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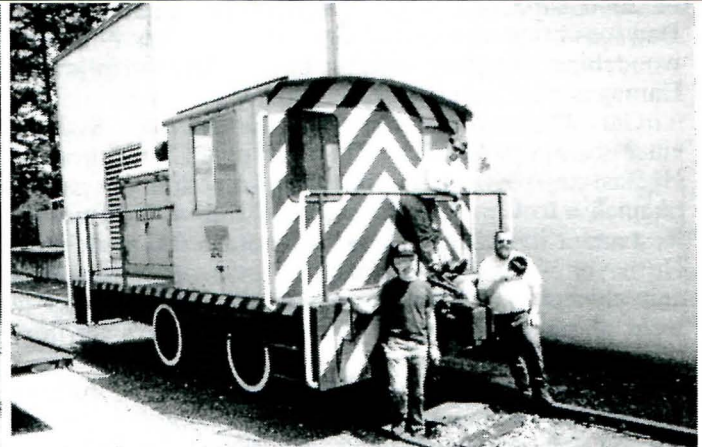
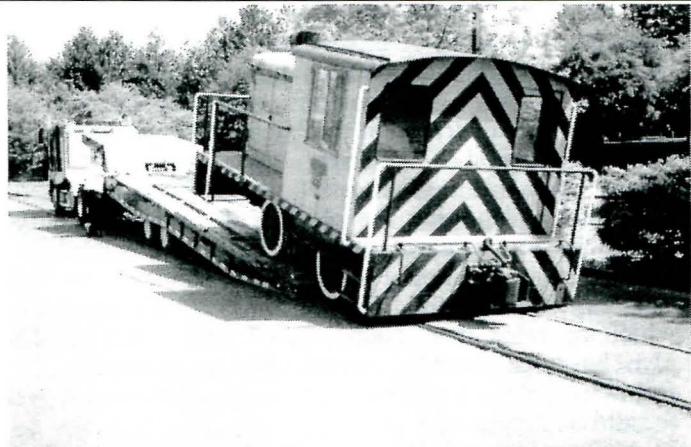
Trainmaster

July
2000

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



Board of Directors Meetings: July 13, Aug 10, Room 208, Portland Union Station, 7:30 PM
Membership Meetings, July 21, Aug 18, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd. 7:30 PM



The Chapter's Davenport switcher was unloaded at our storage location on the Portland & Western, May 22, 2000. After the unloading, rolling stock crew members Pete Rodabaugh, Scott Bruce, and George Mickelson, who managed the move, pose on the front of the locomotive. Photos by Arlen Sheldrake.

Please Arrive at or before 7:30 at our meetings

For building security purposes please arrive for membership meetings at or before 7:30 p.m. if you want to use the parking lot entrance. If you arrive after 7:30 the parking lot entrance will be locked and you will need to enter the building using the basement door on the West side of the building.

4449 Article

The lead article for the August 2000 issue of Railfan & Railroad is titled "Traveling with the 4449". This 8 page article with lots of pictures gives a good history of the 4449 including our Chapters involvement with the engine. The article also, as have other articles, outlines the problems associated with operating and maintaining a large steam locomotive. Although the car ownership is not credited the article's author traveled to Sacramento in a rail car named the Mt. Hood. The article is worth a read. Arlen L. Sheldrake

HELP WANTED

Your Chapter Library / Archive needs your help. We are looking for volunteers to spend some time in our Library/Archive to properly catalog and store our many, many valuable historical materials.

If you have some time and an interest in preserving Pacific Northwest railroad history, come to our organizational meeting July 22nd, 10:00 a.m. to noon, room 208, Union Station. For more information contact Ralph Johnson, 503-654-1930.

