

The

August
2001



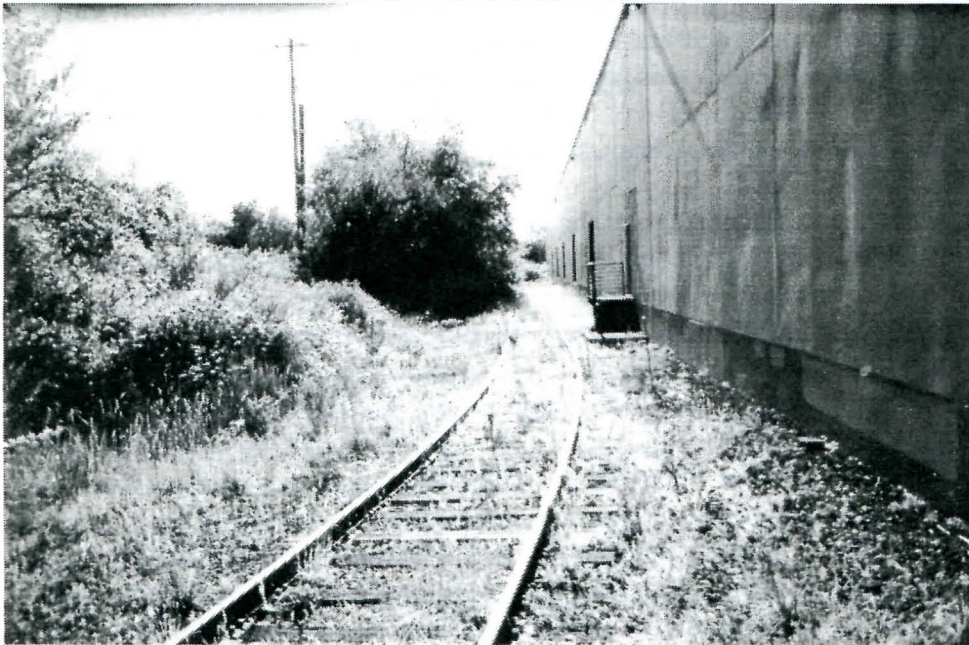
Trainmaster

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

See Picnic
ANNOUNCEMENTS
PAGE 6, AUG 25



Board of Directors Meetings: Aug. 9, Sept 13, Room 208, Portland Union Station, 7:30 PM
Membership Meetings: Aug 17, Sept 21, 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.



Work Progresses on Temporary Storage Track

Long in search of a storage track with fewer vandal problems and cheaper track rent, this little gem (above left) in Washington County was discovered by Pete Rodabaugh. The building no longer uses railroad service, and so the siding was open to our use...but unfortunately a fire exit and staircase were built in a way that prevented the track from being used. Therefore, a few chapter members have set to work moving the track away from the staircase far enough so that the track might be able to serve us as a storage location. Dean Petshow and his backhoe proved to be quite helpful in this process (below left). We hope to soon be able to start using this piece of track for short-term storage, while a more permanent solution (sale, display, or otherwise cheaper) to our rolling stock problem is arranged. Photos contributed by Arlen Sheldrake. After work on the track is at a less

frantic pace, we hope to be able to print a complete list of those who have helped with this project. A complete list is not possible because work continues to progress as this is written. In addition to daytime work, there were others that worked on night crews after day work crew finished.

Dream Railroads of Oregon, projected lines that never materialized, Part 2 by Kenn Lantz

In the early 1900's the Hill railroad interests were working on two north-south routes into Oregon from the Columbia River. The Oregon Electric west of the Cascades and the Oregon Trunk east of the mountains both had California as a destination, two attempts to break the Southern Pacific monopoly in Oregon and northern California.

Before the Oregon Trunk was completed into Bend in 1911, two routes across the Cascades to the west had already been proposed and mapped by the Spokane, Portland & Seattle's engineering department, and another surfaced in 1926.

The first, dated July 31, 1910, was to leave the Oregon Trunk on the Deschutes River at milepost 54.2, then called "Ferry", later "Hunts Ferry", and now Maupin. It was to follow the White River west, but to bypass the 150' White River falls near it's mouth, the line was planned to go up Wapinitia Creek to the plateau and then to the White River. It would follow this river and Clear Creek to Clear Lake, cross the summit to Clackamas Lake, and down the Clackamas River to "Estacado", as earlier spelling of Estacada. This is mapped entirely on the south bank of the Clackamas, showing no crossings. The rails would then be within reach of the Willamette valley.

