

# The

December  
2000



# Trainmaster

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



## Chapter Timetable:

**Monthly Membership Meetings:** December 15, January 19  
St Mark's Lutheran Church, 5415 S.E. Powell Blvd. 7:30 pm

*If you arrive after 7:30 you will need to  
enter the building using the basement  
door on the West side of the building.*

**Monthly Board of Directors Meetings:** December 7, January 11---7:30 pm Room 208, Union Station

**Chapter Library:** Open December 16 -----from 1 to 4 pm. (Closed December 23)

Please call the library first to be sure that someone is there. (503) 226-6747

**Rolling Stock Committee:** January 24----7:00 pm Room 208 Union Station

## December Meeting----Potluck Dinner

Please plan on arriving at 6:30 pm. This is our annual Christmas dinner and gift exchange. Please bring either a salad, hot dish or dessert, large enough to feed 10 people. Also bring your eating utensils. If you want to participate in the gift exchange, please bring a railroad related gift valued at about \$10. Think of a gift that you'd like to receive yourself. Book, calendar, tree ornament, video, framed item, railroadiana ect. Many of our members cannot eat candy. See you there!

## A GRAND GRANDE DONATION

This summer the Chapter received a wonderful donation from **Louise Grande** on behalf of her husband **Walter R. Grande** who passed away August 12, 1999. Walt was a very active member of our Chapter from 1957 to 1999. As you know Walt was a famous railroad historian and author of books such as *The Northwest's Own Railway (Spokane, Portland & Seattle Railway and its Subsidiaries)*. Many of his research materials were donated to the Chapter. Some, very few, highlights:

- USGS Hillsboro map, 1918.
- USGS Albany area, 1916.
- Blueprint, Wasco County, 1925.
- Drawing, Washington Cty OR. 1922.
- Map, NPRR, Seattle, 1937.
- Map, Tieton WA, 1918.
- Port of Portland map, 1921.
- Map, Portland area interurbans, 1920.
- Blueprint, SP&S system, 1916.
- NPRR blueprint, Sunnyside WA, 1919.
- Tom Gildersleeve slides, 11 carousels
- MHRR steam locomotive #1 photo.
- WPA maps: Bellingham, Pocatello.
- Map, LP&N in Longview, 1927.
- Map, GN Bend to Chemult, 1934.
- Maps, Oregon Electric Eugene Station, 1936
- Map, SPRR Coos Bay Line, 1937.
- Map, NP in Portland, 1908.

And my personal favorite: *Historical Sketch of the Origin and Development of the Transportation Properties Operated as a Part of the Southern Pacific System*, written March 1933 by the Bureau of News, Development Department, Southern Pacific Company, San Francisco California. Two documents both typed carbon copies, 106 pages.

The Chapter thanks member **Kenn Lantz** for his work in organizing the materials and identifying the maps.

**Arlen L. Sheldrake** prepared this news article and generated the 5 page, single spaced list of donations.

## NRHS BOARD OF DIRECTORS MEETING-----DALLAS, TEXAS OCTOBER 29, 2000

Preceding the Board of Directors meeting, the Delegates were given tours on the Trinity Railway Express which used restored Budd cars, and the Dallas Area Rapid Transit (DART) light rail system, and to the interesting Ages of Steam Museum. We were also taken to the SMU DeGolyer Library that has an extensive collection of railroad books and artifacts. Finally we were given an opportunity to ride on the McKinney Ave heritage street cars.

The business meeting was called to order by President Greg Molloy, followed by the Invocation given by Rev. Howard Walker. Gregg continued by asking for a moment of silence in memory of two prominent members of the Society, Homer Hill and Richard Steinmetz, Sr., who had passed away recently. Bruce Hodges called for a vote of the newly elected National Directors to the Board. Greg asked the Directors who were attending their first Board meeting to stand and be recognized. Then the Nominating Committee Chairman read the names of the nominated officers who were then elected by unanimous ballot. This was followed by election of Regional Vice Presidents. Next Greg made several committee appointments.

