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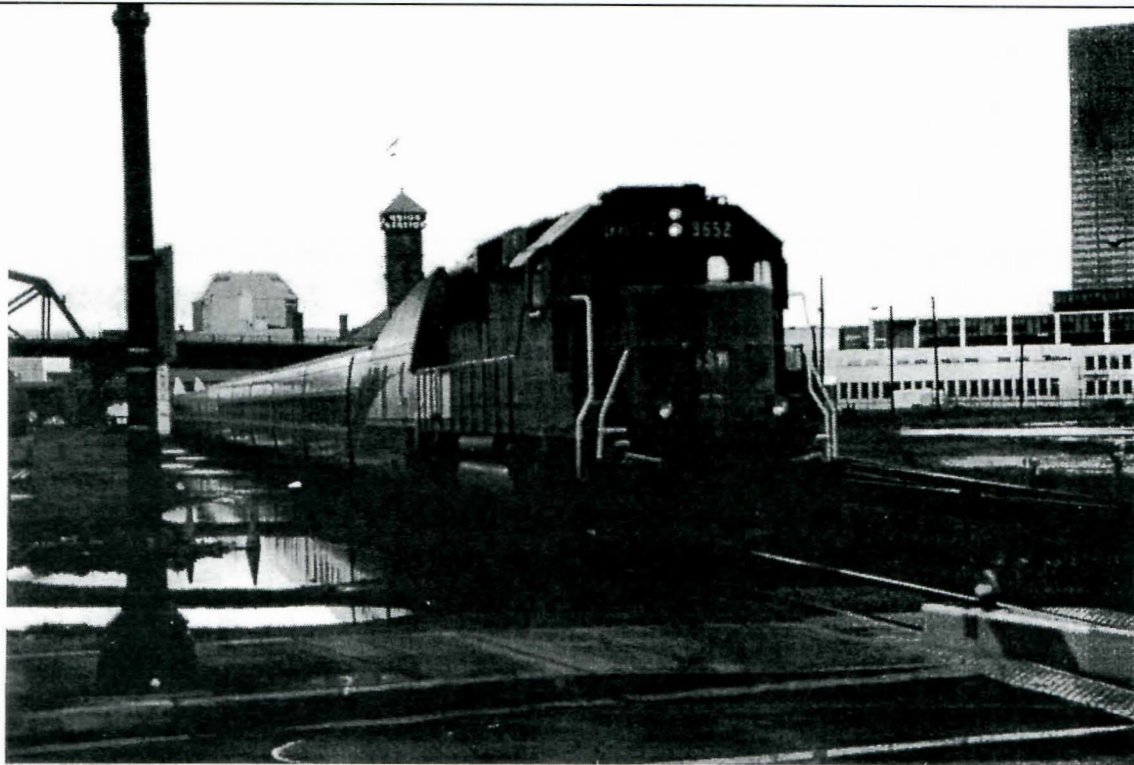
# Trainmaster

June  
2000

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



**Board of Directors Meetings: June 8, July 13, Room 208, Portland Union Station, 7:30 PM**  
**Membership Meetings, June 16, July 21, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd. 7:30 PM**



*What was that?* In April, 2000, member Arlen Sheldrake snapped this photo of an Amtrak Cascades Talgo train being led by Cotton Belt 9652.

## DAVENPORT RETURNS

By Arlen L. Sheldrake

On May 22nd the efforts of our President George Hickok and our attorney Harold Hickok paid off with the successful return of our Davenport locomotive.

Our effective Rolling Stock crew of Pete Rodabaugh, Scott Bruce and George Mickelson got the Davenport prepared by removing the running boards and the top beacon and then on May 22nd Gerlock/RoadOne and the Rolling Stock crew completed the move in almost exactly three hours.

