

The

October
2002



Trainmaster

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



Chapter Timetable

#482

Membership Meetings: Oct 18, Nov 15 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: Oct 10, Nov 7 Room 208, Union Station, 7:30 PM

Lending Library: 1:30 to 4 pm September 21 and 28, check-out of materials subject to new loan agreement.

Notable Non-Chapter Events:

Port of Tillamook Bay is offering Fall Foliage Trips in addition to their Oregon Coast Explorer Trips. More information available from www.potb.org or call 800-685-1719. Fall Foliage trips: Coast to Cochran and return: Oct 12, Oct 26, Nov. 3, Nov. 16. Garibaldi/Rockaway Beach to Wheeler **Santa Train:** Nov. 23, Dec. 21, Dec. 22.

Willamette Shore Trolley

Departures from Lake Oswego and Portland River Place. Sept. 30 to Oct. 27 Schedule Departures on Saturdays and Sundays: 12 Noon to 3:45 p.m. Adults: \$8 RT Seniors 55 and older: \$7 RT Children 3-12 years: \$4 RT Dec. 8 to Dec. 21 **Special Evening Runs to view the Lighted Christmas Ships** on the Willamette River. For more information: Call the depot: (503) 697-7436 Free parking at the Lake Oswego Depot. Hungry? Get 10%



Chapter Excursion on Port of Tillamook Bay a Success In the afternoon of September 14, our passenger train passes an old water tower that still stands beside the Port of Tillamook Bay railroad. It is one of the few such relics from the steam age still standing in Oregon. Photo by Rick Banton

What Does It Take To Have A Successful Excursion? By Al Hall

A Review of the Fundraising Excursion on Port of Tillamook Bay RR

In the beginning

Railroads – POTB and P&W -- Find a railroad that bends over backwards to help you like the **Port of Tillamook Bay** who employs very hard working and accommodating people in Laura Hogsett, Larry Miller (engineer) and Jody Moore (conductor). Thanks to Laura for all of her pre-excursion help with the planning process and for meeting me at 6:00 a.m. excursion-morning to open the depot. Thanks to Larry and Jody for arranging the consist in the order we desired, for the two photo run-by's and for keeping to schedule. We departed and arrived back right on time. Thanks also go to **Portland & Western Railroad** and their employees Brian Enright, Trainmaster, Susan Walsh-Enloe and Toby Vanalhorst in marketing, and the switching crew for their assistance, responsiveness and understanding.

Weather & Date -- Check with the Farmer's Almanac and say a few prayers to the Man upstairs to help you select a day with perfect weather

like September 14th.

High-tech Mechanical Crew -- Make sure you have a competent, reliable mechanical crew in the likes of Pete Rodabaugh, George Hickok and George Mickelson who strive to keep all our coaches in good operating condition. They sacrifice weekends and work all hours of the night whenever they deem it necessary to make repairs or improvements before, after and in between excursions. Did you know we had a high-tech GPS tracking system on our train? Was this a first? Thanks to

off your meal at the Tillamook Creamery Cafe with your trolley ticket! Located about 1.5 blocks from the Lake Oswego Depot on "A" street. Try their delicious double, double- thick Willamette Trolley Milk Shake (made the old fashioned way and highly recommended by Rod the trolley motorman).

George and Pete's ingenuity, they installed a GPS tracking system via Amateur Radio using their designated Chapter call sign W7SPS. All those fortunate passengers in the Mount Hood saw the systems operation first hand on George Hickok's lap top computer.

Details – Make sure you have a president like Arlen Sheldrake who locks in and documents all the necessary important details such as contracts, insurance and lease agreements so nothing is assumed, taken for granted or overlooked.

Friends and Relationships – Thanks to Doyle McCormack, Larry Miller and Gordon Zimmerman for helping us acquire the use of the Plum Creek and the Gordon Zimmerman baggage car which provided us additional passenger seats for those on our waiting list and a superb location for great viewing and concession sales. Thanks to Bob Jackson, Chapter Car Lease Agent, for allowing the use of his Northwest Rail Electric shops and use of his expertise for locating items needed, purchase and repair of equipment.

