Tim Alston,
Knoxville Tennessee
alston@icx.net

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

Corporate Matching Gifts

[Information modified and edited to suit the need, from bulk-rate mail from a certain aggressive non-profit organization active in the Pacific Northwest.]

Corporate matching gift programs represent an easy way for people to double or triple the impact of their gift to a non-profit organization. Most

companies require a matching gift form to be filled out, signed by the donor, and sent with the donor's contribution. A few companies now also accept "phone-in" matches as well. If you are uncertain about your employer's program, please check, as there may be some potential for benefit for the chapter with these programs.

Here are a few companies with programs:

Abbott Laboratories
Albertson's Inc.
ARCO Chemical Company
AT&T
BankAmerica
BellSouth
Boeing
BP America
Burlington Northern
Campbell Soup Company
Cargill
Caterpillar
CBS
Chevron U.S.A.,Inc
Coca-Cola
Delta Airlines
Dow Chemical Company
E & J Gallo Winery

Exxon
Federated Department Stores
Fireman's Fund
Ford Motor Company
Fort James Foundation
Georgia-Pacific Corporation
GTE Corporation
Guardian Life Insurance
Hallmark Cards
Hewlett-Packard Company
IBM
Intel Corporation
KeyCorp
Lucent Technologies
May Department Stores
Meier & Frank
Microsoft Corporation
Motorola

Nike, Inc.
Pacific Gas & Electric Company
PepsiCo
Reynolds Metal Company
Shell Oil Company
State Farm Companies
Tektronix
Texaco
Union Pacific
UPS
U.S. Bancorp
US Bank of Oregon
U.S. West
Wal-Mart
Wells Fargo Bank
Weyerhaeuser Company
Willamette Industries, Inc.
Xerox

News From The Pacific Railroad Preservation Association

The Pacific Northwest Chapter of the National Railway Historical Society and the Pacific Railroad Preservation Association are operating in a partnership: the PRPA has access to a steam locomotive, as they are the group that is responsible for restoring the Spokane, Portland & Seattle Railway #700 steam locomotive to operation. While it is true that the locomotive is actually owned by the City of Portland, the PRPA runs and maintains it with their own resources. The chapter, on the other hand, happens to have a few operable passenger cars, as well as some experience operating railroad excursions.

Therefore, we feature news from the PRPA:

PRPA's Murdock Trust Grant For Boiler Tubes

The tremendous forward progress of the PRPA and its work with the SP&S 700 has seen the 1938 Baldwin product out performing public service in both 1998 and 1999. Community and corporate outreach for the Portland & Western Railroad, Operation Lifesaver, and as a star in OMSI's 1998 Holiday Junction have been the highlights of the revitalized PRPA. This public service has been recognized by many in the community. In April of 1998 a letter was addressed to the M.J. Murdock Charitable Trust requesting the opportunity to submit a formal proposal to the Murdock Trust for financial support to purchase new boiler tubes and superheater units for the SP&S 700.

In May of that year a favorable reply was given to submit a formal proposal to the Trust. This proposal took 6 months to prepare and write. It then went through an exhaustive eight month review process that examined the PRPA mission in the community, how it has accomplished it to date, finances, the future of PRPA programs with the SP&S 700, and our ability to generate continued funding. This review, done by M.J. Murdock Trust Program Director Christopher Gillem, was given to the Board of Trustees for their consideration at their August, 1999, request review meeting.

The PRPA is very pleased to announce that the M.J. Murdock Charitable Trust has granted our request of \$44,000 to purchase new tubes, flues and superheater units for the boiler of the SP&S 700. This grant affirms the value of the community service performed by the PRPA and our excursion partner, the Pacific Northwest Chapter of the NRHS. The successful outcome of this grant process is a credit to the entire membership of both organizations and everyone should take pride in what we have collectively accomplished.