## Mt. Hood goes to St. Helens

By Arlen L. Sheldrake

The Portland & Western Railroad was invited to participate in the grand opening celebration of the St. Helens - Scappoose Chamber of Commerce which is now housed in the refurbished Ex-BN, Ex-

The 20 ton two axle locomotive was wrenched up on Gerlock/RoadOne's heavy duty tilt trailer with temporary mining rails installed and then hauled 19 miles to the Chapter's storage location.

The Davenport is a diesel terminal locomotive that was used beginning in the 1940s at the Kellogg Terminal which was located just north of the Brooklyn yard in southeast Portland. With the assistance of an anonymous donation of \$3,000 the Chapter intends to return the locomotive to operating condition.

P&W depot next to the P&W mainline to Astoria in the city of St. Helens Oregon. Bob Melbo invited the Chapter to add the Mt. Hood to the equipment he planned to display. The Mt. Hood is the Chapter's 50 year old lounge/sleeper built for SP&S by Pullman Standard and is painted in the original

Empire Builder SP&S livery. On May 4th P&W moved Bruce Carswell's beautifully restored 1960 Great Northern RR caboose and the Mt. Hood to the spur track next to the depot. Late on May 5th the freshly washed P&W locomotive Tigard (the St. Helens was busy elsewhere) joined the consist. The Chamber's grand opening was May 5th for invited guests and May 6th for the public. It is believed that the depot was originally built in 1890 and now has a new lease on life as the Chamber's offices. The Chamber's grand opening was highly successful and the equipment sitting right next to busy Highway 30 seemed a draw. Thanks to Chapter members Judy Hall, Rick Banton, and Arlen Sheldrake for staffing the static display and thanks to Shawna Sykes, Executive Director, St. Helens-Scappoose Chamber of Commerce and her friendly staff for their great hospitality. Thanks also to Allison Anderson, Market Analyst for Portland &

Western for the fun we had during the 8+ hour opening. Thanks also to Jim Davis and Ron Peterson for stopping by during their car restoration "lunch break".

Stop in to see the building while you're in the area and pick up some of the great information on the areas attractions..

## Model Railroad Developers

The St. Helens-Scappoose Chamber of Commerce has recently celebrated the renovation of the St. Helens ex-BN, ex - P&W depot which is also their office. Shawna Sykes, Executive Director, is interested in working with model railroaders to develop either an operational or static display for inside the depot. If you are interested in helping Shawna, please call her at (503) 397-0685.

## Chapter Strikes Back

On April 29th Scott Bruce, Rolling Stock Chair, organized a work party of Chapter members to paint out graffiti on our cars stored in Beaverton. Two hours and 21 spray paint cans later, all graffiti on our equipment, the W&P Sherwood locomotive, and the tender belonging to a steam

locomotive group had been covered. Thanks to the following Chapter members: Scott Bruce, Arlen Sheldrake, Rick Banton, Dave Van Sickle, Chuck McGaffey, Tom Muckle, Judy Hall and Rich Reiner. Members Ron McCoy and Mike Hilsenberg dropped by and shot some video of the Santa Ynez departing for St. Helens.

## Classic Trains, Spring 2000, Volume 1, Number 1

For those rail fans that want a magazine devoted to the *Golden Years of Railroading* Kalmbach Publishing, publisher of the *Trains* Magazine, is filling this niche. *Classic Trains* is a quarterly publication with a subscription price of \$19.95. My first issue, compliments of Santa, arrived January 13th. 106 pages filled with 11 main articles and lots of good quality pictures. It looks

like the editors of *Trains* magazine have another winner which complements, but doesn't replace, their classic original.

More information: [www.classictrainsmag.com](http://www.classictrainsmag.com)

By Arlen L. Sheldrake

Member, PNWC-NRHS

## Mailbag

### POTB Witcomb 80-ton Locomotive?

I am looking for information regarding a picture in Jesse Burkhardt's Oregon Branchline Railroads book. The photo, which appeared on page 51, shows a Whitcomb 80-tonner, and carries a caption identifying it as being at the Tillamook Industrial Park in 1969.

