

The Trainmaster

June,
1999

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



Board of Directors Meetings:
June 10 July 8, Room 208, Portland Union Station, 7:30 PM
General Membership Meetings:
June 18, July 16, St. Marks's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 PM

**There will be a Potluck
at the June membership
meeting. Activities start
at 6:30 pm.**

Contact activities chair

Marilyn Edgar (503) 236-7271. **for more information**

- submitted by Darel Mack

In Memory by Janet Larsen

During the month of May, our chapter lost two members.

Carl W. Rodabaugh passed away May 7, 1999 at the age of 79. Carl was a very dedicated and active member of our organization since 1982. During these years he served on the Board of Directors, Excursion Committee, and especially loved to work on and ride our passenger cars. Carl was always ready to go on a train ride! A few years after he joined the Chapter, he inspired his wife, son, daughter and son-in-law to also join and become very active members! This organization and the friendships he made with other members meant a great deal to him. Carl's smile will be missed!

Harold H Rice passed away May 24, 1999 at the age of 94. Harold joined the Washington D.C. Chapter of the NRHS in 1937, then later joined our chapter after moving to Portland in 1956. He worked for Rose City Transit and Portland Traction. In 1987, he was presented a 50 year NRHS pin at our annual banquet. Harold was an active member of our Chapter until recent years, at which time he donated a large quantity of railroad memorabilia to our archives.

Our thoughts are with the families of these two members.

Jack Holst Award Winners - February 1999

by Gerald Webb Sr.

Beginning in 1982 the Pacific Northwest Chapter, National Railway Historical Society has annually honored a member who has made outstanding contributions to the Chapter. Here are winners as reported in the *Trainmaster*, the Chapter's monthly newsletter.

However, there is a difference of opinion as to who was the first Chapter member to be honored. The pages of the *Trainmaster* answer this question.

In the April 17, 1981 Chapter meeting minutes, in the May 1981 *Trainmaster*: "The Chapter officers presented Cora Jackson with a railroad apron in recognition of her many years of efforts on behalf of the Chapter. Cora and Lee Jackson were also presented with complimentary tickets for the Klamath Falls - Portland portion of the 4449 return trip". Cora is still a VERY active member.

Five months later, the September 18, 1981 Chapter meeting minutes in the October 1981 *Trainmaster*: "Jim Whaley announced the initiation of a yearly chapter outstanding member award. He asked the membership to (1. Suggest a name for the award before November 1, 1981 and (2. Suggest candidates for the award", the winner to be named at the December, 1981 banquet.

Later that fall a ..."lack of response caused the chapter officers...to cancel the banquet in December and instead hold a spaghetti feed at the January 1982 meeting".

In the February 1982 *Trainmaster* under the heading "Pacific Northwest Chapter Hold First Annual Banquet" the 4th paragraph; "President Ben Fredericks next announced the winner of the contest to name the yearly award to an outstanding chapter member. Mary Lou Weaver won with the name Jack M. Holst Memorial Award. Jim Whaley, Al Haij and Ken Armstrong were the committee to select the first winner. Chuck Storz was selected by the committee as the first winner of the award and was presented an engraved plaque." This was for the year 1981.

In 1983 there was no mention of a Jack Holst Memorial award winner for the year 1982 in any *Trainmaster*.

The March, 1984 *Trainmaster* says Ed Immel was named for 1983, with "Irv Ewen making the surprise presentation". As the previous winner made the presentation to the next year's winner this indicates Irv Ewen was the second winner for the year 1982.

The February 1985 *Trainmaster* page 3, the "President's Page" reports the 1984 winner is Walt Grande who "joins previous winners Chuck Storz, Irv Ewen, and Ed Immel".

The February 1986 *Trainmaster's* President's Page: "...John D. Holloway became the fifth member of receive the chapter's prestigious Jack M. Holst Award..." for 1985.

No 1987 *Trainmaster* reported a winner for 1986. In his "State of the Chapter Report--1987", February, 1988 *Trainmaster*, President Doug Auburg wrote: "The annual banquet was held later than usual, March 28, (1987). The Chapter honored Mary Lou Weaver with its 1986 Jack Holst Award."

In the March 1988 *Trainmaster's* Activities Committee report, Jim Edgar, Chair, said "Chuck Storz announced the Jack Holst Award winner but neither the presenter nor the recipient were present. The award will be made at a future chapter meeting." Mr. Edgar did not name the winner. Almost a year later, the February 1989 *Trainmaster* "Board of Director's Report - 1988" said Bob Slover was the winner for 1987.

The April 1989 *Trainmaster* reported Marilyn Edgar the winner for 1988.

The *Trainmaster* of 1990 named Peter Rodabaugh the 1989 winner.

