

The

June
2002



Trainmaster

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



Train Chasing and Riding in Cuba, by member Joe Harper



This 1878 Locomotive is the oldest operating in Cuba.

Hello Railfans And Train Lovers:

We arrive on our chartered American Eagle flight from Miami at Jose Marti Airport on Sunday evening January 20th for a six day visit. Our tour is approved by the US Government and it is a tour featuring rail experiences with some exposure to the Cuban Culture. We have a Cuban guide with us for most of the trip. During the days we visit Sugar Cane Mills and at night we have the opportunity to experience some Cuban experiences. The Cuban guide was a diplomat to the UN for Cuba ten years ago and of course has a very slanted view but his overview and answers to questions were rather enlightening. At one point on a bus ride to our first sugarcane mill we actually stop at the house where he grew up. This turns out to be an unexpected visit but we meet his mother and grandfather and are allowed to see his parents place. Over the next six days we see the insides of two other Cuban families places and while no one is wealthy they are certainly much

better off then their counterparts in Guatemala and El Salvador. We also have the benefit of forty-four separate runbys of various railroad equipment plus many other photo advantages all over Havana and out in the country.

We stayed at the Rivera Hotel (originally built supposedly by the Mafia around 1957 just before Castro came to power) the entire week and that makes it easy on us all as we don't have to drag our luggage from hotel to hotel as we did in Central America. As we arrive at the Airport, we have to wait for our

luggage and while doing so are watching a replay of a speech given by Castro that day in Havana. We cannot understand his speech but he looks very old, tired and worn out. The hotel has an excellent breakfast buffet as well as a dinner buffet. The tourists to Cuba are certainly taken care of. There are just over ten million folks in Cuba and each year two million tourists arrive to visit Cuba. Tourism is the biggest and fastest growing industry and new hotels are being built very quickly. It is estimated that over five million tourists will visit Cuba in 2004. Our hotel is near "Old Havana"

Chapter Timetable # 478

Membership Meetings: June 21, July 19, 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.

Board of Directors Meetings: June 13, July 11, Room 208, Portland Union Station, 7:30 PM

Lending Library: 1:30 to 4 pm June 22 and 29, check-out of materials subject to **new loan agreement.**

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.

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>

facing the ocean. The famous street called "Malecon" passes right by our hotel.

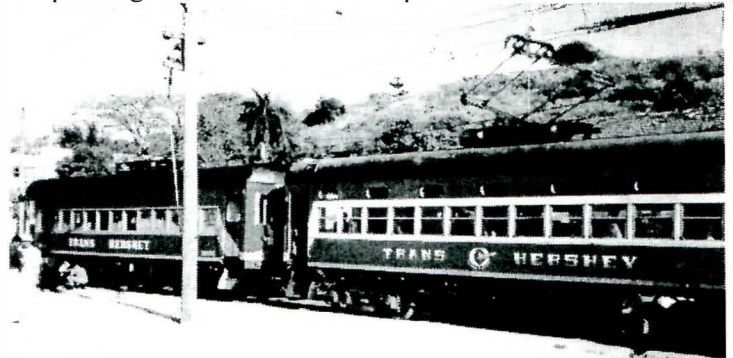
Our six day visit allows us to visit three sugar cane mills and see the various steam engines at work in the fields. We will also ride the only electrified line in Cuba which is the Hershey Line built by the Hershey Candy Company in 1916 (first used steam and then converted to overhead electricity in 1922). Milton Hershey built the largest sugar cane mill at the town of Hershey. The mill was located exactly at the half way point on the line. The line starts at the small town of Casablanca (located across from the town of Havana at the entry to Havana Harbor) and ends at Matanzas some 56 miles away. Matanzas is also a large harbor. Hershey built his line to both haul sugar AND passengers or in his case workers to his sugar cane mill. The sugar cane harvest lasts about four months and generally starts in December and ends in March.