A considered alternative was from Clear Lake north over the summit near Frog Lake, and down the north side of the Salmon River to Welches. The Clackamas River is indicated as the preferred route.

Another proposal dated July 10, 1910 was to divert from the Oregon Trunk at Redmond, Deschutes or Bend and build west to Eugene. On the map of August 18, 1910 the route chosen leaves Deschutes siding at milepost 143.3, and follows the proposed and abandoned Corvallis & Eastern north-west to cross the Cascades. The crossing was to be south of Hayrick Butte and north of Mt. Washington at an elevation of 4600', in a 2000' tunnel. The climb on the east would be 1.5%, the descent on the west to Clear Lake at 2%, and maximum curvature of 6 degrees. From Clear Lake at 3200' the rails were to follow the McKenzie River into Eugene with a water level route of approximately 0.6%.

The third proposal to cross to the west was to leave the Bend-Klamath Falls line of the Great Northern 82 miles south of Bend. The feasibility study submitted by the SP&S engineering department was dated April 1926, two years before construction started on the Bend-Klamath Falls line. This route would tap southern Oregon and extend to Crescent City California via four possible alignments. The proposal and route variations are well covered in *The Northwest's Own Railway*, volume II, by Walter R. Grande beginning on page 353 (note: still available from Grande Press)

All this information is from maps in the collection of Walter R. Grande that have been willed to the SP&S Historical Society.

President's Update, By Arlen L. Sheldrake, After skipping last month it is again time to do some updating.

The Friends of 4449/Northwest Rail Museum *Stampede Pass* trip May 26-27, 2001 was truly outstanding. Absolutely great weather and the greatest scenery. There is nothing better than the Pacific Northwest viewed from a dome car pulled by a steam locomotive.

As feared I did miss some Chapter members who helped with the PRPA's *Homecoming Excursion*. Many weekends of preparation went into getting the Mt. Hood ready. Workers included: Tom Gillespie, Rick Banton, Scott Bruce, Marilyn Edgar, George Hickok and Ron McCoy. And thanks to all the members who spent a Saturday way back in December preparing a massive bulk mailing. My belated thanks to you all!

Thanks also to **Peter Rodabaugh** who has been working very hard to find alternative storage sites for our rolling stock. This is a real tough project to search out the dwindling supply of spurs, track down the owners, and then plead our case. The search has the additional complication of trying to keep our rail cars in one general area. Pete's efforts have paid off with one new site in the Beaverton area that will be the new home for 5 of our 8 rail cars currently stored on the Portland & Western RR at \$10 per day per car

Be on the lookout for additional passenger operations on the **Port of Tillamook Bay** rails. A new dinner train and excursions are in the planning stages. The gorgeous Salmonberry wilderness is a scenic delight. Who

wouldn't want to do a two-day trip from Banks to Tillamook and back? Doing this trip is like doing the Mt. Hood Railroad, once is just a beginning. The POTB has been doing a lot of work to upgrade their rails, one of many benefits of the fiber optic cable income.

The **Astoria Historic Riverfront Trolley** is up and operating this summer. If you are interested in helping as a Conductor or Motorman contact the Astoria-Warrenton Area Chamber of Commerce at 503.325.6311. The City of Astoria owns the 5 miles of rail between Astoria and Tongue Point.

Portland & Western RR has moved their Beaverton office from St. Mary's to 5805 SW 107th in Beaverton. This is the site of their Speedlink service, an expedited pallet size or bigger Union Pacific freight service running the I-5 corridor between Portland and Los Angeles.

With the approval of the Oregon Electric Railway Historical Society Board of Directors on July 10th work now begins on developing an agreement to site the Chapter's **Flanger** as part of their maintenance-of-way equipment display at the Western Antique Powerland in Brooks. The SPMS #328 may be the last wooden-body Flanger in existence.

