

# The Trainmaster



February  
2000

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



Board of Directors Meetings: Feb 10, Mar 9, Room 208, Portland Union Station, 7:30 PM  
Membership Meetings: Feb 18, Mar 17, St. Marks's Lutheran Church, 5415 S.E. Powell Blvd. 7:30 PM

**Chapter Banquet March 12. See page 8 for Details.**



**Oregon Washington Railroad & Navigation Company Station at an unknown location and date.**

## Mailbag

### Where is Above Photo Taken?

I have acquired a photo (purchased in Idaho) of eleven persons, including several r.r. employees, a policeman, one woman and four "civilian" men, standing near several railroad cars (one carrying Canadian Pacific markings) and in front of an attractive depot, with a square tower holding an OWR & N RR sign in large, elevated letters.

Unfortunately, there are no identifying signs for the depot. I would like to mail a good photocopy of this photo to one or more individuals who might be able to identify the place. The photo was taken in about 1905-1910, I think. There are two automo-

biles evident, but not sufficient for license plates or models.

I am a retired archivist associated with the Univ. of Wisconsin at La Crosse, and this photo will become a part of the special collections dept. there.

How should I proceed in my efforts to identify this photo? Thank you.

Edwin L. Hill ( [nancyfhill@prodigy.net](mailto:nancyfhill@prodigy.net) )

### Holiday Junction Again a Success

It is my great pleasure to announce that Holiday Junction 1999 was a success. We had a significant attendance increase from past years, and everyone seemed to be pleased with his or her experience here at OMSI. I sincerely appreciate all the time



and hard work that you put into this event; I certainly could not have done it without you.

I would like to ask one more thing of you in closing of this year's Holiday Junction. It is important to OMSI to evaluate the community events that it offers. The opinions of our visitors, participants, and staff help us determine what we can do to improve the event for the following year.

Crystal Briggs, Special Events Coordinator  
Oregon Museum of Science of Industry  
1945 SE Water Avenue, Portland, 97214-3354  
Crystal.Briggs@omsi.edu

### Information on Portland Rose?

Hello, I am doing some private individual research about the Union Pacific Passenger line "Portland Rose" to make my model railroad as historically correct as possible. I was planning on modeling the Greater Portland area within the 1944-1960 time period.

I was curious if your chapter held information concerning the locomotive that pulled the "Portland Rose", the number of that locomotive, and the style of the coaches that were a part of the "Portland Rose" from 1944-1960.

I do know that Union Pacific used the third generation of a 4-8-4 Northern class locomotive during this time period, but I cannot pin point the train's road/roster number. All that I have been able to find was Union Pacific's last purchased steam engine is the 844, later renumbered 8444. The 844 was the last steam engine to be purchased by Union Pacific, and is currently being preserved. And, that Union Pacific used the Northern class primarily on their important passenger lines, as well as some freight service later on.

If no information can be found about the "Portland Rose" could your chapter leave some possible links regarding related information. About that era of railroading, or information about a Union Pacific Northern class locomotive numbered 835, the first locomotive from Union Pacific's third order to Alco for more Northern class locomotives (numbered 835-844).

Any help is greatly appreciated.

Thank you very much for your time.

Michael Naffziger nuc688i@hotmail.com

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### BOARD OF DIRECTORS MEETING SCRANTON, PENN., NOV 12 - 14, 1999

The meeting was opened by President Greg Molloy, then the Invocation was given by Rev. Howard Walker. Bruce Hodges, Secretary, explained the Roll Call and sign up procedure. He also read the names of the alternate directors. Minutes of the June Board Meeting held in Sacramento were approved as printed. Then the new Directors which had been elected since the last Board meeting were named. Greg Molloy asked those

39745 Saint Michael Place  
Palm Desert, CA 92211

### Ex Caldor Lumber diesels

I am attempting to locate the final disposition of two diesel electrics acquired by two different firms in the northwest. They were numbered 1001 and 1002, ex Sac. Northern tractoin freight motors. 405 and 420 were ex Northern Electric 1005 and 1020. When last seen, in the 60's, one was at Steilicium Sand and Gravel and the other at a scrap yard nearby. This is all of the information we have and any help would be greatly appreciated. They were painted orange.