I have no record of that locomotive being there,

though the Port did have a 44-ton Whitcomb at that same time. The Photo is credited to Walt Grande, so there goes asking him. Does anybody out there know anything more, or know how I can contact the estate of Mr. Grande?

Jody Moore [pacificcoastshay@yahoo.com](mailto:pacificcoastshay@yahoo.com)

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

## Railroad Books Nobody Reads: *The Maine Two Footers*

[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.]

*The Maine Two Footers*, The two-foot gauge railroads of Maine. This excellent book illustrates a classic problem in our library. Our shelves are choked with books which have nothing to do with the Pacific Northwest. We have been told not to accept any additional books, films, etc. for lack of

space. Right now we are holding back ten excellent video tapes donated by Orin & Karyl Knee including the Pentrex tapes of the steam and diesel trains which have come to our national conventions. As soon as we can find shelf space these video tapes will be available to you. (A complete list will be available in a future review.) Thank you again, Orin and Karyl.

Gerald Schuler, our National Director has a possible solution to our book overload. He says the

NRHS library will redistribute books to other chapter libraries. Do we have funds available to

ship books, a few at a time, to the National Office in Philadelphia?

## From The Wire



### Chehalis-Centralia Completes Flue Work

Thanks to the volunteer labor and hard work of CCRA members and non-members including the Lewis County Jail inmates, the flue work on Chehalis-Centralia Railroad Association's #15 has been completed. As a result, the steam locomotive is now ready for the 2000 season and for many years to come. A total of 3,221 volunteer hours went into the work at a cost of just under \$12,000. Many people, some as far away as North Carolina, donated to the flue fund.

- from the May, 2000 issue of *Makin' Tracks*, newsletter of the CCRA.

### Idaho Trail Makes Progress

In December of 1999, Idaho Governor Dirk Kempthorne signed an agreement clearing a major hurdle for development of a 72 mile trail, Plummer - Wallace ( ex-Union Pacific ) and Wallace - Mullan (ex- Northern Pacific). The consent decree, signed with the Coeur d'Alene Tribe, Environmental Protection Agency and the UP, provides for cleanup of contaminated materials ( the results of years of mining in the Silver Valley and spilled along the railroad right of way) and development of the trail. Under the \$25 million settlement, UP will deal with contaminated materials and rehabilitate the right of way. UP will pay the state's maintenance costs, and the state and Tribe will work out a co-management plan. The settlement also sets aside funding to provide security and privacy measures for adjacent landowners. Pending final approvals by courts and the Tribe, work on the trail could begin by late spring.

One side issue is how to preserve the Lake Chatcolet swing bridge -- which apparently would be the responsibility of the Tribe. The bridge is not on the National Register of Historic Places, but could easily qualify.

- from the March-April *Sidetrack*, newsletter of the Inland Empire Railway Historical Society, NRHS chapter, Spokane, Washington.

**Northwest Railway Museum replaced a crossing** in the City of North Bend in March. The Bendigo Boulevard crossing ( also State Route 202 at that location ) is the busiest crossing on the Snoqualmie Valley Railroad, with around 24,000 vehicles a day. Because no other streets in the area could handle that much traffic, and the crossing needed to be closed for 3 days, some fairly extensive traffic re-routes were caused. This included moving large commercial vehicles to the next exit on Interstate 90 using Washington State DOT's variable message signs. Some Metro bus stops were closed and buses rerouted. Police and fire departments developed alternate emergency routes. People from the museum notified all of the local residences and businesses in person before the closure took place.

Advance planning with the city and state DOT helped a great deal. The city contributed \$6,700 to project costs, traffic control sign placement, and street sweeping after construction was complete, and waived all permit fees. WSDOT prepared the final traffic control plan, donated the concrete crossing tubs ( value about \$10,000 ), loaned the signs on the I-90, and contributed \$2,500 toward construction costs. The museum provided the rail, funded the balance of the costs, and administered the project, including all construction management and supervision.

