

The Trainmaster



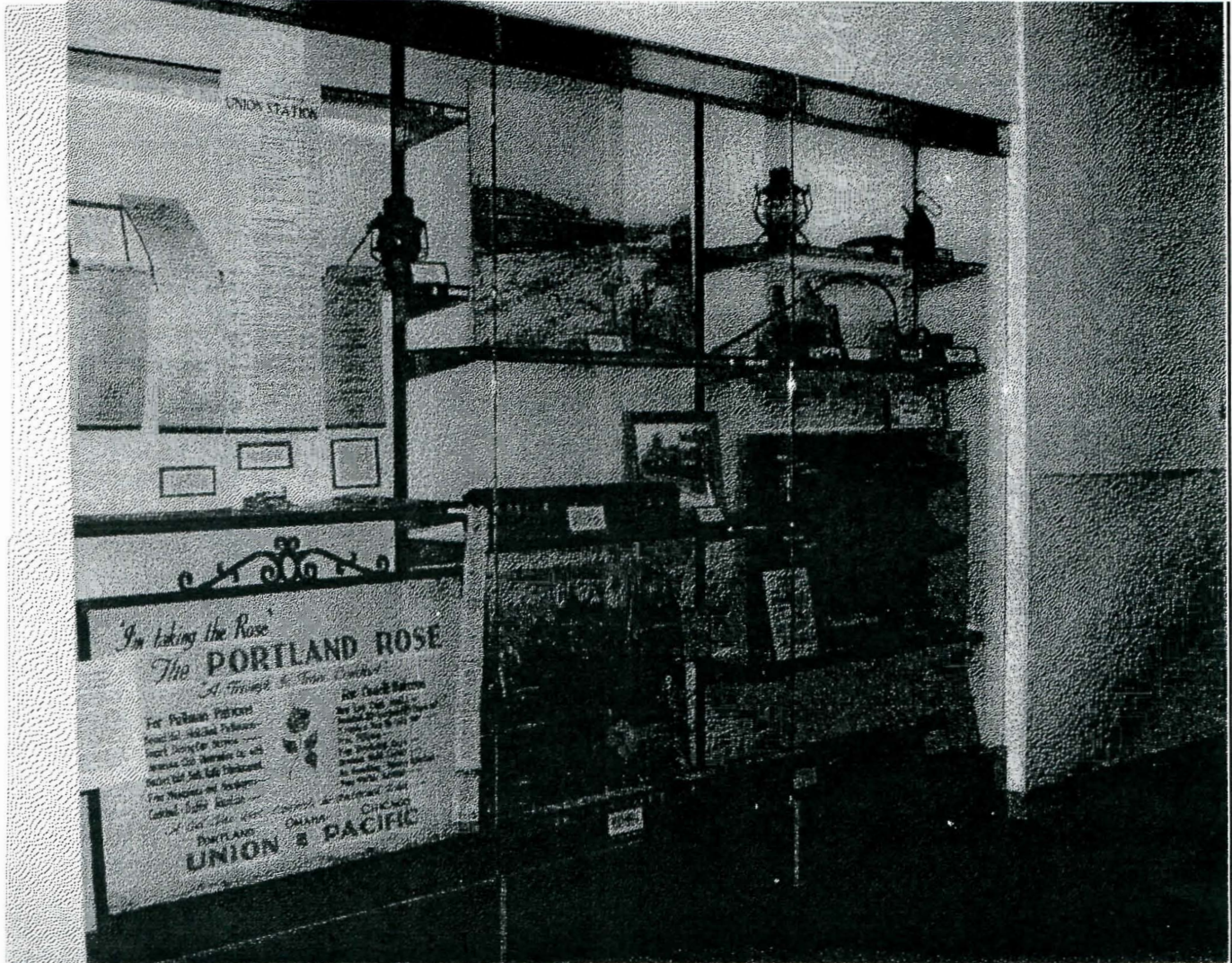
March
2000

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



Board of Directors Meetings: Mar 9, April 13 Room 208, Portland Union Station, 7:30 PM
Membership Meetings: Mar 17, Apr 21, St. Marks's Lutheran Church, 5415 S.E. Powell Blvd. 7:30 PM

**Chapter Banquet March 12. Potluck moved to June Meeting.
Special Board of Directors Election at March Meeting (page 7)**



Chapter museum materials were displayed in the large glass display cases at the Oregon Museum of Science and Industry during Holiday Junction in December, 1999. The display case also contained materials owned by Darel Mack and the Columbia Gorge Model Railroad Club. Photo contributed by Kyrian Gray.