Thank you in advance for the help.

Grant Vogel, Plymoth CA, grant@centralhouse.net

### Seeking Information on MILW employee

Michael Ackley of Missoula would like to correspond with anyone who may have information about his grandfather, George R. Webster, who worked for the Milwaukee Road in the 1950's in the Spokane - Missoula area. Thank you so much.

Address inquiries to: Michael Ackley, 2009 S. 9th West, Missoula, MT 59801. 406-728-2178

### Portland to Richland in 14 minutes?

It may finally be time to mobilize the troops to watch for the Port of Tillamook Bay's 4405. On Thursday, BNSF processed a waybill on the locomotive for movement to Portland. As of today, (7 Jan 2000) the engine still hadn't been moved from Livingston Rebuild Center in Richland. The problem there is that the unit is purely at the mercy of BNSF. They seem to go out there more on a whim than a regular schedule.

One other note, the waybill was processed in Yakima. This isn't the first time I've run across that, so I presume that BNSF has moved all freight billing up there (?). Seems like an odd place to do it. Anyhow, the waybill was processed at 01/06/00 17:45, with an ETA in Portland of 01/06/00 17:59. I wish I could make the trip that quickly :-)

- from POTB fan Jody Moore, eastern Wash.

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

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new and returning Directors to stand and be recognized. Bruce Hodges named those persons who had been nominated for the various officer positions. There were no contested nominees, so the officers were elected by unanimous ballot. This was followed by election to the Board of the Regional Vice Presidents. Two vacancies will be filled by election next spring by the Chapters in the affected Regions.

President Molloy made several appointments as follows: Editor, Frank Tatnall; Historian, Hugh Gibbs; General Counsel, John Fiorilla; Asst. Secretary, Ellen

Pinsky; Comptroller, Bob Heavenrich; Director Membership Records, Bob Pinsky, Director NRHS Website, Jim Lilly; Director Membership Awards, LeRoy Dietrich; Director of Chapter Development, Bill Cude; Associate Director of Chapter Development, Ed Thornton; Director Operation Lifesaver, Bill Vittitow; Director of Emblem Sales, Martin Swan; Director Media Services, Mitchell Dakelman; Director Railway Structures Survey, Richard Shulby; Director Railway Heritage Grants program, Jack Salt; Property Officer, John Marshall; Finance Committee, Joe Heffron; Convention Chairman, Judy Calvert; Audit Committee, Mike Trzeciak; Headquarters Search Committee, Larry Eastwood; Bulletin Study Committee, Mozelle Baughman. Several other Committee positions are under study for appointments to be announced later. Having made these appointments, Greg continued with his Presidential Report. He thanked the Lackawanna and Wyoming Valley Chapter for making the arrangements for this meeting, tours, Banquet, meeting accommodations, etc. Then he welcomed the delegates and officers to this last meeting of the 1990's. He also thanked for the support from everyone of the five years of this administration. During this time, there have been many changes in the various officer positions. He mentioned the true role of a manager in an organization is not the one who does or approves everything, but is the person with a collection of people who can envision, encourage, enable, and empower people to do things. "That has been the case with our Society. When I look at what we have accomplished in the last five years, I feel that I am not bragging about what I have done. My role has been to point people in a direction, clear some barriers, then step out of the way before I get run over. In reflecting back, the administration of the Society has been smoother, faster, and more functions are consolidated. The programs have been expanded and improved, and we have added some important new ones, such as RailCamp. Our Board meetings are more productive. We continue to welcome ideas for more improvement."

The President continued with an important announcement. The Society has received a very substantial bequest from a deceased member in the Boston Chapter. We don't have the final amount, but so far have received \$108,000, which is a major portion of the total. The bequest is designated 50% for the Libraries, and 50% for Society general use. This is a very welcome development. This bequest and the expected use will be described in Bulletin #5, along with a brief biographical sketch of the donor. The expansion of the Society continues. Today there will be a request to Charter another new Chapter. We now have a new Service Director, Jim Lilly, whom we would hear soon. We will have report on the successful RailCamp program last summer, and we will have a progress report from the Headquarters Search Committee.