Car Cleaning Crew – On a beautiful sunny day when everyone would have rather been at the beach, these faithful Chapter members rallied to clean the coaches. Pete Rodabaugh, George Mickelson, Rick Banton, Brian Hickok and Al Hall cleaned the outsides of the coaches while "Mrs. Clean" Judy Hall scrubbed, vacuumed and deodorized the insides. Pete's friend Ed Burress brought out his power washer and helped with the cleaning. While we were doing the cleaning, George Hickok was up on the roof of the Red River finishing the repair of a leaky roof hatch that he and Pete had been working on. After the cleaning was completed Pete, George Mickelson and Ed Burress then worked on Red River window shade problems until after dark. Before departing on his long awaited three-week vacation, Arlen Sheldrake was busy cleaning the inside and, with Pete and George Mickelson's help, the outside of the Plum Creek. The Plum Creek was added to our consist only a few days before the excursion in order to make room for those "wanna go" passengers on our waiting list because we were previously sold out.

Car Hosts – If you want to keep your passengers happy, be sure to have car hosts like Judy Hall & Ellie Nelson in the Mount Hood, Kent Hutchens & Noel Nelson in the Silver Meteor, George Mickelson & Glenn Laubaugh in the Red River and Joe Wright & Bob Terkelsen in the Plum Creek. All are hard working, knowledgeable, caring and reliable. Car Host Manager Darel Mack, although not able to work the excursion due to schedule conflicts, picked up and delivered the hot brewed coffee and orange vests for the car hosts and helped load supplies. Always lending a hand when needed, Fred Dorsett drove all the way from Vancouver to help with parking.

Concessions – When you need someone's help in concessions you can always count on Ted and Cora Ahlberg who were once again ready, willing and able to help with food concession sales. Gordon Zimmerman helped with memorabilia concessions and entertained everyone with his stories. Irv Ewen pulled double duty, helping Ted & Cora and helping Gordon in concession sales so Gordon could visit with passengers and tell his railroad stories.

Car Movement & Communications – Thanks to George Hickok and Pete Rodabaugh for negotiating, coordinating and communicating with the Portland & Western RR and Port of Tillamook Bay RR before, during and after the excursion. All rolling stock arrived on time at Banks and was returned quickly and in good condition through their communication efforts and the efficiency of both railroads.

Member donations – "Choo Choo Joe" Harper who lives in Monterey, CA, could not go but still sent a check and wished us success. Car Hosts Noel & Ellie Nelson and Kent Hutchens had purchased tickets but then donated that money after being asked to be part of the crew. Ted & Cora Ahlberg also had purchased tickets and when asked to help in concessions donated their ticket money and bought two more seats for relatives. When asked to be Car Hosts only three days before the excursion, Joe Wright and Bob Terkelsen not only agreed to help but purchased tickets for their wives plus Joe made an additional donation. Mildred Messner donated one of her unused tickets to a Chapter member who otherwise might not have been able to go. Bob McCoy and Jim Long each donated one seat in the Mount Hood. Don Hunter donated his seat after becoming ill and knowing he would not be able to make the long drive from Eugene, OR. Al & Judy Hall contributed the Country & Western singer. Arlen Sheldrake donated sodas, bottled water and much of his spare time before the excursion. Gordon Zimmerman donated a quantity of concession items and the proceeds from what

he sold in "his" baggage car. Jim Davis (who purchased the Santa Inez from the Chapter and is restoring it) donated a number of his father's prints, which in turn generated approximately \$200 in passenger and member donations. Jim also contributed a significant amount when he requested to have the Casper Mountain attached to our train.

Research & Purchase of Box lunches, Catering & Food Concessions Items – Thank you Judy Hall for your positive, focused, never give up, always willing to help, attitude. Need I say more?

Marketing & Ticket Sales – Thanks to all of you Chapter members who supported this excursion tremendously with 85 tickets purchased. Thanks to Judy Hall for writing and sending the press release, which appeared in the Oregonian that generated 36 additional ticket sales. Thanks to Glenn Laubaugh who sent the excursion announcement to our email list which generated 30 additional ticket sales. Thanks to Rick Banton and Chuck McGaffey who between them generated 18 ticket sales.

