

# The

September  
2005



# Trainmaster

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



## Pacific Northwest Chapter Timetable #518

**Membership Meetings:** Sept 16, Oct 21, 7:30 PM, St. Mark's Lutheran Church, 5415 SE Powell Blvd.

**Board of Directors Meetings:** Sept 8, Oct 13, Room 208, Union Station, 7:30 PM

**Lending Library:** Aug. 20 & 27, Sept 17 & 24, 1:30 to 4 pm, check-out subject to loan agreement.

**Powerland Work Party:** October 8. Work party at Brooks, Oregon.

### **Programs at Upcoming Meetings:**

October 21 – Joe Walsh from TriMet, manager of the Washington County Commuter Rail project update.

November 18 – Chapter member Mark Reynolds, MAGLEV-ELECTRODYNAMIC SUSPENSION (LEDS) TRAIN SYSTEMS. We will have a video and other presentation materials.

**If you know of any good program subjects for future call Ralph Johnson at 503-654-1930**

### **Notable Non-Chapter Events:**

September 8-22: **Union Pacific Challenger 3985** will be visiting the Northwest. Sept 3-4, Roseville, CA. Sept 8, display in Eugene, Sept. 10-22, 8:00 am to 5:00 pm display in Portland. Location of train updated every 5 minutes at: <http://www.uprr.com/aboutup/excurs/steamtr.shtml>

September 9-10-11,16-17-18, **The Little Engine That Could**, Mount Hood Railroad, \$15 per person two & above, 800.872.4661 or [www.mthoodrr.com](http://www.mthoodrr.com)

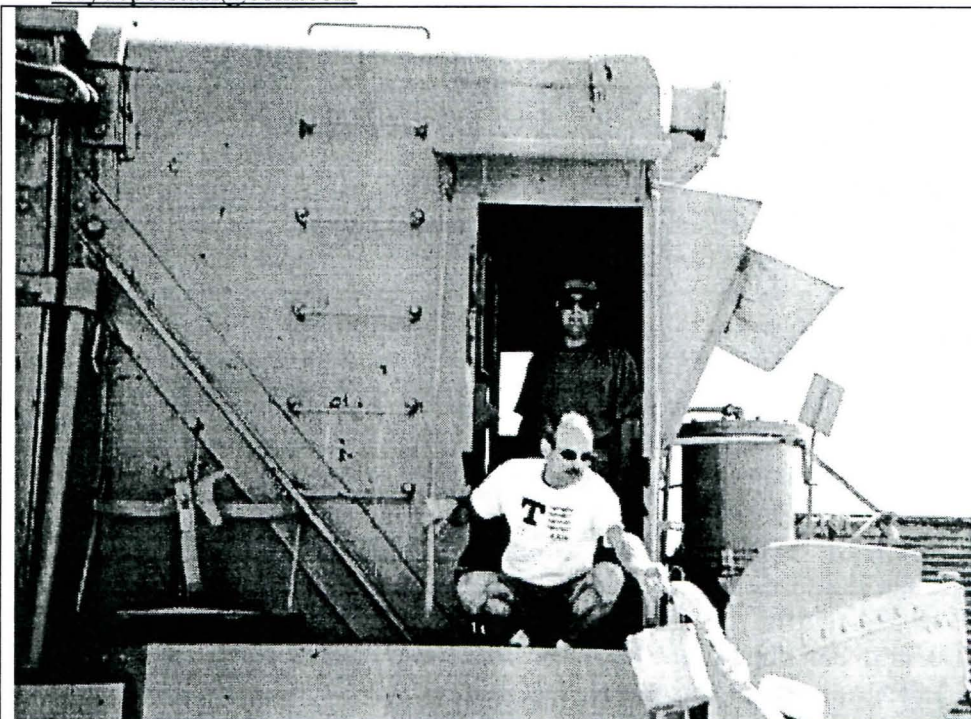
September 17: **Open house at Tacoma Rail**, 10:00 AM to 2:00 PM. Includes free train rides

National Preservation Conference, Sept. 27-Oct 2. See page 4 for details.