Dear Grandpa, A Letter Written by Frank Weiler's Grandchildren, Read at January Meeting:

The endless memories that you have given your children, grandchildren and great grandchildren are memories that will never be forgotten by any of us. One memory that stands out in our minds is the yearly carol sing that we had with you and Nana. You would even dress up as Santa Claus for us grandchildren on Christmas Eve. During the holiday season

you would also have your Christmas train set up so that when we stopped by or came for a visit we could get a candy cane from the special train. You shared this tradition for many years with the visitors of the Milwaukie Historical Society along with your wonderful stories and memories of your great life experiences.

Your beautiful collection of trains has always been your pride and pleasure. Sharing them with schools and others who enjoyed them. You shared your time by working on the Vintage Trolley near Lloyd Center. This was something you wanted for a long time. You enjoyed it so very much. You had a story or memory for all the different stops. All the changes that you have seen were so very interesting. You wore your conductor's uniform with your beautiful pocket watch from your father. You looked so official.

Besides all your train obligations and gatherings you had time to have a wonderful garden each year. You shared your fruits and veggies with everyone around. We are sure going to miss the cucumbers and green beans. Besides the food in your garden popcorn and peanuts were your favorite too. You spoiled your two cats with these treats! Kayla was a good kitty and Kitty Kat got to see you to the very end. We know they brought you a lot of love and company.

You gave all your time and love to the woman you were married to for 57 years. When she became sick with Alzheimer's you became very strong and took care of her to the very end. We were so very proud of you Grandpa. Now

Mailbag

Casey Jones 100th Anniversary

Dear Railroad Museum Colleague:

The year 2000 brings with it an important event in the history of the railroad - the 100th anniversary of the legend of Casey Jones. He has been heralded as an American folkhero in song since his death in 1900 and today is considered the world's most famous engineer. To observe this once in a lifetime event, the historic Casey Jones Home and Railroad Museum in Jackson, Tennessee is hosting a year long celebration throughout 2000. The goal of the celebration is introduce the Casey Jones legend to those who do not know it and to reintroduce the legend to those already familiar with it. Many exciting events will commemorate the life, story, and song of Casey Jones. The celebration will also pay tribute to the history of the railroad and the men and women who devoted their lives to the rails.

We believe the centennial celebration will be a major media event around the country as well as internationally. We have received a great deal of interest in the celebration from both the media and the general public. We have done interviews with UPI, the Farmers Almanac, The Discovery Channel and the BBC concerning the Casey Jones story and the 100th anniversary. American History magazine featured the Casey Jones story in its December 1999 issue. ABC's Good Morning America has also expressed a strong interest in covering this story. TRAINS magazine, the premier publication for railroad enthusiasts, is planning a major tribute to Casey Jones in April 2000. Railfan & Railroad magazine is also planning coverage of the 100th Anniversary. In addition, the Casey Jones story and anniversary will be the focal point for a major media blitz in the German, Austrian and Swiss travel markets in February 2000. We expect this interest to continue on both the national and international scale.

Since your organization, like ours, works to preserve an important part of our nation's railroad history, we ask that you join us in celebrating the Casey Jones Centennial. We hope you will. Please pass on the information provided in the accompanying press release through your newsletters, museum exhibits, website or in any other manner available. We would appreciate your help in spreading the word during this 100th Anniversary Year. Thank you for your time and consideration.

If you have any suggestions or ideas concerning ways to celebrate the anniversary, we would be happy to hear them.

you can be with the woman you loved and cared for Grandpa, we know how much you missed her.

Grandpa we will never forget all the wonderful times at Timberline Lodge, the Train rides on the Battleground Train or the trip to Wakenia Falls. These are only a few of the memories that so many of your friends and family members have to cherish. We are happy that you got to share your life with three of your great-grandchildren who loved you dearly and enjoyed visiting with you even in the hospital. You even got to find out what the fourth great-grandchild is going to be.

Thank you for everything Grandpa. We will miss you very much, but Heaven just go a very good and special man.

We love you, Jeff, John, Debbie, Stephanie, Jennifer, Angela, Cheyenne, Hannah, and Dakota

An obituary printed in the Oregonian reported that Frank was born in Portland in 1912, attended Benson High School, and worked as a bridge carpenter for the Union Pacific, and then worked as a steamfitter. He was also a volunteer for the Errol Heights Fire Department, the Toy and Joy Makers, and the Portland Vintage Trolley.

Respectfully yours,

T. Clark Shaw

Historic Casey Jones Home & Railroad Museum

56 Casey Jones Lane, Jackson, TN 38305

1-800-748-9588

Fax: (901) 668-6889

E-mail: cshaw@caseyjonesvillage.com

Website: www.caseyjones.com

SP&S 700 Slides Available?

Is there anyone in your group that would be willing to trade or sell good quality original Kodachrome slides of SP&S #700, preferably a good roster shot showing all detail, and a couple of nice action shots without fans. I have literally thousands of slides from all over the world, including Russia, but no one has offered this loco to me, and I thought it was retired. It's great to see it is alive and well. We will be leaving to India on a mission Feb 17, and return after March 20, in case anyone would like to contact me.