Then the President called on the first of the National Officers to report, LeRoy Dietrich. He mentioned the Membership Award is now available as a pendant for women members, in lieu of a pin. Larry Eastwood reported that several Chapters have cooperated with the

US Park Service and Amtrak to have members volunteer to serve as "On Train Guides" and narrate scenic or historic areas on certain trains. There was to be a meeting the next week to discuss expanding this program to some other eastern trains. Trains being considered are the Vermonter, and Keystone service between Philadelphia and Harrisburg. The Keystone Service carries many school groups which would especially benefit from the educational and historic explanations. This is an opportunity for Chapters to serve, and increase their visibility. Larry continued with a report on Membership Records, due in part to Lynn Burshtin's efforts. Greg asked Larry to mention a new responsibility for him, to serve as Editor of the membership newsletter, which will be included with Bulletin #5 to be mailed in December. Then Bruce Hodges announced that next year the editors will decide if any changes are necessary in the notice of meeting procedure that Chapters send to be included with this Newsletter. Chapters are warned to observe the deadline dates for publication. Dick Billings reported that he had received some dues renewals already, the earliest he had ever received them. Delegates are reminded the notices have been sent, and if not received to check with the Chapter Treasurer. Bob Heavenrich, Comptroller reported on the Budget items which had been distributed. The Society is within Budget. He would be available for individual questions later. Frank Tatnall, Bulletin Editor, reported that Bulletin #5 would have an article about the Panama RR. Bulletin #6 will contain an article about the Sacramento Convention, and he hoped a story on RailCamp 99. The Budget is being increased slightly in 2000 to cover greater publication and distribution costs.

John Fiorilla, General Counsel reported that several Chapters have asked for advice on certain matters, and he has replied to all of them. The fastest way to reach him and get a reply is by e-mail. Jim Lilly, Webmaster, reported on the status of the NRHS Website. Terry Haldeman has provided many things that have been added to reflect Society activities. He has updated Chapter information. He appealed to the membership to give him ideas regarding Chapter activities. His e-mail address is [webmaster@nrhs.com](mailto:webmaster@nrhs.com). Bill Cude, Chairman of Chapter Development mentioned we have had two new Chapters this year, and a third is scheduled. He receives many inquiries re Chapter development. He responds by sending them information packets. Martin Swan, Emblem Sales could not attend, so I was asked to show his new item for sale, the blue Nylon shell jacket with the NRHS logo embroidered on. It will be advertised in the Bulletin for \$39.75 with other items. Richard Shulby gave an update on the historic structures project, and on a manual on the survey of remaining Roundhouses. He requested members to provide additional information. Next Al Howe gave a report of the Regional Vice Presidents meeting. The Membership application is quite archaic, and they are proposing revisions to it, with a provision for requests to be made through the website. He wants an accompanying explanation of the difference between Chapter and Associate Members. There was a recommendation that



the Society accept Credit Cards for dues and concession purchases. The Chapter Operation Manual is being revised. They also discussed ways of disposing of surplus Library items. The membership discount program for Museum and other rail activity admissions is being continued. He has contacted two Chapters that have been delinquent in submitting reports. National Directors are to either submit reports, or contact the Chapter member who is to do it. Lynn Burshtin then reported her activity and services provided by the National Office. Several volunteers regularly assist with Library functions, including research.

Larry Eastwood gave a report on the RailCamp last summer. He showed some slides of what he described as an excellent Camp experience. There was much cooperation from the Park Service and Steamtown. Then Larry reported on the Headquarters search project. There are three years remaining in the present lease. A written report had been previously distributed, which he requested members to read and be prepared to discuss at the next meeting. Ed Thorton, Assoc. Director of Chapter Development reported on a request for a new Chapter in Kingsburg, GA, and moved it be accepted. The motion was passed. Joe Heffron discussed the budget for the year 2000. Printed copies of the budget had been distributed earlier. The budget was passed as presented. Joe thanked the Committee and other finance officers for their continuing help. Then Greg recognized a delegate from the Long Island-Sunrise Trail Chapter.