End of Day – Thanks to our entire PNWC excursion crew who I'm proud to say all stayed to help unload the supplies and equipment upon our return. Also helping out were Keith Fleschner, Rick Banton & his Dad, Jim Long, Chuck McGaffey and a number of others who I apologetically cannot recall. Thanks to Pete Rodabaugh for returning the coffee urns and disposing of the trash. Thanks to all of you who loaned us your coolers. Thank you, thank you, thank you all!

Unpleasant but Necessary Duty – Yes, it was once again George Hickok and son Brian who were dutifully down at the cars the next day draining and dumping the toilet holding tanks in each car. It has to be done and they always volunteer to do it. Well, I know George does anyway. God bless them!

Excursion Chairman -- Al Hall must have done something but I can't remember what it was. Most of the time he was probably just in the way while he was "working the crowd" before, during and after the trip. What I do remember was that because of all the help we had, the wonderful people we worked with, the great group of passengers who supported our efforts and the Port of Tillmook Bay Railroad, this excursion was a tremendous success! For once we were done and on our way home before dark...well, most of us anyway. Expect Pete, George Hickok and George Mickelson were still there making sure everything was done. What a great team of volunteers! **Let's do it again!**

Mailbag

I understand you might be able to help me. My father, Loren Schroder, worked for either the Burlington Northern RR or the Northern Pacific Railroad in Hope, Idaho, in 1926-27 and 1928. I am trying to reconstruct the history of his life and would like to confirm the above information. He and my mother, Rose Schroder, were married in Sandpoint, ID and for a time lived in Hope.

Thank you for any information you might be able to find. Or, if you have a suggestion for where I might look, I would appreciate that too.

Norman Schroder, Moscow, ID 83843
normaddie@adelphia.net

My name is Debora Antiga and I am Italian.

I am looking for informations about a company that built a part of the Oregon's railway. This company belonged to five italian brothers, their surname was Fanti, their names were: Lorenzo, Pietro, Vittorio, Giuseppe, and Florindo. they had a contract for this work.

I am searching this information because I am writing a book about the old emigrants of my little country in Tuscany.

Any kind of informations will be appreciated.

Best regards

Debora Antiga d.antiga@flashnet.it

Visiting Information for Chapter Members:

Jim Edgar is at the Alterra Clair Bridge Residence 1201 SW Cherry Park Rd. Troutdale, OR 503-465-8104 Take I-84 east and take the Troutdale exit (where the outlet malls are located). Turn right and continue to the corner of 257th and Cherry Park Rd. Visiting hours for Jim 9 a.m to 6:30 pm. You may go later but be sure you let him know you are coming because he likes to go to bed early. His nurse said he really enjoys visitors and likes to talk "Trains".

Irv Ewen had surgery twice in late September and again today. He was doing O.K. last we heard. He was scheduled to be in the hospital for several more days, so by the time you read this he is probably out and about again.

If, by chance, he is not, He said he would welcome phone calls. 503-215-6111 Room 4R33 Bed 2 Providence : 4805 N.E. Glisan

Baltimore Convention 2003

Baltimore---Site of the joint NRHS & R&LHS Convention in 2003 Baltimore & Ohio Railroad Museum (Letter from the Executive Director) Dear Friends, Welcome to the website of the Birthplace of American Railroad! Please bookmark this page...www.borail.org, there are many reasons to visit often! The Baltimore & Ohio Railroad Museum holds the most comprehensive railroad collections in the Western Hemisphere on a 40-acre historic site which includes five magnificent historic structures and the first mile and a half of mainline right-of-way

on the continent. We are the only museum of any type in Maryland and the only railroad museum in the world to be a full affiliate of the Smithsonian Institution. It is my sincere hope that you will enjoy your visit to this cyberspace glimpse of American railroad history but, even more importantly, we hope you will make plans to visit us in the near future. We are extremely proud to host the national celebration of the 175th anniversary railroading in America during a 16 month extravaganza in 2002-2003. The educational programs, exhibits and special events which are planned are spectacular! From open fun family events to a unique exhibition by the Smithsonian's National Portrait Gallery to the great parade of historic locomotives in The Fair of the Iron Horse 175, this promises to be a once in a lifetime event for adults, families, children and railfans alike! Please check our page 175 YEARS: America on Track for regular updates on events and progress of this international exposition. Thank you, again, for stopping by today. Warm regards, Courtney B. Wilson Executive Director (submitted by Chapter member Mark Reynolds and edited by Judy Hall)