Our first sugar cane mill is the "Boris Luis Santa Coloma" mill located about twenty miles east of Havana. There are, by the way 156 sugar cane mills in Cuba and sugar is the number one export. As we arrive at the mill we see our first steam engine #1711 which was built by American Locomotive Works in 1920. It has a 2-8-0 wheel configuration which is also the majority of what we see during our visit. All in all we see and ride ten different steam engines. The first steam engine used in Cuba was in 1837. At the moment there are **190 OPERATING** steam engines being used to harvest the sugar cane over a span of narrow gauge track that spans over four thousand miles.

We left the Coloma sugar mill aboard engine #1711 and travel about 10 miles to the only "interlocking tower" in Cuba. Our consist is made up of one empty hopper car and two cabooses. The cabooses have an open platform in front and back and a shaded area in the enclosed middle. It was in the mid 80s as we traveled thru the sugar cane fields so not many folks wanted to be inside a shaded steel box so we all stayed outside. At the tower we transferred to engine #1702 which was also a 2-8-0. Engine #1702 pulled one passenger coach which was just a flatbed car with wooden seats and a cover over it. We then traveled another 10 miles to a sugar cane mill only just starting up. At this location we saw the oldest operating steam engine in Cuba. This was engine #1112 built by Baldwin in 1878 and is a small coal burner. It's wheel configuration is 0-4-0 which is a small engine. At this location is a water tower so both engines were watered and run by the water tower. The small engine (#1112) pulled our coach car back to the interlocking tower. Engine #1702 followed us and picked up full sugar cane hoppers. As the two engines arrived at the interlocking tower they were lined up by the tower for a very interesting set of photographs. They were also run by this location with an operating semaphore system in place.

We then waited for a diesel engine (built by the Russians) to take our consist back to the Coloma sugar mill. It had been a hot day but a very interesting day.

Day two and three were spent on the electrified "Hershey" Rail line. The first day we started out at Casablanca and headed east to the town of Hershey. Along the way we stopped on sidings to allow regular scheduled passenger trains to pass us as well as a work train. We did several runbys along the way. At the town of Hershey we got off the mail line and rode another rail line on the Hershey line that allowed us to eventually circle the Hershey sugar cane mill. We stopped in the middle of a little town for a runby and a 1956 "cherry" chevrolet pulls up for a classic picture. Everything is old in Cuba because they can't get new machinery or even parts but we are blessed with a great picture. I even bought an ice cold beer for one dollar and though I don't usually care for beer still found it to be quite refreshing. The Cubans love dollars so we were welcome everywhere. We got to the end of this line and headed back to the train workshop at the Hershey sugar mill and toured the work yard. Many old "steeple" small cab engines (built in 1925 by GE) are used on this line. Most are in deep need of lots of work. This is where the passenger coaches are also kept and maintained.

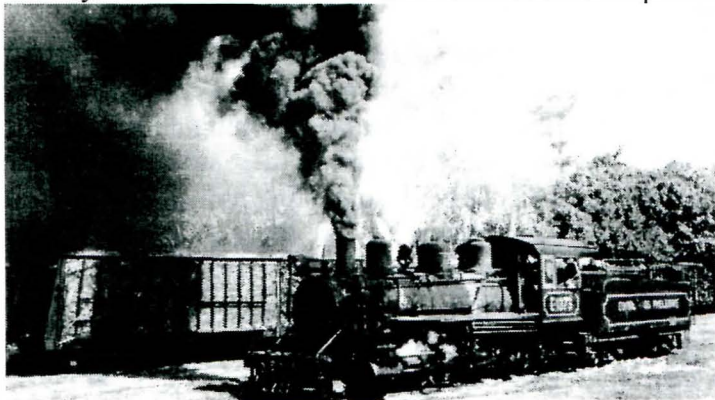


Day three was to be spent traveling the entire Hershey line from Casablanca to the end at Matanzas. Unfortunately about half the way to Hershey our old "Brill" coaches (built in approximately 1922) broke down and thus we were stalled on a siding for about one and a half hours. There are only three of these "Brill" cars still existing in Cuba and we are riding on the only two that are operable. They are mostly a deep red and look great. The operator runs the two passenger coaches from the front and then when we pull off on a siding he just goes to the back and heads back to the next starting point. Eventually we are greeted by a small working train that pulls us to Hershey. We have a very unusual consist made up of one "steeple" cab engine on the head end, one flat car, one tanker, two "steeple" cab engines and finally our two "Brill" coach cars bringing up the end. We get to Hershey and one of the "steeple" engines is taken off and then we head for the end

