

The

April
2002



Trainmaster

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



Chapter Member Joe Harper's Central American Railroad Adventure



Hello Railfans and Train Lovers:

Around 9 AM on January 13th, our railfan group of 41 climbed aboard our first steam train and headed out on once in a life time adventure. We departed from the old railroad station located near the center of Guatemala City. We passed lots of old wooden railroad box cars, lots of old diesels and railroad machinery much of which was built in the early 1920s. This is an operating railroad called the Ferrovias Railroad operated by the RDC corporation from the USA under a fifty year management agreement. Today the railroad only hauls freight and much of that is rolled steel from Russia. The rails are being replaced to handle heavier loads but at the moment very little cargo is transported in a box car. There is no passenger service at all. Folks get around by the omnipresent colorful buses that look like they were painted by a circus and heavily influenced by the Mayan Culture that once so heavily influenced this part of the world. The buses are so inexpensive that riding the rails as a passenger just doesn't take place any more.

These rails were originally built by the infamous United Fruit Company (which once was the largest banana exporter in the world) around 1906. The train consist today is lead by steam engine #204 and is a Baldwin 2-8-2 built in 1945. Our consist is made up of a water tank car, a baggage car (where our lunches are cooked up), a dining car, a passenger coach and finally bringing up the rear the

Chapter Timetable # 476

Annual Banquet: April 28, 5:00 P.M., cocktails—6:00 P.M., dinner. See Page 5 for more information.

Membership Survey: see page 6

Membership Meetings: April 19, May 17, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd. 7:30 PM **PLEASE ARRIVE AT OR BEFORE 7:30 AT OUR MEETINGS** 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.

Meeting Programs: Rocky Regula will present "Colorful Colorado" in April, and in May, Glenn Laubaugh is going to show some slides of some trains he rode in South America.

Board of Directors Meetings: April 11, May 9, Room 208, Portland Union Station, 7:30 PM

Lending Library: 1 to 4 pm April 20 and 27, check-out of materials subject to **new loan agreement.**

Library Committee: A big thank-you goes to Irv Ewen, who has taken over operation of the Library Committee. Remember that he can't do it alone and needs volunteers to help out!

Chapter member, Naomi Gray passed away Saturday, March 23. At this time there is no service planned for the public.

Long-time **Chapter Concessions Committee Chair Marilyn Edgar** also passed away in March.

Notable Non-Chapter Events:

Ex SP&S 700 will have trip on the Montana Rail Link in October. For more information contact 1-800-519-7245, or information@montanarailtours.com.

President's Car (originally used by the President of Guatemala as he traveled the country in the 1940s) with an open observation platform and is named "MICHATOYA." The entire consist is painted an emerald color but is not air conditioned and though clean is still a bit dusty. It is old railroading at it's best. I take up residence in this car which we think was built around 1920.

All this equipment in Guatemala and El Salvador is operating on narrow gauge track. We are allowed to stand on the steps for pictures and do things that would not be allowed in the USA. Our group is made up of folks from around the world. We have two folks on the

tour who are quite interesting. First there is Jim from Northern California who retired from The Southern Pacific Railroad after 45 years. Jim cut his teeth on steam and during the week several times takes the engineer's side of the cab and expertly guides this engine and several others thru it's paces. We also have a gentleman from Great Britain who I will call "Machete Jake." He is an expert photographer of steam trains and flies in excess of 250,000 miles each year in search of the "Perfect" shot. He carries a machete, a small tree saw and a pair of garden cutters. Every time we stopped for a picture, "Machete Jake" was out with his machete or other tools to be sure he had the perfect picture. He was just amazing.

Our various train trips will take us east into the rugged Sierra Madre Mountains and then we transfer to the Ferrocarriles Railroad of El Salvador which is government maintained. There is freight and limited passenger service in El Salvador and at various times we take a siding for a passenger train to pass us. These passenger trains are pulled by narrow gauge diesels built many years ago. They usually pull one baggage car or caboose/baggage car plus two or three passenger cars that are very old and in need of some serious attention. The El Salvadoran Railroad is not in as good a shape as the railroad in Guatemala.