July 20th marked the opening of **The Portland Streetcar** which runs from Good Samaritan Hospital on NW 23rd to Portland State University on SW 5th/Montgomery. The downtown Portland area is all part of Fareless Square otherwise fares are the same as Tri-Met's who runs our bus and light rail systems. Streetcars are operated by Tri-Met crews on 12-minute headways during the day, less frequently in the evenings. Five cars built by Skoda in Plzen, Czech Republic are in Portland with another 2 coming in mid-2002. The cars are 8' wide, 66' long with a top speed of 31 mph (but street speed will be 15-18 mph), seat 30 with a "sardine" capacity of 150, have air conditioning, two powered trucks, and are double-ended and double-sided allowing for bi-directional operations. Each car has a unique color combination and no outside or inside advertising. More information: www.portlandstreetcar.org. Can an extension to Lake Oswego be in our future?

A June 28th letter from the Chapter congratulating the **Southern Oregon Chapter, NRHS** in Medford on their 25th birthday was sent to their president Gerald Hellinga.

Best wishes to member **Wayne Halling** for his quick and complete recovery from a stroke and triple-bypass surgery. Wayne, our long-time member and author of the *Trainmaster* feature *Railroad Books Nobody Reads*, is recuperating at home and looks forward to your cards and letters.

Thanks to **Jim Davis** for his lease of the Mt. Hood for two days of static use at the Concours D'Elegance antique car show in Forest Grove on July 21-22. Thanks also to Pete Rodabaugh, George Mickelson, Al & Judy Hall, and Rick Banton for their work in preparing the car for lease. The lease revenue and exposure are most appreciated!

A Brooklyn Neighborhood initiated group, **Oregon Steam Heritage Foundation**, is working to develop a long-term maintenance and display facility for at least the three steam locomotives currently housed at the Brooklyn Roundhouse. In addition to the three locomotive groups, the Northwest Rail Museum, City of Portland, and the PNWC-NRHS are included in the monthly meetings.

Looking West St. Louis 2001, Annual Convention, National Railway Historical Society

St. Louis, Missouri, June 18-23, 2001. By Richard A. Carlson, Regional Vice President, N.W. Region, July 1, 2001

"Comfortably successful" was how Neil Norkaitis, Convention Chairman of the St. Louis Chapter described ticket sales and overall financial results for the annual convention. With very good attendance and registration and some of the excursions enjoying sell-outs, the six-day long event was well received by society members who came to the "Gateway of the West" from all over the country and Europe.

Unusually good weather was a bonus with temperatures and humidity levels in the comfortable range for the entire time. Despite some service problems at the headquarters hotel, Regal Riverfront, now the Millennium Hotel, its downtown location near the Gateway Arch afforded everyone an opportunity to explore the city with ease. With a full program of seminars, excursions and other events, the problem for most attendees was deciding which to attend and which to forgo.

A showing of the classic silent movie, "The General," in Belleville, Illinois on Monday eve kicked

things off. The next day, Tuesday, June 19, Union Pacific's 4-6-6-4 Challenger really got things moving with a trip to Gorham, Illinois. Already sold out before I even decided to attend the convention, this huge steam locomotive ran on time and delighted everyone with its solid performance. Greatly enhancing the trip was the consist: Union Pacific's immaculate fleet in its Armour yellow paint scheme.

The next day's events included a tour of the entire MetroLink light rail system, which included a new extension east into Illinois that had opened just a few weeks before. The same day (Wed., June 20) a tour of the Museum of Transportation was also held. I passed on both of these but heard from participants that the trip into the Illinois prairie and cornfields was particularly enjoyable. The museum, located in Kirkwood, Missouri, has greatly improved in recent years due largely to better funding. An NRHS plaque commemorating the sesquicentennial of the Pacific Railroad of Missouri, the first railroad west of the Mississippi river, was also dedicated that day.

I did ride the deluxe Dinner Train that evening. Departing from Union Station, we ran south to DeSoto alongside the Mississippi. Truly luxurious, the "cruise" featured an open bar, excellent hors d'oeuvres, and a sumptuous sit-down dinner followed by a molded chocolate locomotive dessert. Excellent service, great food, it may well be the finest dinner train in the country. Beautiful equipment, the locomotives and consist painted a deep green color included several domes and an open platform observation car. Powered by a matching A-B-A set of "F-series" diesels, it was a most pleasurable evening. My only complaint: On our return a dispatcher put us "in the hole" to await Amtrak's southbound "Texas Eagle." What was supposed to be a short wait ended up at one and one-half hours, so we didn't get back until midnight, two and one-half hours later than advertised.