From The Wire



News from the P&W / W&P

At its April 28th meeting in Salem the Oregon Legislative Emergency Board (the "E-Board") did approve a grant of \$250,000 for rehabilitation work on 25 miles of W&P running south from Corvallis. to Monroe and between Alpine Jct. and Dawson. A second grant for the same amount also was approved for rehab work on the Albany & Eastern between Lebanon and Mill City. Before we spend any public money on the Lower West Side W&P/P&W would like to know that

it's not going to be wasted by merely postponing the line's inevitable demise. The grant is most generous and helpful and is enough to purchase and install roughly 5,000 new ties or 7,100 second-hand ties against a need for 29,500 ties. W&P/P&W estimate spending the state's money this summer only will-keep the line going through the end of 2001. By then, however, enough more ties will have worn out to put them into much the same situation they face now. It is not dissimilar to living under a very leaky roof and fixing only a quarter of the leaks. That won't get you a dry house. They could easily spend the entire \$250,000 between Alpine Jct. and Dawson where conditions are generally worse, but there

are places between Corvallis and Alpine Jct. that are just as bad. On the other hand, installing 29,500 ties (an average of 1,100 per mile for the 25 miles) would guarantee service for another decade. We are currently working with the state and federal government and shippers to try and identify sources of repair money beyond the Oregon grant and growth in traffic that will justify keeping the line open.

Meanwhile, the Lower West Side's fourth derailment of 2000 happened May 18'h between Alpine Jct. and Dawson when the rail gauge spread under a load of woodchips, derailing it and a load of lumber following. Damages were minor.

Gary Dallman, conductor on the Corvallis Switcher since startup of W&P in 1993, has opted for retirement. His last day was Friday, May 26th. A retirement party is planned 6 to 9 p.m. Tuesday, June 13th at the Buzzsaw Restaurant in Albany. Gary was a masterful switchman. He never wasted movement (his own or the engine's) and always was thinking several moves ahead as he went about his duties in the Corvallis job's territory. Good luck, Gary!

Tie contractor Condon Brothers has finished up installation of approximately 15,000 new ties on the Astoria District, essentially completing W&P/P&W's capital tie programs for 2000. Of course, any project ultimately done with public funds on the Lower West Side will be an additional capital expenditure. Several thousand new ties have yet to be installed by our forces on a "spot" replacement basis throughout our system. These are budgeted as part of ordinary maintenance.

Some brazen burglars hit the Albany locomotive shop and the car repair track early on the morning of April 23rd, taking radios, tools, and computer equipment valued at more than \$20,000. They also did a lot of damage. Entry to the locomotive shop was made by backing a dual-tired truck through the roll-up door at the southeast corner of the building. Once inside they smashed their way through locked interior doors. Bolt cutters evidently were used to enter the repair track buildings.

Oregon's three-member State Land Board voted April 18th to sell, probably late this month, the 36-acre former U. S. Navy base at Tongue Point owned for the last 20 years by the Division of State Lands. From W&P/P&W perspective some sort of development at Tongue Point offers the best hope of establishing a reason for continued existence of the railroad beyond Wauna. Washington Marine Group of North Vancouver, British Columbia, is the current front runner for purchasing the site for approximately \$4 million in concert with Seattle's Cresmont Technical Services, which leases the old base. Washington Marine Group is related to other companies owned by Dennis Washington, such as Montana Rail Link and the Southern Railway of British Columbia.

Diane's Foods, which receives corn flour by rail in McMinnville, has announced it's moving production of

two of its three product lines to a new bakery in Fife, Washington, resulting in layoff of about 100 employees. Production of tortilla chips will remain at McMinnville and this is the product line supported by rail. However, Diane's plans to close its 14th Street warehouse where rail cars have been unloaded. The railroad is working with Diane's in an effort to keep the rail business by utilizing the team track dock. Willamette Industries will close its plywood mill at Dallas June 23rd, idling about 170 workers. This facility generated about 400 carloads last year, but some of that volume will be replaced by increased production from the adjoining sawmill. Overall, however, Willamette's move diminishes rail traffic on this district. On the heels of Diane's decision, next-door neighbor Pillsbury permanently closed its bakery May 15th, sending 94 workers home with 60 days' pay and putting the plant up for sale. Pillsbury's plant wasn't a customer of W&P but W&P/P&W always thought that it should have been serviced by rail. Pillsbury acquired the bakery last May from Supervalu, which operated it as Hazelwood Farms Bakeries. The plant has been around since 1965 and the railroad will be following its future closely. The facility lends itself well to railroad service.