October 15<sup>th</sup>, Sumpter Valley Railway, **Fall Colors Photo Freight**, more info: 866.894.2268 or [svrydepotstaff@eoni.com](mailto:svrydepotstaff@eoni.com)

### **Work Parties**

Chapter president Ron McCoy is handed a bucket of soapy water for cleaning the interior surface of windows during the July 23<sup>rd</sup> work party at Antique Powerland in Brooks. Tasks included removing bird droppings from the inside surface of the front windows, washing the exterior, and getting the headlight working. The "Great Oregon Steam-Up" started the next weekend, and the goal was to get the equipment into displayable condition. For more work party information, please see page 5. We could use the help.



## ***Go By Train 2005 Convention Video***

The official *Go By Train 2005* Convention video produced by Chapter member Joe Harper is now completed and has been shipped out to 100+ pleased customers. This 100+ minute video provides excellent coverage of the main rail events of the 2005 NRHS Convention. This video is available in either VHS or DVD formats at \$19.95 each. Add \$3.95 postage and handling for the first copy to the same address and \$1.25 for each additional. Foreign orders add \$15.00 for first copy and \$4.00 for each additional. All profits from this project are going to the Pacific Northwest Chapter, NRHS. Make checks payable to Joe Harper, specify the format desired and send your order to: Joe Harper PO Box 1110 Centralia WA 98531 USA

## **NRHS BOARD OF DIRECTORS MEETING, PORTLAND, OREGON JULY 8, 2005**

The meeting was opened by President Greg Molloy, followed by the invocation given by Rev. Howard Walker. Minutes of the April 10, 2005, meeting in Cumberland, MD, were approved as corrected. Barry Smith named some new National Directors who had been elected by their Chapters. Then Greg asked anyone who was attending a Board of Directors meeting for his/her first time to stand and introduce themselves.

Greg started his Presidents Report by giving personal thanks to the Pacific Northwest Chapter for a job well done in hosting this Convention. He said anyone doing a Convention these days has a lot of stuff on their hands and he really appreciated what our Chapter has done. He also announced that the Society's application for participation in the Combined Federal Campaign for 2005 has been approved. He announced that two of the officers were unable to attend. Dick Billings, Treasurer, had a prior commitment, and James Andrisen is recovering from surgery and it was too soon for him to travel. Next Greg had Don Bishop mention the Railway Heritage Grants for 2005. There were requests for grants totaling \$177,000, and \$32,000 in awards were given. He said this program needs a higher level of funding. The list of awards was included with the hand-outs at each seat. It will also be included in the NRHS News. (There were no awards given to Chapters in this Region.) Greg introduced Dan Riley working on the NRHS Insurance program. He presented to Greg for NRHS a 5% rebate check on premiums paid. Greg announced that Mike Bettioli has submitted his resignation as Chairman Membership records due to a combination of personal reasons. Greg announced that during the two years that Mike has held this position he has experienced many successes and a few failures. He has established a complete reform of the membership records system and it is now in Postal compliance compared to the previous 30%. Mike has instituted a great deal of flexibility that we have never had before. It is now very easy to add new members. Membership records will be the first to be put on to a new computerized system. The Society will make sure it is a reliable system.

Greg continued by mentioning another situation that he is reluctant to bring before the Board. Larry Eastwood has announced through the Nominating Committee that he will not accept a new term as Senior Vice President. Greg mentioned a letter explaining his resignation that had been sent to each of the Board members and officers. Greg had previously stated that Mike Bettioli's resignation is in no way related to that of Larry Eastwood. The nominating committee is working on filling these vacancies by the Sept. 15 deadline. Larry will continue to serve as director of RailCamp.

Jeff Smith reported that Bulletin #3 is now at the printer and will be sent soon. #4 is being laid out. Greg mentioned they are in the process of mailing out the annual Chapter Information Reports. He appealed for Chapters to update their information to get it current before the dues notices are sent out. Barry Smith took the floor and apologized for his handling of the absentee ballots for the By-Laws issue. The Chapter Operations Manual has been on hold since the By-Laws issue came up. He hopes now to resume the Operations Manual. Next Bob Heavenrich gave a brief Financial Report. We are having a very good year. The Balance Sheet was discussed and is consistent with the figures for last year. John Fiorillo was introduced to give his report on the Alcoa historic photo project which is still in court. Jim Lillie, Director Internet Services, listed some of the various internet addresses and activities but because of poor pa coverage could not be recorded. Martin Swan, Director Emblem Sales, described a new denim shirt with logo he now has in stock. He has made over \$900 in sales so far at this Convention. Mitch Dakelman, Director Film Library, mentioned his activities and changes in the Film Library. He has received several AAR motion pictures. Walter Zullig, RVP, described activities in security. He has recently received information that the NYC Transit Authority has scrapped a proposal to ban photography of their system because of much opposition, public and private, and from many organizations including us. He has sent out many letters to various

organizations in the east explaining that rail fans are not terrorists. He tried to explain who we are and what we do. He has had many favorable responses. Next Lynn Burshtin explained her duties in the National Office and urged delegates to contact her if they have any questions.