Mac Owen, HeartoGod@aol.com 1150 Faith Cir. E. # 2102, Bradenton, FL 34202. Phone (941) 748-5652. Oh by the way, I buy, sell, and swap slides of all Locomotives and trains. Thanks, Mac

Norfolk Southern Would Like Calendars

Norfolk Southern News Network would like our help. Dan DeAngio, the NS Network editor has been tasked with leading a project for NS that seeks to unearth some historical RR calendars from bygone ages. We are looking for calendars of any kind, wall, desktop, watch, etc., that were used by NS predecessors, future and current historical societies. Do you all have any or know where there might be any? Any leads would be much appreciated ... Jim DeAngio can be contacted at his email address: Jim.DeAngio@nscorp.com - Don Mills, editor of the Gondola Gazette, C.P. Huntington Chapter, NRHS, W.V.

Is Information on Oregon Pony Available?

At Cascade Locks there is the "Oregon Pony" a 0-4-0. I am looking for photos and possibly drawings. I am thinking about building a model in gauge 1.

I went up to Cascade Locks yesterday to see the Oregon Pony. The building windows were so dirty I could not get any pictures. Also the building is so small that you can't take a good picture of the entire locomotive. My nephew, who is a real railroad [historian] suggested a couple of books that I might look for with pictures. He sent me a little history as he remembered it about the Pony. I might also try to contact the San Francisco Historical Society (if there is one) to see if they have any information on Vulcan Iron Works or Vulcan

Locomotives.

I really think the Oregon Pony would make a great live steam model in Gauge 1. Thanks
Lloyd Fogelquist SaltyChief@aol.com
13737 S.E. Mitchell St.
Portland, OR 97236

E-Mail Site Created for Western Railway Preservation Hello,

I have recently created a Onelist group E-mail site called Western Railway Preservation News as a forum on the railway preservation activities going on in the western states and Canada. This site is designed to both allow people to ask questions on rail preservation and for groups to post notices such as latest projects, operating schedules, etc. It's hard to

visit all the web sites and the amount of printed information is sometimes sparse with the closing of publications such as Locomotive and Railway Preservation News. To join go to www.onelist.com and search for "wrpn". It would be great if you could pass this on to anybody who is interested in railway preservation.

What is Onelist?: Onelist is a free E-mail service with subjects of all kind. For the person with railway interests there are a number of groups.

Thanks and I look forward to you joining in!
Richard Wilkens

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

Along the Route of the East Side Railway, By Gerald "Jerry" Webb, PNWC/NRHS member

This trip retraces the Oregon City Interurban from Golf Junction to Gladstone. From Golf Junction north to the OMSI area is a freight and tourist operation by Dick. Samuels. From Gladstone to Oregon City is left to another day.

At S.E. 13th and S.E. Ochoco in south Sellwood is Golf Junction named for its proximity to the Waverly Country Club. Here the Gresham line continued east. The Oregon City route turned south and about 100 feet of rail remains. The Gresham route tracks serve an industrial area.

Begin your search for the right-of-way at the Waverly Country Club's eastern boundary. From Golf Junction go east to S.E. 17th, turn south to the signal light at Waverly Drive, turn right (west). Look for the "Private Drive--No Trespassing" sign. This is the right-of-way. Notice the power line with three wires. It is on the right-of-way. Higher than other power poles it usually shows well above built up areas. When in doubt, look for the three-wire power line. (There is one exception, more on that later.) Looking north and following the power lines, it appears, the country club has graded right-of-way out of exist- Looking south you can see where it was on the eastern boundary of the country club, now choked with underbrush.

Return to S.E. 17th, turn south to S.E. LAVA DRIVE on the right almost to where S.E. 17th joins McLaughlin Blvd. Go west to the power lines and the right-of-way. The line continued south a short distance then turns easterly to follow the Willamette River bank east to Johnson Creek.

Return towards S.E. 17th, watching for RIVERWAY. Turn south to the power lines. It was here we began looking for- signs of the roadbed. After a few minutes discussion I looked out my window. There on the ground were RAILROAD RAILS. We were sitting directly on the right-of-way. The rails had not been re- road crossing.

(As we sat there my mind took me back more than 45-years. I was hearing the sound of a Pacific Electric railroad car in Southern. California. There, beside the house on the right my mind's eye saw an Pacific Electric Hollywood car coming toward us, the whining/humming sounds of the electric traction motors, the motorman has his hand on the whistle cord, sounding the highway crossing warning... "Wheeeeh Wheeeeh, Whe Wheeeeh" coming from a flute size whistle barely visible on the front of the car telling us to get off the tracks. Now the "clack clack clack clack" sound of the air compressor is heard as the car passes by and out of my memory. I'm sure my eyes were glazed over, remembering. Then, someone spoke and I was back: in 1999).

