

The



Trainmaster

April
2000

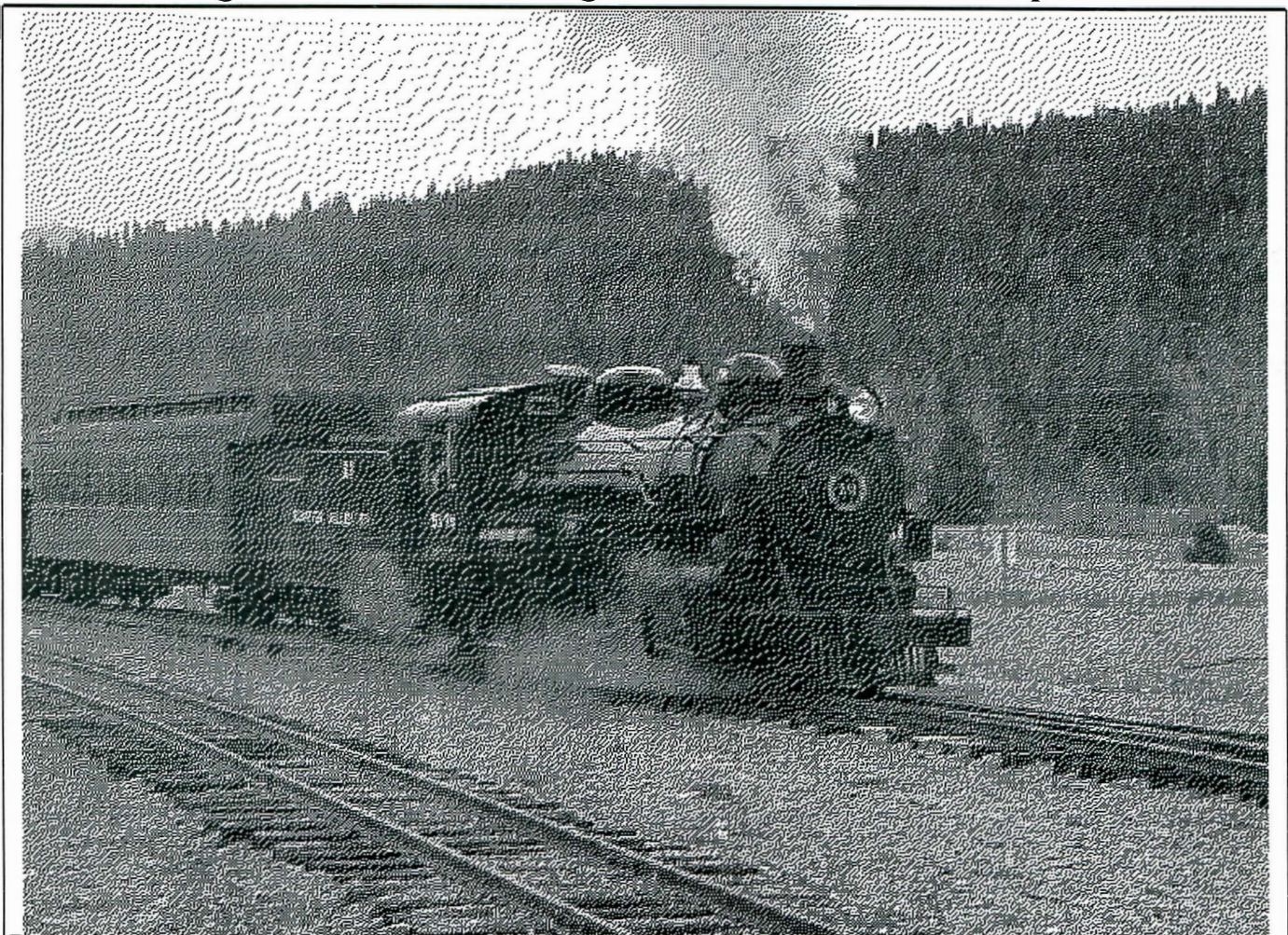
The Official Publication of the
Pacific Northwest Chapter,
National Railway Historical Society
Portland, Oregon



Board of Directors Meetings: Apr 13, May 11, Room 208, Portland Union Station, 7:30 PM
Membership Meetings, Apr 28, May 19, St. Marks's Lutheran Church, 5415 S.E. Powell Blvd. 7:30 PM

Please Note Date Change

for the April Meeting. Due to activities surrounding Good Friday at our meeting location, the meeting date must be moved to April 28th.