Railroad Emergency Services of Kent was the contractor on the project. The total time spent on the replacement was 5 days. Two days were spent welding rail segments together and assembling materials, and three days removing the old crossing and installing the new rails and materials.

The value of the new concrete, continuously-welded rail crossing and geotextile fabric barrier is probably around \$40,000. It is expected that the new crossing will last around 30 years.

- from the April , 2000 *The Sounder*, newsletter of the Northwest Railway Museum, Snoqualmie, Washington.

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## BOARD OF DIRECTORS MEETING ATLANTA, GEORGIA APRIL 15 - 16, 2000

The meeting was opened by President Greg Molloy, followed by the Invocation given by Rev. Howard Walker. Then Bruce Hodges, Secretary,

named the persons who were serving as alternate delegates, and also the newly elected National Directors. A motion was passed that the new

Directors be seated on the Board. Greg asked those who were attending their first Board meeting to stand and be recognized. Then he explained that at the last meeting there were two Regions with vacancies in the Regional Vice President position, and replacements were to be nominated at this meeting. He reported that the Coastal Plain region has not named a nominee, but the Metropolitan Region has named Walter Zoleck to serve. He was elected to the Board. Bruce Hodges called for approval of the minutes of the Fall meeting in Scranton. The motion was carried.

Greg Molloy thanked the Atlanta Chapter for hosting this meeting, and arranging for the events and Hotel accommodations. He continued by explaining the officers had a meeting in the fall to discuss the priorities of the Society. In preparing for that meeting, he noticed there was no single list of the many projects we are working on. Consequently, Greg referred to the Budget, and staffing list, and compiled a list of everything the Society is doing. To his surprise, he ended up with an eight page list with 76 different positions, projects, and business areas we work on. Many of the items were summarized with one line which is not realistic considering the work involved, for example, Conventions. Obviously we have a lot of things under way that is hard to recognize the amount of work involved. Greg gave credit to the many volunteers who are faithfully working and maintaining these projects. We need to recognize the manpower needed to implement the new ideas. We need to look at the list to determine if they all need to continue to be there. He presently has no master plan to deal with all of them, but he is considering it. We do have some priorities requiring attention, ie staffing of the Bulletin is a major issue. Our financial situation is changing for the better. Thanks to sound fiscal management, and some very generous bequests. We are continuing to take steps to maintain this financial situation. Some projects are being targeted for early satisfactory completion. That is the theme now. Having completed his report, Greg moved on to the Officer and committee reports.

Larry Eastwood mentioned a retired National Park Service employee who is working with Amtrak on the historic and scenic "Trails and Rails" on train narration projects. At this time they are working on the Amtrak Adirondack and hope to expand to some other routes. More information will be available later. Frank Tatnall thanked Lynn Burshtin and Larry for their work in the Philadelphia office to get out the various meeting and other notices. He