President's Update By Arlen L. Sheldrake

On August 21st the Chapter leased the 6200, 3300, and Mt. Hood to the producers of the movie **Dust Factory**. The rail portion of this movie was shot on the Portland & Western Railroad and we thank Susan Walsh-Enloe, Director of Marketing, for directing the producers to us for their rail car needs. Thanks also to Bob Jackson, our Leasing Agent, for putting the lease agreement together and thanks to Pete Rodabaugh, our Chief Mechanical Officer, and George Hickok for getting the cars ready to go and making sure everything operated correctly during the 4:00 p.m. to 6:00 a.m. shoot. The Oregon movie industry isn't getting much business thanks to the value of the dollar in comparison to the Canadian dollar. Thanks also to the Oregon Film & Video Office for providing financial incentives (your tax dollars at work) to bring the film production to Oregon. The producers hope to have the movie in theaters early in 2003. A portion of the movie was also shot at the former Linnton Plywood mill and the producer hired six former employees. The portion of the movie using our rail cars and the grade crossing crash scene were shot near Bowers Junction on the Bendemeer spur.

UP Caboose 25527: Built March 1964, rolling bearings, weight 56,500 NE. Sign on both sides under cupola, white background black letters: *Safety Aware, Because We Care* by James F. Hansen, Omaha. One truck needs a new wheelset to make operational. A nice feature of the caboose is the ladders on each end going to the roof, helpful if you want to get on the top of other cars. Some exterior rust but water tight. Currently being used to store maintenance supplies. *Installation #9 of our continuing rolling stock descriptions.*

The Chapter Board has nominated **Gerald Schuler**, our Chapter National Director, for the position of NRHS Northwest Regional Vice President for 2003. Thanks Gerald for agreeing to this nomination. Gerald is also filling the remaining 2002 term left vacant by the demise of Richard Carlson.

It's not too early to be thinking about a trip to Baltimore to attend Star Spangled Rails, the **2003 NRHS convention**. The convention dates are June 30 to July 6, 2003. Highlights will

include the Fair of the Iron Horse Festival and the 175th Anniversary of Railroading in the USA. Pre-registration of \$35 is available until January 31, 2003. More information: www.starspangledrails.org or watch your NRHS publications.

The NRHS Convention Committee has approved our proposal to host the **2005 NRHS Convention** and is recommending to the NRHS Board of Directors that our proposal be approved. The NRHS Board meets November 1-3 in Mt. Pleasant Iowa and will consider our proposal on November 2nd. Thanks to the Portland Oregon Visitors Association for their excellent packet of information that accompanied our proposal. Convention Team Planning members have been invited to help pitch the proposal but need to pay their own travel expenses.

One of the many challenges when rail cars are leased is to determine where they are located in transit on either end of the lease. The solution is **Pete Rodabaugh** and a bunch of integrated technology. Specifically Pete put together a battery operated GPS transmitter, the Internet and a mapping software service. The GPS transmitter rides in the rail car and staff needing to know the rail car location get on an Internet Web site which shows the rail car location on a detailed railroad map with updates every two minutes or so. This system eliminates a whole lot of driving around and questions to railroad dispatchers. This system is very similar to those being used by trucking companies to keep track of their loads.

About October 1, 2002 Bates Publishing will be releasing a two-tape set on the **Portland & Western Railroad**. Tape 1 is two hours and covers Eugene through Albany and the west side of the Willamette Valley. Tape 2 is one hour and covers the Toledo branch and the line to Dawson location of the famous Hull-Oakes steam lumber mill. Cost is \$39.95 plus \$5.00 shipping/handling. More information: PO Box 1950, Weaverville CA 96093-1950 or 800.500.5586. A tape on the Port of Tillamook Bay Railroad is targeted for release before Christmas.

