

# The

September  
2001



# Trainmaster

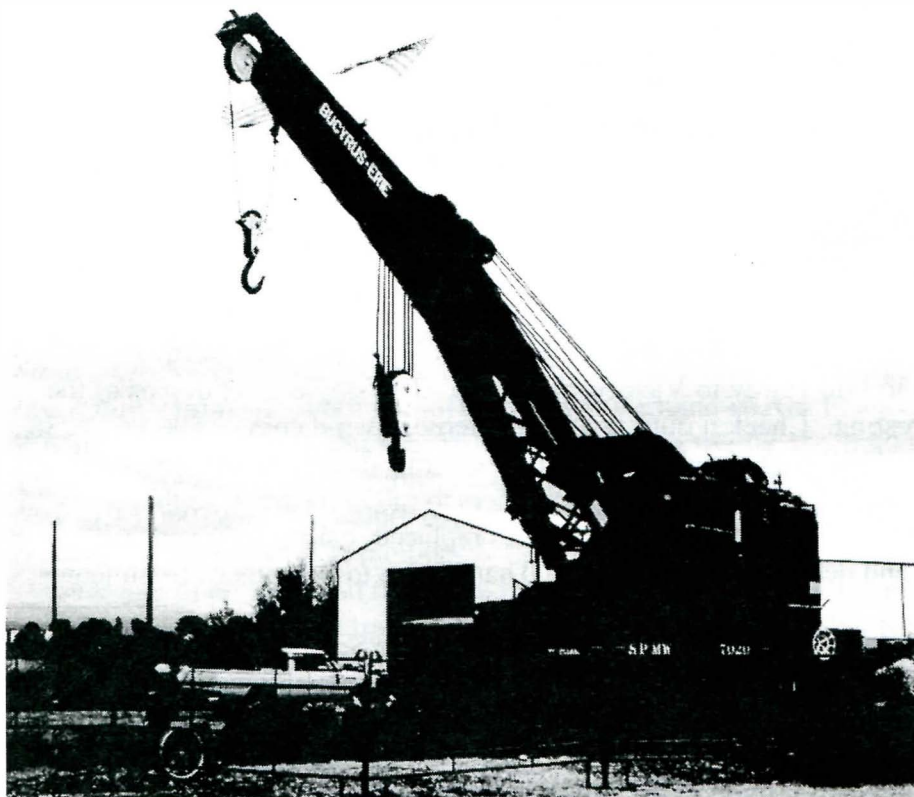
The Official Publication of the  
Pacific Northwest Chapter,  
National Railway Historical Society  
Portland, Oregon



**Board of Directors Meetings: Sept 13, Oct 11, Room 208, Portland Union Station, 7:30 PM**  
**Membership Meetings: Sept 21, Oct 19, 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.

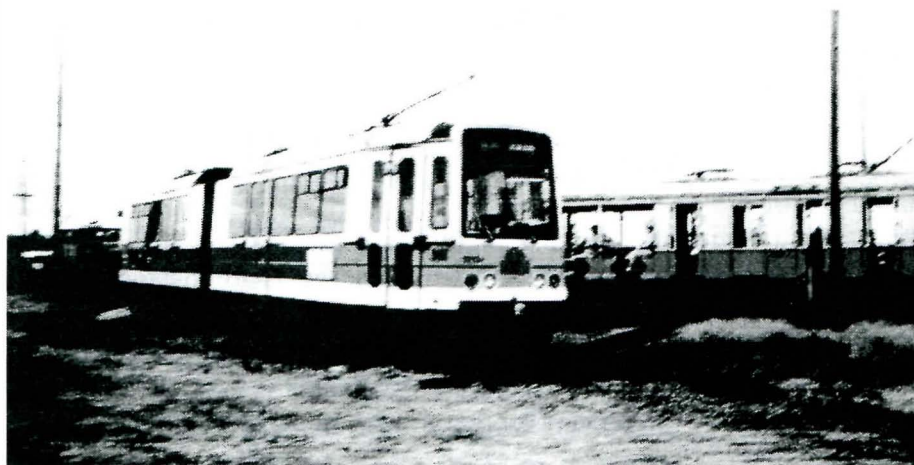
## Railroad Museum in Brooks?