He presented a check for \$1000 to the Society to be used for the care and upkeep of the NRHS movie and video library which they considered very important. The check was accepted by Greg, who thanked for the donation.

The Convention report was given by Carl Jensen. He asked for Richard Shulby, Chairman of the 1996 Convention in Charlotte. Because of some bookkeeping changes, they ended up with a surplus. Therefore they repaid National \$2,100 share of the proceeds. Sacramento sent a written report that 1300 members had attended, and over 2,000 people total. Each of the prime excursions were well received. 87% of the proceeds will go to NRHS, and 13% to L&RHS, based on the percent of attendees belonging to each organization. He mentioned that some future conventions may be without mainline steam excursions. Next Joe Williams reported on tentative activities for the Stamford, CT, Convention, July 11-16, 2000.

The Banquet Speaker was Tom Nemeth, Publisher, Railpace Newsmagazine. He spoke and showed slides on the development of railroads in the eastern area.

Prior to the Board meeting, we had time to explore around the yard with many steam locomotives, shop area, Museum, and take a 20 mile excursion to Moscow, PA behind ex CP 2317.

Gerald A. Schuler, National Director

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## **Railroad Books Nobody Reads: *Railroading in Southern Oregon***

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.]

*Railroading in Southern Oregon* by Bert and Margie Webber, is a scholarly, well illustrated book

which covers the how and why of the rails in Grants Pass, Medford, Jacksonville, and Ashland. It isn't all Southern Pacific. Where else can you read about "The Whiskey Local" or The Sewer City Short Line, and the railroad that missed Jacksonville? Good maps and lots of pictures. Pub. 1985.

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## **From The Wire**



### **News from the W & P / P & W**

Safety for 1999 was considerably improved over 1998. Personal injury incidents have been greatly reduced and there was an injury-free period of 280 days that ended in November.

Financial performance in the last part of the year was not as good as expected or budgeted. Problems interchanging cars played a significant role.

Correction from the Albany burglary: the computer monitor was spotted in the parking lot by Conductor Steve Fisher, of the night switcher crew.

In mid-December, contractors were to have started moving 550 feet of a 1,100 foot spur track from the north to south side of the Astoria line at the Trojan Nuclear Plant. The track relocation is funded by Portland General Electric and was expected to be completed by early January. This project will make the spur more accessible. Starting in late January rubble created from demolishing the

reactor building will be loaded into containers nested in special gondolas for shipment and final disposal at Oak Ridge, Tennessee. The project is expected to create 60 to 100 cars, and last until January of 2000.

Procedures for moving paper from Newberg have changed. Smurfit's former policy was to make unsold paper and store it off site, allowing the mill to operate at full capacity and economy. The policy of the new owners is to sell mill direct. Southeast Paper has a new customer receiving this paper: the Detroit Free Press. This is remarkable unto itself as the Great Lakes region is the home of several paper mills that are much closer to Detroit than Oregon.

The special passenger train operated December 3rd by P&W for the Washington County Commuter Rail Steering Committee was successful.

After learning that Columbia County officials were upset that P&W's Astoria Line had not been included as a route for commuter trains, Multnomah County's Board of Commissioners voted

unanimously to add that consideration. The plan merely calls for managing the line to protect it for future consideration.

New developments on the Oregon Electric district: Del Mesa Farms has added a dock of sorts at its facility north of Donald to receive boxcars of cottonseed. At Quinaby, White Hauling has established a covered hopper unloading facility. Eventually they would like to construct a dock and auxiliary track at Quinaby and receive all BNSF-routed feeds via P&W.

Fort James Corporation announced a permanent shut down of the No. 3 paper machine at the Wauna mill. This machine consumed about 125 cars of kaolin clay per year, and loss of this traffic seriously undermines the economics of continuing rail service to Wauna.