We are traveling as part of a group that has chartered these old trains. Everywhere we go these old steam trains and passenger cars draw much local attention. When we stop at old passenger stations there are hundreds of folks that are very curious about these old steam trains with American Tourists aboard. Guatemala & El Salvador don't get that many tourists on an annual basis. It has only been a few years since peace agreements have been signed so peace and safety are still a bit tenuous. This area is also influenced by hurricanes, volcanos and at times massive earthquakes so we tourists are a curiosity.

We spend our nights in hotels and use a bus to get us to many destinations to meet our trains. Our first full day is in spent traveling the line out of Guatemala City. We cross the highest bridge in all of Guatemala called "The Las Vacas" bridge. It is 630 feet above the canyon and the runby of our steam train is great. The weather and sun were great the entire time we were on our trip.

Before leaving Guatemala, we stop at the small town of Zacapa where the current end of the line is but there is an old round house here with six old steam trains in the round house and dozens of old wooden box cars. It is sad to see these engines sitting there to never run again. Their boilers are shot and it is too costly to rebuild them. As we come into Zacapa our driver gets lost and goes down some narrow streets and finally we are guided to the railroad station by a guy who used to work for the railroad. It is a riot to see this tour bus following a guy on a bicycle thru the streets. He gets us there in fine shape.

The train station is guarded by an armed security force. In this part of the world businesses like hotels and even gas stations all have 24 hour security armed guards. It is just a way of life. After a while one just pays little attention to the security measures.

Days two thru four we spend in El Salvador. We cover most of the available track getting up high in the mountains with spectacular views such as might have been the case in the late 1800s on the narrow gauge railroads in Colorado operated by the Rio Grande Railroad.

Because these steam trains have been chartered by us we have complete control to have them stopped anywhere we want for that "special" photo. In the course of our stay in Guatemala and El Salvador we are

Western Washington Steam-up
June 15th & 16th sponsored by Mt. Rainier Scenic Railroad, excursions. Climax #10 powered, depart Mineral Washington. More information: 888-steam11 or www.mrsr.com

For other interesting events, please see the Inland Empire Chapter's Pacific Northwest Railroad Events at: <http://www.ierhs.50megs.com/11.htm>

hosted to over 61 runbys and a multitude of photo and video opportunities in the country side, towns and railroad facilities and of engines on roundtables. The roundtables in El Salvador aren't motorized so it was interesting to watch about eight or ten guys easily push the engine on the roundtable.

Our train consist for part of El Salvador was steam engine #101 built by Baldwin in 1925 and is a 2-8-0. Our consist contains one yellow wooden boxcar, two flat cars, a green passenger coach and a yellow caboose. In El Salvador we are allowed to ride all over the cars and some folks ride on top of the boxcar and on the caboose or just hang onto the side of the passenger car. We do have folks up in the cab and riding on the tender. No liability issues in El Salvador.

One very interesting issue came up while in El Salvador. Last year a massive earthquake damaged a major steel bridge coming into the capitol of San Salvador. At first we were told we wouldn't be riding steam part of the way but finally the El Salvadoran Government put engine #101 and it's tender on two separate flat cars pulled by diesels along the highway for ten miles. The speed was walking speed and it took sixteen hours to do that. We were very fortunate to get this done. We were very skeptical that the same process would take place when we finished the first part of the trip so that the next day we would have a double header but in fact it happened and we did watch them load the tender on one separate truck trailer and do the same with the steam engine after the smoke stack and rear light off to help clear the electrical wires along the way.

In El Salvador we were treated to a part day trip aboard the only remaining motorized passenger car #17 still operating. It is an old and tired piece of equipment and just barely made it up some grades. Some of the passengers rode up on top and this part of the trip lasted about three hours. We then met our steam train @101 again for some great runbys and photos. The next day we were treated to a double header. Our passenger consist plus one water tanker car, led by steam engine #101. We also had the benefit of a VIP car called "CUSCATLAN" bringing up the rear and it also had an open observation platform and then a freight consist lead by steam engine #12 which is a 2-8-0 built by Baldwin in 1926. The freight consist was made up of a water tanker car, three box cars and one yellow caboose. Two separate train consists were run by us at various locations and the best photo was lining up these two old engines with an old cement water tower in the middle. Our final opportunity was for a double header back to Sonsonate, El Salvador. We got many doubleheader photo opportunities over bridges, thru mountains and with lots of smoke. It was fantastic old steam doing it's magic.