of the line at Matanzas. Along the way we complete three runbys and also go into sidings for other passenger trains and one freight train loaded with sugar and molasses. We arrive at the old passenger station at Matanzas after dark. We board our bus and head back to the hotel.

Day four we head west from Havana to visit the August Cesar Sandino sugar cane mill. At this location we do see several old steam engines but on this day we only watch them at work as we do not ride engines this day. We see three different steam engines at work this day. Engine 1402 built in 1919, engine #1350 built in 1916 and engine #1373 built in 1920. All are 2-8-0 wheel configurations. We boarded our bus and headed back to Havana. We stopped at one of the two passenger train stations in Havana. This one is called Christana Railroad station. This day we did not have permission to photograph equipment but I took several pictures as it is a beautiful old station. I went and left but several others tried to take pictures but were told to leave by a security guard who threatened to take their film. We also saw many of the unique city wide buses called "camels." Basically a "camel" is a bus pulled by a diesel truck cab and the way it is built with the front part of the passenger area higher than the middle but the same height as the back is somewhat reminiscent of a camel. These buses were just jammed full and it is said they can get as many passengers on one of these "camel" buses as a 747 airplane. Very interesting sight.

Day five we headed for the Gregorio Arlee Manalich sugar cane mill. Here we rode on two old steel cabooses like we had ridden earlier but this day we are actually on the back of an operating steam train doing it's daily work. This is also a sugar cane mill where there is regular gauge steam equipment and narrow gauge steam equipment. This location also takes better care of their equipment. Here we see engines #1308, #1365, #1402 and #1404. We jump aboard our cabooses and empty sugar cane hoppers pulled by engine #1365. We head out into the sugar cane fields and drop off 19 cars and then eventually pick up 15 full cars and head back to the sugar mill enjoying some runbys along the way. Once back at the mill we visit their workshop and



also see a 15 inch working steam engine taken from an old amusement park but kept in working order here. Once again it is a fun day seeing old steam at work in the sugar cane fields of Cuba.

Our last full day allows us to visit one of two major railroad workshops located in Cuba. Here major work is done to overhaul the engines. Many engines are diesels originally built in the USA and then sold to Mexico after they were all but worn out. The Mexican Government then has rebuilt some of these engines and sold them to Cuba. We also visit a smaller workshop where small running repairs are done. It is interesting that one of our group is a retired engineer from Southern Pacific who is allowed to move a Russian diesel around the yard for us to be able to get a better picture. This is the same person who has also taken the engineer's side of the cab and operated steam trains. An American operating a steam engine, in a Cuban sugar cane field with a Cuban fireman. How IRONIC!!!! We then go to the major railroad station in Cuba that was designed by an American who also designed the train station in Baltimore. We DO have permission this day to take photographs this day. There are six active tracks leading into Central Station. There are many trains in and out of Havana each day BUT there are more folks who want to ride the trains than Cuba has equipment for. If a Cuban doesn't have American Dollars then they wait for a ticket aboard the train will take a week. If one has Dollars it may be possible to board that day as there is a separate line for passengers who have Dollars. One has to have a ticket in order to get past armed security. We conclude our tours of the railroad workshops by visiting an area where the passenger coaches are rebuilt and repaired.

