

# The

July  
2001



# Trainmaster

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



**Board of Directors Meetings: July 12, Aug. 9, Room 208, Portland Union Station, 7:30 PM**  
**Membership Meetings: June 15, July 20, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd. 7:30 PM**  
**PLEASE ARRIVE AT OR BEFORE 7:30 AT OUR MEETINGS for security.** If you arrive after 7:30 the parking lot door will be locked. You will need use the basement door on the West side of the building.

## ZOOMSI Loco

This is a photograph of Georgia-Pacific #10 on display in Cottage Grove in 1963. One can only speculate that, due to the blind nature of the "forward" view, that the locomotive must have been much easier to operate while operating as a "cab-forward" steam locomotive. The locomotive also has the "ZOOMSI" logo on the side of it, identifying it as the locomotive that Georgia Pacific donated to the "ZOOMSI" auction that helped raise money for the Oregon Museum of Science and Industry and the Washington Park Zoo. The locomotive was apparently sold at the auction as scrap metal, but was purchased for display in Cottage Grove. A collection of steam locomotives remained there until "The Goose" steam tourist operation ceased.

Salem Public Library, Ben Maxwell Collection. Salem Public Library Photos on the World Wide Web:

<http://photos.salemhistory.org/>

**I am working on plans for activities and members are invited to suggest ideas to the both the activities and excursions chairs. I would also like to ask members to contact me if they would like to go to Chehallis & Centrallia later this year. I need to gauge the level of interest soon to start such a Plan, Ron McCoy, Activities chair, 503.244.4315**

**Due to the number of items in the last few *Trainmaster* s,** including the Philadelphia Board Meeting Report, materials relating to the excursion, President's reports, and a number of other items, this publication is running behind on a few of our regular features. Therefore, we now find it necessary to include a pile of book reviews from Wayne Halling, who has been continuing his work in the Library, and reviewing books that are seldom checked out by our members, even though we didn't have the

opportunity to actually print any of them for a few months. A number of other articles that were written by Arlen Sheldrake have also had to be put on hold, and now those will start to appear. There are also a number of interesting events that I wanted to report in recent issues, but could not.

But first, here is a complete list of the "excursion honor role", which somehow was cut off starting in the "L's" last month. My apologies for whatever it was that happened to the rest of the names.

Name	Activities	Name	Activities
Ackerman, Ed	Car Host	Jackson, Cora	Concessions, advertising
Ahlberg, Ted	Concessions, advertising	Johnson, Ralph	Car Host
Auberg, Doug	Car Host	Larson, Brent	Vancouver parking
Banton, Rick	Accounting for all Excursion monies, Car Host	Larson, Janet	Mt.Hood carpeting & cleaning, Diner coordination, Car & bus host, Staff name badges
Boy Scout Troop 213	Mel & Rob Davies, Rick & Matt Merez, Anthony Eggleston; <b>major</b> on-board assistance	Laubaugh, Glenn	Van driver, Trainmaster special issue editor
Bruce, Scott	Mt.Hood preparation	Mack, David	Car Host Manager, PNWC on-board Commander, car signs,
Dennis, Gary	Car Host	McGaffey, Chuck	Car Host, advertising, post unloading, Vancouver parking
Dorsett, Fred	Vancouver parking	McKie, Neil	Radio contract
Duling, Dwayne	Concessions	Mickelson, George	Mt.Hood preparation, Car Host, post unloading
Duling, Linda	Concessions	Miller, Dale	Car Host
Ewen, Irv	Car Host	Ordway, Dick	Car Host
Gleason, Don	Car Host	Parks, Richard	Van driver assistant, de-rail material moves
Gray, Kerrigan & Kirian	Car Host	Patterson, "Pat"	Car Host
Hall, Al	Hotel arrangements, advertising, sale presentations, staff lodging	Petshow, Belinda	Car Host, Diner coordination
Hall, Jim	Car Host	Petshow, Dean	Car Host
Hall, Judy	Car host, hotel shuttles, nightly events/local rail groups, coffee, advertising, itinerary, group/sales presentations, derail bus transportation.	Regula, Rocky	Car Host
Helander, Marge	Car Host	Rodabaugh, Maxine	Mt.Hood restoration donation
Hickok, George	Ticketing, tickets, ticket mailings, de-rail passenger commander	Rodabaugh, Pete	Mt.Hood mechanical prep, on-board mechanical "go to" person, GPS locator, post unloading
Hickok, Jean	Concessions Manager, purchasing & disposal	Sheldrake, Arlen	Car Host, septic services, Passenger Packets, Trainmaster content, post unloading
Hickok, Kimberly	Concessions, passenger badges	Sheldrake, Rita	Car Host
Hutchens, Kent	Car Host	Terkelsen, Bob	Car Host
Hyde, Bill	Post unloading	Van Sickle, Dave	Car Host
Hyder, Scott & Carry	Car Host	Viewig, Alan	Car Host
		White, Roger	Car Host
		Wright, Joe	Car Host, post unloading