**Page 7: NOTE: Upcoming Special Activities include a presentation of Don Hunter's Milwaukee Road Program at the September meeting, and a member's STEAM TRAIN OUTING on Sept 15.**



**Left Top:** The Western Steam Fiends Association received ex-Southern Pacific Steam Crane SPMW 7020 on 5 November 2000. The crane was operating by the 2001 annual steamup, July 28-29, Aug 4-5.

**Left Bottom:** The Boeing Light Rail Cars have reached the end of the line, but not historic #1213, which has found a new home in Brooks. This was the first Boeing car to run the entire length of San Francisco's MUNI line, perhaps allowing us to say this was the first light rail car to serve the west coast. It also ran during the steam-up, but the open-sided Australian operated most trips.



**As these photos show,** there is now enough railroad material at the Western Antique Powerland to form a respectable railroad museum on the property. Chapter officers are working with groups at WAPI in hopes of adding some chapter cars to the material already on display there. Please contact the Museum Committee Chair at 503-655-5466 if you are interested in helping add to the already active and interesting preservation works at WAPI.

**Food For Thought:** "Originally part of the WCRA's constitution

back in 1961 was the goal of developing a railway museum. It seemed a far off and unattainable goal for some years and not much was done beyond the idea until the 1980's except for the collection, which ultimately became both the problem – and the solution – to this important idea.”

“By the early 1980's the collection was a major concern for the group. It had no home, and storage was more and more difficult...Storage sidings were becoming harder and harder to find as railways moved from local distribution to mainline long haul transportation and sidings were continually removed. In addition, the collection was worsening as resources and working locations just were not available to do the work needed. The prospects for preserving this very heritage that we cared so much about were bleak.”

“Fortunately, several members of the association got going in the mid 1980's and work began to locate a permanent home. The Squamish site was selected and in May 1990 the arrangements were made with the District of Squamish for the property we have today....”

“The project became the West Coast Railway Heritage Park...public opening July 10, 1994...Just 4,300 guests visited us that first year. Today the Heritage Park has hosted over 120,000 guests since opening ( 31,500 in 2000 alone), has full-time staff and is well through development of its second phase.”

- excerpts from a history of the West Coast Railway Heritage Park, in the May 2001 West Coast Railway Association *News*.

Many groups trying to start a railroad museum have struggled with these problems. In recent years the Chapter sounds much like the WCRA did in 1985. Yet, there is potential for the display of a few chapter cars at WAPI to be the start of a new era in the Chapter's history, just as there was still hope for the WCRA in those dark days of 1985, when no car storage could be found, the equipment was deteriorating, and the case for railway heritage preservation looked hopeless.

---

**President's Update, By Arlen L. Sheldrake** It sure seems like summers are going more quickly every year. I missed the August membership meeting as Rita and I were off doing the BC Rail North Vancouver to Prince George to Prince Rupert to Port Hardy to Victoria circle trip. The single level domes of the Whistler Northwind should be interesting. Check it out: [www.whistlernorthwind.com](http://www.whistlernorthwind.com) or 800.663.8238

With **Pete Rodabaugh's** expert leadership and untiring effort our new rail storage is now complete. Many, many hours of hard physical labor were put in by many members to move the track so that it would no longer be condemned. Berry bushes/trees were cleared, rotten ties replaced, ballast removed, rail moved three feet, rail was re-spiked, and new ballast was placed. Thanks also to Schnitzer Investment Corporation for the reasonable lease.

Did you see “*Who owns the most witchers? Try Relco*” article in the September 2001 issue of TRAINS? Relco is reported to own 78 **S-2 switchers**, the Chapter owns 2 of these antiques.

Thanks to Ralph Johnson for agreeing to Chair the **Nominations Committee** for 2002. Two Board of Directors positions are up for election along with all Officer positions. Nominations will be announced at the September 21<sup>st</sup> Membership meeting and printed in the October *Trainmaster*.

Our **Jordan Spreader** that has been on loan to the Portland & Western Railroad for the past three years is now returning. P&W reports that the Spreader was used three times: once to clear blackberries on the lower side between Corvallis and Monroe and twice on the Astoria District to clear brush west of Wauna. The Spreader is now destined to join our Flanger as part of the Maintenance of Way exhibit that includes the steam crane at Western Antique Powerland in Brooks Oregon. We are working with the Oregon Electric Railway Historical Society on this exhibit.