For his Presidents report, Greg started by welcoming all the attendees, and thanking the North Texas Chapter for hosting this meeting and making all the arrangements. He then thanked the Board for showing their confidence and returning him and the other officers for another year of service. We have made substantial progress on several fronts which we will be discussing, but there is still room for improvement. Rail Camp has had another successful year. The Bulletin continues to be a high quality publication. There are some staffing changes pending to maintain that quality. There have been some positive developments in the Alcoa historic photo dilemma. A new education fund is being considered. Our financial status is sound, but plans are under way to streamline the process to deal with rising costs and expanded services. We see that our people are continuing to work together effectively to deliver and expand programs.

In the reports of National Officers, Leroy Dietrich mentioned that there has been a lax response from Chapters on length of membership award correspondence. Then he presented Tom Moss with a 25 year Award. Afterwards Greg Molloy presented Leroy Dietrich with a 60 year membership award. Greg congratulated him on this achievement. Continuing, Larry Eastwood mentioned the dues renewal notices are in the mail to the Chapters. Bob Heavenrich, Comptroller explained his four page financial statement that had been distributed. Good news was displayed by the number of donations that have been received. Frank Tatnall, Bulletin Editor discussed the Bulletin budget which is sound. He is planning to step down at the end of this year, but other staff members are working to make a smooth transition. Frank will continue to assist. The work on future issues of the Bulletins is on schedule. This years activities issue contained reports from 126 Chapters, and came to an all time record length of 204 pages. He was asking Chapter editors to be slightly more brief in their reports. One Chapter had submitted 13 pages. Willis Cude gave his report on Chapter development. He has had requests about new Chapter development from many states. Jack Salt reported on the Heritage Grant program. Anyone wishing to serve on the Review Board should contact him. He is especially interested in Chapters from west of the Mississippi submitting applications. He read a letter from the Roanoke Chapter that had received a \$1000 grant several years ago for cataloguing many library items and developing a suitable place for storage. Their project is now finished, and because of the success, the Chapter was now returning with thanks the \$1000 to the Grant program with an additional \$500 for future distribution. Martin Swan, Emblem Sales., described a new product this year, a ladies charm with the NRHS logo. Emblem sales this year have exceeded \$3000 gross. He is continually looking, for new products to add to his stock. Bob Terhune reported on the Regional Vice Presidents meeting. One proposal made was a corporate membership status. Another was further study on office location. Lynn Burshtin, Office Manager, explained her function and activities in the National office. She heads a staff of Library volunteers that assist with research to answer questions about RR books, movies, and other historic information. Greg gave Jim Lilly's report on the Website. It is being used increasingly by Chapters and individuals for railroad research.

Larry Eastwood gave his report on Rail Camp. This year they had 20 young students who participated in a very successful program. Nobody got hurt. It was decided that two levels, Basic and Intermediate, are all they can handle at this time. (continued next page)

The Park Service was very helpful in furthering this program. The students have really appreciated being able to interact with others who have similar interests. Next year there will be two Basic Rail Camps. Dates will be July 22-28, and August 12-18. Age brackets of applicants is 9th to 12th grade. Deadline for Chapters making reservations will be Feb. 1. The tuition is \$550, less any scholarship from the student's Chapter. Requirement for the Intermediate Camp is to have completed the Basic course. The November Rail Pace Magazine has an article about the Rail Camp. Larry is encouraging the students to write about Rail Camp for Magazines and Newsletters. The Canadian Pacific has been very helpful in arranging tours for the camps.

Greg mentioned the future direction of the Bulletin, both short and long term. A recent meeting with the outgoing Editor and staff discussed some tentative changes. A redefined position of Editor and Manager-Publisher is being considered. They need additional staff to do non-technical editing. There will be some level of Technical Editing required, especially in electronic formats. The person selected should have access to other railroad libraries in the country. Greg asked for assistance in recruiting someone to fill the new position. They are also looking for a separate editor for Bulletin #3, and to contact the Chapters about their reports.