**Railroad Books Nobody Reads:** reviews of rarely read books from our library by Wayne Halling

*Those Daylight 4-8-4s* by R.J. Church. This is the very best of several books on the G.S. series of which our [city of Portland owned] 4449 was the classic example.

The book covers all the models from the GS1s of 1930 through the streamlined GS-2s, 3s and 4s, the roller bearing 5s, the war baby 6s, and the smaller 7s and 8s which were from the Cotton Belt, an S.P. subsidiary. Most of the book deals with the design and construction of those like the 4449. Then the story starts all over in 1975 for the rebuilding for the American Freedom Train when the Portland group took over including some of you members I'm sure. It ends as they left to pick up the train.

Church, the author, knew all the right people, Lima factory, at S.P. headquarters at San Francisco, Los Angeles, Sacramento, and at our B.N. roundhouse where the 4449 was rebuilt. Wonderful pictures, and diagrams, many in color. It cost us \$18.50 and was money well spent.

*Cable Cars of San Francisco:* everything you would want to know about how they work.

## **Dream Railroads of Oregon, projected lines that never materialized. By Kenn L. Lantz, part 1**

While reviewing old maps in the Walt Grande collection, I thought it interesting to see proposals that were surveyed and mapped, but not constructed. One of these was the Oregon Electric planned extensions to the coast and into northern California.

In the early 1900s Southern Pacific had a complete monopoly on the railroad transportation in western and southern Oregon. The Hill lines, NP & GN, sought to penetrate the area with several different plans.

The Oregon Electric began construction south from the Portland area in 1907. The Southern Pacific had no way to stop the competitive expansion within the broad Willamette valley, but was determined to block any extensions south of there.

To block Oregon Electric from building west from Eugene, Southern Pacific began construction on the present Coos Bay line on that route, and abandoned a partially completed line west from Drain Oregon on the Siskiyou line. The Elkton tunnel on highway 38 is a reminder of this route.

Oregon Electric then mapped a 1930 route southwest from Eugene via Lorane and down the Smith River to Coos Bay, then known as Marshfield, via Reedsport. Another option considered was following the Coos River into Coos Bay. Either route would continue to Bandon, Port Orford, Gold Beach and to Crescent City California. The distance from Eugene to Gold Beach was mapped as 222 miles via Reedsport or 210 via Coos River, with a maximum grade of 2% on either line.

What an experience it would have been to ride a train of big green electrics, complete with sleeper 1010 "Santiam" or 1011 "Calapooia" down the beautiful Oregon coast to Northern California.

Oregon Electric also attempted to buy the Valley & Siletz Railroad in 1930, as another route toward the coast. Southern Pacific stopped this with their own bid to buy the line, but both were denied possession by the ICC.

A route to Cottage Grove was also proposed and mapped, but there was no route available south from there. This would have tapped a richly timbered area and connected with the Oregon Pacific & Eastern Railroad, a lumber and mining line running east from Cottage Grove.