Recently restored Sumpter Valley #19 in the Summer of 1999. Photo contributed by George A Mickelson

Dennis Murrell, a chapter member who passed away recently at the age of 54, is credited with doing a great deal of good for the chapter. In particular, he was a proponent of the various railroad groups in the Portland area working together, and is to be credited with greatly helping start our excellent working relationship with the Pacific Railroad Preservation Association, and the Willamette & Pacific.

Dennis was born in New York City, and at the age of 10

was visiting Grand Central Terminal, where he talked to a number of locomotive crews and trainmen, and was on occasion given a look into the cabs of the locomotives. He was in love with trains since then.

Dennis also served in the Vietnam, for which he held two medals, one of which was a Bronze Star.

He is survived by his family, including a sister, his mother, and his wife.

**Gerald A. Schuler recognized for Years of Service at
Banquet with 1999 Jack M. Holst Award by Arlen L.
Sheldrake**

Congratulations to our outstanding chapter member for 1999! Gerald has been a member of PNWC and NRHS since 1984. During these 16 years of membership Gerald has been a very active member including:

- o Chapter National Director for 7 terms beginning in 1994 and continuing for 2000.
- o Multiple terms as a Chapter Board member.
- o Hospitality committee member
- o Finance committee member.
- o Library committee member.
- o A term as Vice President.
- o Excursion car host.
- o Chapter host and organizer for the 1997 NRHS Board of Directors meeting held in Portland.

**Chapter Banquet-Great Food-Great Talk
by Marilyn Edgar**

Having the banquet at a new location was indeed a challenge, but attendee's as a whole really seemed to enjoy themselves and the facilities. Easy access and parking with no steps. The food was freshly prepared on the premises, and seemed to meet all expectations. The first highlight of the evening was the awarding of the Jack Holst plaque to the member of the year, Jerry Schuler was the recipient.

Then our keynote speaker was introduced, Mr. Bob Melbo. He spent some time explaining just what is happening with W. & P. and P & W. now and in the future. His talk was very detailed, and his overheads helped alot to understand his explanations. The attendees seemed to appreciate his time and efforts. On the downside, Kent Hutchens, Don Hunter, and a third driver, were involved in a fender bender accident on the way home. No injuries, at least. All and all, a fine banquet.

Mailbag

Oregon Short Line Materials Available?

I work for the Bureau of Land Management as an archaeologist here in Elko, NV. I'm searching for a history and information on the Oregon Short Line. The section of short line I'm interested in was constructed in 1926 and abandoned in 1974 and ran from Twin Fall, ID to Wells, NV. I'm working on a project just south of Jackpot, NV, at the border of ID and NV, east of State Hwy. 93 (northeastern NV). If you have any historical information on the Oregon Short Line, or can provide reference material, it is greatly appreciated. If you have questions, please contact me at (775) 753-0277.

Thank you for your assistance.

Cristina Weinberg, Cristina_Weinberg@nv.blm.gov
Bureau of Land Management
3900 East Idaho Street, Elko, NV 89801-4611

Are Freedom Train Photos Available?

In 1976 I was an Engineer for the S.P. I was the working fireman for S.P. on the Freedom Train.

The run was from Los Angeles to San Luis Obispo.
I know there were many pictures taken.

I've always wanted one. And was wondering if you might have some. Or can tell me who might.

Phil Stanchfield, (805)684-2867

Pacific Northwest Information Available?

I am writing a book, and I would it to be as historically accurate as possible. I need to know some details.

All questions relate to the 1890's. Specifically, what kind of work was being done to the railroads at this time. Were there expansions occurring in the pacific northwest? If so, where, and by which railroad companies?

What were the job opportunities with the railroad like at this time? What were some of the various job descriptions? Were they blasting out tunnels with dynamite at this time? If so, what were some of the dangers involved with that? What were some of qualifications they required from men working with the explosives?

Were there any disasters that occurred at this time connected with the building of the railroads? This question relates to the last - I'm really looking for a cave in while building a tunnel or something. This does not need to happen in the Northwest, but it would be better if I could find one that did.

I know I've asked a lot of very specific questions, but any help you can give would be useful. The last thing I want to do is create a disaster where there was one, or make a mistake with my historical details. I'd research these questions myself, but as I am currently 5000 miles away, it [is] difficult.

Again, any help would be much appreciated!