The *Trainmasters* of 1991 did not report any news of a 1990 winner.

The July, 1991 *Trainmaster* reported Bob Hoffman, Marilyn Edgar and Peter Rodabaugh were named a committee to select the winner for 1991. The practice had been for the three previous winners to name the next winner so it must be assumed the Bob Hoffman was the winner for 1990.

No mention in any 1992 *Trainmaster* of a 1991 winner.

The April, 1993 *Trainmaster* said two winners were named at the 1993 banquet. They were:

For 1991: Roger White.

For 1992: Bob Weaver

No 1994 *Trainmaster* reported a winner for 1993. A plaque hangs on the wall in the writer's home naming Gerald K Webb, Sr. the chapter winner of the year, Jack M. Holst Award, 1993.

1995 was the Chapter's 25th anniversary and celebration banquet. No mention of a Jack M. Holst Award winner for 1994 at this banquet.

The winner for 1995 was Jim Loomis.

The winner for 1996 was Frank Weiler.

The Trainmasters of 1998 did not mention a winner for 1997 so the identity is unknown to this writer.

As of this writing (February 1999) voting for the 1998 winner was done by chapter members at the January 1999 meeting. The winner will be announced at the March banquet.

Now a personal observation by this writer:

I wonder why some of the dedicated Trainmaster editors failed to include a story about the winner of the Jack Holst Award. Perhaps the editor felt it was not newsworthy since everyone in the chapter at the time knew the winner, either by attending the banquets or by word of mouth. Future editors might remember the second word in our national organization....National HISTORICAL Railroad Society. At the very least a note of "Congratulations" should be printed. Also, how about a board on the wall in Room 1 listing all the winners?

Now that I am off my soapbox, let's review the winners, as we know them.

1981	Chuck Storz
1982	Irv Ewing
1983	Ed Immel
1984	Walt Grande
1985	John D. Holloway
1986	Mary Lou Weaver
1987	Bob Slover
1988	Marilyn Edgar
1989	Peter Rodabaugh
1990	Bob Hoffman
1991	Roger White
1992	Bob Weaver
1993	Gerald K. Webb, Sr.
1994	None...Banquet in 1995 was chapter's 25th anniversary.
1995	Jim Loomis
1996	Frank Weiler
1997	Unknown, not reported in Trainmaster
1998	Announcement will be in March

Why No Articles About the Chapter?

by the Trainmaster un-staff member Glenn Laubaugh

Mr. Gerald Webb's comments, above, asking about the lack of mention of Jack Holst award winners in past Trainmasters is far from the first time anyone has asked about about why, or why not, items appear in the Trainmaster.

Before starting an explanation, understand that I am NOT the Trainmaster editor. The chapter had been trying to find an editor for the Trainmaster for quite some time, as Jim Loomis was having medical problems. A member of the Chapter's board of directors approached me about "Do what you can to get the Trainmaster out". I told this person that I simply did not have time for that, and that it would be much better if someone else could be found to edit the Trainmaster. The BoD member stated that "That's OK, just do what you can to get what you can out, and we will continue to look for an editor. Just print whatever gets submitted for publication." Therefore, this writer has the distinction of being the Trainmaster's first un-staff member, as the newsletter continues to be officially unstaffed.

So, starting in mid-1997, I attempted to print what was submitted to the Trainmaster for printing. This was fairly easy, since except for a few minor announcements the only thing that showed up in the Trainmaster's box at Room 1 was exchange publications and copyrighted materials (which turned out to be very hard to gain the correct type of permission for reprinting here) from general publications such as the Oregonian. Therefore, the Mailbag and Off The Wire columns were started

since outside news consisted of the bulk of the material available for printing.

There were no articles about chapter activities submitted, for the most part.

This is hardly a surprising problem. It must be remembered that not too long ago, there were a lot of complaints to the NRHS National News about there being a lack of articles on western railroads. The response from the staff of the NRHS national news was that there wasn't any articles submitted about western railroads, therefore none were printed. It is that simple. The same series of events happened about 15 years ago in Model Railroader: "Why aren't there more articles about model railroads in XX part of the country?" and so forth.

There is no way to print that which does not get submitted. Editors are editors: they may delete, modify, change, re-word, or perform other tasks with what they are given. Editors are not magicians or mind-readers. If it doesn't arrive, there is no way to pull articles out of a magic hat or figure out what someone is thinking about writing across town.

Jim Loomis solved this problem with lack of submissions by becoming the Editor *and* the Staff Writer for the Trainmaster.