Hill interests also mapped three different routes over the Cascade Mountains, the north-south spine of Oregon. These will be described in a future article.

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## **Ya Gotta Eat** By Arlen L. Sheldrake

Following Maslow's Theory, eating follows shelter as our highest priority. I suggest that railfans can combine these priorities with our other priority at least in the following locations:

**Canby:** On the southwest end of Canby sits *Jarboe's Grill & Bar*. Just across the street is the mainline of the Union Pacific (formerly Southern Pacific)! During the summer outside dining with direct mainline viewing is available. During other months mainline viewing is available from either the non-smoking restaurant or the smoking bar. The food is pretty good. While in town visit the Canby Historical Society, which is located on the north end of town, and say hello to the Chapter's speeder and maybe our own Darel Mack.

**Salem:** Just west of the Amtrak station is the *Ram Border Café & Sports Bar*. Booths and tables are available with good viewing of the restored station and the Union Pacific (formerly Southern

Pacific) mainline. Excellent draft beer is available, Oregon Blond is my favorite. Good food is also available. Visit the nicely restored station!

**Vancouver:** Near the Amtrak station is *The Crossing* restaurant. GREAT décor, mostly in old passenger railcars. A railfan's delight is just looking at all the memorabilia in the restaurant. Try for a seat next to the BNSF Columbia Gorge mainline. Good food is also available.

**Multnomah Falls Lodge & Restaurant:** On the second floor of the lodge are a few window seats providing excellent views of the Union Pacific Columbia Gorge mainline. Only downer is that you rarely get any warning that a train is busting through, so keep your eyes peeled. Good food and very nice surroundings.

**Centralia:** Located near the Amtrak station is the *McMenamin's Oly Club*. There is no direct viewing but grade crossings provide some horn warning and a back door which can be used to

quickly timeout your lunch and get a view of traffic on BNSF's very busy mainline. Good food, good beer and a real pot belly wood stove. Do you know why this city is so-named? I sure am glad that these brothers have an interest in preserving some

of our historical buildings including this 1908 jewel!

Now isn't this better than just sitting trackside in your car? Your turn to list your favorite eating/rail-viewing establishment or picnic area.

## Mailbag

### OR&N Event Information Wanted

Hope someone can guide me in the right direction, please. Am looking for the report of an event in the winter of 1884 (1883-1884? or 1884-1885?) when the O. R. & N. trains were snowbound at Cascade Locks and one Hans J. Hansen of Portland, Oregon, took 450 laborers from Portland and liberated the trains. Apparently it received national publicity. Am anxious to know if and where microfilm can be borrowed on Interlibraryloan for newspapers of that period or if anyone can steer me in the right direction.

Thanks in advance for your assistance.

Eleanor McCain, Concord, NH  
[70461.221@compuserve.com](mailto:70461.221@compuserve.com)

### Photos of SP Steam Locomotives Wanted

I'm looking for pictures of the SP 1803 and the SP 5021. Any help would be appreciated.

These are both Steam locomotives. I have a builders plate for the 1803 and a whistle for the 5021 and would like pictures to go with the artifacts. I understand the 5021 is on display in LA.

John Bulger [fish@value.net](mailto:fish@value.net)

### Lapel Pins Wanted

My name is David Albert. I live in Arad, Israel. My

hobby is collecting lapel pins. As a Quality Assurance Manager I have a special interest in pins which represent Transportation, Quality or Excellency.

Would you please be so kind as to send me one?

P.S. - I would like to request that you please send the lapel pin inside an envelope with protection.

Thank you and warm regards,

David Albert, 39/2 Carmel St., ARAD, ISRAEL  
89068 [davida@sodaclub.co.il](mailto:davida@sodaclub.co.il)

### Eugene Statoin Information?

I am looking for historic photographs and or drawings for the Southern Pacific Depot (1908) in Eugene, OR. Any ideas on were I might find one.