Maintenance of Way employees of Willamette & Pacific and Portland & Western were scheduled to attend a safety meeting at 9:30 a.m. April 20 at Spirit Mountain Resort near Grande Ronde, followed by a steak dinner to celebrate one full year of work without an FRA reportable injury. The department's employees completed the 365th day of injury-free service on April 6th. After lunch the group gets the rest of the day off with pay.

P&W and W&P Transportation Department employees were just hours away from completing 90 days without an FRA reportable injury when, shortly before dusk on April 13th a trainman sprained his ankle when walking in vicinity of the drainage ditch between Tracks 7 and 8 in Albany yard. The department had planned to issue each employee in the department an award after completing the 90day period injury free. The incident reset the clock on the transportation award program with a new 90-day target of July 12th.

Brian Enfield has been appointed Trainmaster - Lines North, vice Bob Carskadon, with headquarters at St. Marys. John Cyrus, headquartered at Albany, is Trainmaster - Lines South.

Georgia-Pacific, W&P's largest customer, reported a rough start-up of its Toledo paper mill following a planned five-day shutdown April 10-14 account poor market conditions. Unfavorable conditions evidently persist as G-P anticipates less-than-normal production at Toledo through the end of April. The mill plans to produce and ship about 21 rail cars of paper daily instead of the normal 25 to 26 daily. G-P said full production would resume May 1st.

Tie contractor Condon Brothers' installation of 10,359 new ties between Philomath and the golf course

trestle in North Albany over the weekend of April 8-9 and moved to the United Railways District where they expected to finish today (April 20") installing 5,300 new ties between Banks and Bowers Jct. While working on this district the contractor's forces replaced 1,000 ties on one day, an outstanding production achievement for the size of the gang. At the end of this week Condon is expected to move to the Astoria District to install 10,000 ties between Scappoose and Waterview, and another 5,000 between Rainier and Port Westward. Meanwhile, W&P forces have dumped 50 carloads of ballast between Philomath and North Albany and are making the second and final raise of the track with Glenn Jensen's tie tamper.

In March, P&W didn't move any outbound loads of concrete rubble out of the decommissioned Trojan Nuclear Power Plant on the Astoria Line after originating a number of cars destined to Oak Ridge, Tennessee. Evidently radiation levels were found to be higher than the State of Tennessee would allow under an existing permit. The contractor handling the demolition has now secured an amendment to their license to admit higher levels of radioactive debris into Tennessee. Plans are to start shipping three to four carloads weekly beginning next week. The project now will last longer than anticipated, probably ending in mid to late October. The contractor has been very complimentary of service provided by the Wauna Turn crew out of St. Helens.

- from letters to all employees, from Bob Melbo of the Willamette & Pacific and Portland & Western railroads.

No Public 4449 trips This Year?

I must tell you that once again we will not be able to run a public excursion this year (about 99.9% sure).

We have an insurance tangle that would have us operating only for the benefit of the insurance company. Next year we will join several other steam operations for a pooled policy. This will allow us to go ahead with

planning our excursions for next spring.

Larry Miller, editor of the Friends of the 4449 Web Site

SP&S 273 Arrives in Spokane

After several days journey, a 58 ton coach baggage car, SP&S 273, recently arrived in Astoria after a 2 day move over highways at 20 mph. The car is now owned by the Astoria Railroad Preservation Association. The ARPA purchased the car from the Northwest Railway Museum in Snoqualmie, Washington, and plans to use the car 1) as a museum 2) as a tool car once their steam locomotive is operational.

The car was originally built around 1915 for service between Portland and the Great Northern Pacific Steamship Company docks near Astoria in the community of Flavel. The car was rebuilt in the 1950's for service between Bend and Wishram. In 1972 it and sister car 272 were donated to the NRM group in Snoqualmie, Washington.

- from an article in a recent *Columbian*, which was sent to us without an exact date on it.

Progress in Battle Ground

A \$35,000 grant from Clark County allowed the Battle Ground, Yacolt and Chelatchie Prairie Railroad Association to purchase a tie-master machine that can lay 300 ties a day. This will help the group restore the track to operable condition.

Replacement rail has come from track removed at Union Station in Portland during recent development projects.