Kelly Briddon k.m.bridon@shu.ac.uk
38 Shore Court
Shore Lane
Sheffield S10 3BW
United Kingdom

Northern Pacific Collection For Sale

I have over 1500 original pencil drawings from the NWP RR plus almost 2000 other drawings and hundreds of black and white pictures and negatives, all from 1895 thru the 20's, 30's, 40's, and 50's. They represent a pretty complete picture of the NWP RR. I had briefly sold sheets on Ebay, but stopped to keep them together for historical value.

I would like to SALE this collection. I am not interested in a tax write-off or a donation. If you know of anyone that might be interested please pass this note along.

Thank you, Mike Tennow, 925-757-7905
miketennow@home.com

The Train in Petticoat Junction

Thanks so much for keeping us on the mailing list for THE TRAINMASTER. I haven't reciprocated in quite some years as our *SOUTHERN SPIKE* has dwindled into a meeting notice.

In your January issue I noticed Walter Hermann's quest for information as to the disposition of the PETTICOAT JUNCTION train which had been "parked" at the HOYT HOTEL in Portland. No doubt a little background won't hurt, so here goes.

To begin with, the engine which Mr. Hermann remembers being at the HOYT HOTEL was actually a replica built by the 20th Century Fox film studio's prop shop to augment the live locomotive used to film the movie TICKET TO TOMAHAWK in 1949, released in 1950. The movie starred Dan Dailey, Anne Baxter and Walter Brennan. The live engine used in the film was Rio Grande Southern #20, named the EMMA SWEENEY for the film with live sequences filmed on the SILVERTON branch north of Durango, a first for that line. The replica was built for those scenes showing the engine being pulled by mule train overland across a mountain pass in order to meet the charter requirement to bring a train into TOMAHAWK by a certain date. GO RENT THE MOVIE TICKET TO TOMAHAWK and you'll see how they used the replica.

Richard Sale, director of the film, insisted that an exact replica of RGS #20 be built so FOX studio acquired a set of the original Schenectady 1899 erection drawings and sent a team of draftsmen to Ridgeway, Colorado (RGS home) to measure and photograph all the details of the actual locomotive. One hundred craftsmen worked for two months to construct the \$30,000 replica, at 1949 prices. The end result was indistinguishable from the original having been built of

wood, fiberglass and steel. This is the one Mr. Hermann saw at the HOYT.

It was soon after completion of the film that FOX was approached by an entrepreneur from the HOYT (light years prior to HYATT coming on line) to use it as a landmark at the hotel, and up it went.

Enter PETTICOAT JUNCTION. In 1963 this series started production with actual running shots being made on the SIERRA RAILROAD using engine #3 and combine #5. The producers, FILMWAYS, approached the HOYT management about using the EMMA SWEENEY as an in-studio prop at the General Services Studio to be used whenever scenes next to or up on the engine were needed. Almost every show you would see Smiley Burnett and/or Ruff Davis right there next to Miss Emma. You couldn't identify the engine because of the angles used. On the SIERRA #3 had C&FW RAILROAD on the tender and HOOTERVILLE CANNONBALL on the cab sides. Besides stock running shots (scenes that could be spliced in as necessary) originally in black and white and then in 1965 in color, there was occasionally a scene in the show with #3 and combine sitting at the JAMESTOWN (CAL) water tank, the tank being lettered SHADY REST HOTEL.

The HOYT HOTEL was always given screen credit at the end of each episode.

PETTICOAT JUNCTION went off the air in 1970 and the EMMA SWEENEY was eventually demoted, in 1976, to a display piece at a restaurant in Placerville, Cal. The real RGS #20 is on display at the Colorado Railroad Museum in Golden. SIERRA #3 and combine are still at Jamestown, used for an occasional film or fantrip.

I trust this will bring Mr. Hermann up to date on the PETTICOAT JUNCTION "train."

With kindest personal regards to all, G.W. Gerhart, Box 38-0245, Miami, FL 33238-0245

Photo in February Issue

Just wanted to let you know that I've had two responses (one e-mail from Spokane, one tel call from Idaho) on the OWR & N Co. photo that you published in the newsletter in response to my enquiry. Both responders identified the depot as being in Spokane, and the photo evidently appears in the Union Pacific history book by Jeff Asay. The Cheney Cowles museum in Spokane seems to have a copy too.

So, the process worked, and I'm very grateful to you for your help. If there is ever anything I can do for you at this end of the world, let me know.

Sincerely, Edwin L. Hill (nancyfhill@prodigy.net)

Diesel Era Fire-Fighting Equipment?