Visitors to the **Oregon Zoo** continue to enjoy one of only two regularly operating steam locomotives in Oregon. Yes, the *Oregon*, built in 1958 for the Oregon 1959 Centennial celebration continues to pull weekend excursions and give children, parents and grandparents (Rita and I) a delightful ride to Washington Park. We lucked out and had Jeff Honeyman, member since 1973, at the controls. At close to 50 years young the *Oregon* still looks good thanks to the **Washington Park & Zoo Railway** volunteers and staff.

Under the heading *nothing is easy*, try getting a steam locomotive from Portland to the **Oregon State Fair** in Salem. The SP 4449 did indeed appear on static display from August 23 to September 2 but it took the support of three railroads (Portland & Western, BNSF, and UP), some snap-track, City of Salem, ODOT, and a lot of quick effort by the Friends of 4449 once all the approvals were obtained. Yes, the SP 4449 traveled to/from Salem on the former Oregon Electric line. I hear that the workers at the feed mill in Donald got a real surprise. Much credit goes to Clifton Lewis, Director of Business Services for the Oregon State Fair for his persistence and political savvy. The Oregon Rail Heritage Foundation got a lot of good public exposure at the 4449 display. Don Wheeler, retired PRPA president, also should get credit for his long-time efforts to get steam

locomotives to the Fair. And speaking of Donald, try the Donald Café open to 2:00 p.m. for a good meal.

Many, many people put in a lot of hours making our September 14th POTB excursion a success. My thanks to all, please see a separate article about the excursion. I would also like to thank the **Friends of 4449**, specifically Doyle McCormack, George Lavacot, and Larry Miller, for loaning the *Gordon Zimmerman* baggage car and the *Plum Creek* coach/lounge car. These cars were a critical part of our success!

Credit where credit is due: My error in not noting that the dedication picture of the *Gordon N. Zimmerman* published in the *August Trainmaster* was

taken by Friends of 4449 member **Harvey Rosener**.

Watch for advertisements on the **Fall Foliage** (coast to Cochran) trips being sponsored by the Port of Tillamook Bay. These trips are scheduled for October 12, 26 and November 3 and 16. More information: www.potb.org or 800.685.1719.

BOARD OF DIRECTORS MEETING WILLIAMS, AZ AUGUST, 23, 2002

The meeting was opened by President Greg Molloy, followed by invocation given by Dr. Al Howe. He especially mentioned two, who have passed away recently. Next Greg asked Gerald Schuler, PNWC, to give a brief Memorial Statement about Rich Carlson. This was followed by Lynn Burshtin, who gave a brief Memorial Statement regarding Hugh Gibbs, Historian. Then Greg asked for a moment of silence in their memory.

Secretary Bruce Hodges explained the Roll Call procedure and asked everyone to sign the Roster. The minutes of the last meeting in Harrisburg, PA, April 14, 2002, which had been mailed to the Board members, were approved. Next Bruce named several new National Directors who had been elected. Then Bruce mentioned two nominations for the position of Regional Vice President, Steven Ziak, Great Lakes Region, and Gerald Schuler, Northwest Region. These Nominees were elected.

In his Presidents report, Greg welcomed everyone to this Board meeting. As usual this has been a busy time for the Society. RailCamp has now concluded and there have been some staffing changes. He thanked the Grand Canyon Chapter for hosting this meeting, which is located well away from the Center of the Society membership. This is the first Convention to be held after Sept. 11, which had to cope with persons who were unwilling to travel. The Grand Canyon Chapter did a good job of putting this Convention together. Several people have inquired about the health of Lee Dietrich. He is now back home and will continue to advise. Larry Eastwood was unable to attend this meeting but he is working to complete the transfer of Society records from Lee. He and other Library volunteers are assisting in picking up a large donation of materials. Vice President Bob Pinsky had sent a message that the NRHS News Extra and the Annual Directory are at the printer and should be in the mail by the end of the month. Terry Holdeman, VP Public Relations, has had a series of health problems. He is recovering but asked to be relieved of his duties at the end of his term. Jim Andrison has agreed to step in to that position. The Historian position was held by Hugh Gibbs longer than any other person has been involved in the Society. It is now vacant with the death of Hugh. Don Bishop has agreed to take on these duties. Another person, Hank Morris, Editor, has been suffering medical problems and will continue as

an advisor. Jeff Smith who has been Production Editor has agreed to take the full time Editor position. The annual external audit of the Society has been completed. Greg expects the report to be distributed to the Board with the November meeting notice. It is expected the internal audit report will also be included in the November notice of meeting. Work is continuing on the Chapter Operations Manual. An informational copy of this will be given to the Board prior to the fall meeting. Chapters are required to fill vacant National Director positions. There are now 10 such vacancies. Some ongoing projects are studies on Student Memberships and the Heritage Preservation fund.