A 90 by 120 foot steel building has also been donated and disassembled from its former location in Portland, and re-erection work may begin as early as August.

Despite the grant and donated resources, money is reported to still be tight. Another \$47,000 is apparently needed in order to complete the re-erection process.

- from an editorial by editor and Vice President Tom Koeninger in a recent *Columbian*, which was sent to us without an exact date on it.

Mailbag

Information on Relative?

I can't seem to find the information I am looking for. Maybe you could point me in the right direction.

I am looking for any information about my great-grandfather. All I know is he worked for the railroads in Portland, OR. in 1880 thru 1900. If you could help or know anybody who could, I would appreciate the help!

Jeff Millington
1235 Josselyn Cyn. Rd.
Monterey, CA. 93940
Jeffm4949@aol.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.

PNWC - NRHS

May 19, 2000 - Membership Meeting Summary

The meeting was called to order by President George Hickok at 7:45 p.m. Chuck McGaffey introduced his wife/guest Peggy McGaffey.

Santa Ynez: George reported that within 24 hours of the sale approval the car was moved to a secure storage facility and is temporarily stored

outside until the Port of St. Helens makes some modifications. A lot of work has now been done on the car including roof removal and interior work. Jim Davis and his volunteers led my member Ron Peterson are making major progress on restoring the car and that it may be available for use in two or more years. During the trip to St. Helens the friction bearings worked fine but the brakes didn't work.

Davenport Locomotive Recovery: George faxed and mailed to Dick Samuels this evening the final documentation required on the Corno caboos that we traded to Dick for the Davenport. The locomotive move is scheduled for May 22nd using equipment from Gerlock/RoadOne and our rolling stock crew of George Mickelson, Pete Rodabaugh, and Scott Bruce. The move is on a time & materials basis and is not expected to cost more than \$1,000. An anonymous donor has contributed \$3,000 to the Chapter to restore the Davenport into operational condition. Bob Melbo, W&P/P&W, would be interested in leasing the locomotive to a user once it is operational. Bringing the locomotive into FRA compliance should not be a big problem.

AS 616: The Baldwin 1951 AS 616 locomotive which has been sold to the Museum of Transportation in St. Louis was last spotted in the Albina yard.

Activities: Questions from the attendees: Are we going to Brooks for a picnic? No answer yet on this. Are we having a potluck preceding next months membership meeting? The answer is yes.

Antique Powerland Museum: Brochures describing their Year 2000 Show were distributed. Of special note are their featured weekends of July 29-30 and August 5-6. The brochure states that the SP4449 will be at the Hopmere siding for viewing on August 5th. For more information call 503-393-2424 or www.antiquepowerland.com.

Graffiti Removal "Party": George thanked the participating members for their weekend efforts to paint over our vandalized cars. A round of applause was given in appreciation.

Membership Information and Directory: Members attending were given their copy of the May 2000 publication which contains the updated By-Laws and a current membership roster. The remaining member copies will be mailed next week. Thanks to Maxine Rodabaugh for the membership roster and Janet Larson for the updated By-Laws. Some members again asked for the addition of email addresses to the roster.

Treasurers Report: Rick Banton reported our short-term account balance is \$13,198.41 and our long-term account balance is \$87,251.61. Major expenditures for May were \$3,173 for insurance and \$2,712.42 (\$2,500 plus interest) for returning the Library Grant to NRHS.

May 11th Board Meeting Review by Al Hall, Vice President:

- The Board approved providing a gift in the amount of \$500 to Harold Hickok for all his pro bono work on our Davenport legal action. George

asked for membership approval. Maxine Rodabaugh moved, Tamara Auburg seconded the motion which passed unanimously.

- The Board approved using the interest rate of 3.5% to be added to the \$2,500 Library Grant funds which will be immediately returned to NRHS.

- The estimated cost of \$700 for printing and distribution of the Membership Information and Directory was approved.

- Our rail car Mt. Hood, at the invitation of Bob Melbo, participated in the May 5-6 grand opening of the St. Helens-Scappoose Chamber of Commerce offices in the renovated St. Helens railroad depot. Members Judy Hall, Rick Banton, and Arlen Sheldrake participated in the two day event.