Compounding that was that I had to get up at 5:45 the next morning in order to catch the Frisco 1522 Steam Excursion train that took us north to West Quincy passing through historic Hannibal on the Mississippi. Due to recent flooding, track conditions were "iffy" in places and much of the route was under slow orders. This resulted in a very long day, with the train not returning until 11:30 pm. We had one photo run by this day. The locomotive, a 4-8-2, ran like a charm, having no problems at all pulling the 17-car consist of privately-owned passenger equipment.

At the rear of the train was an Amtrak locomotive trailing along for the sole purpose of providing electrical power for air conditioning and other service. I had a Lounge Class ticket, which got me a "catbird" seat in the "Silver Solarium," an ex-CB&Q round-end dome observation car from the California Zephyr. I first rode this car back in 1990 and was pleased I could enjoy its comfort once again.

While having the diesel behind us did obstruct rearward views, the car itself was so nice that we largely ignored the presence of the diesel. Riding this car was so pleasurable, in fact, that two days later I again headed for a seat in it for the Saturday trip behind Frisco 1522.

Friday was set aside for seminars and business, including the Board of Directors and Membership meetings, which ran from 1 until almost 5 pm. The highlight for me was the announcement of the Railway Heritage Grants Review Board that our Yaquina Pacific Chapter in Toledo, Oregon, was awarded \$3,000 to complete restoration of Southern Pacific caboose 573. There were 37 requests for grants. Ten grants were made totaling \$29,000, so Yaquina Pacific beat out strong competition.

Among business items from the meeting, noteworthy was the report by Robert Heavenrich that a new IRS regulation may affect NRHS chapters that run overnight travel tours. Some or all of the income may be taxable. Chapters are advised to contact a CPA with questions.

Insurance for chapters was also reported on, and on the need for chapters to obtain basic coverage to cover legal expenses. It was pointed out that some chapters do not have any insurance, and therefore have no protection even for bogus lawsuits. It is a risky situation if a chapter is going "bare." Chapters with questions re insurance coverage should call 1-800-272-4594.

There will be two Rail Camp sessions this summer at Steamtown in Scranton, Pennsylvania. There were still a couple of openings in the second session in August, so if you know of a teenager who wants to attend, National should be contacted immediately.

The Annual Convention in 2002 will be held August 18-26 in Williams, Arizona. Featuring two-day steam trips from and back to Los Angeles at each end of the convention, pre-registration at \$25 is open until January 5, 2002.

The 2003 Annual Convention, sponsored by the Washington D.C. Chapter will run July 1-6 in Baltimore, Maryland, tying in with celebrations to be held at the Baltimore & Ohio Railroad Museum. As was the Sacramento convention, it will be held in conjunction with the R&LHS. They hope to have at least one trip on Amtrak's new Acela as part of the program.

Finally, the 2004 Annual Convention will be hosted by the Northstar Chapter in Minneapolis-St. Paul. Steam-powered excursion trips pulled by ex-Milwaukee Road 261 are planned.

The Fall 2001 BOD Meeting in Chambersburg, Pennsylvania will include a run on the East Broad Top Railroad by a narrow-gauge steam train that will include the private parlor car, "Orbisonia." The meeting runs from October 19-21.

A bid by the Twin Forks Chapter in east Long Island, New York to hold the Fall 2003 BOD Meeting was accepted. To run October 17-20, the meeting will include a trip on a newly electrified portion of the Long Island Railroad.

The 77th Annual Membership Meeting included election of the Board of Directors. It excluded the election of a National Director for the Savannah, Ga. Chapter which had voted to discontinue existence.

The Annual Banquet was held Friday evening, June 22, and featured Ed Ellis who was formerly V.P. Marketing and Sales, Amtrak Mail and Express. He urged members to ride Amtrak now, seeming to infer that Amtrak's long distance trains are in real jeopardy.

The final excursion trip, pulled again by Frisco 1522, was over the locomotive's home rails to Newburg, Missouri near Fort Leonard Wood. The consist was the same as Thursday's train, less two dome cars from the Dinner Train. This meant the only Dome Class seats this day were in "Silver Solarium," which had sold out immediately. Everything operated on or ahead of schedule on this trip over the BNSF rails, and we were able to have three photo runbys, yet still return to St. Louis a half-hour early.

I fully enjoyed the convention and would urge every NRHS member to consider attending future ones. My first was Richmond in 1983 and I have great memories from those I have gone to. Meeting members from all points and exchanging ideas and experiences is most rewarding and adds to one's enjoyment of membership in the NRHS. So, consider going, encourage your fellow Chapter members to do likewise! National Directors, your participation is particularly desired and welcomed.