Our last day had us coming back into Guatemala City after being treated to two sperate train consists. One was a passenger consist pulled by steam engine #204 2-8-2 built by Baldwin in 1948 and a separate freight consist pulled by steam engine #205 2-8-0 built by Baldwin in 1948. Eventually the freight consist was put on a siding and both engines were put on front of the passenger consist led by engine #204 as we returned to Guatemala City in grand fashion.

One other interesting observation was that the railroads in Guatemala and El Salvador don't have any radio contact. They do stop for orders but the crew communicates with hand signals. On the back of all the trains was a flagman with a red flag and another crew member was on top of a car to signal the cab. It worked but is really a throw back to old time railroading.

In any case, we spent an exciting time in these two great locations riding most of the available track and enjoying old time railroading like it used to be. The people in each country were extremely enthusiastic and polite, the scenery was great, the workings and smells of the operating equipment was a chapter out of the past. The weather was very hot, very dusty and mostly without air conditioning and showers in the evening were a blessing BUT I wouldn't change a thing. It was all that I had dreamed and much more. For me it was a trip back in time and a great adventure for the present. For now it is time to end this chapter and head for Cuba and that will be fodder for the next issue of the "Choo Choo Chronicles."

"All Aboard," Choo Choo Joe

Donations for March

A special thanks is due to those members that have included donations with their membership

renewals. The following members have donated funds in this fashion, processed since last month's list: Mildred Messmer, Noel Nelson, Lloyd Zentner

President's Update, By Arlen L. Sheldrake

Membership Interest Survey: Have you completed and returned the survey included in the March *Trainmaster*? If you have, thank you very much! If you haven't, included in this *Trainmaster* is another copy, the deadline is extended to May 1st. We really, really need all members doing something to help the Chapter move forward!

2002 Membership Dues are now overdue. Our by-laws require dropping any member who has not renewed by April 1st.

With much sadness we learned of the February 22nd passing of long-time (1982) active member **Marilyn Louise Edgar**. On March 12th a memorial service was held with many Chapter members in attendance. Our sympathy to husband and member Jim and Marilyn's entire family.

Attention all parents and grandparents: **Thomas the Tank Engine** is coming to Hood River June 28 through July 7. 30-minute train trip departures begin at 9:00 a.m. and the last one is 6:00 p.m. Tickets are \$14 that includes the train ride to the switchback along with a lot of other activities. Advance reservations are highly recommended. More information: www.mthoodrr.com/thomas or 800-872-4661. Congratulations to the Mt. Hood Railroad for giving us this only Oregon visit. Other MHRR excursions are suspended during the visit.

Want another excellent train watching site, check out the **Jack London Square** in Oakland California. Lots of good restaurants with direct viewing of the UP mainline that runs in the middle of the street. A very busy passenger corridor including the Coast Starlight, San Joaquins, and Capitol Corridor trains. UP throws in some heavy-duty freight. While we were there a 7-unit northbound container train moved smartly through the busy tourist attractions. During this short February trip we also stopped in Oregon's own Oakland. A very interesting historic community on the Oregon & California Railroad, now CORP. Still standing are a couple of original O&C warehouses, the nice museum has the town's railroad history as one of their themes.

Car #1220: Built by Pullman Standard at Worcester MA, lot W6880, plan 4109A, in October 1950 for the second lightweight Empire Builder. Originally a Great Northern 66-seat coach then sold

1973 to New Jersey Department of Transportation and rebuilt to a 108-seat commuter coach. Purchased for \$10,000 in 1988. Lightweight carbon steel smoothside construction is in pretty good shape. Running gear (cast pedestal trucks with single equalizers and coil spring suspension) condition is unknown, small windows and no seats, has D22 brake valves. Installment #4 of this continuing description of our rolling stock.