Back to S.E. 17th, turning south on McLaughlin Blvd to the Milwaukie City Boat Ramp Road at the signal light. Turn right, note the rail visible in the pavement. On the river side of the building on the right is an asphalt paved walk. This is the old right-of-way. Walk: north about a block, when the pavement turns right, you turn half-left, cross the grass to the

Johnson Creek: Bank. The right-of-way bridge was where you see the power lines.

At the Boat Ramp intersection, note the Texaco station across McLaughlin Blvd. Here the Interurban line built car shops. Mr John T Labbe, in his book: FARES PLEASE! (published by Claxton Printers, 1980) says in 1901 these "shops started work on two new passenger cars and a freight motor"- . A picture of the inside and outside of the shops appears in his book.

Continuing south on McLaughlin, the line, in its later years closely paralleled that street thru Milwaukie. Note where it passed under the, now former 'Southern Pacific bridge, by locating the steel girder section of the bridge on the right. There is a similar section on the left. I am told the left section was the original route until McLaughlin Blvd was built. Then the tracks were moved to the west side of the highway.

At the bottom of the hill the power lines and the right of way separate. The power lines turn south along River Road. Where River Road curves right, the power lines continue straight on 2.T rd to Park street then turn left (east) to where the right-of-way crosses Park Street.

Continue on McLaughlin Blvd up the hill. By looking carefully on the right you can pick up graded sections of the right-of-way. Near the top of the hill, the right-of-way turns right, At S.E. Park Avenue (some maps call it Park: Street, there is a signal light) turn right. Watch for the power lines turning south from Park Street. The right-of-way and the power lines follow a creek: bed southerly to the area of Courtney Ave which we will see later.

Continue west to S.E. 25th, turn left. At the end of this street you intersect with S.E. Evergreen Street. Turn left to the end of Evergreen and the right-of-way. Note the power lines.

Return west on Evergreen to S.E.,21st. Turn left to Silver 'Springs Road. Turn left on Silver Springs Road to end of street, there is the right-of-way...(see the power line^). There is a junction with S.E. Arista Drive. This street appears to follow the right of way south and is shown on some maps but looks to be very rough so use your best judgment. We returned west on Silver Springs Road to River Road. Turn south to S.E. Torbank Rd, turn east. Torbank is a dead end street ending at the right-of-way. Here you can actually drive on the right of way for a short distance. Observe many railroad ties still in the ground as you do.

Return west on Torbank Road to River Road. Turn left to the yellow blinking light. This is S.E. Courtney. Turn left to the right-of-way crossing. The power line will help you find it. A map shows this is where the creek bed the right of way has followed since turning from McLaughlin Blvd begins. At this point turn right (south) on S.E. Arista Drive. S.E. Arista takes you through downtown Oak: Grove. Continue straight. Where S.E.Arista starts down a hill, the power lines and the right of way make a half-left turn. Continue on to S.E. Creighton.

Turn left a very short distance to S.E. Arista Drive. Turn left, follow a curve to the right up a short hill. This is the right-of-way. After observing the rails still in the pavement return on S.E. Arista past Creighton and follow the right-of-way on Arista to Concord Road. (there is a street on both sides of the right-of way on this stretch, the right hand street appears the better of the two.) Turn west on Concord Road to River Road. Turn left on River Road to Vinyard Road, turn left to Vineyard Avenue and turn right, Vineyard Ave parallels the right-of-way for a short distance, but is a dead end street. Return on Vineyard to River road, turn left to Naef Road turn left to view where the right-of-way was (near the Post Office). Return west on Naef Road to S.E. Blanton, turn left (southeast) to Rothe Road, turn left. View crossing (see power line) then return on Rothe Road to River Road. Turn left (southeast) to S.E. Boardman road.

Turn left on Boardman to S.E. Artista, turn, right. Artista follows the right-of-way to the crossing of Pacific Highway (McLaughlin Blvd). Turn right (there is a signal light). Get immediately into left turn lane, Looking left, the right-of-way went between the car lot and the BRUSH & PALLETTE ART ASSOCIATION building. You cannot go between these two. Go east on Jennings Ave to Addie, turn right to Hull (a stop sign). Turn right to Abernathy Ave. Turn left, you are again beside the right-of-way (on your right). Continue southerly to S.E. Portland Road, turn right. The right-of-way was in the center of S.E. Portland Road, through Gladstone to the bridge over Clakamas River.

This is the end of our tour for this section of the Oregon City-Portland Interurban Line.

Now a bit history taken from the Book: FARES PLEASE written by John T. Labbe, published by Claxton Printers in Caldwell, Idaho in 1980.