P.S. As some of you know, I was diagnosed with a tumor in my pancreas last November, and after concurrent radiology and chemotherapy for five weeks in December and January, underwent major surgery on March 29. I have been recovering since then and am hopeful for a successful outcome. I am feeling fine and steadily regaining strength. Thanks to you who have supported and encouraged me during this time.

Mailbag

Information Wanted On SP Materials

My name is Becky Barber. My Dad was (Clarence) or Chuck Everts or JR. My Grandpa was SR. They both Retired from the RR.

I have a Brakeman's Hat in real good cond. That was my Grandpa's. Need to know what the Value is. For Sale. And Misalliance Southern Pacific Railroad Pins for your coasts. And Old Keys. Need to find someone that would like to buy them.

My Dad worked for the Railroad for 43 years. He just Passed away on the 11th. And I have all this RR

stuff I know nothing about.

Please E-Mail me at unbb@uswest.net Thank you for your Reply. Thank you again

Becky Barber, Eugene OR. unbb@uswest.net
541-461-3419 call anytime between 8 am to 7 pm

Information on Railroads? I was wondering if you had information about these three railroads....

1..Oregon and Southeastern Railroad

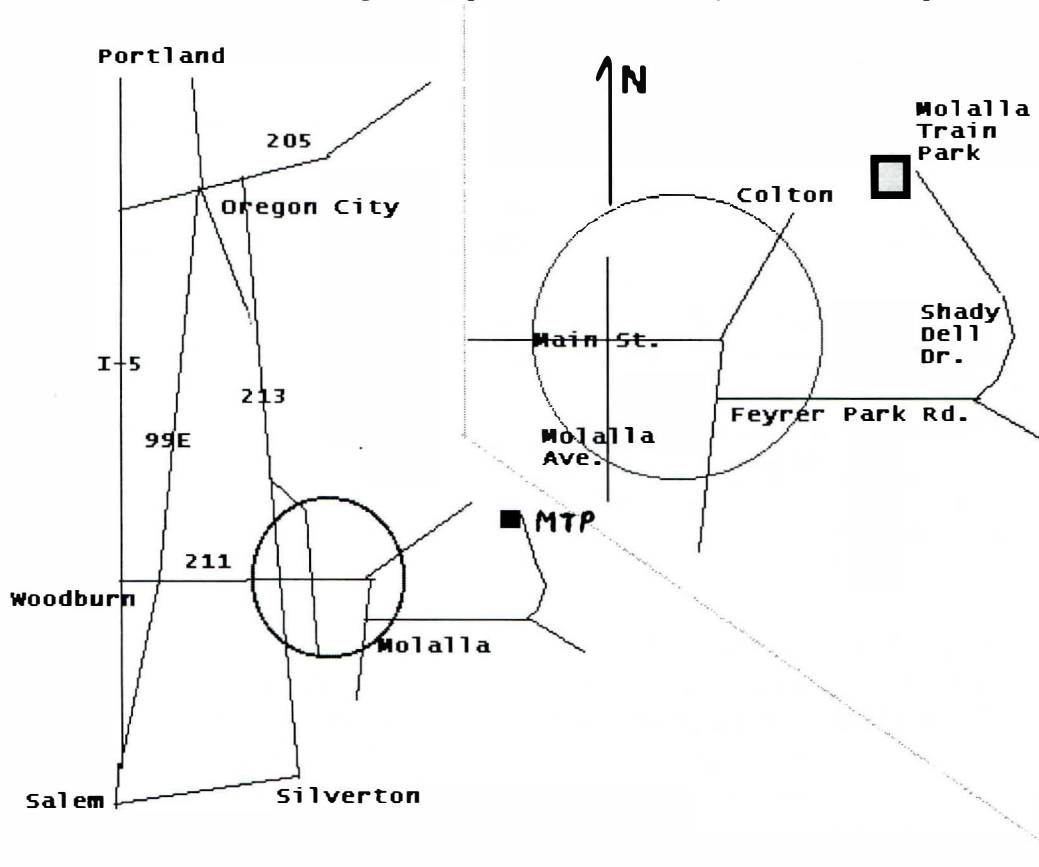
2.Oregon and Eureka

3.Central Railroad of Oregon (blue mtn route)

Thanks Eric Baker STONE777@mindspring.com

Chapter Picnic at Shady Dell, August 25

The Picnic will be in Mollala at Shady Dell. For those who have not been there, The Shady Dell Pacific Railroad is a 1-1/2" scale railroad situated on 4 beautiful acres in Shady Dell, owned and operated by the Pacific Northwest Live Steamers. They have hand crafted steam locomotives, electric and gas powered locomotives and modern diesels. Bring your family and friends and ride the trains! The park is closed to the general public on Saturdays but will be open for our picnic.