The next step is to establish a schedule for the use of the grant. The next month will see the board busy at work to develop a timeline for doing the work. One thing is for certain: it's a BIG boiler. The roundhouse will soon be a very busy place in a future that has never looked brighter.

Summary of Minutes, Chapter Membership Meeting, August 20, 1999

Called to order at 7:43 pm.

Treasurer read account balances.

The Taste of Steam excursion operated in Beaverton netted each group \$5,800. About 500 volunteer hours were recorded for staffing the train during the trips.

Chapter members also supported the Post Office's "Celebrate The Century Express" that weekend.

Announcement made to keep track of volunteer hours spent working on chapter items as it may help us obtain grants and other help in the future.

The **Library Committee** will have an organizational meeting on September 11.

We need an inventory of the chapter items stored at member's homes. A form has been created for this task.

The **Nominations Committee** for next year's officers has been formed. Chaired by Darel Mack.

Comment was made about the president having reached the end of the term limit (three years) under the current by-laws. There was a motion to have the president allowed to serve past this time as there are no other candidates running for this office. Discussion about this motion being premature made. Motion to have this proposal considered at a later date passed.

We plan to have **Rolling Stock** work parties on a few of our cars. Roof leaks are particularly in need of repair.

There is some talk of converting car 6905 into a head-end power equipped coach. The cost will be about \$18,000 for parts alone.

Adjourn at 9:22 pm.

Summary of Minutes, Chapter Membership Meeting, Sept. 17, 1999

Called to order at 7:45 pm.

The potluck was reported as great. The next one is in December with a gift exchange.

Treasurer read account balances.

Holiday Junction will probably have our concessions table and other materials there.

Picnic in August was very successful, and we may go to a different place next year.

National Director reports that the NRHS news *Extra* sent to chapter officers will resume soon.

Rolling Stock reports that there will be a work party at Hoody's to remove graffiti.

A new coat of paint for the flanger will be part of the process, it is hoped.

The **Library Committee** reorganizational meeting went well. The library will be open on September 18 and September 25.

Announcement made to keep track of volunteer hours spent working on chapter items as it may help us obtain grants and other help in the future.

We need an inventory of the chapter items stored at member's homes. A form has been created for this task.

Adjourn at 8:50 pm.

Chapter Timetable #445 - November 1999

Monthly Board of Directors Meetings:

November 11, Dec. 9, 7:30 pm. Room 208, Union Station. (Thursday evening of week prior to the membership meeting.)

Monthly Membership Meetings:

November 19, Dec. 17, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 pm.

Quarterly Chapter Potluck:

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

Chapter Library:

will be open Nov. 20 and 27 between 1 and 4 pm.

Upcoming Membership Meeting Programs :

November: The Toledo Line - Old and New slides presented of the historic route that started as an attempt to turn Yaquina into a major western port.

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

Holiday Junction at OMSI

will be on December 18-29. Come help celebrate the Pacific Northwest Railroad industry. Plans are still being made, but this year's show promises to be very interesting the plans come to fruition.



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

PNWC-NRHS

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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

Circulation: Chuck Storz, (503) 289-4529

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: Maxine Rodabaugh, (503) 253-4241
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

Now is the Time to Join The National Railway Historical Society!

People who become NRHS members, from September 1, 1999, to December 1999, will pay 1 year of dues for the year 2000, but receive the remaining months of 1999 in addition to that year. So, tell a neighbor, tell a friend, tell someone you work with about the Chapter. Membership information is available from the membership chair Ralph Johnson, 503-654-1930, and on our web site at this web page:
<http://www.easystreet.com/pnwc/about/membership.html>
- from the membership committee chair

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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Holiday Junction at OMSI

will be on December 18-29. Come help celebrate the Pacific Northwest Railroad industry. Plans are still being made, but this year's show promises to be very interestin

November 1999

CORRECTION:

Mark your calander: **Holiday Junction** at OMSI will be

December 11 through 23, 1999