Don Bishop was then called to the podium to be officially voted in by the Board as Society Historian. Next Jeff Smith was voted in as Bulletin Editor, followed by his status report on future issues of the Bulletin. The Activities issue will be going to press soon. Don Bishop is continuing to work with Jim Lilly on production. Bruce gave the report for Larry Eastwood on Membership Awards. All length of Service pins have been sent to Chapters for their distribution at appropriate times. Dick Billings, Financial Committee, stated that reports were distributed with meeting material. Chapter dues notices are being processed and will be sent out soon. Next Jim Andrison, Membership Development Chairman, announced the possible formation of a Railroad Photography group that could become a step into NRHS. He announced an informal get-together with him after the Board meeting for anyone who was interested in pursuing this concept in their own Chapters. In his Public Relations position he announced that there has been a recent press release published regarding NRHS. He sent 35 sets out to various Class I Railroads and media outlets. He has also worked at changing the ads in some of the railroad magazines in an effort to attract new members.

Mitch Dackelman, Director of Media Services, announced the following activities: A film on the Bradford Trolley Museum has been received and also a \$250 donation was given for certain film purchases. Marty Swan, Emblem Sales, announced that he has a new supply of embroidered sport shirts for a Convention price of \$25. Next Jim Lilly, Webmaster, described the importance of having a website as a recruiting tool. When he checked the NRHS Website he found they had approximately 145 visits a day just for Convention coverage. The Website was the place that on July 1, at 2am the Heritage Grants awards were announced to the public. The website also has a section for membership requests, including an application form. Next Wes Ross gave the Operation Lifesaver report. The National Operation Lifesaver organization has officially accepted the National Railway Historical Society as a full partner in their program. The 2001 preliminary statistics indicate a slight reduction in vehicle-train collisions at railway grade crossings. The bad news is that the number of trespasser deaths across the country has increased 10%. This is the fifth year in a row that the number of trespasser deaths has exceeded the number of grade crossing fatalities. Therefore the work of the Operation Lifesaver program is far from being done. Recent statistics show a direct correlation between the number of Operation Lifesaver meetings and the reduction of grade crossing and trespasser fatalities. Therefore we should all take part in this important program.

The Society Insurance Program was explained by ?? The present Insurance crisis is affecting the cost and making it very difficult to obtain. He presented the Society with a refund check of \$1,877.81. That is 5% of the total commissions earned from all of the clients. Fortunately the coverage is designed to give service during these very trying times. Over the past 12 months, eight new memberships were sold. The Insurance underwriters have not spared the NRHS entirely. There are several changes that will cause the program to constrict. They have just been informed that their company is not authorized to operate in a number of important states. (These were mostly in the east.) Neither can they insure Trolley or Railroad Museums with railroad operations other than occasional switching. Static Museums are acceptable. Chapters may not be successful in finding replacement coverage. The present crisis is all related to the World Trade Center tragedy of 9/11. Next, Richard Shulby, Director Historic Structures Survey, told of an increase of 20 additional roundhouses which have been reported to him. He asked for any others not listed to be reported to him. This was followed by Lynn Burshtin, Office Manager, who gave her report. She suggested everyone read the National Activities Report which had been distributed. The office has back issues of the Bulletins available for sale. The office has a group of volunteers who help with research projects phoned or e-mailed in from Chapters.