Greg moved on to the Society Initiates section of the agenda. The Chapter Operations Manual project is on hold pending approval of the new By Laws. That issue was addressed by the Board at the Spring Meeting and will be acted on at the Membership Meeting. There will be some terminology changes after that. The deadline for placement of nominations for office remains at Sept. 15. The Promotional Membership Campaign is continuing advertising in publications offering new members a discounted rate for the first year. There was one Chapter Charter request from a group in Quebec, Canada, that wanted to form a Chapter to be called the Quebec Central Chapter. This was moved, seconded and passed. Greg mentioned that at this time there were no Chapters on Administrative Suspension. Greg explained that at the Spring Meeting in Cumberland a motion was introduced regarding the dues increase for 2006. Since the By-Laws provide that all members must have the option of voting on dues increases, that had to be referred to this meeting. Secretary Barry Smith read the names of Chapters that had submitted absentee ballots. Three different measures were proposed at the Spring Meeting on this issue. They were 1. to raise members dues by \$1 in 2006 and \$1 in 2007; 2. to raise dues by \$2 in 2006; and 3. to raise dues by \$2 in 2006 for all membership classes except family and student. There was much discussion at that time. Greg mentioned that in their research, NRHS still charges less than other similar organizations. Compared to the Consumer Price Index, our dues are lower than they were in 1977, and they have stayed lower. Barry Smith explained that the action at the Spring meeting was to postpone action until this meeting. A motion was made and seconded for a substitution. Greg explained that family membership and student membership are the fastest growing categories. After much discussion it was moved, seconded, and passed to raise the dues \$2 in 2006.

Greg introduced the New Business section. Art Poole, Oregon Coast Chapter, suggested that since the Membership application form contains a statement that the new member must abide by the By-Laws that they at least be posted on the website so that an applicant knows what he/she is agreeing to. Greg replied that Jim Lillie, Webmaster, is working on this and will do so as soon as the By-Laws are in final format. Greg explained that the Chapters in the South Central Region had elected Larry Dyer as a new RVP and requested a vote by the Board to approve this action. They so approved. Greg read a statement from an Auditing firm stating that they had found the Society's Financial Statement to be in good condition and asked that this report be accepted by the Board. Greg moved on to nominations for office for 2006. He introduced the Nominating Committee delegate. He stated that Al Howe from the Central Region and Gerald Schuler from the Northwest Region are stepping down. Two candidates for the Central Region vacancy are Martin Swan and Al Weber. George Hickok will become the Northwest Region VP. Nominations are open until Nov. 4.

Greg asked the Board to make two motions to bring our practices in to line with the proposed new By-Laws. That was a definition of Primary Membership as it applies to discounted dues rates for the student and promotional sub-categories in the Chapter and At-Large membership. After much explanation this amendment #1 was passed. The second motion was regarding an amendment to Article 7, section 4 that had been distributed in the hand outs. This was in relation to fixing the vote for Associate members. There was considerable discussion about this motion, including a vote to table it, but ultimately it was defeated. Next the By-Laws as amended were passed.

Under Convention Reports, Carl Jenson gave a brief report about the Go By Train 2005 Convention. He thanked the Pacific Northwest Chapter for their work on this one. It is too early for any meaningful statistics. He announced the 2006 Convention will be in New Philadelphia, OH, July 18-23 to be hosted by the National Convention Committee. Pre-registration forms are in the Convention hand outs. He urged someone, anyone, to offer to host the 2007 or beyond Convention. (He had previously said that the National Committee will not host the Convention again.) The National Committee has talked to a few Chapters that might be interested, but it is too soon to announce any decision. The Fall Board meeting will be hosted by the Central Coast Chapter in San Jose, CA, Nov. 4-6. Information about that is also in the hand out material. After a few announcements the motion to adjourn was passed. The Benediction was given by Joan Riffe, from the Collis P. Huntington Chapter.