Good to see the **Antique Powerland Museum**

Association getting out Volume 1 Issue 1 of their new quarterly newsletter which I received in late February. Chock full (6 pages) of interesting information. Membership now exceeds 400 and is a reasonable \$10; APMA, 3905 Brooklake Road NE, Brooks OR 97303. Don't forget to reserve a day or two for the annual steam-up the last weekend in July and the first weekend in August.

Look for **Montana Rockies Rail Tours** to announce around April 1st the rumored **PRPA SP&S 700** powered excursion going eastbound from Spokane to Billings beginning October 11th and going westbound from Billings to Spokane beginning October 18th. The train operates to/from Sandpoint with bus connection to Spokane. More information: www.montanarailtours.com or 800-519-7245. Tentative consist: SP&S 700, SP&S tender, SP auxiliary tender, Kenny Prager tool car, crew car, MRL back-up diesel engine(s), 3 MRRT support cars, 3 dome cars, 4 coach cars, diner, club car, private sleeper, and private dome car.

During January and February I enjoyed corresponding with Joseph Connell from Martinez California. Joe wanted some information about our former car the **Mission Santa Ynez**. Seems he had an enjoyable memory of riding in the car with his Dad during a 1937 trip from San Francisco to Los Angeles on a night train. Joe is a member of the Cochise Chapter, NRHS and found information in the NRHS Annual Activities booklet about our sale of the car to Jim Davis. I sent a copy of Joe's letter to Jim and Jim very kindly sent information about his restoration to Joe. In a subsequent appreciation letter Joe indicated that he also had a fond memory of riding behind SP4449 during a recreation of the Coast Daylight probably in 1984 from Los Angeles on a two-day trip, probably part of the Chapter's Louisiana World's Fair

| See page 7 -----> |

PNWC Chapter Banquet!

Sunday, April 28

5:00 P.M., cocktails—6:00 P.M., dinner

Saylor's Country Kitchen & Steak House

4655 S.W. Griffith Dr.

Beaverton, OR----503-644-1492

**(Beaverton-Hillsdale Hwy at Griffith Dr.,
Canyon Rd. exit off Hwy. 217)**

Please join with PNWC members in honoring Al Haij, renowned railroad photographer whose work appears in many books.

Al has been a Chapter member since 1956.

Program: A selection of slides from Al Haij's vast collection.

Dinner: \$22.50 All dinners include relish plate, tossed green salad, bread, baked potato, beverage, onion rings and dessert.

Please choose from the following:

1 8 oz. Filet Mignon 1 9-10 oz. Prime Rib of Beef

1 Baked NW Salmon 1 Broiled Breast of Chicken

1 Vegetarian (Price: \$16.50)

Name: _____ Number attending: _____ Phone: _____

Please send in your reservation and check by April 22nd to:

Ron McCoy, 9855 SW 80th Ave., Tigard, OR 97223 (503) 244-4315

Please make checks payable to PNWC-NRHS

Door Prize donations gladly accepted!

MEMBER INTEREST SURVEY

Volunteers such as you perform all the many important tasks needed for the Pacific Northwest Chapter National Railway Historical Society to be effective. Please take a moment to note the areas where you are interested in continuing or becoming involved. Please return by **May 1, 2002**. **Thank you!**

Please return this survey to:
Secretary, PNWC-NRHS
Union Station Room 1
800 NW 6th Avenue
Portland OR 97209-3794

In which of the following areas would you be interested in working? *(see opposite for descriptions)*

- | | | |
|---|--|---|
| <input type="checkbox"/> Excursion planning/car hosting | <input type="checkbox"/> Publications | <input type="checkbox"/> Nominations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Rolling Stock | <input type="checkbox"/> <i>Trainmaster</i> |
| <input type="checkbox"/> Archives | <input type="checkbox"/> Concessions | <input type="checkbox"/> Fund raising |
| <input type="checkbox"/> Lending Library | <input type="checkbox"/> Member activities | |
| <input type="checkbox"/> Museum development | <input type="checkbox"/> Meeting Programs | |
| <input type="checkbox"/> Membership & Hospitality | <input type="checkbox"/> <i>Trainmaster</i> articles | |