"In 1892 the East Side Railway Company began building a standard gauge electric line south on the east side of the river [Willamette] to Oregon City. In February 1893 it began giving regular service between Portland and Oregon City, a distance of sixteen miles, completing what was probably the first long-distant interurban service---a service that was to last for sixty-five years."

In his book, Mr Labbe .says the East Side Railway Company "was incorporated May 14, 1891 to build an electric railroad from the Columbia River south to Eugene. A few blocks of track: were constructed south on East 11th street. A "franchise was granted by the town of Sellwood and ...work was resumed on East Eleventh".

"In the next few weeks Brooklyn Creek bridge completion extended the line to the Brooklyn school on the Milwaukie Road.

"In the spring the company began laying plans for its southward expansionwork on the rails to Sellwood was rushed. The City View Park, near present Sellwood Park, incorporated a popular horse track:, and the company was anxious to provide transportation in time for the opening of the season. The line opened as far as the park: on June 5, 1892, barely in time for the races".

Mr Labbe writes the company continued laying track south. A map shows the original East Side Line running from Sixth and Hawthorne south to Mill, east to 11th, south to where 11th and 12th join to become Milwaukie Blvd and on south to Bybee, west to 13th, south on 13th eventually going thru the Waverly Country Club area, crossing Johnson Creek: then south into Milwaukie. The Map also shows the location of the "Main Shops" on the southeast corner of Harrison and Main street. A Texaco Service Station is in that location now.

Mr Labbe continues- "...on July 2., 1892 the road was carrying passengers to the bank:- of Johnson Creek:, just outside Milwaukie. Two weeks later cars were running into town where the city had donated a half-block: of land and a

subsidy of \$2,500 for the carshops. On September 11 the terminus of the road had pushed as far south as Oak: Grove".

Mr Labbe said the road originally placed its poles holding up the trolley wire at intervals of 120 feet. But this let the trolley wire sag too much, so they were all taken out and replaced at intervals of 100 feet.

Mr Labbe writes the Clackamas River Bridge was ready for travel by January 1893 and by February the track was inside Oregon City limits. He writes that on February 15th..."the car HELEN, built in the shops of the Columbia Car Ry Tool Works at Second and Montgomery Streets, arrived [in Oregon City] with its cargo of officials and their distinguished guests. The line was now ready for business". '

Mr. Labbe also writes that the company lost no time in building a branch line in Gladstone..."designed to serve the large park east of town where the Chautauquas were held. One car was assigned to the Gladstone branch, and a barn was built near the park to serve it. This car provided a local service to Oregon City, alternating with the regular cars from Milwaukie and Portland". No date is given, but Mr Labbe notes the Gladstone branch car was discontinued, probably in the first part of 1901 as close as I can tell from what he writes.

Mr. Labbe writes "In August 1904 the river route from East Portland to Sellwood and Lents was opened to traffic" taking interurban cars off the city streets in East Portland.

Earlier in this narrative I recounted my "dream" while sitting on the rails on Riverway. I mentioned how my eyes probably "glazed" over. This can be a common experience with true railfans. Non-railfans become converted quickly...at times. In early 1991, a young man--Michael Callanan--became the editor of the TRAINMASTER. In the April 1991 issue his wife, Tina, wrote an article called RAILROAD WIDOW. She gave a first person example how a person becomes a true railfan subject to "glazed over" eyes.

She told how five years before (her writing this story) she and her husband eloped. She thought she was marrying a "cute, outgoing musician who happened to be a sheetmetal worker". She soon learned her husband had other interests. They would take what she thought were "long Sunday drives out to the country enjoying the sunny days and our conversation together. But every once in a while we would detour..driving aimlessly until we would stop and my husband would gaze wistfully at what I assumed was a bunch of overgrown blackberry bushes or just wild grass. 'Oh no,' my husband would exclaim, 'That isn't just any grass with weeds in it! There used to be a railroad track right there!' Next would be humps in the road. 'Yep,~the old trains used to run right down the street right there !...'Yes,, dear. That's nice.' I'd mechanically reply as I looked up from my decorating magazines". She soon "learned to carry a stash of them in the car..just in case".

She recounts a trip into the coastal mountains supposedly to show her the old Wilson River Highway, but "I think: I really saw my husband's true colors when he found an old access road up in the Coastal range that one of the members [in PNWC/NRHS had told him about. It was supposed to lead to an old town called Cochran. We never managed to find it, but we did have a doozy of an argument.(Later, upon further investigation with a friend, he learned that we had driven right by it.)".

Mrs. Callanan finally knew when she was licked..."Yes, I. am becoming more appreciative of the history of rail travel. Why, just the other day I was out riding with a friend of mine and spied a bump running the length of the street. She noticed my eyes glaze over as I said, 'Look! Guess what? There used. to be a trolley car that traveled here!'"

So, beware, ye who wonder why someone spends most of a rainy day retracing old trolley railroad routes ...It can be catching.