Hopefully you all took a drive to Brooks and visited the **Steam-Up 2001** at Western Antique Powerland. The exhibits during these two summer weekends were truly outstanding as are the continuing changes. Hopefully the additional property acquisition process will be successful in the near future so that the Chapter can become a part of this exciting site. Thanks Bob for the fun trolley ride! Thanks also to Jean Hickok and her Concessions crew for our Chapter presence on both weekends.

The **SP&S 700 Homecoming Excursion Video** by Goodheart Productions is an excellent 52-minute



pictorial of the *Homecoming Excursion* along with other recent romps of the 700 including the Taste of Beaverton. It was good to see George Hickok and the Chapter noted in the credits! It was also good to hear Jack Holst credited for his years of work that paved the way for the restoration of Portland's three steam locomotives.

A true **railfan** watches Mariners home games for the train whistles.

In the August *Trainmaster* issue we enjoyed two fine examples of information sharing, one from our expert "tracker" **Kenn Lantz** and one from our Regional Vice President **Rich Carlson**. Please thank them for their contributions and feel encouraged to tell your story by submitting an article.

Many, many thanks to our "retiring" Concessions Chair **Jean Hickock** for her many hours of work acquiring and selling Chapter Concessions. Jean's last hurrah was a two-weekend stint at WAPI's Steam-Up 2001 with a booth that made the Chapter proud.

**Rich Carlson** has agreed to again chair our Elections Committee for the 2002 elections.

Contact has now been re-established with the Avery (Idaho) Citizens Committee so that details of the **Twin Grove**, ex-Milwaukee Railroad lounge/diner, sale can be completed.

---

### **Willamette Shore Rail Line**, By Arlen L. Sheldrake

Metro is currently developing project rankings on Metropolitan Transportation Improvement Program projects scheduled to be implemented during fiscal years 2004 and 2005. These include bike, pedestrian, boulevard, road modernization, road reconstruction, freight, and transit funding proposals. As always, the requests exceed the available funds, hence a prioritization process. The Council will hold a public hearing in September prior to adoption of the final program. Opportunities for public input occurred at an open house on June 18<sup>th</sup> and written comments were taken from June 12 through July 11, 2001.

One of the projects under consideration is the **Willamette Shore Line Rail Transit and Trail Planning Study (RPLNGI)**. This project covers the Willamette shore railroad right-of-way which extends nearly seven miles from the south end of downtown Portland (River Place) generally along the west bank of the Willamette River to downtown Lake Oswego. Currently the tracks are used by the Willamette Shore Trolley operated by the Oregon Electric Railway Historical Society. This planning study is estimated to cost \$613,000 with \$550,000 coming from Federal funds and \$63,000 coming from local funds. If funded, the work plan will include:

- Design of both the rail transit and trail facilities,
- Transit ridership and trail use analysis,
- Preliminary evaluation of potential impacts,
- Public outreach, with focus on neighborhoods adjacent to the corridor,
- Capital and operating costs,
- Right-of-way issues, and
- Transit and pedestrian/bicycle path financing options.

Currently the State Highway corridor between Portland and Lake Oswego is highly congested and is **not** pedestrian or bicycle friendly. The highway corridor is very narrow making highway expansion pretty close to impossible.

The Willamette Shore Line Consortium purchased this line in 1988 when the Southern Pacific Railroad abandoned the line. The consortium members are: Metro, Tri-Met, ODOT, Lake Oswego, Portland, Clackamas and Multnomah Counties. This is a wonderful trolley ride! Lots of neat scenery, beautiful Dunthorpe homes, nice parks and even a tunnel! The trolley can be boarded at either Lake Oswego or River Place. For more information: 503.222.2226 or [www.trainweb.org/oerhs](http://www.trainweb.org/oerhs).