From time to time help is needed for specific short-term projects. Check those that you could help with:

- | | | | | |
|--------------------------------------|-------------------------------------|--------------------------------------|--|---------------------------------|
| <input type="checkbox"/> Mechanical | <input type="checkbox"/> Electrical | <input type="checkbox"/> Engineering | <input type="checkbox"/> Artistic/Graphic arts | |
| <input type="checkbox"/> Photography | <input type="checkbox"/> Financing | <input type="checkbox"/> Typing | <input type="checkbox"/> Accounting | <input type="checkbox"/> Social |

The Chapter is always looking for membership meeting program ideas. Could you provide a program or do you have program ideas?

Describe your areas of specific railroad interest: _____

Other comments: _____

Name: _____ Phone: _____

Address: _____

City/State/Zip: _____ E-mail: _____

DESCRIPTIONS OF VOLUNTEER OPPORTUNITIES

The following brief descriptions will give you an idea on what is involved to help you make your choices:

Excursion Planning/Car Hosting: The Chapter works to provide at least one charter train trip to the public each year. Functions include: budget development, marketing, ticket sales, on-board car hosting, cleaning, and mailings.

Finance: This Committee helps plan the yearly Chapter budget and raise needed funds for special projects.

Fund Raising: Develop and implement fund raising ideas for our facility development.

Archives: The Chapter owns an extensive collection of historical materials that need to be both cataloged and preserved. Help is also provided to people researching specific northwest railroad topics.

Lending Library: The Chapter owns a collection of books and videos that are available to members for checkout. Cataloging the collection, monitoring checkouts, and incorporating new donations are among the activities of this Committee.

Museum Development: Initial activities are to develop a public interpretive information for our display of the Flanger and Jordan Spreader at the Antique Powerland Museum.

Publications: Help put our monthly *Trainmaster* publication together including word processing, folding, labeling, taping, and mailing. Help with excursion Trip Guide development.

Rolling Stock: Work with upgrading and maintaining our 12 pieces of rail equipment. Functions vary from the highly skilled work with running gear to cleaning and waste disposal.

Concessions: Obtain and sell Chapter items at various railroad events in the greater Portland area and during Excursions.

Member Activities: Help plan and organize railroad related activities for Chapter members and their guests such as the Annual Banquet and trips to area attractions such as Mt. Rainier Scenic Railroad.

Membership & Hospitality: Help with maintaining our membership records, welcome guests/new members at meetings, and organize meeting snacks.

Meeting Programs: Assist the Vice-President in finding interesting programs for our monthly membership meetings.

Nominations: Work with others to develop a slate of Officers and Directors for annual election.

Trainmaster: Assist with the monthly editing of our newsletter.

Trainmaster Articles: Members are encouraged to write and submit articles describing some historical topic or recent trip. Develop a monthly column on area railroad events or some other topic. By sharing your information, all members benefit.

Continuation of Presidents Update, Page 4:

romp. Joe also sent along a picture of the beautiful and busy new Martinez railroad station that serves the Capitols, San Joaquins, Zephyr, and the Coast Starlight. Martinez is 1 hour south of Sacramento and just under an hour north of Oakland on the Amtrak schedule.

OSHF >> ORHF: Effective February 18th the Oregon Steam Heritage Foundation Board changed the organization name to the **Oregon Rail Heritage**

Foundation. The purposes as stated in the Articles of Incorporation continue to be: a) Secure a

permanent restoration facility for the steam locomotives owned by the City of Portland, b) Preserve the Brooklyn Roundhouse, and c) Establish a Rail and Industrial Heritage Museum. ORHF member organizations: Friends of 4449, OR&N 197, PRPA, Northwest Rail Museum, Brooklyn Neighborhood, City of Portland and PNWC-NRHS.

Reserve some time June 15th or 16th to attend the **Western Washington Steam-up** sponsored by Mt. Rainier Scenic Railroad, excursions, Climax #10 powered, depart Mineral Washington. More information: 888-steam11 or www.mrsr.com.