After we visit all three workshops we head back to Old Havana for lunch. Three other folks and I find a nice place to have a great lunch. We even have a "cubrelibre" mixed drink. I have only had bottled water the entire trip so not to take any chances but this is almost the end and the Cuban rum and coke tastes great. It is also great to wander the streets of Old Havana. These buildings are all "pre-colonial" structures and are badly in need of repairs and new paint. The Cuban Government recognizes the importance of preserving these buildings and as money is available these buildings are being served. Our last opportunity to ride a steam engine is outside of Havana about 20 miles at a huge public park built by the

government for the people. It is called "Lenin Parque" and is about 5 miles across. There is an old steam engine that pulls four old passenger cars around the park. It is a small engine with a 2-6-0 wheel configuration. We tip the train crew and are allowed to stop the train for several runbys.

This evening several of us went to a Cuban baseball game in Havana. Great baseball. The game was televised so not so many folks at the park. It cost \$3 for the best seat and 50 cents for an iced cold beer. There are no commercials, no programs or souvenirs sold. A Canadian couple with our group of ten wanted to buy a hat and jersey. A guy showed up behind us and the Canadian bought a players hat for \$15. A catcher from the Cuban Baseball Team came down the third base side and while warming up a pitcher was negotiating with the Canadian to sell HIS OWN JERSEY to the guy after the game. I couldn't believe it. Sure enough, after the game the catcher came running out of the stadium and found the Canadian and

sold the jersey off his back for \$30. Capitalism at it's purest!! AMAZING!!!!!!!

This concludes my Cuban trip. All in all, our group of 40 has been treated very well. We have seen many examples of old steam engines working. We have seen old Havana and enjoyed it's charm. We have heard about the politics of Castro and seen that the Cuban people are very friendly and very resourceful. In today's world it seems as if we should consider completing lifting the embargoes on Cuba. Slowly there are changes going on in Cuba and it's relations with the USA. Hopefully things will get better for all our benefit. For sure, the average folks in Cuba are infinitely better off then their counterparts in Guatemala and El Salvador and in that regard there is are no contradictions. All in all I would go back to Cuba again. Great trip, great people and lots of fun enjoying the sights and sounds of old steam engines at work as well as a multitude of great memories to reflect on and enjoy over and over.

"All Aboard, "Choo Choo Joe

President's Update By Arlen L. Sheldrake

Approximately 10% of the membership responded to the two-month campaign for completion of the **Member Interest Survey**. Those not responding will be getting a reminder call. We need many helping hands and minds!

Sure is good to see loads and loads of sheetrock being shipped from Rainier on the Portland & Western.

Mt. Hood #600: The Chapter's favorite car. Built by Pullman Standard Manufacturing Company of Chicago as a sleeper/lounge for SP&S Empire Builder service, lot 6829 plan 4163; ordered 9/1946, delivered 2/1950 and re-furbished in 1968, the last car overhauled by Pullman at the Calumet shop in Chicago before leaving the sleeping car business. Sister car Mt. St. Helens exists as a display in North Dakota, anyone know what city? Logged almost 5.3 million miles between Spokane and Portland. Six single-person roomettes and three large 2-person compartments two of them can be opened to provide a 4-person room. Has a small kitchen (refrigerator & hot water aren't operational) and a neat original Farnsworth AM radio in the lounge. 170,000 lbs, 85' long, 12' high, 11' wide and seats 22 in the lounge. Shower installed 1984, stove in 1985. Cast

pedestal trucks, equipped with single equalizers and coil spring suspension, lightweight carbon steel smoothside construction. New carpet installed except in the roomettes and furniture cleaned Spring 2001. Donated to the Chapter by the BNRR along with the #76 in 1972, presentation ceremony June 16, 1972 at Portland's Union Station. Used between Spokane and Portland on BN passenger trains through May 1, 1971, donation delayed as Amtrak needed the equipment between Seattle and Chicago until early 1972. Painted in 1981 into present Empire Builder color scheme to accompany SP 4449 to the opening of the California State Railroad Museum. Ted Ahlberg owns a drumhead originally used on the Mt. Hood. *Installment #6 of our continuing rolling stock descriptions.*