Larry Eastwood announced and congratulated the Society's one paid employee, Lynn Burshtin, for having worked ten years in her present position. Then Greg stated there are no Chapter Charter requests. John Fiorella, attorney, gave a detailed report on the Alcoa Historic Photo project. The Society sent a letter to the Mohawk & Hudson Chapter members explaining the developments from the beginning since it is believed they had not been informed of the seriousness of the events. It is believed that this will start the project on the way to a suitable resolution. The Board passed a motion for a separate Bank account for this project. Next Greg explained a proposal for a Geoffrey Gerstung Railroad Education Fund to assist in developing scholarship money for Rail Camp. A printed explanation of the proposal had been distributed. The principal deposited would remain in the bank. Only the interest would be used for Rail Camp scholarships. The fund will be managed by designated NRHS National officers. A motion was passed as written. Contributions can be sent to the National office and designated for this fund.

Larry Eastwood Chairman of the Headquarters Search Committee explained a motion to extend the present lease on the Society building with only a slight increase in rent. Motion was passed. The fiscal 2001 budget had been distributed with the notice of meeting package. One comment from the floor was to request the Board be as thrifty as possible since this budget is very tight. Greg agreed. Motion was made and passed as presented.

Greg asked Ed Graham to give a report on Conventions. A 1998 Syracuse Convention statistical report had been handed out. The registration count was not given, but the largest attended event was 550 to the banquet. The total Convention net profit was \$14,186.53, of which \$5418.65 went to National. The 1999 Sacramento report is not yet available. The 2000 Convention in Stamford, CT, report was given by Chairman Joe Williams. He thanked all the many National and other Chapter officers who helped with arrangements. There were 676 registrations. 800 persons rode on at least one trip. 49% of those who pre-registered did not attend. There were many problems in negotiating for the various excursions. He stated a belief that future conventions can be successful even if on a smaller scale. The 2001 Convention will be June 1923 in St. Louis. Several Main-line trips are being set up, possibly with steam power, and also many other activities. The 2002 Convention will be headquartered in Williams, AZ in October.

After announcements, the meeting was closed by the Benediction given by Reverend Howard Walker.  
*Submitted By Gerald A. Schuler, National Director*

### **WELCOME NEW MEMBERS!**

The Chapter welcomes the following additional new 2000 members:

**Keith L. Fleschner, Oregon City; Peter & Sandra Morrell, Portland; Gerald B. Ohler, Pasco; Esther Rosu, Milwaukie; Marilyn A. Cloud, Gresham; Michael G. Dameron, Kennewick; Dwayne & Linda Duling, Forest Grove; Joseph E. Harper, Monterey CA; and Reinier L. Warschauer, Portland.**

President George Hickok called the meeting to order at 7:50 p.m.

—**Treasurers Report:** Rick Banton provided the current balances of our accounts. The Board is currently working on the 2001 Chapter budget. Rent for both our office space and rail space is going up significantly. With the passing of some of our senior members some of our financial support has gone away. The Board is looking for budget areas to cut but most expenditures are for required Chapter operations such as *The Trainmaster*, insurance, and rents. The budget will be presented at the December membership meeting for approval.

—**PRPA Excursion:** Representatives of the Chapter and PRPA are now meeting weekly to plan a proposed April 2001 excursion. If this trip is approved by BNSF it will be a major undertaking for both organizations. Plans call for 600 paying customers. Details will be published as soon as the BNSF contract is approved. Major Chapter member effort will be needed to make this trip successful. George indicated that members of PRPA and the Chapter would have first crack at ticket purchases.

—**October 14<sup>th</sup> Excursion:** This highly enjoyable excursion was something less than a \$500 net loss to the Chapter. Approximately 50% of the riders were potential members. There have been no negative ramifications from the Point Westward derail nor has the Portland & Western RR asked for financial help to cover the re-railing effort.

—**WAPI:** The information at the last meeting indicating that Willamette & Pacific RR would invest in a facility to serve the Western Antique Powerland is incorrect. W&P will invest in facilities that have revenue potential. WAPI has in fact leased additional space at their location in Brooks. Members of the Chapter executive committee will be meeting with the WAPI Board on December 3<sup>rd</sup> to further discuss the possibilities that may exist at WAPI for the Chapter.