So, now are you ready to discover the trolley route for yourself? O.K., and when you do, give a thought about Mrs. Hodge of Milwaukie and the time she "drove" a trolley over

the roadbed you are viewing and the conversion of Tina. See if your eyes glaze over.

From The Wire

News from the W & P / P & W

Willamette & Pacific Railroad last week publicly announced that track deterioration south of Corvallis was jeopardizing continued rail service to shippers in southern Benton County and the railroad was considering embargoing service over the worst stretch between Alpine Jct. and Dawson where derailments occurred on January 20th and 25th. W&P's warning came on the heels of a similar embargo enacted January 26 with little advance warning by Albany & Eastern Railroad on 37 miles of railroad between Lebanon and the Mill City area. At a meeting Thursday evening (February 3) in the Monroe city council chambers W&P representatives explained to customers, government officials and interested parties that revenue produced by the line doesn't justify spending the capital necessary to repair it. The line's condition is exacerbated by a maintenance deficit inherited from the previous operator. The danger with an embargo, if enacted, is traffic would be diverted to trucks and difficult to recapture if the track were later fixed. It is more realistic to expect that an embargo would be the first step toward formal application for abandonment. While carloads have grown slightly over each of the past four years operations have been break-even at best. Twice in 1999 W&P unsuccessfully applied for federal assistance to rehabilitate the line under provisions of the Transportation Enhancement Program of the Transportation Efficiency Act for the 21st Century. The second application, which W&P learned just last month was declined, proposed a \$1,112,000 tie and surfacing project that would have installed 19,000 new ties over 19 miles plus ballast and tamping. The area affected would have been the 6.9-mile Bailey District and the West Side District from Alpine Jct. north 12.1 miles to the spur serving Western Pulp at Corvallis Airport. The project would have been 77.8 percent funded by a federal grant with W&P putting up the remaining 22.2 percent as required "matching" money. W&P said the 19,000 new ties would extend the service life of the property for another 10 years during which time it was hoped traffic growth would make the Lower West Side self-sustaining. To perpetuate service beyond the end of February we are attempting to find money to install around 3,300 ties between Alpine Jct. and Dawson, which we feel adequate to preserve service for another one to four years. Retaining service to Hull-Oakes Lumber Company at Dawson is critical to survival of the Lower West Side as the sawmill shipped 345 carloads in 1999, 60 percent of the total of 571 carloads. Loss of the Hull-Oakes "overhead" traffic between Alpine Jct. and Corvallis would be fatal to this stretch and likely would lead to an application to abandon the West Side District south of Vennel Farms at MP 682.7. At Thursday's meeting all shippers using the line were represented, as was Union Pacific, which owns the track and is the long-haul beneficiary of 57 percent of all carloads. Our customers as a group pledged to increase shipments by about 225 cars in 2000 over 1999. Additional volume coupled with rate increases could significantly improve year-to-year economics but would not be enough to overcome the deferred maintenance. Some source of capital must still be identified. Our preference is to retain the line and continue service if we can solve the financial issues.

On a system basis (W&P and Portland & Western) traffic was a bit soft in January and continued to be so through the first six days of February. On February 4th Georgia-Pacific at

Toledo announced it was cutting back on paper production and would be loading approximately 20 to 21 cars per day for the rest of the month instead of the customary 25 loads daily. On the positive side, Japanese rail arriving the Port of Portland is expected to start moving this month to the Holland Company welding plant at V&S Jct. for manufacture of quarter-mile lengths to be shipped on welded rail trains.

Willamette Pacific, a produce shipper unrelated to W&P, has ordered a mechanical refrigerator car at Hopmere for loading of 4,800 sacks of onions destined to New York via P&W/BNSF. There is a possibility one or two additional carloads may follow the first.

Switch engines WPRR 1203 and 1204 departed this week for Little Rock, Arkansas enroute to new homes on GWI's Rail Link. WPRR 1201 and 1202 also will be reassigned soon as part of a downsizing of the Oregon Region locomotive fleet.

After five years working as a dispatcher for Central Oregon & Pacific Railroad in Roseburg, Pamela Kantola has joined W&P in Albany as a dispatcher and customer service representative. After she completes her training Pamela will be the weekend relief dispatcher and work three weekdays shifts combining dispatching and customer service duties.

A 37-year-old Beaverton resident escaped serious injury around 6:30 p.m. February 13th when his 1989 Volvo sedan was struck at the S.W. Hocken Avenue crossing in Beaverton by a P&W westbound light engine moving at 35 MPH. Barry K. Keudell, who was driving alone, was admitted to Oregon Health Sciences University for treatment of non-life threatening injuries. Witnesses said he was eastbound on Tualatin Valley Highway before turning on Hocken where the crossing gates already were down for the approaching engine. Witnesses said Keudell drove around the lowered barrier although evidence indicated he struck the gate with his windshield, damaging the light at the tip and pivoting the arm and entire gate lowering mechanism on the supporting standard. Minor damage was done to WPRR 2313 but the Volvo was totaled. Beaverton police cited the driver.