Jeff Ryan [jryan-mp@parametrix.com](mailto:jryan-mp@parametrix.com)

### Railroad Desk Information?

My family owns what I believe is a moveable railroad ticket clerk's desk. Are there any resources you can recommend that would tell me move about this specialized piece of furniture, the railroad employees who use it, how it was used, and when they were popular?

Thanks, Kay Gutknecht [Kay.Gutknecht@chordiant.com](mailto:Kay.Gutknecht@chordiant.com)

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

### Volume Two Still Available, by Arlen Sheldrake

Volume 2 of *The Northwest's Own Railway* (Spokane, Portland & Seattle Railway and its Subsidiaries) by Walter R. Grande is still available!

This wonderful 472 page hardbound book with over 400 photos and more than 90 maps is truly a wonderful addition to any railfan and/or history buffs collection. The book covers all of the SP&S branch lines and subsidiaries including: Astoria Line, Goldendale Branch, Gales Creek & Wilson

River Railroad, Great Northern Pacific Steamship Company, Oregon Electric Railway, Oregon Trunk Railway, Pacific & Eastern Railway, Spokane & Inland Empire Railroad, SP&S Transportation Company, and United Railways

The only way to get Volume 1 is on the used market. Get your brand new copy of Volume 2 while the supply lasts by sending \$75.00 plus \$6.00 for continental USA shipping/handling to: Grande Press, PO Box 91397, Portland OR 97291-0397.

## From The Wire

### E-mail, Web Access on Luxury Train

Al Hall forwarded to us an article about the Royal Canadian Pacific luxury train, and the fact that they now offer some internet services aboard their train. Unfortunately, the article is copyrighted in such a way as to prevent us from reproducing it here.

The service operates summer-only excursions though the Canadian Rockies with some of the 1920's passenger cars that were used to transport the British royal family as well as Winston.

Apparently, according to Steve Barry of Railfan & Railroad, this is the first passenger train to offer e-mail and internet service in North America. It is possible this is the first service of its type offered on board a train in

the World.

Despite the wonderful scenery and other distractions, apparently last year there was considerable demand from passengers for this type of service.

Each of the compartments, as well as other locations on the train, have a standard telephone jack inside them. This connects to a private branch exchange (PBX) on board the train. This exchange is linked to six cellular panels mounted in one of the electrical cabinets, so that the exchange will contact the phone system through cellular phone towers.

The net result is that a computer connected to one of the phone jacks in the compartments will operate just the same if it is connected to a normal phone line.

While the connection speed is a bit slow ( 4.8K to 9.6K bit/sec., depending on the distance of the train from a cell tower and obstructions), it is a bit faster than comparable services offered on airplanes. The satellite links are limited to only 2.4K bit/sec.

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#### **"Daddy Train" Mural in Seaside by Arlen Sheldrake**

On June 3, 2001 artist David Poole unveiled his 8 feet high and 20 feet long mural depicting a scene from the early 1900s of the "Daddy Train" in Seaside Oregon. The mural is based on a photograph from "*The Northwest's Own Railway*" by Walter R. Grande.

In the early 1900s, fathers working in Portland would frequently use the train to reunite in Seaside on weekends with their vacationing wives and children.

The mural may be seen on the front exterior wall of the Seaside Museum and Historical Society building at 570 Necanicum Drive in Seaside. This information from the June 1, 2001 issue of *The Daily Astorian*.

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#### **Revelstoke B.C. Railway Days CANCELLED**

Due to unforeseen circumstances, 2001 Revelstoke Railway Days (Originally scheduled for AUG 17-19) has been CANCELLED. We are sorry for any inconvenience this will cause, especially with those of you who have supported us each year. We hope to be able to announce a 2002 Railway Days which will be new, exciting and informative. Thank for understanding. *The Revelstoke Railway Days Committee*  
PO Box 3018 Revelstoke, B.C., Canada V0E 2S0

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#### **Norfolk Southern To Donate Famed Locomotive**

NORFOLK, VA - Norfolk Southern Corporation announced that it has agreed to donate its Class A Number 1218 steam locomotive to the City of Roanoke for display at the Virginia Museum of Transportation.