Bruce Hodges read Larry Eastwood's RailCamp Report. The two RailCamps, in their fifth year, were both considered very successful. There were 20 campers in session 1 and 15 in session 2, who came from 18 different states. Many Chapters continue to support RailCamp with scholarships. The first 2003 session will be immediately following the NRHS Convention in Baltimore, July 6-12. The second session will be July 20-26. The Railway Heritage Grants were announced on the website July 1. There were 58 Grant Applications totaling \$242,000. The Chapters who received these awards were listed in one of the handouts as follows: \$1,000 to Champlain Valley Chapter, Burlington, VT; \$1,200 to the Railroad Museum of Long Island, NY; \$2,000 to Ohio & Little Kanawka Division, Parkersburg, WV; \$2,300 to North Alabama Chapter; \$2,500 to the Erie Lackawanna Dining Car Preservation Society, NJ; \$3,000 to Rochester Chapter, NY; \$3,000 to Collis P. Huntington Chapter; \$5,000 to Heritage Museum, Libby, MT; \$5,000 to Friends of East Broad Top, Robertsdale, PA; and \$5,000 to Virginia Museum of Transportation. There were no new Chapter Charter requests, but there are three Chapters that are on inactive status. Action is being taken to follow up on these.

On old business, John Fiorilla reported on the continuing Alco Historic Photo project. Under new business the Student Membership proposal was discussed. A written motion had been distributed for discussion. Jim Andrisen explained the proposal which was aimed at younger persons and participants who had been in RailCamp. After several questions and discussion, the motion was carried. The second item of old business was the Charter for the NRHS Heritage Preservation Fund. Information regarding that proposal had also been distributed. Greg called for a motion and second which were made. It had been done on a trial basis several years ago. The present proposal has no change from what has been happening on a small scale. The motion was

passed. Next the nominations were made for elected offices. The Committee Report by Scott Andes was included in the hand outs. A nomination for the Northwest Region RVP for 2003 is still pending. Dick Billings, Treasurer, gave a brief report in which he asked for standby permission to open another bank account for administrative purposes. Motion was carried.

Carl Jensen, Convention Chairman, reiterated his continuing request for new Convention proposals. He read a final report on the Stamford, CT Convention, which was approved by the Board. Next Bill Baughman gave a preliminary report of this 2002 Grand Canyon Chapter. There are 750-800 persons registered. He encouraged everyone that could to attend the Banquet even though it is sold out. The 3751 Excursion to the Grand Canyon on Saturday is likewise sold out. There will be several run-bys, so take plenty of film. A final report is not yet completed. The 2003 Convention in Baltimore is ready to receive pre-registrations. Plans are being made to give everyone a fantastic time. There will be many excursions, no steam. The 2004 Convention will be hosted by the Northstar Chapter in St. Paul, MN. There will be three Excursions, two with steam. The next Board meeting will be in Mt. Pleasant, IA. The meeting was closed with the Benediction given by Dr. Al Howe. Gerald A. Schuler, National Director, PNWC

PNWC/NRHS General Meeting Minutes

September 20, 2002

CTO: 7:40 p.m. by Vice-president Dave Van Sickle

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

Welcome members and guests: Please sign in on the register.

Guests included the Phil Mockel family and Clyde Kellay who is interested in doing a future program on railcar ferry's on the Great Lakes.

Officer's Reports:

Secretary: Judy Hall

One correction to the August meeting minutes: The hotels under consideration for the 2005 NRHS Convention are the Marriott Downtown, Hilton Downtown, Double Tree Lloyd Center and the Double Tree Columbia at Jantzen Beach, not the airport Double Tree as reported. Ed Akerman moved and Ted Ahlberg seconded that the minutes be accepted as corrected. The motion passed.

Treasurer: Rick Banton reported that the POTB excursion has brought in some much needed operations money for the Chapter to continue paying the bills.

Vice-president:

From the Board of Directors meeting:

NRHS Board of Directors Meeting in Mt. Pleasant,

Iowa: The Chapter will make a presentation to the NRHS Board on Nov. 2, 2002 to host the National Convention in 2005. Any Chapter member who would like to attend the meeting is welcome. The PNWC Board has agreed that any member who travels to attend the meeting can claim the expenses as tax deductible. A copy of the expenses should be submitted to the treasurer.

Regional Vice-president office: Gerald Schuler will fill the office for the remainder of 2002. Gerald also agreed to be nominated for the position for the 2003 term.