---

### **Mailbag**

#### **Seeking Early Washington Locomotive**

I am tracing a 4-4-0 steam locomotive originally owned by St. Paul & Pacific RR from June, 1869. It was called the "Jud Rice" after my great grandfather and was then numbered #11. In 1899 it became

Great Northern #6. February 18, 1902 PV & Y bought it and supposedly it became #3. It then belonged to W R & N (Washington Railway & Navigation Company) and sold to South Northern Pacific and renumbered #1153. June 25, 1905 it went to South Blumer Lumber Company, Bucoda,

Washington. The last I heard of it was when the Lumber company closed its business in 1923.

I did find a book on Bucoda, Washington centennial that has pictures of a working 4-4-0 in it. I'm pretty sure that it is the same one.

The first locomotive bought by SP & P RR is still intact at the Lake Superior Railroad Museum (William Crooks). Take a look! [www.lsrm.org](http://www.lsrm.org) The Jud Rice looked like this one a long time ago. The lumber company stripped it down and was definitely a workhorse, kind of beat up in the pictures.

The South Blumer Lumber Company was in the Bucoda Centennial Book ( I do believe. Don't have a copy of it right here.) that they made with pictures of a 4-4-0 pretty stripped down and being used to haul lumber. I did talk with Burlington Northern Railroad and they said they had lost track of it. Of course, they want to know if I do find it. The South Thurston County Genealogical Society is looking

for business records and through old newspapers from the 1920's. Who knows what will show up.

The more people looking around for information, we might just solve this puzzle. Wouldn't it be nice if it was found abandoned in the hills down there and we saved it? :) (Of course, it could have been scrapped to make naval carriers for the war, too.) Just knowing what happened will be enough for me.

The South Blumer Lumber Company was in the Bucoda Centennial Book that they made with pictures of a 4-4-0 pretty stripped down and being used to haul lumber. I did talk with Burlington Northern Railroad and they said they had lost track of it. Of course, they want to know if I do find it. The South Thurston County Genealogical Society is looking for business records and through old newspapers from the 1920's.

If you find out any information on the Jud Rice, let me know. Thanks for the interest. Nancy Swain

## From The Wire



### California Rail Pass Introduced, Kugel Dedicated

For those traveling to California, both 7 day and 5 day rail passes have been introduced in that state. The seven day pass is valid for seven days of travel within a 21 day period. The 5 day passes are good for only northern or southern California, for a 7 day period. The passes are valid for any Amtrak California location, including those served by Amtrak Thruway buses, such as Disneyland.

A 17,500 pound German-made globe, called a Kugel, was recently dedicated at the Bakersfield Amtrak station. The Kugel was donated by the Hogan Family Foundation, and recognizes the contributions of travel and tourism to world peace. The globe is supported on a thin film of water, which makes it rotate. A slight push of the huge object by any observer will change the position.

- - from the Summer, 2001 Making Tracks, Newsletter of Amtrak California.

### Yakima Trolleys May Yet Be Preserved

Yakima has long been recognized for having the only historic trolley operation in the Pacific Northwest. Certainly, other cities have replicas and a few old cars, but Yakima has the only true historic line. Therefore, many interested in rail history in the region watched in horror through many troubles for the system that at times appeared to threaten

continued operation of the lines there. Yakima Interurban Lines Assoc. has now ceased to exist. City and state audits of the operation found considerable questionable money management, and \$111,000 in state funds that were never paid to suppliers. George Inness, the former manager of the line, left town when Yakima National Bank won a \$184,000 judgement for non-payment of loans. The bank has held an auction of Inness property when it found that two locomotives used as collateral were still federally owned. YILA's assets will also be auctioned. Officially speaking the two remaining original Yakima Brill Master units are part of the auction, but there seems to be agreement that it would be a huge loss for them to go to some other city. Before operation can resume, the city and Yakima Valley Trolleys need a new operating agreement. This agreement will probably include the city being able to appoint some members of YVT's board, and safeguards to prevent problems like this from happening again.

- Information from the Summer, 2001 *Railway Museum Quarterly*, Assoc. of Railway Museums **Streetcars in Portland** aren't as historic, but are at least operating. According to the Aug 14<sup>th</sup> *Portland Tribune*, the European-style tram cars have moved around 6,000-7,000 people per day on the 2.4 mile line. One surprise has been the amount of daytime



and Saturday traffic, with passenger counts actually increasing after 9 a.m. and is strong through the day.