—**P&W Lease:** The Chapter will be leasing the 6200 and 6800 to Portland & Western RR for a business client excursion on December 17<sup>th</sup>. The Rolling Stock group is busy getting the steam heat operational on these cars for this lease.

—**Voters Pamphlet:** Members should expect their Chapter voter's pamphlet in the mail soon after Thanksgiving. All members are encouraged to attend the December 15<sup>th</sup> meeting and vote or request an absentee ballot and vote.

—**Committee Reports:**

- National Director, Gerald Schuler briefly summarized his full report that will be printed in a future *Trainmaster*.
- Library/Archive Committee: Ron McCoy reported that later in the evening he would show a quick video of our rooms 1 and 1A showing members the location and general condition of our facilities. Ron also noted that the next committee meeting is November 18<sup>th</sup> at 10:00 in room 208 of Union Station.
- Activities: Marilyn Edgar reported that next month is the Chapter potluck preceding the December 15<sup>th</sup> membership meeting. Doors will be open at 6:00, dinner at 7:00. The plan for having door prizes at the December meeting has changed back to a gift exchange. Help is solicited to decorate the meeting room prior to the December meeting.

—**Committee Reports (continued):**

- Rolling Stock: George reported for ailing Scott Bruce. The Committee held a successful social event last week. A work party is scheduled for November 18<sup>th</sup> beginning at noon to work on roof leaks, Twin Grove brake work, and packing Baldwin parts for shipment to the Museum of Transportation. Since Beaverton police arrested a graffiti vandal this past summer, our cars have remained graffiti free.
- Membership: Maxine Rodabaugh reported that membership renewal forms have been received and will be available at the December membership meeting.

—**Board Updates:**

- Bonding: The Board has approved expending \$200 per year for Employee Dishonesty Insurance of \$100,000 with a \$1,000 deductible. Bonding each person handling Chapter funds would cost between \$2,500 and \$3,000. (continued)

- Chapter Letterhead: Up to \$100 will be spent to replenish the Chapter letterhead supply and add the Chapter mailing address to the letterhead.
- Adopted the Policy of transmitting dues to NRHS within 30 days of receipt from the member.
- Halted additional sales of rolling stock equipment until a long-term plan is developed.

—**Good of the Order:**

- Ken Peters reported that the aesthetics of Union Station may be affected by relaxation of the height restriction for development north of the station.
- Bob Terkelsen reported that the Oregon Electric has acquired the first light rail car 1213, which was manufactured by Boeing. The car has both panagraph and trolley poles. Christmas ship viewing trips are now scheduled on the Willamette Shore Trolley.
- George thanked all members for their support during his 4 year Presidency and noted that this is his next to last meeting.
- Al Hall asked all members to turn in their Volunteer Hours sheets for 2000 in January. This is important information when we go after grants.
- Annual Reports: George reminded Committee Chairs that annual reports are due to Gerald Schuler by the end of December so that the annual report can be presented at the January meeting.
- George noted that the Concession Committee would be delivering personally the Howard Fogg 4449 prints they ordered in August. George also noted that these framed prints are still available for \$35 by contacting Arlen Sheldrake.
- **Program:** The program tonight is City of Portland Commissioner Charlie Hales. Charlie's bureau portfolio includes the Office of Planning and Development Review and the Office of Transportation. Charlie is very active in statewide, regional and city efforts toward developing transportation solutions and is a fellow railfan.

----The meeting was adjourned at 8:50 for another excellent snack that was followed by Charlie's presentation. Following the presentation, Ron McCoy provided a 14-minute video of the October 14<sup>th</sup> excursion and a video tour of rooms 1 and 1A. Respectfully submitted by Arlen L. Sheldrake, Secretary.

### **Correspondence from member Mike Ackley, Missoula, MT**

He and other interested parties have formed a group called the Montana/Wyoming Association of Railroad Passengers or MTWYarp. If you are interested in joining this group to further passenger rail service in MT and WY, please contact them at MTWYarp, 2110 Wingate Lane, Billings, MT 59102 or call Mike Ackley at 406-728-2178.