I model in 1 1/2 inch scale and have an SW1500 diesel

Railroad Books Nobody Reads: *Dinner in the Diner*

[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.]

Dinner in the Diner - A Cookbook by Will Hollister, Interurban Press, 1982 144 Pages. Ladies - at last I've found a book for you if you like to cook and are curious about the recipes from the great trains. Hollister managed to collect 300 in the days just before Amtrak. Gentlemen, he also included a

switcher. What I'm looking for is any information about possible diesel mounted fire fighting equipment. Things like hose reels, pumps, shovels, picks, etc.. My locomotive is lettered for a non-existent Woodside Lumber Company so anything goes. I think I remember seeing things like roof top mounted water tanks and lots of hose bibs on the steps at both ends of the engine. Thanks in advance for 'anything' in the way of references or pictures or both. Knowing loggers and branchline railroaders, there's gotta be some jewels out there somewhere's.

Russ Wood, russ@hobby-tronics.com

Railroad Maps Sent to Oregon Hist. Soc.

I have some info you might be interested in.

Last year, I donated to the Oregon Historical Society a huge pile of old railroad maps, right of way plats, etc. Most of them are related to Portland Traction, but there were some other maps and drawings of other lines in the Portland area. Some of the maps and drawings went back to the turn of the century. Additionally, there were original blueprints for the SP standard turntables.

You should be able to access this info at OHS.

Eric Kozowski

Steam Research

Great web site, guys.

I'm a model railroader and my 10 year-old daughter learned a lot about steam propulsion from your web site while she was writing a term paper.

Thank you, again.

Dennis Sinclair, Medford, Oregon

Information on Junction City Railroad?

My Great Grandfather(s) started or had a great deal to do with what I believe was the Junction City-Norton Railroad. It could be called the Norton to Junction City railroad. It was a wooden rail system primarily used for logging. Earl Kelly and Benny (Urias or Benton) Holmes were their names. I have little other information other than a booklet my Great Uncle Earl Kelly (son of the former Kelly) wrote several years ago. Unfortunately I cannot put my hands on it right at the moment. I believe it was built in the 1880's or 1890's.

I was browsing your web site and could not find this particular information on the lists. Have you heard of and do you have any further information regarding this railroad?

Thank you for your response,

James P. Holmes, jamncabs@open.org

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

From The Wire

4449 Trips in 2000

The Proposed Schedule for two one day trips to Wishram in June are Canceled.

short history of each road and pictures of the dining cars, and the engines which pulled them. Great Northern, Northern Pacific, Southern Pacific, and Union Pacific are well covered as are the Milwaukee and Western Pacific, plus all your favorite eastern, southern, midwestern, and Canadian roads. Recipes cover New England Cooking, Southern Cooking, Italian, German, Texan&Mexican. Warning - I gained five pounds while reading the book! - by Wayne Halling

The two day Stampede Pass trip scheduled for the Second Weekend of June 2000 has been postponed until sometime in October. The postponement is do to a lack of equipment and hotel accommodations this June.

The BNSF has contracted with us to operate employee specials during the first two weeks of July

The web site at <http://www.4449.com> will be updated as soon as more information is available.

- from Larry Miller, Friends of the 4449 web site editor.

