



May,  
1998

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



## May/June Meetings:

Board of Directors Meetings:

May 7 & June 11, Room 208, Portland Union Station, **7:30 PM**

General Membership Meeting:

May 15 & June 19, St. Marks's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 PM

## Various News:

- At the April Board of Directors meeting, the Chapter's board decided to start their meetings at 7:30 pm, rather than 7:00 pm. With more people being required to work longer hours and traffic congestion increasing, it is extremely difficult for everyone to be at the meetings at 7:00 pm.
- A volunteer is urgently required to take the associate editor's position for the July issue of the *Trainmaster*, as the Associate Editor will be out of town for the month of June.
- A volunteer is also needed to receive and sort through the chapter's electronic mail during this time, as e-mail currently goes to the Associate Editor, who will be unable to respond to any messages received at the chapter's e-mail address during this time.
- Janet Larson, a member of the excursions committee, reports that the excursions in April went very well. So well, in fact, that two more trips were offered on May 2nd, for those who were unable to ride due to the April 18th and 19th trips selling out. Even those trips have sold out. A more detailed report is in preparation.

## NRHS BOARD OF DIRECTORS MEETING

□ ROANOKE, VIRGINIA □ MARCH 29, 1998, submitted by Gerald Schuler

The spring meeting was called to order by President Greg Molloy. After Invocation, a moment of silence was observed in honor of the passing of National Director Jack Stith from the Old Dominion Chapter. A Roll Call of officers was taken. Minutes of the previous meeting were approved as mailed. An explanation was given for the delay in mailing them. Then a brief report of the Saturday Board work session was given. Two major items were discussed, the proposed By-Laws changes, and establishment of a brokerage account. Election of new Directors was conducted.

□ President Molloy started his report with a little humor from the Saturday Museum tour when the 611 was moved, stating that good management is convincing the locomotive that it is in its own best interests to move. He gave thanks to the Roanoke Chapter for their hard work preparing for this meeting. A lot has been happening in NRHS. The condition of the Society is sound. He mentioned a recent development: the condition of the VP Public Relations. Dick Davis has been under considerable emotional and financial stress due to his sons many health problems. He is now recovering, but Dick has had to return to work. He has requested permission to resign his VP position whenever a suitable replacement is found, but would

continue serving until that time. A candidate is being considered, but no announcement can be made now.

Next the Officer and Committee Reports were given. Larry Eastwood reported that several cartons of excess material have been removed from the National Office, and they will be auctioned off as indicated in the NRHS News. Bob Pinsky reported that notices will be sent April 1 to members who have not submitted their dues payments by that time. Frank Tatnall, Bulletin Editor, reported that the next issue is running slightly behind schedule, but is on budget. He urged Chapters to submit their Annual Reports for publication. 124 Chapters had submitted their reports for 1997. He has a continual need for more copy to be published. The 1997 Convention Report is in 1997 issue #6. The 1998 #1 will have a color centerfold. Bob Heavenrich, Comptroller, gave a financial report, which included comments about some late dues payments. He then explained a printed report that had been distributed. Most income categories exceeded expectations. Next, Auditor Mike Trzeciak explained his report.

Judy Calvert, Convention Chairman then made an appeal for Chapters to bid on 2000. JoAnne Rife, Nominating Committee Chairman, announced that the Committee is functioning, and is also asking for any volunteers that may be interested in Board positions. Mike Dakelman, Director Media Services, reported that some new films have been received for loan to Chapters. Some members have suggested film clips on the Society web pages. Dennis Allen, Membership Development, described one Chapter that has actively pursued prospects and gained 36 new members in several months. If each of the 174 Chapters were doing as well, the Society would have tremendous growth. He suggested the Chapters should explore to select the right person to be in charge of membership. Martin Swan, Director Emblem Sales, reported that since the Dearborn meeting, he has done \$800 in sales, much of it by mail order. He is exploring the possibility of carrying new products for sale. Carl Jensen, Regional Vice President, reported on the RVP meeting prior to the BOD meeting. It was attended by 13 of 17 RVP's. They have not yet taken action on revising the Chapter Operations Manual. One RVP has completed a survey of various Rail Fan operations all over the country, and he has obtained admission discounts at 72 of them for the 1998 season. The listing will be published in the NRHS News. This will help answer to members "What has National done for me". RVP's will begin reporting on their activities at BOD Meetings, and are hopeful of having some input to the agenda. Lynn Burshtin, National Office Manager, listed the services available, such as Library, back copies of Bulletins, information to Chapters, Membership, etc.