2003 NRHS National Convention, Baltimore, MD: June 30-July 6. It is also the 175th anniversary of railroading in the USA. The NRHS Bulletin contains the pre-registration form for the convention.

Rail car Leases: The 6200, 6800 and Mt. Hood were scheduled to be leased to a movie company for the movie "Dust Factory" and the filming took place at the Linnton Plywood Mill. A crash scene was filmed near Bowers Junction. The Chapter's cars were not damaged during the filming.

SP 4449 at the State Fair in Salem: The 4449 was on display at the fair in the Freedom Train colors of red, white and blue. It took the cooperation of three railroads to get it there and Operation Lifesaver was the sponsor.

Committees Reporting:

Concessions: The Chapter is looking for someone to chair the Concessions Committee. Ted and Cora Ahlberg and Irv Ewen did a wonderful job selling concessions on the POTB trip. The committee welcomes anyone who would like to join in and help with the next event.

Nominations: Darel Mack and Chuck Bukowsky have been working on the nomination slate. Arlen Sheldrake will run for President, Dave Van Sickle for Vice-president, Judy Hall for Secretary and Gerald Schuler for National Director. **Someone is needed to fill the position of treasurer.** Rick Banton and Al Hall have agreed to run for the Board of Directors positions. **It's not too late to enter the nominations for office. If interested in running for any office, please contact Darel or Chuck.**

Excursions: Al Hall thanked everyone who helped out with the POTB excursion. It was a great success. 181 seats were filled and the total number of passengers and crew on board was over 200. The excursion had tremendous mechanical support from members of the Rolling Stock committee. Lots of help was available at the end for unloading leftover supplies and garbage. We even got back a little early! It was a perfect day, with perfect weather. A complete report will be submitted once all the numbers are in.

Lending Library: Judy Hall announced that the library meeting would be canceled for Saturday because Irv Ewen is in the Providence Hospital recovering from surgery.

Archives: Chuck McGaffey introduced guest Phil Mockel who has a background in photography and archiving. Chuck invites any interested Chapter member to come down and help in the archive work party on Monday mornings. Please call first to be sure that someone is there in the office. Bill Hyde has done a tremendous job cataloging the books that have recently been donated to the Chapter.

For the Good of the Order:

- The POTB railroad is operating **Fall Foliage Trips**, from Wheeler to Cochran on Saturday October 26; Sunday, November 3, and Saturday, November 16. They are also running special trains from Garibaldi to Wheeler and Garibaldi to Rockaway. **Trains with Santa Claus:** Sat. Nov. 23; Friday, Dec. 20; Sat. Dec. 21 and Sun. Dec 22. Reservations and information: Phone: (503) 842-8206 or toll free (800) 685-1719. The San Dune Inn in Manzanita, OR is offering a **special two-night stay and including two tickets for the train** for \$175 double or \$135 single (not including room tax)

for those weekends that the train is running from Wheeler. Additional information: San Dune Inn, Phone: (888) 368-5163

- **Terry Parker** has donated an Instruction Sheet from a diesel locomotive to the Chapter. Kerrigan Gray said it might have come from the roundhouse.
- Irv Ewen is in the Providence Hospital, recovering from surgery and would welcome phone calls. Jim Edgar has moved to a care facility in Troutdale. He welcomes visitors. If you are interested in visiting, please call Judy Hall for directions and information.
- Ron Carlson said that an Estate Sale for his brother Richard's estate takes place this weekend. All are invited.
- Ted Ahlberg brought an album of the Louisiana World's Fair first day cachet envelopes, beautifully displayed, that will be placed in the Chapter archive. Ted and Cora are leaving on the Empire Builder tomorrow to go back to the mid-west for Ted's WWII squadron reunion.

Tonight's Meeting Program: Paul Clock, author of the book "Punk, Rotten and Nasty" will present his slide show about the Port of Tillamook Bay Railroad. He and Elizabeth have brought books for sale including the new hard cover limited edition and Paul will autograph them.

Motion to adjourn: Adjourned at 8:25. Chapter members enjoyed refreshments provided by Cora and Ted Ahlberg.
Respectfully submitted by Judy Hall, Secretary



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:

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(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

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T-M Deadline: 20th of previous month

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