News from the W & P / P & W

With regard to the problem of maintaining the line from Corvallis to Dawson, Bob Melbo states: "Willamette & Pacific has made some headway toward resolving track deterioration south of Corvallis that is jeopardizing continued rail service to shippers in southern Benton County. Since my last report to you Union Pacific has agreed to increase the switch charge it pays W&P for handling lumber from Hull-Oakes. Based on last year's lumber volume, this would generate about \$10,000 of \$100,000 in additional annual revenue W&P has identified as necessary to sustain ordinary annual maintenance estimated at \$4,000 per mile for 25 miles. Other revenue building methods under consideration include increasing the rate on woodchips moving between Dawson and Toledo, and adding a surcharge to commodities other than forest products that originate or terminate on the line. Hull-Oakes has agreed to make an immediate donation of 250 untreated nine-foot ties to be produced at the Dawson mill, with more to come later. And the Eugene office of Congressman Peter DeFazio is exploring ways to divert to the Lower West Side \$200,000 earmarked for Cottage Grove by the Transportation Equity Act for the 21st Century (TEA-21) that has been turned down by the intended recipient. While helpful, \$200,000 would triage the Bailey District for only another year or two of service and would not be a substitute for a \$1,112,000 TEA-21 enhancement program project we proposed last year that would have installed 19,000 ties over 19 miles and insured service for 10 years. In this regard it's important to understand there are two fundamental problems on the Lower West Side. The first is that the line must produce enough revenue each year to sustain normal maintenance it requires. We think this equates to around \$4,000 per mile for normal tie attrition and other wear and tear. The second problem is finding sufficient money to overcome the huge deferred maintenance deficit that has built up over the years. Once this deficit is retired the on-going earnings (problem #1) should be sufficient to keep the line's condition constant. Although Oregon's Transportation Plan includes a goal of perpetuating the state's low-density rail lines, the Transportation Commission evidently overlooked that fact when recently awarding TEA-21 Transportation Enhancement Program funds. It was under this program that W&P, allied with the Rail Division of ODOT (as sponsor), made application for the \$1.1 million tie program. In reality it was a request for \$865,000 in federal funds as W&P was prepared to fund 22.2 percent of the cost. Incredibly, the commission instead pledged \$1.2 million to buy the 61-mile Idaho Northern & Pacific Railroad between Elgin and Joseph. IN&P applied for abandonment in 1994 and ran its last trains in 1995. The money is intended for the Oregon Parks and Recreation Department to acquire the line for a scenic trail. But the parks department asked for \$1.77 million and a

spokesman now says it may not be able to afford to buy the line with just \$1.2 million because the total project price tag was a tad over \$2.5 million. I don't begrudge creation of scenic trails but I think the Oregon Transportation Commission's first order of responsibility is to the transportation infrastructure, a concept that ordinarily doesn't include trails. It appears the state is willing to spend money to buy abandoned rail lines but isn't willing to allocate money to prevent them from becoming abandoned. I think this is Poor Public Policy."

On a system basis (W&P and Portland & Western) traffic has continued to remain soft through February 21, a trend that began in January. A closer examination of February traffic levels through the 20th shows that lumber shipments are on target. Lackluster traffic to/from W&P's two largest customers, Georgia-Pacific and Cascade Steel Rolling Mills, respectively, seems to be at fault. A cut back in production by Georgia-Pacific at Toledo has been costing the railroad four to five cars daily all month and indications are it will continue into March. Cascade's inbound scrap and outbound finished products are off target as well.

Last issue mentioned that Willamette Pacific, a produce shipper unrelated to W&P, had ordered a mechanical refrigerator car for onion loading at Hopmere. Although we obtained a car from BNSF and spotted it, the customer's deal already had fallen through due to market conditions in the East.

The week of March 13th tie contractor Condon Brothers will initiate installation of 10,350 ties between Philomath and the golf course trestle in North Albany at the rate of 1,000 per day. Following completion on this section of W&P, Condon will move to P&W and install 5,000 ties between Banks and Bowers Jct. After that, there's 13,000 ties scheduled to go in between Scappoose and Port Westward on the Astoria Line.

Early Friday afternoon, February 18th, the McMinnville Hauler, powered by four locomotives, derailed two empty rail-carrying flats on the east leg of the St. Joseph wye while shoving a large and heavy cut of cars up the tail track. The rail carriers are part of a small fleet of such cars used to convey Japanese rail from the Port of Portland to the Holland Co. welding plant at V&S Jct. The incident serves to remind that rail carriers, which range in length from 88 to 94 feet, are notoriously poor performers when empty and subjected to high buff forces on sharp curves. High buff forces can be generated in switching moves, as was the case at St. Joseph, as well as descending heavy grades such as Rex Hill. The more of these cars there are, the greater the risk when subjected to a hard squeeze, as long shank couplers worsen lateral forces that can overturn rail or cause wheels to climb. The same phenomenon can occur when a rail carrier is coupled to an inordinately short car, such as a 42-foot scrap gon. Bob Melbo called for employees to review special instructions for handling this type of equipment since they will be shuttling large numbers of these long cars back and forth between Portland and V&S Jct. over the next several months.