From The Wire



Passengers to Astoria –2003? By Arlen L. Sheldrake

Multiple projects totaling approximately \$2.3 million are either underway or planned to rehabilitate the Astoria Line in order to provide seasonal May-September Portland -Astoria passenger service in conjunction with the Lewis & Clark Bicentennial beginning the Summer of 2003.

The Aldridge Point slide, west of Wauna, was again cleared in March and except for vegetation the line is clear to Astoria. \$240,000 of Federal TEA-21 money and \$60,000 of Portland & Western Railroad (PNWR) money was used to clear the slide and now cut brush, weed spray, effect minor repairs to the three drawspans, restore a switch frog and install 350 ties at Clifton siding, 350 ties at Clatskanie siding,

210 ties at Westport siding, 235 ties at Astoria siding and transport and tamp ballast over roughly 36 miles between Port Westward and Astoria.

Paperwork was submitted by ODOT to the FRA in March for an additional \$2 million which would buy and install 414 switch ties (135 at Clatskanie, 94 at Westport, 92 at Clifton. and 93 at Astoria), purchase 779 tons per mile of new ballast (installation noted above), and buy and install approximately 910 ties per mile for 41.9 miles (Port Westward – Astoria).

PNWR believes that these projects will allow 30 MPH operation on the line's predominately 85 and 90-pound rail if light equipment such as RDCs or DMUs is used instead of heavier 4-axle locomotives. The use of RDCs/DMUs would also eliminate the need to turn the equipment, a problem at the Astoria end. Still to be found are funds for the purchase or lease of RDC/DMU units and funds to subsidize the train operations. The additional funds necessary are estimated to be at least \$3 million.

With the upgrade and opening of the Astoria Line with passenger operations for the Lewis & Clark Bicentennial the possibility for other uses such as special excursions and freight moves will become a reality.

Thanks to Bob Melbo for providing the data for this article.

The **Astoria Railroad Preservation Association** has now completed the formation of a backhead doorway for their steam locomotive restoration efforts.

Some pictures of recent work are on our website at: <http://www.astoriarr.org/news/index.html>

Thanks to Martin Adams for the information

The Arts & Entertainment section of the Oregonian on Saturday, March 30 featured an article on the 4449 and the labor intensive nature of operating a steamer.

On March 21 at 8:00 PM, one of our chapter's members, Don Hunter, was featured on the Oregon Public Broadcasting program "Oregon Art Beat". Many members will know Mr. Hunter from the fabulous multi-media presentations he has skillfully produced that feature railroading of all kinds. Our chapter has been fortunate to have hosted Don on many occasions, and his presentation on the Milwaukee Electric is in a class all its own. Now OPB has shared a little of Mr. Hunter's history with the entire state. The program repeat on Sunday, March 24 at 6:00PM

Thanks to Ron McCoy for the Information

General Meeting Minutes **March 15, 2002**

CTO: 7:35 p.m. by President Arlen Sheldrake

Pledge of Allegiance: Arlen led the Chapter in the pledge of allegiance to the flag.

Welcome members and guests: Please sign in on the register. The Chapter observed a moment of silence for Marilyn Edgar, long time Chapter member who passed away recently. Rich Carlson is in the hospital.

Officer's Reports:

Secretary: There was one correction to the February minutes as published in the Trainmaster: the 6200 had been leased to the Morse Brothers, not the Mt. Hood as stated in the minutes. Kerrigan Gray moved and Kyrian Gray that the minutes be accepted as amended. The motion carried.

Treasurer: Report filed with minutes in Room 1, Union Station.

President: Arlen welcomed the membership to the March meeting. He put Members Interest Surveys on the tables for members to fill out and give them to Judy Hall. Please fill in the form and turn in by

April 1. He also reminded everyone that April 1 is the final renewal date for membership before being dropped from the membership list.

From the Board of Directors meeting:

Oregon Steam Heritage Foundation has changed its name to the *Oregon Rail Heritage Foundation*. The Chapter is a member of the foundation whose function is to find a home for the roundhouse steam locomotives.

The Board agreed to publish the Chapter's membership application on the NRHS web site.

The Chapter now pays for an inspection of the fire extinguishers in Rooms 1 and 1A, Union Station.