### **Rail fans envision route through Missoula**

#### *Old Colorado and Southern Line would run from Spokane to Denver*

It was 21 years ago that Amtrak quit service to Missoula and Michael Ackley thinks it's time for a change. He's forming a local chapter of Montanans for Better Rail Passenger Service, which seeks to bring Amtrak back.

It's an idea hatched by railroad fan James Green of Billings and being nurtured by railroad enthusiasts along the proposed route.

The 1,250-mile route, called the Old Colorado and Southern Line, would look like this: Amtrak engines pulling two trains of coach, sleeper, dining and lounge cars would leave daily from Spokane and Denver. Along the way, the trains would pass through Sandpoint, Idaho; Missoula, Helena, Bozeman and Laurel where it then would turn south to cross into the Big Horn Basin of Wyoming.

The train then would pass through the Wyoming communities of Greybull and Thermopolis before cutting east to Douglas and then south again to Cheyenne. It then would travel along the Front Range of Colorado before reaching Denver.

Looking at a map of the passenger train service in the United States, Kirk Thompson of Stevensville, another member of the rail group, traces the route where nothing similar exists.

There is already an Amtrak route whisking passenger across mountainous northwest Montana before spilling onto the Hi-Line and making a nearly straight shot all the way to Minnesota.

Ackley and Thompson, though, believe southwest Montana offers several attractive destinations for passengers—especially the winter recreation set.

Point to point, the Denver-Spokane route could link several million people, the two say, who may want to ride the rails and provide another boost to the area's tourism business.

To be successful, Thompson said the train needs a 24-hour timetable one-way. That means it won't be a whistle-stop route, because it would need to average a speed of around 50 miles per hour.

For the idea to move beyond the proposal stage, however, plenty needs to happen, supporters say—including widespread support among residents and politicians from all states involved.

And backers aren't just seeking verbal support. Amtrak is heavily subsidized by the federal government, although it's charged with at least breaking even by 2003. Amtrak is producing record revenues this year, but it's still expected to lose millions. In 1999, for example, Amtrak lost \$476 million. *Reported by John Stucke of the Montana Missoulian*

## **From the Wire-----LAST TRAIN TO HELVETIA-----P&W, W&P Railroad**

On October 30, 2000 the following appeared in The Back Fence section of *The Oregonian* newspaper:

### **JE. In Helvetia:**

“My husband and I have lived for many years just north of the Helvetia Tavern and the railroad trestle there. “When we first moved here, trains used the tracks daily, but for several years there was only an occasional train with two or three cars. Now the trains are back with many cars and running at least two times a day between midnight and 1 a.m.

“Where are these trains coming from, what is their destination and what do they carry? I’d love to hear from someone with the answer.”

### **The Answer:**

Bob Melbo, President of Willamette & Pacific and Portland & Western Railroads emailed the following response back to *The Oregonian* newspaper on October 31, 2000. In a separate email to the typist Bob indicated that the dates he mentions may not be totally accurate.

“Without knowing exactly when “J.E.” and her husband moved to the Helvetia Tavern (area), I’m not sure in which time frame to start my answer.

The line was built around 1911 as the United Railways from Portland to Wilkesboro. It was then an electrified interurban line. It ran over Cornelius Pass, piercing the summit of the Tualatin Mountains (West Hills) with a 4,111-foot long tunnel.

Later, two extensions were built from Wilkesboro. One was the Gales Creek & Wilson River Railroad to Glenwood. Much of its old roadbed now hosts Highway 6. The other extension was as the Portland, Astoria & Pacific to Vernonia where there were connections to logging railroads. From Banks west the Vernonia line (it) now lends itself to a linear state park hiking trail.

About a mile east of Helvetia is an important junction called Bowers Jct. At this point another track diverged to the south, through Bendemeer, crossing U.S. 26 on an overpass, to Orenco where it connected with a branch of the Oregon Electric Railway that ran from Garden Home to Forest Grove via Washington Street in Hillsboro. The Oregon Electric’s principal line ran from Portland through Garden Home to Tigard, Salem, Albany and Eugene. It reached Eugene in 1912.