The President reported on the results of a survey of Associate Members. There have been over 1000 returns. Over 600 of those surveyed have now requested information about Chapters. Many of those questioned would be willing to pay an additional dues fee to get a membership quarterly newsletter. Some of those questioned reported they had attended some Chapter meetings and felt unwelcome, so didn't return. Mr. Molloy urged Chapter members to reach out and contact those rail fans and invite them to join. Larry Eastwood next gave an update on the Headquarters search, which is continuing. In the meantime, the present lease has been renewed through Sept. 30, 2002, at reduced rent.

In Old Business, Mr. Fiorilla described the Alcoa Historic Photo project. Because of the difficulty in overseeing responsibilities related to the storage of the photos, a resolution was passed which amended the 1993 agreement shifting the project from National to the Mohawk and Hudson Chapter, NRHS, where the photos are. Next item was the proposed By-Laws changes which had been discussed in Dearborn, distributed by mail, and discussed again at length in the pre-board meeting. A motion was passed to accept the issues, and refer them to the Meeting of the Members to be held at the Syracuse Convention. Next was the motion to establish a commercial brokerage account for better short term management and generation of funds. The motion was passed. Last item in old business was the motion to establish a Rail

Camp Pilot Program. The Camp is in cooperation with Steamtown National Historic Site, University of Scranton, and NRHS. Purpose is to provide a week long Rail Camp for teenagers to educate them in rail history and teach them proper procedures in restoration. Ten Chapters have already shown an interest in sponsoring attendees. More information will be published in the April NRHS News. There was no new business to come before the Board.

Judy Calvert, Conventions Chairman, was again called to the floor. There was no representative from the Promontory Chapter to report on the 1997 Salt Lake City Convention. She stated there would be a report given at the Syracuse meeting. Then the 1998 Syracuse Convention Chairman reported that booklets had been mailed out, and reservations were being received. He urged members to submit their activity and hotel reservations soon. The 1999 Convention, June 21-26, in Sacramento was mentioned. Excursion plans are being made. Again she urged a bid for the year 2000 Convention. It could be a dual sponsored event if necessary. The Fall Board of Directors meeting will be Nov. 6-8 in Kansas City. Plans are being made for rail related activities. The meeting closed with Benediction.

The Saturday activity was a tour to the NS Shaffers Crossing locomotive and car repair shop, and storage buildings where the 1218 is parked gathering dust. We also saw the assembly shop where new gondola cars are built. The Dispatch Facility there services about 50 locomotives per day. NS owns 2165 locomotives, and 940 of them are assigned to this shop for maintenance. There are 328 employees representing 8 crafts. Then we were taken to the Virginia Transportation Museum where the 611 is stored, along with an assortment of other equipment. During our visit, the locomotive was given its quarterly move of a few feet by block and tackle to prevent the bearings from freezing up.

The evening Banquet program was an illustrated talk by Louis Newton, Author and Historian. He told about the design, construction, and testing of NS 2300. This was a coal fired steam turbine electric locomotive of the 50's that the NS experimented with. The engine was supposed to be an answer to the diesel electrics that were becoming more plentiful then. It ran for about three years, but had so many mechanical problems, generally of components, that it was no improvement over the rod type steam engines, and it was finally scrapped.

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Gerald Schuler, National Director

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## **General Business Meeting Minutes, April 17, 1998**

CTO: The meeting was opened at 7:32

Welcome Members & Guests

**Minutes:** The meeting will be short because many members who have been working late all week need some rest before tomorrow's early wake up. No minutes, they will be in the Trainmaster.

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

President:

- The excursion is sold out both days and the first trip (morning) is sold out in May 2nd.
- Friends of the 4449 called and want to exchange the use of one of their baggage car on excursion for the use of one of our coaches. The motion was brought to the floor by Chuck Bukowski and was seconded by Ed Ackerman. The motion was unanimously passed.
- A potential buyer for the 1220 visited on April 18th. The offer--upon completion of inspection--is for approximately \$12,000 less transporting cost.