### Washington News

The following items were extracted from *RAIL Connection*, Summer 2001, published by the Washington State Department of Transportation:

**-King Street Station Renovation Gets Green Light:** The long awaited State funding portion bill was signed by Governor Gary Locke on April 18<sup>th</sup> clearing the way to leverage \$21 million in federal, state, and Amtrak funds already on hand to stretch to cover the \$43 million renovation of the 1906 station. The 3-story, 60,000 square-foot building is located in Seattle's Pioneer Square Historic District and serves as Seattle's Amtrak station. Currently the office space upstairs sits abandoned and neglected. Work is set to begin early in 2002 and be completed in mid 2003. The King Street Station tower is a direct copy of the Campanile in St. Mark's Plaza in Venice.

- If Congress approves the **High Speed Rail Investment Act**, \$828 million would be provided for the Amtrak Cascades route with an additional \$207 million in state matching funds. Funding would allow an increase from three daily roundtrips between Seattle and Portland to 13 by the year 2011. Travel time would be reduced from 3.5 hours to 2.5 hours. Funds would also allow construction of a third set of main tracks in areas along the rail corridor that are currently bottlenecked, purchase of new trains and engines, and completion of track safety improvements needed for higher speeds.

- Mt. Vernon Breaks Ground on **New Station:** Construction will begin this winter on a new \$5.6 million transportation center south of the Old Town Grainery Building between I-5 and the BNSF railway tracks. The facility will connect Amtrak, Skagit Transit, Greyhound, and a taxi pickup and drop off area under one roof.

- **New Rail Maintenance Facility to Break Ground:** A new \$70 million state-of-the-art facility that will accommodate an entire train is expected to open in 2003. The new facility will be located at the site of its nearly 100-year-old predecessor, between Holgate Street and Royal Brougham Way near Safeco Field in Seattle. Amtrak, WSDOT, and Sound Transit are providing money for the project.

- **Washington Fruit Express:** If final arrangements are completed possibly as soon as September this new service will rush perishable farm products to mid-Atlantic and northeast markets. Apples and pears will head east from Wenatchee in specially designed refrigerated rail cars hooked to Amtrak's Empire Builder and then routed from Chicago to markets. Washington State is having 50 refrigerated railcars built, each 78 feet long and costing \$200,000. These cars will be delivered in 2002. In the meantime, ExpressTrak will provide limited service. Dock to dock transit times are fourth morning delivery, competitive with trucking. This service will help compensate for the chronic shortage of refrigerated trucks. Shipping rates are expected to be below truck costs.

- **Everett Station Takes Shape:** Construction of Everett's new transportation and education center building is making rapid progress toward a December 2001 opening. This 64,000 square-foot four-story complex will serve as a transportation hub for Amtrak service, commuter rail, buses, taxi, and airport shuttles. It will also provide space for higher education classes provided by a consortium of Washington State colleges.

- **Cascades Ridership Continues to Grow:** Between 1999 and 2000 ridership on the Cascades increased 18% from 450,000 to 530,000 trips.

- from Arlen Sheldrake

**Astoria Railroad Preservation Association** continues work on Santa Maria Valley #21. The steam locomotive will be featured on the cover of the book *Railroads of the Santa Maria Valley*.

Over 7 pages of progress is listed in the June, 2001 Clatsop Roundhouse, but it looks like we may soon have yet another active steam locomotive in the area. Work is also progressing on SP&S #273, a 1915 coach-baggage car that operated as part of the steamship trains from Portland to Astoria.

**Amtrak News – Horses, Amtrak to Europe, etc.** Amtrak was recently granted permission by governmental authorities to mortgage New York City's Penn Station. If the process is completed, it is hoped that it will provide finances for immediate operating expenses.

Federal Transportation Secretary Norman Mineta has made statements that Amtrak should abolish

operations except on a few selected routes, and that Amtrak will not be able to be self-supporting.

On June 1, an unstaffed station opened in Tukwila, Washington for the Amtrak *Cascades*.

Amtrak has announced a partnership with Icelandair, making the airline the first train and plane "flight" codeshare. Travelers make only one reservation for both air and rail travel. The codeshare operates a "flight" from Washington D.C. and Philadelphia to BWI airport (Baltimore), with the "flight" continuing from there to Central Europe, the U.K., and Scandinavia. A shuttle is available from the Amtrak station at the Airport directly to the Icelandair check-in counter. Tickets must be purchased from Icelandair or from a travel agent – not through Amtrak.