About 1:35 am on Dec 17th, P&W's westward Harbor Turn clipped an unoccupied Toyota Camry that was foul of the main track just west of Lombard Street/Farmington Road crossing in Beaverton. The driver had strayed off the pavement.

New planking at the intersection of Maritime Road and P&W's Astoria Line near Tongue Point prompted a "thank you" note from Judy Zell of Clatsop Community College, which has a facility accessed by the street. "...A beautiful job..."

New year personnel changes: David A. Farrell has been appointed Assistant Vice President - Transportation for both P&W and W&P. Willett ( Bill ) M. Wilson promoted to Chief Train Dispatcher, where Dennis Bousquet retired. New-hire Richard A. Small is a customer service representative in Albany. A daily morning telephone conference has been initiated among key managers to better monitor operations and improve effectiveness in anticipating the needs of both internal and external customers.

Feasibility study and engineering are underway to connect the Tillamook and United Railways districts at Wilkesboro. This would create wye just east of Banks, maybe sometime in 2001.

Planning and design has started on a new Albany transportation center that will be centered around Albany's existing 1909 SP depot, home to the W&P/P&W and Amtrak. This includes acquiring and rehabilitating this depot. Completion is 4 or 6 years away and will require the P&W/W&P headquarters be relocated. In 1998 Congress approved \$10 million in federal funds for the project but a local "match" of \$2 million is required.

Bob Melbo's predictions for the future: by the end of 2003:

1. P&W and W&P will handle 100,000+ carloads annually up from approximately 68,000 in 1999.

2. Mileage: Another 77 route miles will be added through addition of the BNSF from Quinaby to Eugene.

3. Identity will have been consolidated under the Portland & Western banner. P&W is the most logical choice because it has relationships with both the UP and the BNSF, and W&P does not.

4. Astoria: new traffic will be moving maybe to Astoria, but certainly Tongue Point, due to the defeat of the planned deepening of the Columbia River ship channel.

5. Intrastate Hauls: Business in Oregon will constitute 8% of movements, a significant portion of which will be interchange with other short lines.

6. Commuter Trains: Physical improvements for the Washington County commuter service will be underway, but trains won't run until 2004 or 2005. It will also have evolved into a Salem to Beaverton service. In the wings will be a St. Helens to Portland service and Yamhill County to Portland.

7. Ranking with GWI: Among US properties owned today by Genesee & Wyoming, Oregon will have emerged as the largest volume domestic carrier, eclipsing the northeastern US companies.

- adapted from letters to all employees, from Bob Melbo of the P&W and W&P railroads.

### **Risks Along the Rails**

The week of December 12th the Salem Statesman Journal ran a well written four-part "Risks along the Rails" series about railroad accidents in Salem prompted by 20 pedestrian vs. train fatalities in that city since 1993, one of the worst records in the entire U.S. The series began on the 12th with pedestrian fatalities. On the 13th the newspaper disclosed that 22,291 carloads of hazardous materials passed through the city in 1998, many of them toxic to life. The article also gave summaries of seven derailments that have occurred in Salem since 1993, only one of which involved cars containing hazardous substances and that with no spillage. Days 3 and 4 dealt with railroad safety issues and train noise, respectively. The series was scheduled to end the 15th except that evening, almost as if on cue, a UP transfer train derailed on the Steel Bridge in Portland tumbling a loaded hopper car into the river and rupturing a natural gas pipeline causing a rather spectacular fire that burned more than two hours. The Statesman Journal reported the incident on its front page the next day tying it to the "Risks" series. Then, that evening in Salem, a 34 year-old woman sleeping on UP's main line became the 21st person to tangle with a train but with a much happier ending. By some miracle she was only superficially injured but the event provided gist for another unplanned "Risk" installment on the 17th. On the 18th a 43-year-old man's body was discovered along UP's main line at



the east end of W&P's Albany yard, an apparent victim of "train trauma". The discovery tied the UP's railroad for about three hours and resulted in annulment of W&P's eastbound Westsider and the Mac Hauler. The Statesman Journal did not report that incident.

- adapted from letters to all employees, from Bob Melbo of the P&W and W&P railroads.