- Rolling Stock--Our caboose is possibly being leased to W&P for use as a control car on a rock quarry train. Because of new regulations cabooses are not allowed to carry passengers due to crash requirements. In exchange we will get the wheels turned on the RDC's. The PNWC Board of Directors agreed to a lease. The motion was moved by Ed. Ackerman and was seconded by John Willworth and was passed by the Chapter.
- The trackage in Hillsboro for a potential home is dead due to development plans.

Vice President: No Report

#### Committee Reports:

Finance - No Report

#### Rolling Stock:

- The refrigeration unit in the Mount Hood will be repaired at a cost of \$1000. Thanks to the generosity of Sue Ordway the money was donated.
- Bob Jackson donated a new diesel generator. to replace damaged 6800 generator unit.

#### Programs:

- Bob Melbo will be the guest speaker at the May meeting.

Motion to close meeting, Meeting adjourned at 8:22PM

Respectfully Submitted,

Al Hall

Secretary

## Mailbag



### The Mt. Hood on the Web Site

[ Many months ago, the chapter's web site editor happened to find one of the publications that the Chapter produced during the start of its bond program. The most valuable of the Chapter's cars were used to capitalize the bonds, and this publication was used to describe them for this purpose. This publication appears to be the only written description of any of the chapter's equipment. As one of the most valuable cars the chapter owns, the Mt. Hood had a fairly long paragraph in this publication. This description, plus a photograph of the car, was used as the basis to describe the Mt. Hood on the web site as one of the cars the chapter owns. Much more information and photographs should be added to this, but that project has been sitting in a static state since the web site editor has been diverted to serve other needs. The following electronic mail message was sent in response to the description given of the Mt. Hood on the web site: ]

To All,

Have enjoyed browsing your site. Seeing the biography and photo of the Mt. Hood brought back memories of riding her down the coast line to the Private Car Convention in San Diego in 1989. It seems like yesterday and I still recall one of the family members (owners at the time?) having boxes of fresh fruit under the seats.

Let her roll...

Best Regards,

Guy Wilber <Guycwilber@aol.com>, former passenger and forever fan!

## An Excerpt from the chapter's web site:

File Location: [http://www.easystreet.com/pnwc/about/Rolling\\_Stock\\_picts.html](http://www.easystreet.com/pnwc/about/Rolling_Stock_picts.html)

File Title: Rolling Stock w/ Pictures

File Summary: A list of the railroad equipment we currently own, with a few photographs (where photographs are available).

Number of times this file was viewed during March of 1998: 268

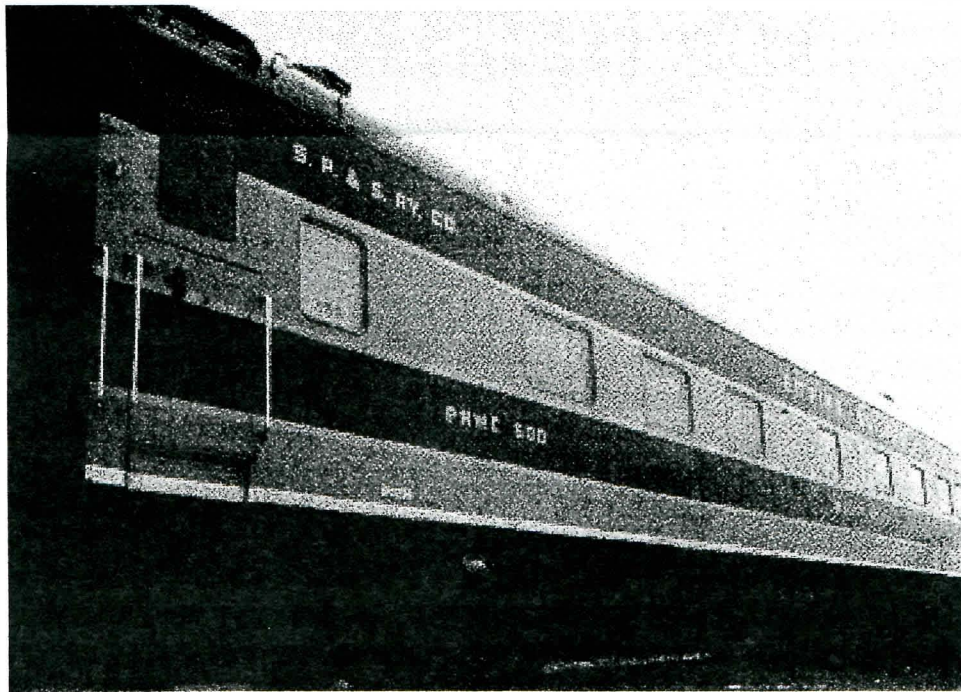
Fraction of entire file which is quoted here: about 1/10 - only the section about the chapter's sleeper/lounge car *Mt. Hood*.