Amtrak has added quiet cars to nearly every train between Washington D.C., New York and Boston. These are where the use of wireless telephones and pagers is discouraged. The idea started by those on train #151, the southbound 6:05 a.m. Philadelphia – Washington D.C. train. Many people on that train wanted to catch up on sleep and could not, thus they demanded a Quiet Car. By spring 25 cars were operating on 25 trains. The trains that will not have

quiet cars are *Acela Express* #217, *Metroliner* #'s 121 and 123, and all weekend trains.

Miniature horses are becoming more popular as service animals. Amtrak will accept Guide Horses, just as it will accept guide dogs, but the size requires that travelers with guide horses must be booked into mobility impaired locations.

- from assorted exchange publications

### **Record Train Length**

The record for the heaviest and longest train ever was set June 22, 2001 by BHP Iron Ore, in the Pilbara region of Western Australia. The train carried 95,000 tons of iron ore in 682 cars, hauled by eight diesel locomotives. It was approx. 6.56 miles or 34,668ft including locomotives.

### **2001 Oregon Rail Plan**

The Rail Division of the Oregon Department of Transportation, is in the process of updating the freight and passenger rail plans. For the first time, the Rail Plan includes updates for both freight and passenger rail elements. The last updates to the individual plans were in 1994 for the freight plan and 1992 for the Passenger Rail Plan.

Comments on the plans were received through the ODOT web site until August 3, 2001.

### **PNWC/NRHS Meeting Minutes Aug 17, 2001**

**CTO:** 7:45 pm by Vice-President Al Hall

**Pledge of Allegiance:** Al led pledge of allegiance to the flag.

**Welcome members and guests:** New member John Burger talked about his interest in railroading and growing up in San Luis Obispo. Al invited members who have recently been on vacation or whom we haven't seen in awhile to talk about what they've been doing this summer. Mildred Messmer said she wanted to ride the tourist railroad on Vancouver Island, BC, Canada but it was no longer operating.

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

**Secretary:** There were no additions or corrections to the minutes as published in the Trainmaster. Kerrigan Gray moved and Darel Mack seconded, that the minutes be approved. The motion carried.

**Treasurer:** Rick Banton said that the Chapter has not yet billed the PRPA for the Homecoming Excursion ticket sales. He also said the Chapter has no income and that there is not enough money in the checking account to pay the P&W for next month's rail car storage. A copy of the treasurer's report is filed with the minutes in Room 1.

**Vice-President:** President Arlen Sheldrake is on vacation in Canada. Al Hall reported that he met with Rob Lewis who is on the board of directors at Western Antique Powerland, Incorporated (WAPI). They talked about the possibility of moving Chapter equipment to WAPI. The WAPI board has expressed interest in getting more railroad groups into the

park. Wapi will have their 5-year planning meeting soon. Al suggested that they also contact the other railroad groups in the area. The WAPI group has contacted a person who helped the Astoria Maritime Museum raise \$2.4 million, to help with their fundraising efforts.

#### **Committees Reporting:**

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

**Concessions:** Al said that Jean Hickok reported sales of \$1075.25 for the two weekends at the Steam-Up at WAPI in Brooks. She exceeded the goal of \$1000.00. Thanks to Jean, Kimberly, Ted, Cora, Al, Judy and Glenn for helping with the booth. Ted Ahlberg said the Chapter would be selling items at the UP Historical Society's swap meet on Saturday at the Holiday Inn, Airport. Surplus items like timetables and trip guides and other concessions like tee-shirts will be for sale. Ted and Cora brought some of their own items for members to purchase such as SP&S matches and SP&S dining requisition forms, as a fund-raiser for the Chapter.

#### **Rolling Stock: Thanks to the great efforts of Pete**

**Rodabaugh and many members,** the RDCs are being moved off the P&W RR. Four other cars will be moved soon. Through the efforts of Chapter members and friends, about 400 feet of track has been moved to accommodate the cars. It required pulling spikes and moving ballast. Member Dean Petshow was there with his tractor and back-hoe. It has been estimated that this work would have cost about \$10,000 if



members had not volunteered to do it. Pete is looking for more help with rolling stock. Please call and volunteer your help. The Oregon Electric Historical Society has accepted our offer to move the Jordan Spreader and the flanger to Western Antique Powerland (WAPI).