Certainly a visit to **Florida** needs to include Disneyworld and a ride on Walt's steam trains but the visit is really complete while watching Florida East Coast run heavy-duty freight on their welded rail and concrete ties through St. Augustine along with a visit to a wonderful museum in Lake Wales. This museum includes a 1944 Whitcomb Diesel, 1926 Seaboard Air Line Caboose (nicely restored in 2000), and a 1916 Pullman along with a nicely restored 1928 Atlantic Coast Line passenger depot and 1916 SAL Freight

depot right next to the Florida Midland RR now relegated to twice daily 10 mph freight shortline use and known locally as the CSX Historic Corridor.

Good to see that the Centralia-Chehalis Chamber and Tourism Lewis County are again promoting **Ride the Rails to Centralia** packages which include roundtrip on Amtrak and local lodging. Departure points include Portland, Seattle, Tukwila, Tacoma, Olympia, Eugene, Albany and Salem. While in Centralia be sure to tour their neat historic downtown including the 1912 restored Depot and the Olympic Club, yet another McMennimins restoration. More information: 800.525.3323. Once you get off the freeway you quickly discover a nice community.

Operating on weekends and holidays again beginning May 25th is the **Battle Ground, Yacolt & Chelatchie Prairie Railroad**. This year the trips also go to Moulton Falls and include the "dripping" tunnel. All trips depart Yacolt. The first Yacolt to Moulton Falls and Chelatchie Prairie trip departs at 11:00 a.m. and returns at 2:55 p.m. making for a very nice day trip. More information: www.chelatchieprairierr.org or 360.686.3559.

On March 23rd **Don Wheeler**, President of the Pacific Railroad Preservation Association, underwent major surgery. Don is retiring from his paying job and Jim Vanderbeck is assuming the role of Interim

PRPA president. We wish the best for our good friend Don.

High Iron Travel advertised in the June 2002 issue of Trains magazine a rare 1,500 mile Oregon trip called the **Oregon Explorers**. This September 14-21 trip is scheduled to go: Portland to Astoria, Astoria to Banks, Banks to Tillamook, Banks to Toledo, Toledo to Albany and Albany to Portland. This rare mileage can be had for \$4,450 per person double occupancy. More information: www.highirontravel.com or 612.922.7259.

Looks like **PNWR** is interchanging southbound freight with **UP** at Garland's Nursery just north of Corvallis on the former SP Albany/Corvallis line (highway 34). On multiple occasions two or three heavy-duty UP locomotives have been spotted either deadheading southbound to the interchange point or pulling a long string of freight northbound to Albany. Freight has included coiled steel and Banks lumber.

Mount Rainier Scenic Railroad is looking for a General Manager responsible for all aspects of the railroad operation. Interviews begin May 28th but as of May 22nd no application closing date has been established. For more information contact Allison Sherwood, 509.747.5650.

Please welcome these new members who have recently joined the PNWC! – by Judy Hall

Dunstan Fandel, Portland, OR
Efrem Krisher, Bellevue, WA
Mark Lembersky, Seattle, WA
James Long, Portland, OR
Delbert LoRee, Vancouver, WA
Dennis Newton, Portland, OR
Mark & Carolyn Reynolds, Lake Oswego, OR
Jim Rygg, LaGrande, OR
Dean & Pamela Sheldrake, Salem, OR
Arthur Weber, El Cerrito, CA
Byron Windhorst, Portland, OR

CHAPTER BANQUET, by Arlen Sheldrake

The Chapter Banquet held March 28th at Saylor's Restaurant in Beaverton was a huge success! 68 members and guests enjoyed a good dinner, good conversation and an outstanding program.