Eventually, all of the lines discussed above became part of the Spokane Portland & Seattle Railway, itself owned by the Northern Pacific Railway and the Great Northern Railway. In 1970 these three railroads and the Chicago Burlington & Quincy and the Colorado & Southern and some lesser lines all merged to become Burlington Northern (BN).

In 1941 the Oregon Electric (OE) abandoned its line from Tigard to downtown Portland. The roadbed of this track now hosts Multnomah Boulevard (that’s why it’s so straight west of Multnomah) and also Interstate 5. Also abandoned was that portion of the Forest Grove Branch between Garden Home and Beaverton.

But the OE kept its operation going by making arrangements with Southern Pacific Railroad to share its track for three miles between Tigard and Beaverton. At Beaverton the OE regained its own rails. By routing trains to Orenco, thence to Bowers Jct. and over Cornelius Pass, the OE was still able to connect Portland with Salem, Albany and Eugene.

In the late 1970s BN abandoned the middle portion of the Forest Grove Branch between Orenco and Hillsboro. The catalyst for this was the removal of a poorly designed underpass in Hillsboro that was involved in a number of vehicular crashes. BN continued to serve the western end of the Forest Grove line between Hillsboro and Forest Grove by entering into another track sharing arrangement with Southern Pacific between Banks and Hillsboro.

For much of the latter half of the 20<sup>th</sup> Century, the track passing near the Helvetia Tavern was relegated to feeder line status with gradually dwindling traffic as the line was cut back from Vernonia to Banks. Meanwhile, the “main line” between Portland and Eugene via Bowers Jct. remained economically viable. (continued)

Meanwhile, in the early 1990s, TriMet acquired use of the vacant BN right of way between Orenco and Hillsboro for the planned Westside Max. But TriMet didn't have a way to get from Beaverton to Orenco and BN wasn't encouraging about sharing its right of way between these two points.

TriMet, Southern Pacific and Burlington Northern negotiated. TriMet was successful in hammering out a deal for BN to share Southern Pacific's main line track between Portland and Salem. At Salem BN would regain its own rails and could run south to Albany and Eugene, or north up to Donald, Tigard and Beaverton. This would permit BN to abandon its line between Beaverton and Orenco and TriMet could have the right of way for Westside Max. The deal was set to happen January 1, 1995.

By this time, BN had traded in its shared track agreement with SP between Banks and Hillsboro for a pact to use instead SP's track between Beaverton and Hillsboro. BN continued to hold its service territory together to Hillsboro and Forest Grove in this fashion. It also acquired shared track rights over the SP from southeast Portland through Lake Oswego to Tigard to avoid some of the circuitry it would otherwise face if Salem was its only route to serve Washington County. However, BN rarely used these rights, preferring their own line between Tigard and Salem.

The plan, after TriMet conscripted BN's right of way northwest of Beaverton, was that Banks and North Plains would still (be) connected to the main BN system by Cornelius Pass and Bowers Jct. via Helvetia. Meanwhile, SP had sold its Tillamook line to the Port of Tillamook Bay and BN was exchanging cars with the Port of Tillamook Bay Railroad at North Plains.

Then, in September 1994, a huge wood trestle burned to the ground near the community of Burlington within a stone's throw of U.S. Highway 30 on the Cornelius Pass Line. BN immediately shifted its through operations between Portland, Salem and Eugene to the SP's track between Portland and Salem, something it was planning to do anyway, 3 and a half months into the future. But, what about Banks and North Plains?

Through the end of 1994 BN was able to stay connected to Banks and North Plains via Orenco, Bowers Jct. and Helvetia but when the New Year started that ended. The year 1995 was only two or three days old when the Mayor of Hillsboro presided over a ceremonial spike-pulling ceremony on the BN line between Beaverton and Orenco and Max was on its way.