Willamette & Pacific suffered two main track derailments February 29" that resulted in service interruptions on the districts involved. The first

derailment involved two loads of woodchips and one load of lumber, at Milepost 681.9 on the West Side District, between Greenberry and Dry Creek. The Corvallis Local was returning from Hull-Oakes Lumber Company when the rail gauge spread due to defective ties allowing the last cars of the train to drop down on one side and roll out the rail. A couple of hours later a broken rail derailed the rear four cars of the Willamina Turn at Milepost 733.5 west of Whiteson. All were carrying lumber and one of them lost its load. The schedule for daily service on the Willamina District necessitated clearing that derailment first. Service was suspended on March 1st for rerailling and track repair, and regular train service, although running late, resumed March 2nd. Two of the three derailed West Side District cars were rerailed March 3, but the third car, a load of wood chips, required the use of Union Pacific's Portland-based hirail crane. Although scheduled for March 6th, a UP mishap in Albina yard postponed arrival of the crane until March 7th and service to the Lower West Side was restored that evening. Meanwhile, the Port of Tillamook Bay Railroad suffered a derailment Sunday afternoon, March 5th, just east of Batterson and about 50 miles west of Banks. Nine cars of a 30-car train derailed and three empty centerbeam flat cars were reported lying on their side. POTB requested assistance from Portland & Western to switch Banks Lumber at Banks because POTB motive power was tied up west of the wreck.

The February 29th derailment on the Lower West Side was the third such incident there this year, underscoring the gravity of the track deterioration problem. W&P, Hull-Oakes Lumber Co., and other shippers on the line have launched a campaign to obtain public funding to overcome the maintenance deficit. Local newspapers have run extensive news articles, the most recent being March 5 on page one of the combined Mid-Valley Sunday edition published by the Albany Democrat Herald and Corvallis Gazette Times. The Democrat Herald also has editorialized in favor of public investment to retain the railroad. The clamor being raised has caught the attention of a number of politicians. U.S. Congressman Peter DeFazio is attempting to reprogram \$210,000 of TEA-21 Transportation Enhancement Program funds for use in triaging the line. Inquiries have been received from the office of U.S. Senator Gordon Smith and State Representative Betsy Close. At this writing some consideration is being given to asking Oregon's Legislative Emergency Board, which meets again in April, to provide rehabilitation money through the existing State Rail Rehabilitation Fund that authorizes using general funds for "rehabilitation or improvement of rail properties." This legislation has been on the books since 1987 but it has never received funding from the legislature. If the Lower West Side becomes the catalyst for state involvement in helping to maintain and improve local rail lines it will be a truly historic event and Oregon will join the ranks of a number of other states that already do so. You can help make history by writing your local state senator and representative asking them

to support Emergency Board action to authorize money to save this line.

During the evening of February 24th W&P's car repair track at Albany was burglarized by someone who used bolt cutters to remove padlocks on the office trailer and storage box car. Among items missing was a cordless electric drill. Sometime between Friday night, March 3rd, and Sunday afternoon, March 5th, Engine 1802 parked on the downtown wye at Corvallis was entered forcibly. Stolen were torpedoes, fuses and the locomotive's reverse lever.

Through March 6th MW Logistics has loaded 12 gondolas with concrete rubble from the demolition of the Trojan nuclear power plant near Rainier. Late last year the spur track at Trojan was reconfigured to handle this business, which is destined to Oak Ridge, Tennessee.

W&P and P&W will adopt the Fourth Edition of the General Code of Operating Rules early in April in concert with other western railroads. Accompanying the new rule book will be a reissued timetable and our own Air Brake and Train Handling Rules and Hazardous Materials Instructions. To help prepare for the adoption a study guide is being distributed at on-duty locations. Transportation Department supervisors will be in the field during the remainder of this month and through April to discuss the changes and answer questions prior to and after the effective date.

Of 30 grade crossing accidents that occurred during 1999 in Oregon, four of them, or 13.3 percent, happened on W&P/P&W. There were four fatality accidents statewide, one of which happened on P&W. Two of the four fatalities likely were suicides but, because they happened at public crossings, they were counted as crossing incidents and thus skew the statistics. There were eight private crossing accidents in 1999, one attributable to P&W. Nine railroad trespasser incidents resulted in five fatalities and three injuries during 1999 but none occurred on our lines.

P&W's application to ODOT-Rail to build an at grade spur track across U.S. 30 into Morse Bros.' Watters Quarry near St. Helens has been "served" on Region 1, the highway arm of ODOT having jurisdiction. Comments are due March 15th. P&W initially proposed a conveyor to move aggregates overhead to rail cars but ODOT's proposed economic terms were unacceptable.

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

Swap Meet Notice, Surrey, B.C.