Gerald A. Schuler, National Director PNWC, Northwest Regional Vice President

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## Last Train October 3<sup>rd</sup>

The last Lewis & Clark Explorer Train will run on October 3<sup>rd</sup> thus ending three years of management by the Oregon Department of Transportation and operation by Portland & Western Railroad.

Tickets are available from *TicketsWest*, 800.992-TIXX or [www.ticketswest.com](http://www.ticketswest.com). A shuttle service runs between Mallory Hotel (15<sup>th</sup> & SW Yamhill in downtown Portland) and the Linnton Station for \$5. Shuttle tickets must be reserved by calling Sundial Travel 800.433.1164. Parking is available at the Mallory for \$11 per day or take the Blue or Red line MAX light rail to the PGE Park stop which is quite near the Mallory.

The Explorer departs Linnton Friday thru Monday at 7:50 AM and returns at 8:50 PM. With approximately five hours in Astoria, there is plenty of time to explore the historic downtown or stay overnight and return the next day. Fares: kids up to 2 are free, 2 to age 11 are \$25, 12 years and up are \$35. Food and beverages (and some neat souvenirs) are available for purchase on-board from the very helpful Lewis & Clark Catering folk. *No excuses, you have been alerted. This is the last year.*

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## National Trust Holding National Convention in Portland

### Find Out More About Historic Preservation!

The National Trust National Preservation Conference is coming to Portland, September 27 – October 2 and we have a special invitation to Portland area residents who are interested in preservation

Come to the Hilton Portland and check in at the conference registration desk on the Lower Level outside the Grand Ballroom, beginning on Wednesday, September 28 during any of the exhibit hall hours listed below for your **FREE** Pass!

#### Exhibit Hall

Wednesday—Friday

Check out the conference exhibit hall for products, services and organizations that are working in your city and communities on historic projects.

Where: Hilton Portland Hotel, 921 SW 6<sup>th</sup> Avenue  
When: Wednesday, September 28, 10:00 am – 2:30 pm  
Thursday, September 29, 10:00 am – 4:00 pm  
Friday, September 30 12:00 Noon – 6:00 pm

#### Awards Ceremony

Thursday

Come to the National Preservation Awards honoring communities across the country that have demonstrated excellence in preserving their heritage. Get good ideas to implement in your town.

Where: Tiffany Center, 1410 SW Morrison Street  
When: Thursday, September 29, 5:30 – 6:45 pm

#### Special Lecture

Friday

Spend an enjoyable evening hearing well-known author and scholar, Clay Jenkinson. Mr. Jenkinson will speak from Thomas Jefferson's perspective on the Lewis and Clark expedition.

Where: Trinity Cathedral, 147 NW 19<sup>th</sup> Street  
When: Friday, September 30, 5:30 – 6:30 pm

For more information on the National Preservation Conference and full registration, see [www.nthpconference.org](http://www.nthpconference.org)

The National Trust is holding the 2005 National Preservation Conference in Portland, September 27- October 2. Please let your members know about the conference and there are several options for them to choose from. If they want to register for the full conference, the attached 1/4 page electronic ad outlines a bit about the conference and directs them to our web site. If they're unable to register for the full conference, we're offering some exciting options for local residents in and around Portland to attend some select activities free of charge. For those interested in registering for the full conference, they'll find an array of interesting field sessions to choose from including this session on Portland's railroad history:

Portland's Railroad Heritage--Thursday, September 29 See how Portland has preserved its railroad history through a behind-the-scenes tour of the second oldest operating passenger terminal in the U.S., Portland's Union Station. Then climb aboard for a first-hand look at Southern Pacific's steam locomotive #4449. Built in 1941 to haul trains between San Francisco and Los Angeles, #4449 saw new life after its retirement as one of the locomotives pulling the American Freedom Train across the U.S. in 1975-76. Members of the Oregon Rail Heritage Foundation, which has supported the loving restoration and preservation of this landmark locomotive, will provide tours of the locomotive which will be located at the station platform.