mentioned deadlines for future publications so members will be informed in time. Bill Cude reported 1999 was a banner year for new Chapters. He expected there would be another application presented at the summer meeting. The Nominating Committee reported that they are working on having names to submit to the Fall Board meeting. Bob Heavenrich, Comptroller explained the financial report that had been distributed to the delegates. About 80% of the budgeted amount for dues have been received. There appears to be no problems in dues received due to the 1996 increase. Donations have been received at a greater than expected amount. Jim Lilly, Website Director, asked for a show of hands that about 2/3 of those present have been on the internet. Many of those had not been to the website. He encouraged them to do so. It also promotes each Chapter that has a page on the website. We are starting to provide more services for the Chapters on the website. By popular request we now have the entire film and video library listings on the website. They can be ordered by printing out the order form and requesting specific titles. He is encouraging greater participation among the Chapters through the websites by listing their activities. Applications for Associate Membership can also be completed and submitted via the web. Jack Salt, Grant Director, announced that the size of the Grant Review Board has been increased from 6 to 9 members in order to maintain the highest ethical standards. So far this year we have received a total of 95 applications, with a budget of \$24,000. Consequently the review board will have a big job to make the decisions. A total of 35 Chapters have received Grants. He encouraged Chapters to make donations to the Grant program. Richard Shulby reported a manual for the Historic Structures program is still being developed. He thanked 35-40 delegates who responded in the Roundhouse Survey. A list of them will be prepared sometime in the future. Martin Swan, Director, Emblem Sales, reported a new supply of jackets has been ordered. He urged delegates to check the website for up to date information on items available. Frank Tatnall, Bulletin Editor, reported that issue #1 will have an article on the 100th Anniversary of the Casey Jones accident, and #2 will have a comprehensive article on the Milwaukie Road electrification. #3 as usual will be the Chapter Activities issue. The joint mailing of the Bulletin and NRHS News is working out well. Last year the Bulletin publication was under budget, and he was hopeful to repeat that. Mike Trzeciak gave his brief Audit report. The final report will be

made at the summer meeting. Lynn Burshtin, Office Manager, reported on activities and supplies available in the Headquarters office.

The Regional Vice Presidents report, given by Tom Moss, mentioned possible future changes in their programs, and urged greater member involvement. Greg Molloy mentioned the Operation Lifesaver program. NRHS has been a strong supporter of this program. He mentioned a department store teen-age fashion catalog his family had received in the mail with some pictures of models advertising clothes while standing on a main line RR track. He called an Operation Lifesaver member who coincidentally had also received the same catalog, and was writing a letter of complaint to the store advertising department. Greg urged members to be alert for safety violations of that type. Larry Eastwood reported there will be two sessions of Rail Camp. The first will be the basic course, and the second an intermediate session for those who have already taken the basic course. Registration for the basic course is now filled. A lottery drawing will be used to select campers for the intermediate session. Larry then mentioned the Headquarters Search Committee project. The present lease is good for two more years, and can be extended at that time. The present attitude is that the HQ space is adequate, and there is no need to search for additional space at this time.

Under old business, John Fiorilla reported on the Alcoa Historic Pictures project. Due to lack of cooperation from the Chapter and attorneys involved, the project is at a stand-still. John read a strong letter he had written to the Chapter attorney last November. No reply has been received. Under new business, Joe Heffron reported on selection of a new CPA firm that has done much work for non profit organizations. They had submitted a formal bid. Motion was passed to use this firm.

Report on the Sacramento Convention was given by Judy Calvert and the Chapter Chairman. He thanked NRHS members for supporting the Convention. Over 1100 members of NRHS registered, and total registration was over 1300. Over 2000 persons attended one or more of the

events. That was the exact prediction made five years ago. Over 100 members of both organizations were directly involved with making the Convention happen. Some of the important lessons learned from hosting the Convention were: 1. Insist on detailed budget items. 2. Keep on top of outside organizations preparations, like Hotel set up of meeting rooms. Never assume your wishes are understood. 3. Be very diligent in publishing all terms and conditions. We had six Hotels with four different cut off dates. 4. Keep your reservation system simple, be able to accept changes, and certainly computerize. 5. Try hard to not schedule main line events on the same day as long main line excursions.

Then Judy introduced Joe Williams to tell about preparations for the 2000 Convention in Stamford, CT. Reservations are coming in, but there is still space left for most events. He stated that coming by personal cars would be a hindrance. Some problems in setting up excursions have been resolved. They now have a website, and are working at getting a separate phone line. Hotel reservations can only be made by using the official envelope. He urged using the convention Hotel. Confirmation will be made of requested tours and Hotel accommodations. Next Judy introduced a delegate from the Grand Canyon Chapter. He made a bid for the 2002 Convention in early October of that year. The Board accepted their offer, and will adjust timing of the other Board meetings accordingly.