Any additional information for inclusion on the web site would be most helpful. Considering the source of this information is almost 10 years old, it is almost certainly outdated.

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Pullman Lounge and Sleeper Car, ex-Spokane, Portland & Seattle.

This car also has a small kitchen. It is named the *Mt. Hood*. It has six "roomette"s designed for a single traveler and three large compartments designed for one couple each. Two of the compartments have a moving wall between them that allows one larger four person compartment to be made. It was built in 1950 and re-built in 1968. With the exception of a shower that was added during the years the car was used as a crew living quarters, it is almost entirely original Pullman-Standard. The lounge area is equipped with a wooden Farnsworth AM radio with a different button for various radio stations along the route. Photo by Glenn Laubaugh



This lounge/sleeper was built for the Spokane, Portland and Seattle Railway Company by Pullman Standard Car Manufacturing Co. of Chicago in 1950, it has six roomettes, three double bedrooms, and 22 seats. Most of its commercial life was spent running between Portland and Spokane, Washington, although on occasion it was assigned to the "Empire Builder" name train run by the Great Northern Railway. It was donated to the Chapter by Burlington Northern (into which the SP&S had merged) in 1970.

The Mount Hood's hotel services operate in the conventional manner in which the car was built, with some improvements. A belt driven generator provides electricity for lead acid coach batteries, which can also be charged through a vacuum connector to power from the locomotive, or a propane fired generator set. The connection for power from the locomotive is not acceptable under the latest Amtrak rules. Electrical, air conditioning, and heating systems on the Mount Hood are operable.

The body of the Mount Hood is of lightweight carbon steel smoothside construction. The car is presently painted in the GN Empire Builder paint scheme, which is in excellent condition. The double pane glass windows are in good to excellent condition.

The interior of the car is complete in its original parts and decoration. The paint and original Pullman carpeting are in serviceable condition. The general toilet has been converted to a holding tank style toilet. The sleeping rooms are configured into six roomettes and three double bedrooms. The bedrooms are of the pre-war style that has folding toilets in the rooms. The buffet is original with the addition of a new oven, range, and microwave. The refrigerators are cooled mechanically. The lounge is equipped with the original furniture and radio. The furniture has been reupholstered.

## From The Wire

News from the Portland & Western / Willamette & Pacific railroads  
information from a letter dated March 12, 1998 by Bob Melbo, P&W / W&P:

The 25 largest customers of the P&W and W&P family in 1997:

1.	Georgia Pacific	13,125 cars shipped on the	W&P
2.	Cascade Steel	9,354	W&P
3.	Smurfit Newsprint	4,808	W&P
4.	Hampton Lumber	2,738	W&P
5.	Port of Tillamook Bay RR	2,325	P&W
6.	Del Mesa Farms	1,742	P&W
7.	Stimpson Lumber	1,279	P&W
8.	Willamette Industries	1,260	both systems
9.	Boise Cascade	1,208	P&W
10.	Arco	758	P&W
11.	Fort James Paper	700	P&W
12.	Armstrong	650	P&W
13.	Coastal St. Helens	636	P&W
14.	Weyerhauser	556	P&W
15.	General Motors	524	P&W
16.	Stafford Reload	500	W&P
17.	WTD Industries	491	both systems
18.	Trumbull	452	P&W
19.	Cargill	432	P&W
20.	White's Hauling	417	W&P
21.	Skyline Farms	338	P&W
22.	Purina Mills	281	W&P
23.	Pacific Northern	260	P&W
24.	Taylor Lumber	258	W&P
25.	Pacific Plastics	231	P&W



## 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.

The NRHS was formed in 1935 to preserve historical material and information pertaining to railroad transportation. The Pacific Northwest Chapter, one of more than 170 affiliates, was formed in 1955 as a non-profit Oregon corporation. Any person age 16 or older with an interest in railroad history and transportation is eligible for membership.