The Board voted to use the Chapter owned name, *Oregon Rail Museum*, at Antique Powerland in Brooks instead of the Pacific Northwest Chapter name to avoid any conflicts of interest. Arlen asked if there

were any concerns or comments. None were heard.

Committees Reporting:

Concessions: The Chapter is looking for someone to chair the Concessions Committee.

Membership: April 1 is the deadline for Chapter membership renewal before being dropped from the membership roster. Please get your renewals to Maxine Rodabaugh as soon as possible.

Activities: Judy Hall reported that the Chapter Banquet will take place on April 28 at Saylor's Old Country Inn and Steak House in Beaverton. They have a very nice room and good food. Member Al Haij will present a slide program from his vast collection. Please send in your reservation by April 22. See you there!

Library: Lending: Chairman Irv Ewen said that there would be a library meeting tomorrow from 9:00 a.m. to noon in Room 1, Union Station.

Everyone is invited. John Willworth has brought videotapes and books to the meeting for members to check out. The library will be open from 1:30 to 4:00 p.m. **Archive:** Chairman Chuck McGaffey said that he and Bill Hyde are touring the archives and looking for more shelf space. They have pulled out the excess magazines and have sold \$140 worth of them to the Beaverton Modular Train Club, the group that meets at the Alpenrose Dairy. They are looking for help on Mondays from 9:00 a.m. to 1:00 p.m.

For the Good of the Order:

- Arlen said that Thomas the Tank Engine will be on the Mt. Hood Railroad from June 28-July 7.
- The Montana Rockies Rail Tour with the PRPA and the ex-SP&S 700 steam locomotive is going forward.
- Joe Wright said he received a Christmas card from a couple that rode on the Homecoming Excursion. They have their own train museum in Tennessee and welcome members to visit. Ask Joe for more information.
- Ted Ahlberg talked about how some states have purchased their own rail cars. The state of Washington has purchased about 60 long-box cars. He brought a Lionel model of the yellow boxcar to show as an example. Washington has also bought two Talgo train sets. An article

about this can be found in the Toy Train Operators Society magazine.

Programs: Tom Smith presented an excellent slide program on "Alco Diesel Survivors".

Motion to adjourn: Adjourned at 8:00. Chapter members enjoyed refreshments provided by Cora and Ted Ahlberg. *Respectfully submitted by Judy Hall, Secretary*



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Attn.: Trainmaster Editor

PNWC-NRHS, Room 1, Union Station, 800 N.W. 6th Avenue, Portland, Oregon 97209-3794

Voice: (503) 226-6747, Fax: (503) 230-0572

Chapter E-Mail: pnwc@pnwc-nrhs.org

Trainmaster E-Mail: trainmaster@pnwc-nrhs.org

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

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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: \$35/year, Joint: \$44/year

Membership prices include National Membership as well as membership in the local chapter. For more information, please contact the membership chair at the above address or phone number.

Contributions for the Trainmaster are most welcome. Deadline for each issue is the 20th of the previous month. Contributions should be sent to the address, e-mail address, or fax at the top of this column, or the mailbox in the door of Room 1, Union Station.

Committee Chairs

Activities: *Vacant*
Meeting Programs: See *Vice President*
Concessions: *Vacant*
Excursions: Al Hall 503.699.5042
Janet Larson 503.253.7436
Car Host: Darel Mack 503.723.3345
Finance: See *Vice President*
Library: Irv Ewen 503.232-2441
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,'02.) 503.223.7006
Vice President: David Van Sickle ('02)
503.297.3807
Treasurer: Rick Banton ('00-'02) 503.642.7366
Secretary: Judy Hall ('01, '02) 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
Chuck Bukowsky (02,03,04) 503.284-7277
Darel Mack (02, 03, 04) 503.723-3345
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

ITS YOUR CHAPTER, AND ITS PROBABLY GOING TO BE A BUSY YEAR. PLEASE CONSIDER VOLUNTEERING TO HELP OUT WITH EXCURSIONS, WORK AT BROOKS, EQUIPMENT REPAIR, AND NEEDED POSITIONS.

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

The *TRAINMASTER*
Pacific Northwest Chapter
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