### Millennium Whistle Blow Brings Railroadng into the Next Millenimum

The new year was whistled in with Steam in Huntington, West Virginia. Everyone in the C. P. Huntington Chapter, and those outside the chapter, who have access to a Steam Whistle with a fitting of 1/2inch thru 2 inches was invited to participate in a whistle blow at the proper time - Dec. 31st at 11:30PM until 12:30PM on January 1st. A 40 HP Case Steam Traction Engine like Highway Vehicle from Michael Perry's Heritage Farm was to provide the necessary working fluid.

- from Don Mills, dmills@MARSHALLEDU of the C. P. Huntington Railroad Historical Society, Huntington, W.V.

### Riding the Rails in the Depression

During the Great Depression, more than 250,000 children left their homes and hopped on freight trains, crisscrossing the country. They were looking for work and adventure; some wanted to leave their homes, and some had to. Riding the Rails gives us the stories of their travels in their own words and tells us what happened to them in the years since. Acclaimed author Errol Uys weaves together these rich reminiscences in the spirit of Studs Terkel, illustrating these incredible journeys with archival photographs. This is the companion volume to the Peabody Award-winning PBS documentary.

ISBN: 1-57500-037-7; Price: \$24.95, 304 pages with 32 page b&w photo insert. Contact Ron Longe, (212) 603-1831, rlonge@tvbooks.com

- from propaganda from TVBooks, mailed to our office.

**Note: meeting minutes reported in the January issue of Trainmaster were for the November, 1999 meeting, not the October, 1999 meeting, as they were labeled. Minutes from the December, 1999 meeting were not received by printing deadline.**

#### Chapter Timetable #448 - February 2000

##### Monthly Board of Directors Meetings:

Feb 10, March 9 7:30 pm. Rm 208, Union Station. (Thursday evening of week prior to membership meeting.)

##### Monthly Membership Meetings:

Feb 18, Mar 17, 7:30 PM, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd. (Third Friday Evening of every month.)

##### Chapter Library:

will be open February 19 and 26 from 1 to 4 pm.

##### Annual Chapter Banquet:

Sun, March 12, 5:30pm social hour, dinner starts at 6:15pm. Cost \$22, Home Builders Association. Bob Melbo will present the program. See page 8.

#### Upcoming Membership Meeting Programs :

##### February:

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

**Swap Meet:** The 22nd Annual Railroadiana & Model Railroad Swap Meet, the original Portland area railroad swap meet, sponsored by the Columbia Gorge Model Railroad Club and the Pacific Northwest Chapter, NRHS will be Saturday, March 11, 2000 10:00 am to 4:00 pm at the Pay N' Pak Collectables Market Building 8900 N. Vancouver Avenue in Delta Park, Portland, Oregon. Table Rent is \$14 per table and \$10 each

additional table. General Admission is \$3, children under 12 free with an adult. For information contact Doug Auburg, c/o CGMRC, 2505 N. Vancouver Avenue, Portland, Oregon 97227, or call (503) 288-7246 any time (lv msg), e-mail: dauburg@vintagead.com

After consulting with the Tualatin Valley Model Railroaders and the sponsor of the Salem Swapmeets, the Columbia Gorge Club has decided to permanently move the May Swapmeet to October. The second swapmeet ( "The Columbia Gorge Fall Swapmeet" ) in the year 2000 will be held on Saturday, October 21, at the Pay N' Pak Collectables Market Building.

**Assorted Other Events:** from Mike Denuty, theminer@povn.com: Inland Empire Railway Historical Society, Box 5034, Spokane 99205

Feb. 12--Vancouver WA, SP&S society rail swap. Marshall Com. Ctr., 10-3; 360-892-7383

Feb. 14--Spokane, IERHS meeting-7, Coach 589 at fairgrounds

Feb. 20--Spokane, Model RR swap, Spokane Community College, 10-4 PST; River City Modelers c/o Bruce or Marcie Nelson, 807 E. Vicksburg, Spokane WA 99208

Feb. 19-20--Portland, G.A.Train Show, P.Metro Ctr.Marine Dr. N., 11-5 PST; 630-834-0652

Feb. 25-27--Portland OR, paper collectibles, Collector's Market, Terry Weis 503-234-6061

Feb. 26--Portland, RR swap, New Hope Church, 11731 SE Stevens, B. Barney, 503-257-8855

Mar. 11--Stockton, Calif.--Winterrail 2000, Scottish Rite Masonic Hall, 9-10; swap 9-5; Vic Neves, Box 23721, Oakland CA 94623-0721.