Please address contributions, correspondence, and exchange copies of newsletters to:

**Attn.: Trainmaster Editor**

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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**

in the Pacific Northwest Chapter, National Railway Historical Society is available as follows:

**Regular: \$32/year, Joint: \$40/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.

### **Trainmaster Contributions:**

Contributions for the *Trainmaster* are most welcome. Deadline for each issue is the 20th of the previous month. Last minute additions may be made after that time, but publication can not be guaranteed. Contributions should be sent to the address, e-mail address, or fax at the top of this column, or be left in the mailbox in the door of Room 1, Union Station. Typed or word-processed material (**3 1/2" disk** Mac or MS-DOS plain text) is preferred for legibility, but not necessary.

## **Chapter Timetable #427 - May 1998**

### **Monthly Board of Directors Meetings:**

Thursday, May 7th, 7:30pm, June 11th. Room 208, Union Station. These meetings are scheduled on the Thursday evening of the week prior to the monthly membership meeting. **Please note time change to 7:30pm.**

### **Monthly Membership Meetings:**

Friday, May 15th, 7:30 PM., Friday, June 19th St. Mark's Lutheran Church, 5415 S.E. Powell. These meetings are conducted on the third Friday evening of every month.

### **Chapter Library Open Hours:**

May 16 and 23, 1:00pm to 4:00 pm. The Chapter's Railroad Research Library, located in Room 1 of Union Station, is staffed between 1:00 and 4:00 PM on usually two Saturdays a month.

### **Quarterly Chapter Potluck:**

The chapter will have a potluck at the June 19 membership meeting. Members may bring a salad, dish or desert. Please bring your own table service. For more information, please contact Marilyn Edgar at (503) 236-7271.

### **Upcoming Membership Meeting Programs :**

**May:** Bob Melbo, of Portland & Western. Subject of talk not available at press time.

**June:** Bruce Harmon from Greenbrier Cos., parent of Gunderson railroad car manufacturers. Explanation of different types of railroad cars and how they are made.

**July:** member Rich Carlson will present some samples from his 16mm film collection

**August:** "Steam Operated Sawmill" - video from collection of Naomi Gray

**September:** Slide show of slides from the NRHS national convention in Salt Lake City. Convention activities included Union Pacific steam locomotive #844 pulling a train in the Royal Gorge, and several passenger trains on local short lines.

If you have any programs or program suggestions that you feel would be of interest to the Chapter, Please contact Ralph Johnson at (503) 654-1930.

### Committee Chairs

**Activities:** Marilyn Edgar, (503) 236-7271  
**Meeting Program Coordinator:** Ralph Johnson,  
(503) 654-1930  
**Concessions:** Jean Hickok, (503) 649-5762  
**Excursions:** Irv Ewen (503) 282-9819  
**Finance:** Ralph Johnson, (503) 654-1930  
**Library & Historical Foundation:** Jim Loomis,  
(503) 253-3926  
**Membership:** Ralph Johnson, (503) 654-1930  
**Museum:** Glenn Laubaugh, (503) 655-5466  
**Public Relations:** Gerald Schuler,  
(503) 285-7941  
**Publications:** *Vacant*  
**Rolling Stock:** *Vacant*  
**Chief Mechanical Officer:**  
Peter Rodabaugh, (503) 771-8545  
**Car Rental Agent:**  
Bob Jackson, (503) 231-4808

### Chapter Officers

**President ('98):** George Hickok, (503) 649-5762  
**Vice-President ('98):** Ralph Johnson, (503) 654-1930  
**Secretary ('98):** Al Hall,  
**Treasurer ('98):** Janet Larson (503) 253-7436  
**National Director ('94 , '95, '96, '97, '98):**  
Gerald Schuler (503) 285-7941

#### *Directors-at-Large:*

**Ed Ackerman ('98, '99, '00):** (503) 649-6000  
**Bob Jackson ('97, '98, '99):** (503) 244-4440  
**Glenn Laubaugh ('98, '99, '00):** (503) 655-5466  
**Darel Mack ('98):** (503) 654-5017  
Fax / Message (503) 654-2703  
(Filled vacancy, position opens at end of 1998)  
**John Willworth ('97, '98, '99):** (503) 284-8628  
**Frank Weiler ('96, '97, '98):** (503) 774-3319

The **TRAINMASTER**  
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