For the month of December Boise Cascade's St. Helens mill loaded 82 outbound cars with paper, an increase of 25 over the previous month. This is especially remarkable given that the St. Helens facility only has a one-car spot, although expansion of the rail dock is planned for later this year. The Pulp Line, the paper mill's internal newsletter, noted the rail-borne tonnage was the equivalent of 328 over the road trucks or 273 maxi 30-ton trailers.

The final in a series of five February public meetings to gauge public opinion on the proposed Wilsonville Beaverton commuter rail will be held tonight at Wood Middle School in Wilsonville. The meetings, in which Washington County intended to present new projections on ridership, travel times, cost and station sites, were the next step authorized by a steering committee in January when it chose commute trains on P&W as the preferred transit alternative along Oregon 217 and Interstate 5. Assuming an estimated \$67 to \$73 million in funding can be arranged, trains would operate during rush hours on 30 minute headway in both directions beginning in September 2004. Besides Washington County the project's other sponsors are Oregon Department of Transportation, Tri-Met, Metro, and the five cities along the route: Beaverton, Tigard, Tualatin, Sherwood and Wilsonville.

- Bob Melbo, General Manager, Willamette & Pacific and Portland & Western Railroads

January 21, 2000 Membership Meeting Summary

Chapter Annual Banquet: Marilyn Edgar reminded members that the Banquet is scheduled for Sunday March 12th, reservations are due to her no later than March 5th

Scott Bruce, Rolling Stock, Reported that our rolling stock in Beaverton was hit by graffiti vandals during New Year's. A work party will be organized to paint it out.

Chapter Library meeting will be held January 22nd. The Library Committee Chair still needs a chair. Please talk to George if you are interested.

Membership: Maxine Rodabaugh reported that to date 170 full membership renewals and 44 family memberships have been received with 6 new members. Many donations are coming in with renewals.

Frank Weiler.....June 22, 1912 - -January 18, 2000
Long time chapter member and volunteer Frank Weiler died on January 18th. Many members attended his services in the afternoon today. Judy Hall read a eulogy to Frank from his grandchildren. Frank was buried in his Trolley conductor's uniform. Donations to the Chapter in Frank's name are encouraged by Frank's family. George led the group in a minute of silence in Frank's honor. At the end of the meeting Al Hall sang (with guitar) a song in honor of Frank that he had written about an old timer that was nearing the end of the road. All in attendance appreciated Al's talents and thoughtfulness.

President's Report:

February 18, 2000 Member ship Meeting Summary

The meeting was called to order by President George Hickok at 7:40 p.m. No guests were introduced.

Chapter Annual Banquet: Marilyn Edgar reminded members that the Banquet is scheduled for Sunday March 12th, reservations are due to her no later than March 5th

Treasurers Report: Rick Banton reported no activity.

Rolling Stock: Scott Bruce reported that he is setting up a work party on February 26th to remove graffiti. Work will begin at 10:00 a.m. Volunteers were requested. Scott also reported that our cars are staying dry and batteries are staying charged.

National: Gerald Schuler reported that he is awaiting the next newsletter from NRHS which is past due.

Library: Ralph Johnson indicated that the Chapter Library located in Room 1 at Union

Station will be open from 1:00 to 4:00 the Saturday following the Chapter meeting and the last Saturday of the month.

Union Station Lease: George reported that the Board approved moving from a month to month to a two year lease at no additional cost. He also noted that the City is moving into a planning process that will probably result in having transportation focused tenants. The City likes having PNWC-NRHS as a tenant. Parking has been a problem for tenants during the construction of the pedestrian overpass. Our Board meetings may move to a different location if the parking problem isn't resolved.

Our suit against Dick Samuel's goes to arbitration on March 1st. Both sides have filed briefs and the case should move quickly. George very much appreciates everyone's restraint during this difficult, distasteful process.

Dennis Murrell passed away suddenly at age 54. A moment of silence was taken in his honor. Dennis was a member of both PNWC and PRPA and was instrumental in getting our good relationship between these two organizations established as well as our relationship with W&P / P&W.

Maxine Rodabaugh reported that family member since 1981, **Beverly Staley** also passed away recently.

The lease for rolling stock storage on W&P / P&W rails effective 1/2000 has been signed.

The Mayor of Tigard who has supported our excursions in Tigard has major medical problems.

Conversations with Bob Melbo: total car loadings for 1999 exceeded expectations.

On a personal note, George's Intel workgroup is relocating to Dupont, Washington but George is planning to stay with us and Intel. The Hickoks are planning to move into their new home in a few weeks.