The highlight of the evening was a selection of slides from Al Haij's (member since 1956) extensive

and renowned collection. These outstanding slides, great color and sharp pictures, varied from Little Joes to the cover shot that was used by Walt Grande for his Northwest's Own Railway volume 2. The two carousels of pictures were all very historic. Master of Ceremonies, Ron McCoy narrated from a script put together by Al and Darel Mack. As noted in a separate article, the Jack Holst award committee (George Hickok, Rich Carlson, and Gerald Schuler) selected Maxine Rodabaugh as our 2001 winner. Also honored was Jean Hickok for her three years of outstanding work as our Concessions Committee Chair.

Our 25-year NRHS members were awarded their pins and framed letters of appreciation by National Director Gerald Schuler. For 2001 we had three honorees, C. Douglas Auburg, Gary Waite, and Bruce Fingerhood. Bruce was unable to attend.

Many nice and varied door prizes were given to lucky attendees. Door prize donors included: Janet &

Brent Larson, Chuck McGaffey, Judy Hall, Darel Mack, Ted & Cora Ahlberg, Bill Einzig, the Chapter Archives, and Arlen Sheldrake. Financial donations were received from Darel Mack and Patricia Savage.

Many thanks to Ron McCoy, Darel Mack and Judy Hall for organizing a **great** evening!

Awards Presented At Banquet by Gerald Schuler

Two Twenty Five year membership awards were presented at the April 28 Annual Banquet. C. Douglas Auburg and Gary Waite were presented framed letters of appreciation with sterling silver membership pins. These pins contain a "25 year membership" inscription on the border. A third

similar award had previously been mailed to Bruce Fingerhood, who could not attend the banquet. Congratulations go to these three members.

The Jack Holst Member of the Year Award was presented to Maxine Rodabaugh.

The selection committee related the below history of Maxine's Chapter activities which qualified her for this highest Chapter award. Our Congratulations go to Maxine for this Award.

Joined Chapter in 1988, Served on Board many years, Served as Treasurer many years, In charge of Membership records, Assisted with Trainmaster distribution.

PNWC - NRHS Membership Meeting May 17, 2002

The meeting was opened at 7:30pm with a welcome by President Arlen Sheldrake followed by everyone reciting the Flag Salute. Arlen asked if everyone had read the minutes of the April 19 meeting as printed in the Trainmaster. He gave a clarification of the \$25 fire inspection fee. It is not for fire extinguisher servicing. This inspection is done annually as part of our lease. Arlen requested the Treasurers report. Rick Banton said there was nothing major to report. Arlen mentioned that we are under our Reserve Fund designated balance and it is gradually decreasing.

Arlen gave his President's report starting with the May 9 Board meeting.

The Activities Committee reported that the Chapter Banquet held on April 28 was a huge success. It showed a slight profit. The Port of Tillamook Bay Excursion is scheduled for September 14. Planning for this is proceeding. It will run from Buxton to Salmonberry. Members were asked to mark their calendars for this trip. A Membership Directory will be published this summer. Members were told to make sure their information is correct. The Board decided to provide replacement insurance for the M-14 Maintenance Car (Speeder) that is on loan to the Canby Museum. Chuck Bukowsky volunteered to pay this fee as a donation. The Twin Grove car is still not ready for shipment. He is expecting that to occur in June. Judy Hall received about 10% response in the two month campaign of the Membership Surveys. If members have not filled them out, they should do so soon. The Board is still considering bidding to host the 2005 NRHS Convention. Carl Jenson, the National Convention Committee Chairman, is coming out to meet with the Board at their June 13 meeting. Arlen asked for thoughts pro or con from any of the members. Al Viewig asked if there was any information out reporting on the last three conventions, and how many man hours it took.

Arlen explained that there is information available. The NRHS has now published a Convention Planning Document. Basically everything is done by the local Chapter. St Louis made \$25,000 after their 20/80 split with the National. We do not know of any other Convention bids for that year. Joe Wright asked if there is a possibility of co hosting with another Chapter or group. Arlen answered that one thought is that we could ask for participation from others like the PRPA and '49 group, but it would still be a PNWC function. One thought is that 2005 will be our 50th anniversary. Arlen thought that many of we locals think that Portland is a great destination City. We would need a lot of help if we decide to do it. Estimated attendance is about 1000.