"Number 1218 is an enduring symbol of the partnership shared by a great community and its railroad through the decades," said Norfolk Southern Chairman, President and Chief Executive Officer David R. Goode. "In honor and remembrance of our friend O. Winston

Link, and in recognition of the historical partnership between Norfolk Southern and Roanoke, we are delighted to make this donation."

Class A Number 1218 was built in Norfolk and Western's Roanoke Shops in 1943 and worked out of Portsmouth, Ohio, assigned to merchandise freight trains with passenger-like schedules. In all, Norfolk and Western built 43 Class A locomotives, which pulled scheduled merchandise freight and coal trains between 1936 and 1959 at speeds of up to 70 mph on level portions of the railroad. During WWII, the Class As served in heavy passenger service and on troop trains, sometimes moving entire tank divisions.

Number 1218 was retired in 1959, and Norfolk Southern restored it for use in excursion service beginning in 1987. The locomotive was placed in storage in 1994.

The donation of Number 1218 is contingent upon Roanoke's Center in the Square museum complex obtaining exclusive rights from Link's estate to house the O. Winston Link Museum at the former Norfolk and Western passenger station in Roanoke. Norfolk Southern expressed its hope that the donation of Number 1218 will help ensure that Roanoke successfully obtains the museum. The locomotive will be refurbished for display by the Virginia Museum of Transportation.

1218 photos/history available at:

[www.nscorp.com/nscorp/html/releases01/1218.html](http://www.nscorp.com/nscorp/html/releases01/1218.html)  
Norfolk Southern Corp: <http://www.nscorp.com>

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#### **From recent issues of *The Stump Dodger*, Sumpter Valley Railroad Restoration, Baker City, Oregon:**

Reorganization efforts hope to improve operations.

A 12 person work crew visited Boise recently to start to disassemble the Witcomb gas-mechanical locomotive for movement and restoration. The locomotive was part of the original Sumpter Valley. Somehow it survived these many years, but was converted to standard gauge. SVRY Restoration will return it to three foot gauge.

This year will see the first operation of the restored Eccles wooden coach, which required a lot of work.

The steam locomotives are being modified to meet new FRA requirements: add a second water glass, fireman's brake valve, and tender water level indicator.

Fall of 2000 saw an exchange involving an old Climax boiler from SVRY and three freight cars from Roaring Camp & Big Trees in California. Two 3 foot gauge flat cars and a 3 ft. guage tank car came to SVRY.

This will be the railroad's 25<sup>th</sup> year of operation, and 30<sup>th</sup> year of existence, making it the oldest continuously operating tourist railroad in Oregon, not counting the Washington Park & Zoo Railway.

## **PNWC/NRHS General Meeting**

**June 15, 2001**

**CTO:** 7:38 pm by President Arlen Sheldrake

**Pledge of Allegiance:** The pledge of allegiance was said at the end of the meeting.

**Welcome members and guests:** Irv Ewing and Neil McKie each introduced a guest.

### **Officer's Reports:**

**Secretary:** There were no additions or corrections to the minutes as published in the Trainmaster.

**Treasurer:** Rick Banton gave the treasurer's report. It is filed with the minutes in Room 1.

**National Director:** Arlen thanked Gerald Schuler for his summary of the minutes from the National Board of Directors meeting which was published in the May Trainmaster.

**President:** Arlen reported that the Homecoming volunteer thank-you list issued in the May Trainmaster was missing those volunteers whose names begin with A-J and they will be included in the June Trainmaster. He also reported that the Board of Directors had discussed the proposal from Carl Jensen, Regional Vice-President of the NRHS, who had asked the Chapter to consider hosting the National Convention in 2004 or 2005. The Board decided that the Chapter had other pressing priorities and declined to host the convention.