Regards, Tina L. Hochberg  
Associate Director, Conferences  
Center for Preservation Leadership  
National Trust for Historic Preservation  
800-994-6847, [www.nthpconference.org](http://www.nthpconference.org)  
[conference@nthp.org](mailto:conference@nthp.org)

The National Preservation Conference provides all-important know-how, innovative ideas, and inspiration for people saving America's historic places and revitalizing communities. The conference is the premier educational and networking event for community leaders, volunteers, and staff of the historic preservation movement.

## **Potential Operators Express Interest in Corvallis – Monroe – Dawson line**

The ex-Southern Pacific lines south of Corvallis have been in danger for some time now, due to the low volume of freight. Due to high repair costs for the line, the Willamette & Pacific is said to be working on plans to abandon its operations over this line, which it leases from the Union Pacific. This line is known as the branch that serves the Hull-Oakes Lumber company in Dawson, which continues to operate with a steam engine as its prime mover.

According to a recent article in the Corvallis Gazette-Times by Bennett Hall, however, there are now at least three operators who are interested in taking over the line, if Willamette & Pacific decides they want out.

The Modoc Railroad Academy is one interested group. This is a training school for railroad workers currently located in Sacramento. Right now, they own two miles of track, and feels that their training operation would work much better if they had more room and track. Their plans might also include a railroad car repair facility in Monroe and classroom space in Corvallis.

A second party that has expressed an interest is the Bountiful Grain & Craig Mountain Railroad, an Idaho shortline. One of that line's biggest shippers is a producer of agricultural lime. There is a claim that this line might represent a market of some 600 car loads of this product a year.

A third party that sees opportunity in the line is Roseburg resident Bob Larson, who currently owns the rights to the name and emblem of the Oregon Pacific & Eastern railroad. That particular short line operated east of Cottage Grove, and operated steam excursions known as the Blue Goose between 1971 and 1988. Larson worked for the Kyle Railways when they owned the line, and he would like to see the OP&E name revived. Larson also owns a small locomotive that is ideal for the light track of the Monroe branch.

However, despite the number of interested parties involved, it is hard to say what will happen at this point since neither the Willamette & Pacific, nor the Union Pacific that actually owns the line, has made an actual filing with the Surface Transportation Board. If that happens, we must then wait for a ruling from the Surface Transportation Board. The results of such a ruling will then determine what happens next.

## **Work Parties Make Progress on Rolling Stock**

A fairly impressive amount of activity has been going on surrounding the chapter's rolling stock. Some of this is bad news (the Portland Terminal S-2s, as reported in the Chapter's minutes, have to move).

However, rather than concentrating on the bad news for right now, let's concentrate on some good news:

- Car # 3300, the Daylight combine that was wreck damaged years ago, hasn't looked better in maybe 15 years. The most recent activity included a work party led by the intrepid Keith Fleschner, and including chapter president Ron McCoy and a few others, gave the interior a cleaning, and covered the seats with plastic. This will keep the seats (most of which are still in fairly good condition) clean during removal of the paint that is peeling from the ceiling of the car.
- A new platform, still temporary and made out of plywood, but far more stable than what was there, has been installed on the end of the #3300. This will help get work party members into and out of the car, as well as make the railroad crews that occasionally have to move the car feel more comfortable when they need to set or release the hand brake.
- Diaphragm and buffer plate work on the 6200 makes the car more functional.
- A work party at the Antique Powerland on July 23 cleaned bird droppings and other grime from the Jordan Spreader, and installed new temporary signage for the unit.
- Chapter member and regular participant in the Brooks steam-up Eileen Brazil provided a new set of informational signs that describe what she has learned in her extensive research of the history of this car. While temporary in nature, they were helpful to many who made their way back to the railroad display.
- For the first time in several years, the headlight of the Jordan Spreader was turned on for the display at the Great Oregon Steam-Up in July and August.