South Surrey Railroad Celebration & Swap Meet **ADMISSION IS FREE!** On: Sunday, June 25, 2000 11:00 am to 5:30pm At: Art Knapp Plantland Nursery and Garden Railroad Shop, 4391 King George Hwy., Surrey, BC, Canada

There will be displays, demonstrations, art exhibits, several operating layouts, a swap meet, collectibles, model trains (all scales), clubs, museum displays, railroadiana, and anything else related to trains. The Greater Vancouver Garden Railway Club will be running a great assortment of

trains on their club layout at this location. There will be food and fun for the whole family.

Everyone is welcome to display, sell, or give demonstrations. Tables are \$5.00 each (Yes, that would be Canadian funds. That's almost free to our American friends.) and FREE for Clubs and organizations. Admission is FREE. All money raised by table fees will go to charity: JR fm Radio Basics for Babies. This is a real good cause that supplies basic needs for babies to those who can not afford them.

You can set up on Saturday or early on Sunday. To book a table call, fax, or e-mail.

Tel. (604) 596 2350 Fax. (604) 596 9240
E-mail: artknapp@artknapp.com

News from the Inland Empire Chapter

Jerry Fey, our new librarian, is working on a web page for the IE Chapter-NRHS.

April 29, 2000, is said to be the 100th anniversary of North Coast Limited, St. Paul to Seattle/Tacoma, Northern Pacific Railway.

Newport/Priest River ROTARY TRAIN RIDES
The Newport Wash./Priest River Idaho is working to have Newport, Wash., to Sandpoint, Idaho on Pend Oreille Valley Railroad again this year. Proposed dates are May 27 and 28 and July 1 and 2. Equipment is same as used on the North Pend Oreille Valley Lions excursions.

March 17, 2000 Membership Meeting Summary

With President George Hickock absent, Al Hall Vice President called the meeting to order at 7:40 p.m. New member Don Thieman introduced himself. Don spent 16 years rail fanning in Fairbanks Alaska and is very active with model railroading.

Arlen Sheldrake, Secretary, provided the March 9th Board meeting summary, including:

- o The arbitration hearing scheduled for March 1st was postponed due to the Arbitrator being ill and is now scheduled for April 19th at 9:30 a.m. Call George if you are interested in attending.

- o Bob Melbo, General Manager, W&P/P&W has asked the Chapter to not plan any excursions on his railroad for the year 2000 as he has too many other priorities.

- o The April Chapter meeting will be held on April 28th instead of April 21st.

- o Chapter Library: All interested Chapter members are urged to attend the March 25th 9:30 a.m. meeting in Room 1 of Union Station. We need to get organized to meet the requirements of our preservation grant.

- o Rolling Stock: Scott Bruce was given approval to purchase replacement diesel tanks for the 6200 and 6800 at a cost of up to \$175 per car. These tanks will be from wrecked trucks but will be in good condition and have gauge sensors which will eliminate "dip sticking". New propane tanks for the Mt. Hood have arrived. The Board approved Scott's plan to modify the Chapter caboose to store all excursion related items. This will enable the Chapter to take needed supplies along with excursions. Scott is also moving ahead with getting details of the needed RDC truck work.

- o NRHS, Gerald Schuler needs Committee Chair 1999 reports by March 17th for inclusion in the annual NRHS report.

Because the west end platform at the old Great Northern depot at Newport, Wash., is very narrow, the passenger cars have to be at that west end, which is the opposite of how the Lions trains are set up. This caused a voltage drop with the train sound systems last July; the cars are being rewired to avoid the problem.

North Pend Oreille Valley LIONS TRAIN RIDES: The North Pend Oreille Valley Lions have set the following dates, although they apparently are still negotiating with Pend Oreille Valley Railroad and train crews. Departures are 11:00, 13:00, 15:00 each date. Reservations from 509-442-3397, 12:00-18:00 for two weeks prior to each weekend.

Departure dates from Lions Depot at IONE, Wash.: June 17, 18, July 29, 30, Sept. 23, 24, 30, Oct. 1, 14, 15, 2000.

Departures from METALINE FALLS, Wash.: Sept. 2, 3, 2000.

There is usually an evening trip for Lions and guests from Ione north with a layover for dinner at the American Legion in Metaline Falls on the Friday night of Down River Days, which would be July 28 this year.

The no passenger rule is still in effect from Newport to Ione, but POVA has been awarded a grant to work on the Blueslide Tunnel.