### **Committees Reporting:**

**Rolling Stock:** The Chapter leased the Mt. Hood to the Northwest Rail Museum for the excursion with the 4449 over Stampede Pass, May 26-27, and to Wishram on June 2-3. The Chapter realized \$2,000 income for this lease. Unfortunately, the rail cars were vandalized while parked near Oaks Park. The NRM will try to restore the paint on the Mt. Hood. They have insurance. Pete Rodabaugh has been spending many hours looking for sites to park the Chapter's rolling stock. The flanger may be moving to Brooks. The rent paid for storage to the P&W of \$10 per day, per car or \$2400 per month for the Chapter's 8 cars is more than the budget can afford. If you can help, please contact Pete.

**Membership:** The new Chapter phone directory should be available at the July meeting. Maxine Rodabaugh reported at the Board meeting that two Chapter members had recently passed away: Horace White and Frank Tobey.

**Activities:** Ed Akerman talked to the live steam group at Mollala about holding our annual picnic there. Marilyn Edgar suggested that we talk with the trolley group at Wapi because we usually have the picnic with their group. It was also suggested that we invite them to join us at Mollala. No date has been set for the picnic. Ted Ahlberg asked if there has been any progress with the Lewis & Clark Bicentennial plans on the Astoria RR line. The L&C committee is looking for \$5.5 million in funds to restore passenger service out to Astoria.

**Library:** Many thanks to John Willworth for bring books and videos from the library for the members to check out. Rick Banton reported that the Archive Committee has purchased a Xerox lazer photocopier and printer. They will try to get it running by tomorrow. It comes with a three year warrantee and an additional 3 year contract is available for \$70. The committee may purchase it with the excess funds available. Ralph Johnson reported that the Lending Library Committee will meet tomorrow, June 16, at 9:00am in Room 208, Union Station. The Archive Committee meets tomorrow, June 16, at 9:00 am in Room 1. Al Viewig asked if the library committee plans to publish over due books in the Trainmaster like it had been done in the past to encourage the return of the books? No one answered his question. Judy Hall said that volume 1 of Walt Grande's two-volume book set is missing. Does anyone know where it is or who might have it? It is out of print and Mrs. Grande has no plans to reprint it.

**For the Good of the Order:** Al Viewig said that a group is continuing to meet for brunch on Saturdays at the Semaphore Restaurant, near the Brooklyn Yard, at 12 noon. Everyone is invited to come. Judy Hall reported that Wayne Halling will go into St. Vincent's Hospital for surgery on Sunday, June 17 and then have a lengthy recuperation at home. He would enjoy receiving calls and cards from members when he is out of the hospital, but would rather not have phone calls or visitors in the hospital. Wayne said that this will give him time to catch up on his railroad reading.

**Programs:** Tonight's program will be a presentation by Everett Cutter of the Oregon Railroad Association. He will speak on the bills in

the state legislature involving railroads and related topics. Everett is also the Oregon State Coordinator for Operation Lifesaver.

**Motion to adjourn:** We adjourned at 8:05 to enjoy refreshments provided by Cora and Ted Ahlberg.  
*Respectfully submitted by Judy Hall, Secretary*

### Upcoming Excursions by Other Groups:

Sandpoint Idaho to Plains Montana, October 13 and 14, 2001 sponsored by the Greater Sandpoint Chamber of Commerce. All day excursion aboard fully restored classic passenger cars of the 1950's including 3 domes. North shore of Lake Pend Oreille, Idaho's largest lake, along the Clark Fork River, through the Cabinet Gorge and into the plains of Montana. Optional overnight packages available. More information: 208-263-0887 or 800-800-2106 email to: [info@sandpointchamber.com](mailto:info@sandpointchamber.com). Greater Sandpoint Chamber of Commerce, PO Box 928, Sandpoint ID 83864

The Central Coast Railway Club, Inc., of San Jose California has announced a "Super Skunk" excursion train operating on the California Western Railroad along the Noyo River and through the mighty Redwood Groves of Northern California. This will be a rare trip over the entire line between Fort Bragg and Willits, and return, behind steam all the way! The trip will be on Sunday, October 14, 2001. Rail only and Rail/Bus/Hotel packages are available. For additional information, ticket prices and ordering instructions, please visit our web site at: <http://GoldenStateRails.com>