- Lewis & Clark Bi-Centennial: This four year celebration beginning in 2003 is anticipated to bring to Northwest Oregon tens of thousands of people. Some believe that traffic congestion during this four year event will rival the USS Missouri's visit to Astoria which created gigantic traffic jams. Al is developing a concept plan to be reviewed by the Board which would cast the Chapter in a lead role for getting passenger trains operating to Astoria during this celebration.

Library: Ralph Johnson announced that the Library will be open the third and fourth Saturdays of the month from 1:00 to 4:00 p.m. John Willworth brought a group of books from the library for members to check out. George reported that Jean Hickok had obtained a great condition blue print storage file for \$100 from the Tektronics surplus store.

Birthday: In celebration of George's recent birthday, everyone sang happy birthday to him then went to break at 8:45 to enjoy his birthday cake and other goodies.

Program: Following the break, member Bill Binns present a fascinating slide show on the Oregon Electric showing many, many scenes of local communities as they looked in the early 1900s. Bill also hyped another of his favorite activities, the Willamette Shore Trolley.

Respectfully submitted by Arlen L. Sheldrake, Secretary

PNWC - NRHS

June 16, 2000 - Membership Meeting Summary

The meeting was called to order by President George Hickok at 7:45 p.m. following a hearty potluck. Joe Wright was introduced as a member who hasn't attended recently.

Treasurers Report: Rick Banton reported the

Chapter fund balances.

Activities: Marilyn Edgar noted that we should be having our annual picnic in the middle of August. Watch the Trainmaster for more information. We will have potlucks before the June and December membership meetings.

National Director: Gerald Shuler encouraged everyone to read his Atlanta meeting report in the June Trainmaster.

Mt. Hood: This rail car was leased June 10th to Jim Davis for a 108 mile one day excursion with about 50 antique Packard owners on board. The trip cost was in the range of \$75 per mile due mostly to high insurance costs. Jim expressed interest in using the car for future trips.

Davenport: After some hours of preparation, the Davenport 20 ton locomotive was moved May 22nd from Milwaukee to the Oregon Business Park in exactly three hours at a cost under \$250. Thanks to our Rolling Stock crew of George Mickelson, Pete Rodabaugh, and Scott Bruce along with Marty Day from Gerlock/RoadOne for a very successful move. The Portland & Western RR is interested in leasing the Davenport if we can get it operational. The FRA will be coming in to let us know what changes are needed. Mechanically we already know that the locomotive needs brakes, water pump, and radiator. The engine is a H6 Cummins 145 hp.

AS 616: George indicated that the delivery of this Baldwin locomotive to the Museum of Transportation in St. Louis, the new owners, continues to be a **very** frustrating process. The current plan is to load the locomotive on two heavy duty Union Pacific provided flat cars for movement to St. Louis.

Union Station: The Chapter just received a letter from the Building Superintendent indicating that the annex building roof will be replaced this summer or fall. Both the Chapter rooms, 1 and 1A, are located in this annex and 1A, which is our Chapter Library, suffers from a leaking roof. Also noted in the letter is that all building repair money comes from rental income. No City of Portland or other government funds are available for building repairs.

Santa Ynez: George indicated that this car is now inside a building and has received a lot of work just as Jim Davis, the new owner, promised.

Possible Equipment Offers: George discussed a possible offer coming from an Avery Idaho group to purchase our Twin Grove ex-Milwaukee café/lounge car. Avery was a major crew change and helper station on the Milwaukee RR. This group would like the Twin Grove to park under

cover next to their new Post Office, which has been built to look like a Milwaukee depot. George indicated that his priority is to get the car to a good home with people that can take care of it. The price discussed is \$1,500 and we would pay for movement to the St. Mary's RR. With the expected cost to get the car ready to move and the UP transportation cost of \$550 it may cost the Chapter some money but it would get the car to a home that would preserve the car. Milwaukee equipment is well known for window leaks and our inability to get it out of the weather is taking a toll. Scott Bruce, Rolling Stock Chair, indicated that we originally acquired the Twin Grove when the Chapter purchased the 6800 and we had to also take the Twin Grove.