Mike Denuty, Inland Empire Chapter, NRHS, Spokane

Chapter Banquet: Marilyn Edgar, Activities Chair, reported that a very successful banquet was held March 12th. Good food, good location, good facility, and good programs. Member Richard Carlson provided a movie showing before and after MAX light rail development covering a 18 year period. Bob Melbo, General Manager, W&P/P&W presented a program covering the history of his railroads and his view of their futures.

Marilyn also noted that Laurel Prager, member since 1987, attended and brought copies of her late husband Kenny's newly published book "That Reminds Me of Another Story: Stories of the SP&S Railway".

Rolling Stock: Scott Bruce reported that the Chapter Board will be touring the Chapter owned equipment tomorrow to get a better idea of the equipment condition. Last month's work party got rained out and will be rescheduled during dryer weather. One of the benefits of not running excursions this year is that it provides time to get our equipment repaired.

Programs: Trying to have a video for our April meeting showing our rolling stock so that all Chapter Members get to see what we own. Al Hall would appreciate any and all ideas for Chapter meeting programs. A member suggested showing some of Jack Holst's movies that are in the Chapter Library. Awards: Cora Jackson, member since 1971, was given a special appreciation award at the Chapter Banquet for her tireless efforts to provide us excellent meeting snacks. Gerald Schuler, the Jack Holst Memorial Award winner for 1999, thanked the membership for voting him the award. Jerry Webb, member since 1982 and Irving Ewen, member since 1967 provided some information about Jack Holst.

- probably a Charter member of this Chapter.
- recognized as a national authority on geared locomotives.

- very fond of the Shay locomotive at the World Forestry Center, Jack led a work party that almost got this locomotive running.
- took lots of still and 8mm pictures of logging railroads now in the Chapter Library.
- Tried to get a railroad established to run around Oaks Bottom.
- Took vacations to work and ride on railroads.
- Is honored for his years of lubricating the 700, 4449, and 3903 while they were stored in Oaks Park with a plaque in the 4449 cab.
- Irving and Jack attended Oregon State College together in the 1950s.
- Noel Nelson, member since 1971, wore to the Chapter meeting one of Jack's tee shirt creations with the lettering: Shay Racing Team.
- Jack died suddenly in his early 30s in 1972.

Safety Officer: Judy Hall is researching safety training opportunities for Chapter members and would like to know if anyone knows someone in Amtrak that could get their training program for a discounted rate.

Lewis & Clark Bi-Centennial: Al reported that the City of Portland will be celebrating for 4 years, 2003-2006, and there could be excursion opportunities to Astoria. This will be a big deal all along the Lewis & Clark trail drawing lots of visitors. Al is pursuing this opportunity.

Election: As previously announced Jeanne Collins and Bob Jackson were nominated for Board of Directors Vacancy. Bob Jackson was elected by written ballot.

Rich Carlson, NRHS Regional Vice President, reported that the United States Postal Service has a nice packet of 20 oversized postcards titled "Trains and Locomotives" for sale at \$5.95. Check your local post office or they are on sale at the main downtown site.

A member reported that the pedestrian bridge at Union Station is now open.

The meeting was adjourned at 8:55 for snacks and then the program video tape "Steam Across America" by Pentrex. Respectfully submitted by Arlen L. Sheldrake, Secretary.

Chapter Timetable #450 - April 2000

Monthly Board of Directors Meetings:

April 13, May 11, 7:30 pm. Rm 208, Union Station. (Usually Thursday evening of week prior to membership meeting.)

Monthly Membership Meetings:

April 28, May 19, 7:30 PM, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd. (Usually Third Friday Evening of every month.)

Chapter Library:

will be open April 22, 29, May 20, 27 from 1 to 4 pm. Committee Meeting on April 22, May 20.

Upcoming Membership Meeting Programs :

April : George Hickok is hoping to have completed a video tape tour of chapter materials so that members who have never before seen some of these items may do so. If this is not completed, we hope to have a representative from the state department of transportation present a program.



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

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Portland, Oregon 97209-3715

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Circ lation: Chuck Storz, (503) 289-4529

Mailing & Distribution: Maxine Rodabaugh (503) 253-4241

Janet Larson (503) 253-7436, Darel Mack (503) 723-3345

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.

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

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: 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
Bob Jackson (00,01) (503) 244-4440
Ted Ahlberg (00,01,02) (503) 579-2131
Chuck McGaffey (00,01,02) (503) 223-2227

NRHS Regional: Richard Carlson (503) 292-0975

Please Note Date Change

for the April Meeting. Due to Good Friday activities at our meeting location, the meeting date must be moved to April 28th.

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

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