Concessions: Jean Hickok reported that the chapter booth at OMSI was successful. She appreciated all the help from Chapter members. Glenn Laubaugh reported that a letter from OMSI's Crystal Briggs will be in the Feb. Trainmaster.

Volunteer Hours: members were reminded to continue logging the hours spent in support of the chapter activities.

Brooks Steam up: Will be operating double the amount of track with overhead wire for nine days this summer. The steam-up will run from the last weekend of July through the first weekend of August.

Board Vacancy: Richard Carlson reported that the election of Al Hall to Vice President created a vacancy on the Board which will probably be filled by an election in March.

The program was the video **Steam Across America**, only part of which was shown.

The Chapter is not formally participating in March 11th Columbia Gorge Model Railroaders Swap meet as the new location requires fewer volunteers.

OMSI Holiday Junction: This event was very successful for both the Chapter and OMSI. OMSI reported an additional 20,000+ visitors during the Junction.

Bob Jackson and Jeanne Collins have been nominated to run for election to the Board position which is vacant due to Al Hall's election to the position of Vice President. The election will be held at the March membership meeting.

After discussion, June will be the next pre-meeting potluck.

Volunteer Time: Al Hall distributed new 2000 log sheets for members to track their time spent in support of the Chapter. This information will be important when we apply for grants.

Jack Holst Award: Three members have been nominated for the 1999 Jack Holst award:

Gerald Schuler, Janet Larson, and Scott Bruce. Darel Mack distributed ballots and the vote was completed but not tallied. This award was established in the memory of founding member Jack Holst to honor a member for their services to the Chapter. The last three Jack Holst Award winners form the nomination committee for the next year. It was noted that Jack was the person that for years went down to Oaks Park and oiled the bearings of the stored steam engines 4449, 700, and 3903 which allowed these engines in later years to be restored to service.

2001 NRHS Convention: Judy Hall distributed flyers describing this June 19-24, 2001 St. Louis event to those interested.

The meeting was adjourned at 8:20 p.m.

Tonight's Program: Al introduced member Rockford (Rocky) Regula who presented slides of his two trips into BC Rail country. These 5 day each trips in 1996 and 1998 were a combination of driving and hiking to access remote spots for pictures of both freight and passenger trains, all in beautiful country. The outstanding program was enjoyed by all.

Respectfully submitted by Arlen L. Sheldrake, Secretary

Bob Jackson and Jeanne Collins have been nominated to run for election to the Board position which is vacant due to Al Hall's election to the position of Vice President. The election will be held at the March membership meeting.

Chapter Timetable #448 - February 2000

Monthly Board of Directors Meetings:
 March 9 April 13, 7:30 pm. Rm 208, Union Station.
 (Thursday evening of week prior to membership meeting.)

Monthly Membership Meetings:
 Mar 17, April 21, 7:30 PM, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd

Chapter Library:
 will be open March 18 and 25 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 :
March: 2nd Half of *Steam Across America* video from the January 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

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.



The Trainmaster

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in the *Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such. Material from the *Trainmaster* may be reprinted in other publications provided credit is given as to the source.

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

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

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

Membership

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

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

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

Trainmaster Contributions:

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

Committee Chairs

Activities: Marilyn Edgar, (503) 236-7271
Meeting Programs: See *Vice President*
Concessions: Jean Hickok, (503) 649-5762
Excursions: *Vacant*
Finance: See *Vice President*
Library & Historical Foundation: vacant
Membership: 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

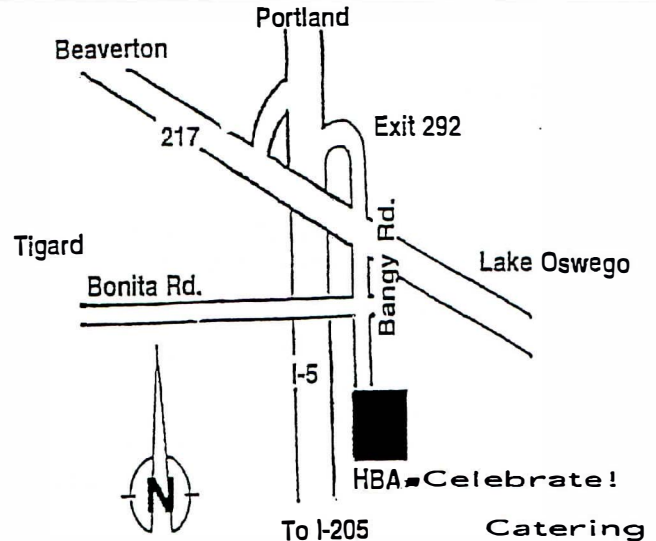
Chapter Directors-at-Large

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) (503) 579-2131
Chuck McGaffey (00,01,02) (503) 223-2227

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
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