Bring a main dish, salad or dessert to share. Bring your own eating utensils and soft beverages. If you don't cook, bring some other food like rolls and butter, chips and dips etc. Questions? Call Judy Hall, 503-699-5042. See the map for directions. Plan to arrive about 11:00 am and begin eating at noon.

Come out for a fun old-fashioned picnic and enjoy the live steamers!

PNWC/NRHS General Meeting Minutes July 20, 2001

CTO: 7:35 pm by President Arlen Sheldrake

Pledge of Allegiance: The pledge of allegiance was lead by Arlen.

Welcome members and guests: Tom Karney, Judy Dodge and two friend of Irv Ewing. Welcome back to our Regional Vicepresident, Rich Carlson, who was recovering from surgery.

Officer's Reports:

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

Treasurer: Rick Banton was out of town so Arlen gave the treasurer's report. It is filed with the minutes in Room 1. Some money was moved from the Columbia Funds to cover the checking account this month. We have not billed the PRPA for the Homecoming Excursion ticket sales. George Hickok is still working on the final accounting.

President: Arlen presented Mildred Messmer a vase of flowers, from Cora Ahlberg-Jackson, in honor of her birthday. The new Portland Streetcar was dedicated today. The cars were filled to capacity. All Board of Directors members received copies of the Chapter's medical insurance. The UP has asked everyone at the Brooklyn Round house to clean up in preparation for

the UP Historical Society Convention in August. Pete Rodabaugh is working on moving the Chapter's fork lift out. The Chapter has been working with the Oregon Electric Railway Historical Society to site the flanger at Western Antique Powerland. They will add it to their maintenance of way exhibit. The Jordan spreader maybe joining it if the P&W RR has no more use for it. Arlen has been trying to contact Bruce Carswell who is now working in Wyoming. We are waiting to work out a contract with the P&W, if that fails, it will be moving to WAPI in Brooks, OR. The spreader is currently working near St. Helens. Kerrigan Gray suggested that we work out a rental contract. Arlen asked if anyone knows what the Chapter should charge as a rental fee? Rich Carlson asked if the spreader had been painted. Yes, it is painted in P&W colors and is being used to take up asphalt on the line near St. Helens. The Board adopted changes to Standing Rules #37 and #38. The Executive Committee can approve the lease of Chapter cars at the standard rate. Chapter resources are not to be used for personal purposes. A letter of congratulations was sent to the Southern Oregon Chapter of the NRHS for their 25th anniversary. Member Wayne Halling is recuperating at home from surgery and welcomes calls and letters. Wayne is the author of "Books Nobody Reads" in the Trainmaster and we wish him a speedy recovery.

See opposite page: Picnic!

Committees Reporting:

Nominating Committee: Ralph Johnson is looking for members who would like to be on the committee.

Concessions: Jean Hickok will be selling concessions at the Steam Up at WAPI in Brooks on both the last weekend of July and the first weekend in August. Come out and visit the booth, there will be some new items for sale. She has asked to resign the Concessions Chair. If anyone is interested in taking over, please contact Jean.

Rolling Stock: Thanks to the great efforts of Pete Rodabaugh, the Chapter's rolling stock is about to be moved off the P&W RR. The rent for the rolling stock had gone from \$1.50 per day to \$10 per day, per car on the P&W. Pete was able to secure a site for \$25 per month, per car. The committee is in the process of moving track in order to remove it from condemned status and to move the cars. Pete asked for help out at the spur in Beaverton tomorrow at 9:00 am, pulling stakes, pushing and pulling a curve out of the track and moving ballast. Pete welcomes anyone who would like to be on the Rolling Stock Committee's email list to sign up and find out what's going on with rolling stock. You do not need to be a committee member to be on the email list. The two RDCs are moving to NW Portland. UP has certified them as interchangeable, thanks to the efforts of Pete and George Mikelson. The Mt. Hood was leased to Jim Davis for use this weekend at the Concours de Elegance, antique car show in Forest Grove. Pete and George M. have spent time installing items on the rolling stock to deter vandals. A group call the Oregon Coast Excursions have asked to lease some rolling stock for their excursion, from Banks to Tillamook, in late October. Also wanting to lease some equipment is the Chelatchie Prairie Railroad Assn. They need cars to run this winter so the Chapter may lease them a RDC. This group runs on track that they lease from the Lewis & Clark RR. They have an S-2 locomotive. Another group, the Oregon Steam Heritage Foundation is looking for a home to house the City of Portland's three steam locomotives. The Brooklyn neighborhood would like to keep them in the Brooklyn yard if possible.