**This short list leaves out an extensive list of other accomplishments that have helped restore our cars.**

## And now for the Pitch:

The Chapter's Jordan Spreader shares a piece of track with a Bucyrus-Erie steam crane that is owned by the Western Steam Fiends. This group is going to hold a work party at the track on October 8<sup>th</sup>, and has invited us to participate. Items for our attention:

- Clean-up and fight weeds around the railroad maintenance of way exhibit.
- Replace windows ( Glenn Laubaugh, chapter museum committee chair, has measurements).
- Some of the floorboards are coming loose, and one of them is interfering with the left door.
- We need to develop better interpretive signs for the display. The current signs have faded in the sun, and even the "Please don't climb on Equipment" signs need to be replaced now. If anyone has any ideas or contacts when it comes to weatherproof signs please contact the museum committee chair.
- We need to find and install a piece of screening over a hole in the left side of the unit. This will prevent birds from leaving droppings on the interior of the windows. The gap is part of the operating mechanism for the unit,
- If the chapter's flanger has arrived at the site by that date, a great deal of work will need to be done to prevent further weather damage to it as well as start work on replacing all the wood parts.

**Tools to bring:** weed wackers and other weeding tools, extension cords (nearest power is approximately 200 feet away, and other tools.

**Other stuff to bring:** BBQ's, food, and beverage of choice (the Western Steam Fiends did not forget the word "party" in the term "work party"). The Steam Fiends generally arrive on Friday night before the work party and camp at the Antique Powerland work site, and stay until part way through Sunday.

**If interested in participating in the Brooks work party, please contact Chapter Museum committee Chair Glenn Laubaugh at (503) 655-5466. We could also use help in locating materials, such as better sign material and photographs for the signs, so even if you can't come to the work party you can help!**

## PNWC-NRHS, Membership meeting minutes August 19, 2005

Chapter President Ron McCoy called the meeting to order at 7:45, with guest David Larson in attendance, as well as new members Bob and Debbie Wagar. Ron also welcomed some new members not in attendance, Edward Cohen of Belmont, Massachusetts; Tom Hargis, of Fairfax, Virginia; and Rita Sheldrake of Portland.

Pizza, salad, sodas, and Cora Jackson's special punch were served and enjoyed while members passed a motion by Gerald Schuler and Darel Mack to approve the minutes of the May and July membership meetings, as published in the Trainmaster. A report from Membership Chair Diana Mack was postponed to the September meeting.

Ron McCoy gave a brief overview of the Chapter's finances, saying that first of all, convention expenses and income will not be settled until late Fall, when all figures are turned in to National, and the Chapter's proceeds are received. Also, because of the time and efforts expended on the convention, the Excursion Committee has decided to postpone the Fall Port of Tillamook Bay trip until Spring of 2006. Ron said that the income from the excursion would have left a major hole in the Chapter's budget, were it not for very strong concessions sales generated by Al Hall and a team of concessions volunteers, but at the convention and during the 2005 Steam-Up at Brooks.

Ron McCoy expressed his concern about the recent incidence of vandalism to vintage rolling stock, and

stressed the need for the Chapter to continue to develop a long-range plan to acquire a permanent facility to house the Chapter's cars and shops. Due to this lack of permanent space, the Chapter has been asked to move its two S-2 ex-Portland Terminal Railroad locomotives.

Pete Rodabaugh said that other rolling stock work has focused on the 6800 on the west end of the Port of Tillamook Bay line, as well as work on the round-end "James Gilmore," air conditioning repairs on the Mt. Hood, and some brake pipe work on the 3300 "Miln D. Gillespie." Rolling stock work parties are usually held the Saturday following each membership meeting, and are open to all levels of skill and interest. Contact Keith Fleschner for details.

Ron reported that at the August board meeting, Charlie Philpot and Julius Dalzell of the Antique Powerland Museum Association made a presentation to the Chapter's board of directors about the progress APMA has made in expanding their Antique Powerland Museum grounds in Brooks, Oregon, just south of Woodburn. Ron pointed out that a presence at APMA could move the Chapter toward the goal of finding a home for its rolling stock. Other members added that the mid-valley location could help to diversify the Chapter's regional membership base.

Jim Long said the Chapter activity to Train Mountain, September

9-11 is almost sold out. 40 members will board the Coast Starlight on September 9 to travel to Klamath Falls, then spend all day on the 10th at Train Mountain, returning

on the 11th. One member, Jim Hall of Wellington, Nevada, will come from the other direction, taking the California Zephyr from Reno to Sacramento to board the northbound Coast Starlight to Klamath Falls. Train Mountain is the world's largest miniature railroad, featuring live steam and diesel locomotives operating on 25 miles of one-eighth scale track on a site of over 2,000 acres.