The cost to the Chapter to keep the Twin Grove is about \$700 per year (\$500 to rent the track, \$200 for liability insurance). The stainless steel kitchen is all lead soldered, the trucks are unique, the bearings are industrial not railroad grade, and the windows leak. Ed Ackerman and Frank Weiler, deceased, put a lot of effort into restoring part of the car. Ed moved, Neil McKie seconded a motion to find the Twin Grove a home that can take care of it.

More discussion: The cost to salvage a passenger rail car is about \$15,000 if the trucks have value, if not then \$25,000 due to the difficulty is dealing with asbestos. Multiple members wanted to have a Chapter meeting where the members could review the Chapter rolling stock condition so that these discussions are not so difficult. George noted that if the sale of the Twin Grove moves ahead he would provide a video so that everyone can see the condition of the car.

The motion passed unanimously.

An offer on the 1220, originally a Great Northern then a New Jersey Transit 66 seat coach may be in the offing. Scott was asked and he agreed to schedule and publish in the Trainmaster some work days for members to work on our rolling stock.

Scott provided the following summary of our rolling stock: Operational = Mt. Hood, 6800, 6200, the two RDCs, and the Jordan Spreader which is on loan to W&P. Out of Service: 3300, caboose, 55, 76, flanger, boxcar, Davenport, two Alco S-2, and 1220. Rich Carlson noted that the Chapter has previously voted that when painting our rolling stock it will be painted back to the original car colors. Scott solicited donations toward painting the 6800, which will cost an estimated \$5,000.

Next Months Program: Al Hall, Vice President, announced that our July program would be information sharing among attending members.

Check the Trainmaster for further information.

Other Information:

BNSF has raised their insurance requirements to \$50 million and included provisions that our insurance carrier says are uninsurable. PRPA needs \$100,000 to \$150,000 for additional SP&S 700 repairs. They are approaching BNSF about running trips in 2001 to raise funds.

The climate at Willamette & Pacific and Portland & Western is looking grim for 2001 excursions. Corporate is having funding difficulties and W&P is still battling 30 years of deferred SP maintenance.

Marilyn noted that a national Model A group is holding a 2004 convention in Portland and would like to include a train trip.

Marilyn also led the appreciation for Arlen

Where to From Here, By Glenn Laubaugh

For the most part, during my time as editor of the Trainmaster, I have not attempted to use the newsletter as a forum for my own writing. First of all, it is my opinion that the *Trainmaster* is the chapter's newsletter, and therefore should contain material written by those interested in railroad history. Second, because I also hold a position on the board of directors, as well as the position of museum committee chair, having those positions combined with editor of the newsletter makes for an unfortunate combination that, at best, could lend itself to unfortunate abuses. Quite honestly, the mixture to me looks more like something that communist Russia came up with during the years of *Pravda* than something that should exist in any organization in the USA. However, that is the way it happened. While I have not intentionally or knowingly abused this combination of positions, it does continue to make me uncomfortable, and it is not something that I would like to see our chapter ever repeat again. We have a few more members now that are interested in holding offices in the chapter, and it is my hope that when my term on the board of directors expires this situation will get back to something that doesn't look like communist party propaganda.

Be that as it may, a combination of issues arose at the last chapter board meeting, as well as the last chapter membership meeting, that needs someone to comment on them, and so far there hasn't been much comment into the *Trainmaster's* box from either the membership or the board of directors, and so if no one else is going to address the issues, then I suppose I will have to do so.

At the June Board of Director's meeting, while we were discussing the possible sale of a particular piece of equipment, that it would be really nice to see some sort of future plan as to what the chapter would like to do or have or look like 5 years or 10 years from now. Then the issue was raised again in a different manner when the sale was brought up during the membership meeting: the question was asked if we are ever going to have a museum, and if so why are we selling passenger cars?

I know that it has been a goal for some time for the membership of this organization to see a railroad museum happen in the Portland area. Certainly, there are many who would still like to see it happen. Is it actually possible, or even desirable, for our chapter to be the organization that operates this museum? I am still not convinced that this is the case. Certainly there are chapters that operate museums, but

Sheldrake getting the Chapter Roster distributed. This project was a joint effort of Maxine Rodabaugh, Janet Larson, Chuck Storz, and Arlen.