**Membership:** Maxine reported that we have three new members. The new membership directories were available at the meeting for members to pick up. Please talk to Maxine about any errors in the directory.

## Steam Train Trip:

**Activities:** Ron McCoy asked that the members mark their calendars for September 15 for a bus and rail trip. Expect to leave Portland at 8:00 am by Chartered bus. The trip will include a ride on the Mt. Rainier Scenic RR and a tour of a private car and caboose, a picnic lunch with a special guest speaker who will talk about the reopening of the Morton Line. Then the bus will head down to the Chehalis RR and have a train ride to Ruth. Expect to return by 8:30 pm. The price is \$43 per adult, \$38 per child 16 years or younger. Bring your own food & Drinks.

The Chapter picnic is August 25 at Shady Dell. Plates and eating utensils will be provided. Bring a main dish, salad or dessert. You can bring your own drinks but Ron encourages members to buy them from the concession stand at Shady Dell to help support the park. Ron also encouraged members who do not drive to contact him for transportation.

**Library:** Ralph Johnson said that there will be a *Lending Library* meeting on September 22 at 1:00 pm in Room 208, Union Station. He is hoping to put the new lending library rules in effect after the Board of Directors approves them.

**Trainmaster:** Glenn Laubaugh. Please get articles for the *Trainmaster* to Glenn by the 20<sup>th</sup> of the month.

**For the Good of the Order:** Member, Bill Thomasson, talked about his antique tractor that he enters in the Steam-Up at WAPI. It's a 1912 Samson that his father bought new. Bill said that he operated the tractor until 1940 and then parked it out in the orchard. His family raised prunes and almonds in Chico, CA. Then 10 or 12 years ago, he brought the tractor to Oregon and worked on it for about a year, to get it running. All the original parts were still on it. He estimates that it cost \$750 when it was new. His tractor is always a favorite at the Steam-Up. **Excess copies of the *Trainmaster* from past years, will be available at meetings.** Please help yourself and take copies for your friends and neighbors. Leftover copies will be put into concessions for distribution to the public.

**Programs:** Tonight's program will be an Operation Lifesaver Presentation by presenter, Judy Hall.

**Motion to adjourn:** We adjourned at 8:40 to enjoy refreshments provided by Cora and Ted Ahlberg. *Respectfully submitted by Judy Hall, Secretary*

## Chapter Timetable #469 September 2001

### Monthly Board of Directors Meetings:

Sept 13, Oct 11, 7:30 pm. Rm 208, Union Station.

### Monthly Membership Meeting:

Sept 21, Oct 19 7:30 p.m. St. Mark's Lutheran Church, 5415 S.E. Powell Blvd.

### Rolling Stock Committee:

Meetings Sept 19, Oct 17, Room 208 Union Station. Committee meets on 3<sup>rd</sup> Wednesday of each month, 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. Information: Pete Rodabaugh at 503. 771.8545

### Lending Library:

Lending Library Committee meeting: Sept. 22 9:00 a.m. Union Station Library open Sept. 22: 1:00 to 4:00 p.m.

## Sept. 13 Meeting Program:

Presentation of Don Hunter's Milwaukee Road Program at the September meeting. See and Hear the Milwaukee Road in Action Very Unique



**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. 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**

**Editor:** Glenn Laubaugh, (503) 655-5466

**Circulation:** Chuck Storz, (503) 289-4529

**Mailing & Distribution:** Maxine Rodabaugh (503) 253-4241

Janet Larson (503) 253-7436

Darel Mack (503) 723-3345

**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  
**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 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 space was available)**

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

NON-PROFIT  
ORGANIZATION  
U.S. Postage  
**Paid**  
Portland, OR  
Permit No. 595

The *TRAINMASTER*  
Pacific Northwest Chapter  
National Railway Historical Society  
Room 1, Union Station  
800 N.W. 6th Avenue  
Portland, OR 97209-3794

Address Service Requested