Mar. 19--Pullman, RR swap/book fair, WSU Beasley Coliseum 10-4; Vogel, 400 E.Main 99163; 509-332-0505

days or Randall, 805 Panarama, Moscow ID 83843; 208-882-3773

Mar. 19--Burnaby BC, Western Rails show, Cameron Rec. Center; Paul Roy, 604-420-1292

Mar. 25-26--Eugene OR, rail show and swap, Lane Co. Fairgrounds; Mike Adams, 541-461-0156 eves. (layout contest-Gil Hulin, 521-344-6858)

April 1--Spokane, toy show, Fairgrounds floral palace, 9-4 PST; C/H Frye, 509-922-2773

Apr 2-4--Kamloops BC, 7th Div. PNR/NMRA spring meet, Best Western Kamloops Town Lodge; 250-376-5463; akline@city.kamloops.bc.ca

Apr. 30--Helena MT, RR Fair, civic center, 9:30-4 MDT; 406-442-6118; Box 4914-59604

May 5-7--Essex MT, Essexpress Railfan Weekend, Izaak Walton Inn, 406-888-5700

May 19-20--Lethbridge AB, PNR divisional model rr meet; 405-345-3690

May 20-21--Coeur d'Alene ID, RR swap, fairgrounds, 10-4; INWGardenRR.Soc., C.Inlow, 224 E.Hanley, Dalton Gardens ID 83815; 208-762-4206 (cncrr@integrityonline.com)

June 2000--Wallace ID, Wallace Depot Days

June 17--Spokane, toy show, Fairgrounds floral palace, 9-4 PST; C/H Frye, 509-922-2773

June 17-18--Ione WA, first weekend of Lions Club excursions on Pend Oreille Valley Railroad, 11, 1 and 3. Reservations 509-442-3397 noon-6 p.m., 2-weeks in advance

June 21-25--Boise ID, NMRA/PNR model rr convention

July 12-15--Cheyenne WY, UPRR Historical Soc. convention; Box 4006, Cheyenne 82003

July 12-16 - NRHS-2000 National Convention-Stamford, Connecticut. Hotel is the Westin at \$85 per night. Shortline steam will be featured. Metro North tours may be conducted. Saturday's trip will be an Amtrak excursion over various lines. Sunday's trip should be a high-speed trip to Boston with the new Acela equipment, at speeds of 150mph.

July 16-19--Seattle, GN Ry. Hist. Soc. convention

July 20--Stevens Pass, Skykomish, Iron Goat Trail observance

July 20-23--Helena MT, NP Ry. Hist. Soc. convention

July 27-30--Spokane, SP&S Railway Hist. Conv.& Swap, Days Inn, Spokane.

July 30-Aug. 6--Alameda CA, NMRA national convention; 805-543-2213

Aug. 4-6--Spokane, Hillyard Fire & Rail Museum open during Hillyard Festival

Aug. 2000--Toppenish WA, Western Art and Railroad show; 509-248-7881; 509-865-1911

Sept. 2000--Dayton WA, Depot Days, 509-382-2026; P.O. Box 1881, Dayton 99328

Sept. 8-17--Spokane, Inland Empire Railway Historical Society displays, train ride open during Spokane Interstate Fair

Sept. 2000--Lynnwood WA, model rr swap show, Scribner Lk.HS, 19400 56W

Oct. 2000--Billings MT, rr swap, NP Train Depot; info 406-652-1339

Oct. 2000--Spokane, fall train show, Spokane Community College; 509-535-7186

Oct. 2000--Spokane, collectible toy show, Fairgrounds annex; 509-926-8401, 509-924-9125

Nov. 2000--Pasco area, model railroad show meet; 509-266-4384

Dec. 2--Spokane, toy show, Fairgrounds floral palace, 9-4; C/H Frye, 509-922-2773

Dec. 16-17--Spokane, GATrainShow, Spokane fairgrounds

**Rules:** There is no mailing list. Send SASE to Mike Denuty for a copy. You make it work by sending new listings to Denuty, copying the lists and giving/sending to others. Mike Denuty, Spokane WA 99207; 509-487-1468.