To continue service to North Plains and to Bendemeer, site of a large plastic pipe manufacturing plant, BN cut a deal with SP to use its Tillamook Line west of Schefflin, to use that track between Schefflin and Banks.

To regress slightly, in February 1993 Southern Pacific had leased 185 miles of its West Side branches to a newly-formed shortline railroad called Willamette & Pacific (W&P). W&P leased SP's branches as far north as Newberg but none of the SP's lines close into the Portland metropolitan area were included.

In August 1995 (SP) decided to lease its Portland area branches and the parent company of W&P formed a new railroad called Portland & Western to operate them. BN, which had extensive joint operation with SP in Washington County, now found itself sharing the track with a shortline. In October 1995, BN leased all its lines north of Salem to P&W as well and P&W took over all of the operations formerly conducted by the two larger railroads in the west metro Portland area.

In July 1997, P&W bought BN's branch running from Portland to Tongue Point near Astoria. The line was isolated from the rest of the P&W/W&P "system" and the two shortlines quickly realized that they needed to acquire and reopen Cornelius Pass to forge a contiguous system. But in the three years that Cornelius Pass had been idle, Metro had begun to openly covet it for a hiking and biking trail.

In November 1997, P&W bought the Washington County lines it had been leasing from BN. Cornelius Pass was included in the transaction and P&W immediately instigated a project to design and build a new bridge to open the line. The pass reopened on July 1, 1998.

Since 1998 the Cornelius Pass line, which passes through Helvetia, has become part of the core main line of W&P and P&W's 440-mile regional rail system serving northwestern Oregon. The small carriers have been successful in attracting new business, including local intrastate traffic that the larger railroads shunned.

That is why train traffic through Helvetia sank to an absolute low in the mid-1990s, why, beginning in mid-1998, it has returned to much more robust levels today and why it will continue to grow in the years ahead."

**Bob Melbo, President, W&P and P&W Railroads, Albany Oregon**

*Retyped from Bob's email message by Arlen L. Sheldrake. Re-printed in The Trainmaster with permission from Bob Melbo.*

## Union Station Annex Re-Roofing Delayed

Tom Dethloff, Union Station Building Superintendent, reports that re-roofing the Annex which houses our Chapter office and library/archive will be delayed until next Spring or Summer. The delay is required due to the following reasons:

- The need to insure satisfactory material manufacturing.
- The need to obtain a contractor fully competent with this type of roofing material.
- Removal of "non-original" and unnecessary roof penetrations (cupolas, etc.).
- Receipt of seismic engineering study and conclusions required to determine the best method to upgrade the roofing structure and to obtain a permit for re-roofing.

Those of you who have taken a close look at the Union Station and Annex roofs know that this metal tile-looking roofing material is truly unique. The Chapter appreciates Tom's diligence on this matter and we look forward to dry quarters beginning the Fall of 2001.

## Durham Donation

The Chapter received a wonderful donation in July 2000 from the estate of **Howard B. Durham** of McMinnville Oregon. Howard's daughter Cynthia Basye donated eleven (11) boxes of mint condition railroad books. Now that all the books are labeled, our Lending Library Task Group of the Library/Archive Committee is busy incorporating this great collection into our library.

## Library/Archive Committee

Volunteers are **still** needed to work on our extensive collection of library and archive materials. The dark, drab days of winter are a wonderful period to spend time organizing, preserving, and cataloging our materials in the heart of Portland's rail activity. Additional volunteers are needed to work with our Maps/Drawings, Photos/Negatives, Periodicals, and Newspaper Clippings. Contact any Board member to volunteer, no experience is necessary.

## IBLS Portland Visit a Success

On August 21<sup>st</sup> the International Brotherhood of Live Steamers visited Portland as part of their international meet on the west coast of North America. Our President George Hickok arranged for the Portland visit, which included a ride on the Oregon Zoo steam locomotive, *Oregon* and a tour of the railroad shops at the Zoo. In the afternoon the 60+ visitors received a tour of the Brooklyn Roundhouse from Don Wheeler, Pacific Railroad Preservation Association (SP&S 700 folk) and Doyle McCormick, Friends of 4449 (SP 4449 folk). The net proceeds of the Oregon Zoo tour were split between the Friends of 4449 and PRPA. Our international visitors were very impressed with their visit to Portland! The Chapter Concessions Committee provided each visitor with a complimentary packet of 4 postcards featuring Portland's own SP 4449.