Greg asked for any announcements from the group. Bob Pinsky mentioned an incident involving one Chapter that had a problem with mailing of their Newsletters. Postal regulations do not permit advertising or promotional material to be included in non-profit organization mailings. The Chapter did ultimately correct the problem. The 2000 member discount program will be mailed out with Bulletin #2. This was followed by the closing Benediction and adjournment

Gerald A. Schuler, National Director

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**PNWC - NRHS  
April 28, 2000 - Membership Meeting  
Summary**

The meeting was called to order by President George Hickok at 7:35 p.m.

George welcomed all members to the special meeting which was moved from April 21st due to

the conflict with Good Friday activities as outlined in the special membership mailing.

George introduced special guests Jim Davis and Ron Peterson. Jim outlined his plans for the rail car Mission Santa Ynez if his proposed purchase from the Chapter for \$4,000 is approved. Ron, Chapter member since 1999, is working with Jim as a volunteer to help with the restoration. Their plans

call for a period restoration as close to the original as possible. The car would be moved to indoor storage at St. Helens for work. The car will retain the current friction bearing trucks which will mean that it will remain on P&W / W&P tracks when in use. Car will be repainted to Pullman green and re-lettered to Mission Santa Ynez. Wood window frames and glass will not be replaced as Ron believes that FRA regulations exempt private and historical rail cars from this regulation. Jim is currently restoring a similar car the Joe Villa which will be completed in about two years, then they will start a 12 to 18 month restoration project on the Santa Ynez. Arrangements for visiting the Port of St. Helens work site can be arranged. Jim and Ron said that their first priority was to get the car to St. Helens, out of the weather, clean it out, and inventory what it has and hasn't. Members thanked Jim and Ron for their presentation and responses to member questions with a round of applause. George indicated that later in the evening he would show a recent video of Santa Ynez and other rolling stock and that after the video we would consider taking action on the proposed sale.

Treasurers Report: Rick Banton reported that our current balances are: checking account \$20,416.44; Columbia Funds \$91,411.07.

Chapter Library: George reviewed the 3 recommendations from the Library Committee that the Board recommended for Membership approval:

- 1) Implement a log for Room 1 and require that members entering the room record their entry and purpose for entry.

- 2) NRHS Library Grant: Admit that we are unable to complete the requirements of this 1997 NRHS grant and return the money with accrued interest to NRHS. The Chapter should do an "after action review" on this Grant to help with future grant requests.

- 3) Implement an immediate moratorium on accepting materials for the Chapter Library until acceptance criteria is established; with the exception of materials currently listed in member wills/estates. The Chapter needs a clear set of criteria (filter) to determine what materials are to be accepted and someone to implement the criteria (filter). After discussion Ed Ackerman moved and Ted Alhberg seconded a motion to approve these three Board recommended items. Motion passed unanimously. Gerald Schuler, our Chapter National Director, reported that NRHS currently has 95 applications with a total of \$34,000 available for award. Thirty five chapters have received grants

over the years. Also noted was the Chapter's need for metal blue print files for map storage.

NRHS Rail Camp: George has finally received the names of the Oregon youth who attended last years Rail Camp and he will contact each of them to see if one or more can attend a membership meeting and review their experiences.

Mt. Hood: George received an urgent request from Bob Melbo, W&P, for the use of the Mt. Hood rail car in the City of St. Helens as they celebrate May 5-6 the dedication of their renovated depot. The car will be moving sometime before May 5th and volunteers are needed to clean it up and staff it while in St. Helens. A member asked if the Chapter was completing an annual inventory.

Arbitration: One day before the scheduled April 19th arbitration hearing a proposed settlement was reached with Dick Samuels on the return of the Davenport locomotive. The details are:

- 1) The Chapter will provide Mr. Samuels with clear title to the Corno Caboose within 45 days. The caboose was traded to Mr. Samuels for the Davenport.

- 2) The Chapter will bring a lowboy to Mr. Samuels property within 45 days. Mr. Samuels will load the locomotive onto the lowboy.