Membership: Maxine Rodabaugh reminded the membership that if they want their email address in the new directory to please tell her tonight. She expects to deliver the directories at the August meeting.

Activities: The Chapter Picnic will be August 25 at Shady Dell. Details in the Trainmaster.

Library: *Archive:* Arlen reported for Chuck McGaffey who is out of town. Chuck has been busy making an inventory of the Chapter's timetable collection. The committee had asked the Board of Directors to approve the sale of excess Railroad Timetables. It was suggested that the Chapter try to sell them on E-bay. Several members gave pros and cons for selling them there. Ted and Cora Ahlberg have rented two tables at the UP Historical Convention Swap Meet to sell concessions for the Chapter. The new photocopier is installed in Room 1, Union Station. Ralph Johnson said that there will be a *Lending Library* meeting tomorrow in Room 208 at 9:00 am.

Trainmaster: Glenn Laubaugh announced that the Trainmaster goes to the printer on Monday. Arlen thanked Glenn for his hard work getting the publication out every month. Glenn said it was nice to receive articles from the membership and that it makes his job easier.

For the Good of the Order: Ted and Cora Ahlberg are donating some items to the Chapter for sale. The proceeds will go into the general fund. Donated items include: UP matches in a locomotive package for \$5 each; UP timetables over 30 years old for \$5 each; SP&S matches, \$5; SP&S dining car requisition forms, \$1 each; *The Railroad Saga* by Jeff Keenan, \$10. A total of \$47 was collected for the Chapter. Thank you Cora and Ted.

Programs: Tonight's program will be two videos. The first one is of the Southern Pacific's spreaders and flangers operating in the Donner Pass area. The Chapter's own spreader and flanger are pictured in the video. The second one is the new Pentrex video, Steam to Spokane; SP&S 700.

Motion to adjourn: We adjourned at 8:15 to enjoy refreshments provided by Cora and Ted Ahlberg. Chapter members sang *Happy Birthday* to Mildred Messmer and then adjourned to enjoy refreshments and birthday cake.

Respectfully submitted by Judy Hall, Secretary

Chapter Enjoys Silent Movies

Due to a glitch caused by some gremlins, the Chapter was treated to two silent videos. As it turned out, it was more enjoyable listening to the chatter among the members about what was going on in the video than it would have been hearing the narration. Try this at home, sometime. The only thing missing was the piano and the popcorn!

Respectfully submitted by Judy Hall, Secretary

Chapter Timetable #466 June 2001

Monthly Board of Directors Meetings:

August 9, Sept 13, 7:30 pm. Rm 208, Union Station.

Monthly Membership Meeting:

August 17, Sept 13, 7:30 p.m. St. Mark's Lutheran Church, 5415 S.E. Powell Blvd. [REDACTED]

Rolling Stock Committee:

Meetings ^{Aug 22} [REDACTED] Room 208 Union Station. [REDACTED]

[REDACTED] work parties on the 2nd and 4th Saturdays, and 1st and 3rd Tuesdays. Call Pete Rodabaugh at 503. 771.8545 for information.

Lending Library:

Lending Library Committee meeting: ^{Aug 11 9am} [REDACTED] 9:00 a.m. room 208 Union Station, [REDACTED]



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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

Regular: \$32/year, Joint: \$40/year

Committee Chairs

Activities: Ron McCoy, 503.244.4315
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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

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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

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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 amount of material received, certain items have had to be eliminated from this month's issue. We hope to once again resume publication of them next month. (Sincerest apologies for the size of the minutes as well. No more paper was available)

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

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SEE PICNIC
ANNOUNCEMENT
ON PAGE 6
AUG 25