-information on the NRHS 2000 convention provided by Don Mills, C. P. Huntington Railroad Historical Society, NRHS, Huntington, WV.



## 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**

**Room 1, Union Station**

**800 N.W. 6th Avenue**

**Portland, Oregon 97209-3715**

**Voice: (503) 226-6747, Fax: (503) 230-0572**

**E-Mail: pnwc@easystreet.com**

**http://www.easystreet.com/pnwc**

**(Internet service donated to the chapter by EasyStreet On-Line Services, Beaverton, Oregon)**

**ISSN: 0041-0926**

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*Vacant*

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**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  
**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

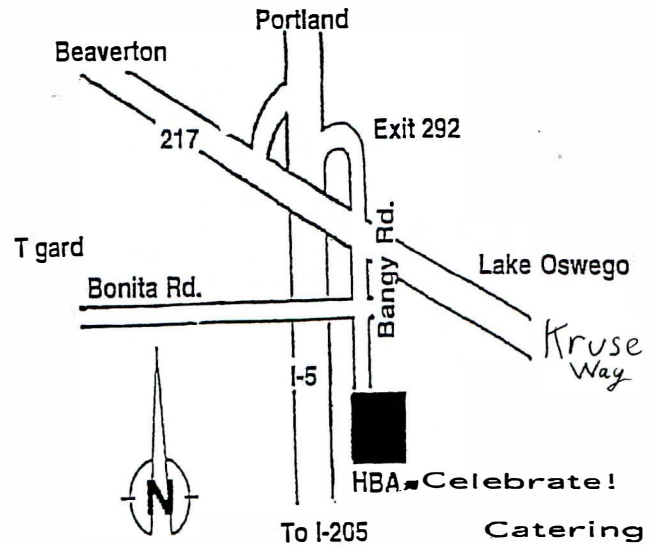
**President:** George Hickok ('97, '98, '99, '00) (503) 649-5762  
**Vice President:** Al Hall ('00) (503) 699-5042  
**Treasurer:** Rick Banton (503) 642-7366  
**Secretary:** Arlen Sheldrake (503) 223-7006  
**National Director:** Gerald Schuler (503) 285-7491

### Chapter Directors-at-Large

**Ed Ackerman** (98,99,00) (503) 649-6000  
**Glenn Laubaugh** (98,99,00) (503) 655-5466  
**Ralph Johnson** (99,00,01) (503) 654-1930  
**Vacant** (99,00,01)  
**Ted Ahlberg** (00,01,02)  
**Chuck McGaffey** (00,01,02) (503) 579-2131  
**NRHS Regional:** Richard Carlson (503) 292-0975

### PNWC/NRHS Annual Banquet:

**Sunday, March 12, 2000**, Social Hour 5:30pm, Dinner 6:15 at Homebuilders Assn Bldg., off Highway 217 at I-5. Buffet Dinner will include Carved Turkey, Baked Ham, Dressing, Scalloped Potatoes, Relish Tray, Salad, Hot Vegetable, Cranberries, Rolls & Butter. No Host Bar available 5:30-6:30 pm. Cost: \$22 per person. Mail Checks **Payable to PNWC/NRHS** to Marilyn Edgar, 1424 SE Rex Street, Portland, Oregon 97202. **Reservations Required.** Deadline: March 4, 2000. Questions: Marilyn. Edgar, 236-7271. **Program by Bob Melbo.**



**Please note correspondence containing address changes on the exterior of the envelope for fastest processing.**

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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