Glenn Laubaugh, Trainmaster Editor, noted that he will be gone during the time that the August and September Trainmaster need to be developed.

The meeting was adjourned at 9:20 p.m. for the following program.

The program tonight is Roger White's video of his trip last year on BC Rail to Kelly Lake with the Trains Unlimited Tours. This trip was pulled by BC Rail's 3716 2-8-0. Members Irv Ewen, Al & Judy Hall, Ken Lantz, and Arlen Sheldrake took this Memorial Day weekend trip this year.

Respectfully submitted by Arlen L. Sheldrake, Secretary.

the much more successful railroad museums seem to be those that operate as a completely separate entity from any chapter or other organization. Certainly the Baltimore & Ohio museum has participants from the Baltimore Chapter of the NRHS, but they are still *very* separate organizations.

Another question that needs to be asked, however, is "Does the chapter have the resources to make a railroad museum happen?" Along with that question, is "We know that the long term goal is to have a railroad museum in the Portland area, but how do we get from where we are now to that particular goal?"

Believe it or not, selling off some cars at this time does not necessarily conflict with the goal of starting a museum. In fact, it may prove that we can wisely use our resources, recognize when we have too much to take care of, and can get the resources that we have into the hands of those that are equipped to handle major car restoration work.

Evidence of wise use is one item that is very important to those in charge of grant money, because they always have more proposals submitted than they can hope to fund with the money available. Therefore, no one is going to give grant money to an organization that has no evidence of being able to use the resources and materials it has at its disposal wisely. Believe me, for the purposes of creating a museum in the Portland area, I do not want to see us sell off some of the items that we have sold off. However, continuing to own this equipment has not bought the chapter a location to have a museum. In fact, in many ways owning as much equipment as we did consumed valuable resources, both volunteer labor and finances, that would have been better off directed at starting a museum.

This editorial also does not answer a whole lot of questions about "Where should we be 10 years in the future?", but it is my hope that it will at least start some chapter members thinking about that, as well as the answer to the question "How do we get there(whatever there is)?" If you come up with any answers to those questions, as well as related questions that haven't been answered and need to be asked, it would be really interesting to see it printed here in the *Trainmaster*. So, now let us go back to the issue of materials being submitted by chapter members: I would really like this newsletter to be about our chapter. It is, after all, our newsletter. Therefore, I would really like to see some well thought out opinions from chapter members printed here as to where we need to go, and how do we get there given current

resources. As far as I am concerned, this last part is the most important. It is always easy to come up with items that would be neat to do, but the "how we do it" is always an issue. A

forum of "how do we get there" would certainly be a valid use of our newsletter space, and would certainly be something our readers would enjoy seeing.

July Meeting Program

Member's Night

Many members have expressed a desire to get to know each other better. During the July meeting program we will have tables set up for a show & tell about our members. Please write a short (or long) biography about your life. Please include:

- (1) Where you're from and where you've call home?
- (2)
- (3) What is now or what was your occupation?
- (4)
- (5) What are your hobbies or favorite pastimes?
- (6)
- (7) What things would you like to do as a chapter; places you'd like to visit; areas you'd like to learn more about?
- (8) Share your hobby or area of interest, train related or not, by bringing:
 - (1) Books and photographs.
 - (2) Collections.
 - (3) Whatever your favorite things are to share with the group.

Let's have some fun sharing what we like to do!

Chapter Timetable #453 - July 2000

Monthly Board of Directors Meetings:

July 13, Aug 10 7:30 pm. Rm 208, Union Station. (Usually Thursday evening of week prior to membership meeting.)

Monthly Membership Meetings:

July 21, Aug 18, 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 July 22,29 from 1 to 4 pm. Committee Meeting on July 22 starting at 10 AM.

Upcoming Membership Meeting Programs :

July: Chapter Members Introducing Eachother. See above announcement and questions.

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



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. , , , Typed or word-processed material is preferred for legibility. Material submitted on a floppy disk should be on a 3.5" disk.

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
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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 10th to September 15th. Therefore, someone needs to see to getting the August and September issues of the Trainmaster out.

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