The West Coast Railway Association, PO Box 2790 Stn. Main, Vancouver BC Canada V6B 3X2 has many trips: Steam to Whistler, Amtrak Cascades to Spirit of Washington Dinner Train, Fish & Fall Foliage, Fraser Valley, too much to list here. <http://www.wcra.org>

### **Chapter Timetable #466 June 2001**

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

July 12, August 9 7:30 pm. Rm 208, Union Station.

#### **Monthly Membership Meeting:**

July 20, August 17 7:30 p.m. St. Mark's Lutheran Church, 5415 S.E. Powell Blvd. (Usually Third Friday Evening of every month.)

#### **Rolling Stock Committee:**

Meetings July 18, Aug. 15, Room 208 Union Station. Committee meetings on the 3<sup>rd</sup> Wednesday of each month, and work parties on the 2<sup>nd</sup> and 4<sup>th</sup> Saturdays, and 1<sup>st</sup> and 3<sup>rd</sup> Tuesdays. Call Pete Rodabaugh at 503. 771.8545 for information.

#### **Safety Equipment Rules Apply While Working!!!**

The next committee meeting will be happening on

the 3<sup>rd</sup> Wednesday of every month at 7:00 pm in Union Station Room 208. **The committee has many difficult decisions to make about what pieces to keep and what should be sold, so please come help.**

#### **Lending Library:**

Lending Library Committee meeting: July 21 9:00 a.m. room 208 Union Station, July 21 & July 28 1:00 to 4:00 p.m. room 1, Union Station, Lending Library open.



### 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**

**Chapter E-Mail: [pnwc@pnwc-nrhs.org](mailto:pnwc@pnwc-nrhs.org)**

**Trainmaster E-Mail: [trainmaster@pnwc-nrhs.org](mailto:trainmaster@pnwc-nrhs.org)**

**<http://www.pnwc-nrhs.org>**

(Internet service donated to the chapter by EasyStreet On-Line Services, Beaverton, Oregon)

**ISSN: 0041-0926**

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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**

**Trainmaster Contributions: by 20<sup>th</sup> of previous month**

### Committee Chairs

**Activities:** Ron McCoy, 503.244.4315  
**Archives:** Chuck McGaffey, 503. 223.2227  
**Meeting Programs:** See *Vice President*  
**Concessions:** Jean Hickok, 503.649.5762  
**Excursions:** Al Hall 503.699.5042  
Janet Larson 503.253.7436  
**Car Host:** Darel Mack 503. 723.3345  
**Finance:** See *Vice President*  
**Lending Library:** Ralph Johnson 503. 654.1930  
**Membership:** Maxine Rodabaugh, 503. 253.4241  
**Museum:** Glenn Laubaugh, 503. 655.5466  
**Public Relations:** Gerald Schuler, 503. 285.7941  
**Memorial Funds:** Gerald Schuler, 503.285.7941  
**Rolling Stock:** vacant, contact Arlen Sheldrake  
**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:** Arlen Sheldrake ('01.) 503.223.7006  
**Vice President:** Al Hall ('00, '01) 503. 699.5042  
**Treasurer:** Rick Banton ('00,'01) 503. 642.7366  
**Secretary:** Judy Hall ('01) 503. 699.5042  
**National Director:** Gerald Schuler 503. 285.7491

### Chapter Directors-at-Large

**Dean Petshow** (01,02,03) 503. 359.9453  
**George Hickok** (01,02,03) 503. 649.5762  
**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**

**Due to some changes at our internet provider, as well as a desire to make the web site easier to maintain, our web site has moved to a new Uniform Resource Location:**  
**<http://www.pnwc-nrhs.org> Chapter E-mail is now [pnwc@pnwc-nrhs.org](mailto:pnwc@pnwc-nrhs.org)**

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

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