- 3) Any fees refunded by the arbitrator will be split 50 - 50 between the two parties.

- 4) The Chapter will provide ten days notice to Mr. Samuels before bringing the lowboy to his property. Scott Bruce moved, Ed Ackerman seconded a motion to approve the settlement as proposed. Motion unanimously approved.

George thanked the membership for their restraint during this difficult process to resolve this problem. George will pursue getting back to a normal relationship with Mr. Samuels. George is also developing a plan for where to store the locomotive and also noted that a anonymous donor has contributed \$3,000 to help in the restoration effort. Funds to help with the move cost are also being solicited.

Speeder Restoration: Darel Mack reported that the Chapters speeder radiator has been fixed and that he has rebuilt the front end. Darel brought pictures of the fine restoration and noted that an authentic storage shed is planned for the speeder in Canby.

Rolling Stock: Scott Bruce, Rolling Stock Chair, is organizing a painting work party for April 29th to cover the graffiti on our cars stored at Hoodys and Willamette Industries.

New Members: Maxine Rodabaugh, Membership Chair, welcomed attending new

members David Newland, Carey Rogers, and Mike Oxboro.

Membership Directory: A member asked when the Chapter would be again distributing a membership directory, another member asked if the directory would contain e-mail addresses. The Secretary has taken on the project to publish a directory with the goal of having the directory mailed to members during the month of May. The directory will not contain e-mail addresses since our current roster software will not accommodate this added field nor have we solicited this data from the members. Ron Peterson suggested that he would be happy to distribute member e-mail addresses to all members who send him (highiron@ordata.com) their e-mail address. A long term Chapter project is to put the membership roster and mailing list on a single data base such as Access which will easily accommodate the addition of new data items and expanded report requirements.

Following the snack break George presented the rail car video that he took under very adverse conditions, it was very difficult to get adequate interior lighting. The members very much appreciated the video and George's efforts to give them a virtual tour.

Santa Ynez: Ed Ackerman moved and Darel Mack seconded a motion to approve the sale of the Santa Ynez as is, here is, to Jim Davis for \$4,000. Motion unanimously approved.

The program for next month will be on the Oregon Electric.

Meeting was adjourned at 10:05 p.m.

Respectfully submitted by Arlen L. Sheldrake, Secretary.

#### **Chapter Timetable #451 - May 2000**

##### **Monthly Board of Directors Meetings:**

June 8, July 13, 7:30 pm. Rm 208, Union Station. (Usually Thursday evening of week prior to membership meeting.)

##### **Monthly Membership Meetings:**

June 16, July 21, 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 June 17, 24, July 22,29 from 1 to 4 pm. Committee Meeting on April 22, May 20.

#### **Upcoming Membership Meeting Programs :**

**June:** Roger White presents a spectacular trip on the BC Rail.



### **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**

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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. , , Typed or word-processed material is preferred for legibility.

The June 2000 issue of *The Trainmaster* is mailed to 280 members of the Pacific Northwest Chapter, National Railway Historical Society. Another 100 or so complimentary issues are mailed to other Chapters and others. - Arlen L. Sheldrake, Secretary

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:** Al Hall (503) 699-5042  
Janet Larson (503) 253-7436  
**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 Shel Drake (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 Vice President:**  
**Richard Carlson, (503) 292-0975**

Has the Trainmaster been any easier for anyone to read these past few months? This is because the kind people over at Northwest Rail Electric (a local company that manufactures electrical equipment for the railroad industry) have donated access to a laser printer for the printing of the original copy before the process of making the printing press plates is done. Since our printing press plates are made using a photographic process, the better the original looks, the better the results look when you receive them.

**HELP!!!!!! – The current Trainmaster editor will be out of town from July 10<sup>th</sup> to September 15<sup>th</sup>. Therefore, someone needs to see to getting the August and September issues of the Trainmaster out.**

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

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