Arlen continued with his report. Bob Jackson is volunteering to have a company come in early June and give an estimate of what it would take to bring cars 3300, Mt. Hood, 6200 and 6800 up to Amtrak standards. He is hoping to get some good information from that visit. We appreciate Bob's assistance with this project. On everyone's chair was placed a business card with a picture of what had been unofficially used as our Chapter logo. This was developed in '85 during the campaign to repair the neon sign and turn it back on. As far as is known no other organization is using this design. Rich Carlson thought we owned the artwork. Ted and Al both commented that the City owns the historical building and we would have to get permission to use the picture. The Chapter is interested in the procedure to declare this to be our official logo. A motion was made by Joe Wright and seconded by John Wilworth that we adopt this artwork as our official Chapter logo and proceed to have it as our trademark. The motion was passed unanimously.

Arlen announced that we now have an executed contract with the Columbia Gorge Model Railroad for their use of our Wig Wag Signal. Ron McCoy was unable to attend. Arlen announced that Ron is working with Bob Jackson

for a "behind the scenes" tour of the Artrain that will be in Hillsboro June 29 to July 2. This is touring the country with an exhibit called "Artistry in Space". Northwest Rail Electric did much of the rail car restoration work for this train. Those dates overlap the times when Thomas the Tank engine will be on the Mt. Hood Railroad at Hood River. Maxine announced that some renewals of membership are still coming in. Irv Ewen announced that there will not be a Library Committee meeting tomorrow, but the Lending Library will be open for the check out and return of books 1:30 to 4 pm Saturday May 18 and 25. Ron Carlson gave a brief health report on Rich, and suggested that members can still come to visit or call him. The Chapter expressed sorrow over the recent death of George Mickelson's brother Carl.

Ralph Johnson announced that the June 21 program will be a representative from the Oregon Maritime Museum who will speak and show slides on Columbia River Steam Boating. Joe Wright announced that the Chapter should consider contacting the City about putting a permanent display in the Memorial Coliseum since the City wants to get more use of the building. Al Viewig gave a brief health report on Al McCready. Arlen mentioned a reply he had received from Senator Gordon Smith which did not support Amtrak funding. He also mentioned a statement that Earl Blumenaur made at the AORTA meeting recently that Bicycles are the only form of transportation that aren't subsidized. Arlen questioned who pays for all the bike lanes?

Arlen mentioned that John Wilworth had a great assortment of books and videos for members to check out. He then adjourned the meeting for the refreshments arranged by Cora followed by the program on Brazilian Rail by Glenn Laubaugh.

Gerald Schuler, Secretary Pro-Tem

Attention Museum Committee Prospective Members:

Due to a lack of opportunities in the past, the museum committee has been relatively inactive since the museum display car was damaged, approximately in 1991. We are going to try to start activities again. The first priority is going to be getting our display equipment ready for the Brooks Steam-Up in late July. We want to make sure that everything looks as good as we possibly can have it. While the rainy season seems to be lasting quite late this year, there are some things we can still do.

1. Chipped and otherwise decayed paint should be touched up. There are many areas to cover, and we

probably won't be able to cover all of the spots, but it would be good to do what we can.

2. Information and/or displays about how the equipment was originally used. Anyone have any good photos of snow equipment in action?

3. Regular meetings to determine course of action: in order to avoid excess time commitments, this may be best done during the lunch break during work at the display.

Exact meeting times have not yet been determined. Expect to start meeting at the WAPI museum on Saturdays in June. Call your museum committee chair at (503) 655-5466 for more information.



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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: \$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.

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MUSEUM COMMITTEE: PLEASE CONTACT GLENN LAUBAUGH AT (503) 655-5466 IF YOU WOULD LIKE TO PARTICIPATE IN THE MUSEUM COMMITTEE. WE NEED TO GET READY FOR THE STEAMUP. PAGE 7

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