Ron announced that Amtrak has extended an invitation to the Chapter to attend the Empire Builder Re-Launch event on Sunday, August 21 at Portland Union Station. He asked for volunteers to staff the concessions sales tables, and invited everyone down to Union Station to enjoy the event. Local dignitaries and transportation officials will speak, and refreshments and live music will be on hand as a send-off for the Empire Builder's 4:45 departure. Refurbished Superliner equipment on the Empire Builder features new upholstery and carpeting, a redesigned lounge car, and improved sleeping car amenities. Call 1-800-USA-RAIL to book an Empire Builder trip up the Columbia Gorge to Whitefish, Glacier Park or Minneapolis/St. Paul and enjoy the enhanced service.

Other updates:

#### Chapter Officers

**President:** Ron McCoy (04, 05) 503.244.4315  
**Vice President:** David Van Sickle ('04, '05) 503.297.3807  
**Treasurer:** Kenneth I. Peters ('04, '05)  
**Secretary:** Jim Long ('03, '04, '05) 503.313.7382  
**National Director:** Gerald Schuler 503.285.7941

#### Chapter Directors-at-Large

**Ralph Johnson** (05, 06, 07) 503.654.1930  
**Arlen Sheldrake** (05, 06, 07) 503.223.7006  
**George Hickok** (finish out term for 2004,05) 503.649-5762  
**Bob Jackson** (03,04,05) 503.231.4808  
**Keith L Fleschner** (04, 05, 06) 503.632.0267  
**William D. Hyde** (04, 05, 06) 503.666.5530  
**NRHS Regional Vice President:** Gerald Shuler, 503.285.7941

#### Committee Chairs

**Activities:** Darel Mack 503.723.3345  
**Archives:** Chuck McGaffey 503.223.2227  
**Meeting Programs:** Ralph Johnson 503.654.1930  
**Concessions:** Ted Ahlberg 503.579.2131  
**Car #76 Restoration:** Keith Fleschner, 503.632.0267  
**Excursions:** Kerrigan Gray 503.735.1206  
 Darel Mack 503.723.3345  
**Car Host:** Darel Mack 503.723.3345  
**Finance:** See *Vice President*  
**Library:** Irv Ewen 503.232-2441  
**Membership:** Diana Mack, 503.723.3345  
**Museum:** Glenn Laubaugh, 503.655.5466  
**Public Relations:** Gerald Schuler, 503.285.7941  
**Memorial Funds:** Gerald Schuler, 503.285.7941  
**Rolling Stock:** vacant, contact Ron McCoy  
**Chief Mechanical Officer:**  
 Peter Rodabaugh, 503.771.8545  
**Car Rental Agent:** Bob Jackson, 503.231.4808  
**Safety Officer:** Keith Fleschner 503.632.0267  
**2005 NRHS Convention Chair:**  
 Arlen Sheldrake 503.223.7006  
**Chapter Rep., Oregon Rail Heritage Foundation:**  
 Arlen Sheldrake 503.223.7006

John Willworth had a selection of videos available at the meeting, featuring titles such as Cascade Crossing, Sacramento Northern, and more. The lending library will be open on August 20 and 27 from 1:30 pm to 4:30 pm. Gerald Schuler is staffing on the 20th, and Jim Loomis on the 27th. Library privileges are free for members who have a signed library agreement on file.

Jennifer Crock said that a Chapter visit to Tom Miller's 7-1/2"

gauge railroad may not happen this year, or perhaps with very short notice.

Ralph Johnson said that the evening's program would be a presentation by Bill Burgel. Bill is the Vice President of Rail Operations for HDR, an engineering firm in Portland. His presentation was a repeat performance of one he had given to the Port of Portland, which provided Chapter members in attendance with solid, up-to-date information on the current status and capacity challenges facing Class 1 railroads in the Pacific Northwest, and the western United States.

Respectfully submitted,  
 Jim Long



### The Trainmaster is the official news-

letter 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, except in cases where the article originated in a third party publication and special permission was given to the *Trainmaster* to print the article here. Please address contributions, correspondence, and exchange copies of newsletters to:

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

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**T-M Deadline:** 20<sup>th</sup> of previous month on most months.

**Membership in our Organization is available to anyone with an interest in railroad history. Rates are: \$35 total - \$15 for Chapter, \$20 for National**

**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.**

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