## Albany Station Restoration

The project to restore the City of Albany's Oregon & California railroad depot is getting underway. The Chapter was asked for help and Ted Ahlberg has researched our library/archive and his resources to locate some photographs for how the building originally looked when it was built. It is believed that the Corvallis, now a restaurant, and Albany depots were built to similar if not identical plans. Dortignacq & Associates, architects here in Portland, are working on this project for ODOT and the City of Albany. Willamette & Pacific Railroad who shares this building with Amtrak will be moving to "their" side of the tracks when the restoration begins. Thanks Ted for helping Dortignacq & Associates with this restoration effort.

Be sure to visit the restored Salem, Oregon depot. It will surely be worth your time and does our state capital proud. Railroading the Cascade corridor is quickly becoming a great alternative to driving I-5; nice Talgo trains and nice depots!  
*Reported by Arlen L. Sheldrake, Secretary*

## KOIN Video—Tracks In Time—by Ray Summers

A video of the special t.v. production of Tracks In Time is available from KOIN. This well done program includes interviews with the 700 group and the 4449 group at the roundhouse plus many special rail camera shots and history of Oregon. To order call the hotline at 1-800-421-4276. The video is 45 minutes long and costs \$16.95 which includes shipping and handling. You can use your Visa or Master Card or personal check. Those desiring to order by mail can write KOIN TV, P.O. Box 14070, Portland, OR, 97293



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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.

**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

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

**From Our History-----PNWC – NRHS President Roster**

1955 C.F. "Jeff" Keenan *	1973 John D. Holloway	1990 Bob Hoffman
1956 Stephen E. Donohoe	1974 Roger W. Sackett	1991 Chuck Bukowsky
1957 C.J. "Coke" Keenan	1975 Edward E. Immel	1992 Chuck Bukowsky
1958 George R. Burton	1976 John D. Holloway	1993 Bob Hoffman
1959 George R. Burton	1977 William D. Bain	1994 M. Robert Terkelsen
1960 Walter R. Grande	1978 William D. Bain	1995 M. Robert Terkelsen
1961 Walter R. Grande	1979 Edward E. Immel	1996 M. Robert Terkelsen
1962 Walter R. Grande	1980 Edward E. Immel	1997 George N. Hickok
1963 E.D. "Ed" Culp	1981 Ben Fredericks	1998 George N. Hickok
1964 Miln Gillespie	1982 Ben Fredericks	1999 George N. Hickok
1965 Jack M. Holst	1983 Ben Fredericks/Duane Cramer	
1966 Jack M. Holst	1984 Richard A. Carlson	
1967 Jack M. Holst	1985 Richard A. Carlson	
1968 Charles W. Storz, Jr.	1986 Richard A. Carlson	
1969 Charles W. Storz, Jr.	1987 C. Douglas Auburg	
1970 Roger W. Phillips	1988 C. Douglas Auburg/Bob Hoffman	
1971 Roger W. Phillips		
1972 John D. Holloway	1989 Bob Hoffman	

\* Jeff is credited with being the founding "father" of the Chapter.

Submitted by Arlen Sheldrake, November, 00

**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

**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**

**Chapter Directors-at-Large**

**Ed Ackerman** (98,99,00) (503) 649-6000

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.

This months TRAINMASTER was prepared by Judy Hall. Please direct any questions or comments to Judy. (503)699-5042

**HO SP4449 Model Sale**

The Chapter has 5 (five) Bachmann SP4449 with tender static HO models on a display board with plastic cover for sale. These models were specially purchased from Bachmann by the Chapter in 1984 and come in original packaging. You currently cannot purchase SP4449 models! The first five people with \$100 in cash or check at the December membership meeting will take home one of these keepsakes.

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