There are a number of reasons why I will not do things that way:

1. As I stated to the Board of Directors member two years and five months ago, I don't have enough spare time on my hands to be the chapter's secretary, editor, and historian. The chapter is an organization that is made of a body of people

known as the membership, and should never be a one person operation anyway. The newsletter is primarily by and for the membership, and if the only material available to print is outside information, we might as well give every chapter member a free subscription to *Flimsies Northwest* and stop printing the *Trainmaster*.

┆ Non-printing of items not submitted to the *Trainmaster* was promised in an issue about two years ago. Truth in advertising requires this to continue to be the case, as advertised.

┆ Reliance on "someone else" never gets anything done. There seem to be a few members who think that the newsletter editor is the organization's secretary as well as beat writer, and needs to keep pen in hand for writing down everything that happens at membership meetings, the chapter banquet, the board of director meetings, and everything else the chapter does because (at least in 1997 and most of 1998) there will rarely be any actual submissions of any sort. As an example, take a look again at Gerald Webb's above article. You will notice that in all cases where the winner of the Jack Holst Award was made, the submission was made by someone other than the editor. Sometimes it was the Activities Committee Chair, sometimes it was reported by the President, and in a few cases it was recorded in the minutes, but in all cases it was someone other than the editor. In those cases where it was not recorded, apparently nobody thought to submit any sort of article to the *Trainmaster* about the winner of the Jack Holst Award because apparently everyone was depending on "someone else" to submit something (This is only a theory, and perhaps as Mr. Webb has stated the real reason is that the overall feeling was that everyone knew the winners and so there was no need to write anything down). This reliance on "someone else" has obviously been a problem for quite some time, and it will probably not be solved overnight. This is a membership organization. There is nobody here but us members. There is no invisible "someone else" to write the material that appears in the *Trainmaster*. Those jobs that are left to "someone else" to do will never get done.

┆ In looking though the newsletters produced by other chapters, there is a wide range of newsletters. Some are obviously minimal budget affairs. Others are obviously the product of a fairly high-budget

operation, and one or two even come on magazine paper. None of them are one-person operations. Virtually all of them have at least two writers in every issue. Some have as many as 10. Those that are produced by one person are simply lists of upcoming events - and even those obviously had to be planned and an announcement submitted to the newsletter by someone other than the editor. This chapter can not expect anything else out of its newsletter: the quality of the newsletter submissions will determine the ultimate quality of the newsletter.

┆ Not printing articles that are not sent in seems to have a positive effect on the response of the membership. After two years of waiting for those promised submissions from chapter members, the *Trainmaster* box in Room 1 is finally seeing some new materials from chapter members. Perhaps it is because the members have gotten tired of not seeing what they would like to see in the newsletter. Whatever the reasons for the increased submissions from Chapter members, it is a very positive change and I am reluctant to do anything that would alter this state of affairs.

It is my hope that the number of submissions about Chapter items continues to improve. Therefore, in the interests of improving the number and quality of the submissions, the *Trainmaster* will continue to not print what it does not receive, for all of the above mentioned reasons.

Lest anyone think that the chapter is unique in this regard, I would again point to the previously noted lack of western railroad materials in the NRHS national news. It seems that the problem of too few people willing to write about railroad history has been with railroad history groups on the west coast for a number of years.

Some time back, one of the church missions conferences I know of adopted the slogan "Why not me? Why not now?" Another popular saying among some missions groups is "If not you, then who? If not now, then when? If not here, then where?"

These are also the thoughts that really need to be in member's minds when asking why a particular item isn't done. Mr. Webb, as well as a few others, have apparently asked questions similar to this to themselves, and responded by sending articles.

From The Wire

Portland & Western / Willamette & Pacific

Meetings have been held with Union Pacific about the new operating strategy that will be adopted when the Roseville, California yard is reopened and Eugene Yard is downsized. Some plans are still being developed. Some features of

the plan are fairly plain: more traffic will leave the system by way of Portland rather than Eugene. The W&P's Eugene Hauler, which currently runs from Albany to Eugene with W&P trackage rights over the UP, may wind up as a run-through UP train for Roseville traffic. The northbound version of the train may originate in West Colton and pick up

traffic in Roseville and Klamath Falls. W&P may also alter the outbound "blocks" of cars they produce.

Coca-Cola has expressed some interest in having rail service at its bottling plant in Wilsonville, and meetings have been set up to discuss the matter.

At about 1 p.m. on April 29th, Portland & Western # 1202 pushed the chapter's Jordan Spreader (which the P&W leases for maintenance of way service) to a stop in front of the Maritime Museum on the edge of downtown Astoria. It was the first train into Astoria since the February 1996 Aldrich Point landslide closed the line. The return of railroad service to Astoria made the front page of *The Daily Astorian*. However, a more formal celebration was scheduled for May 15. The line reopening was both on time and within budget.

A number of elected officials attended the official opening ceremony on May 15. For the occasion, P&W brought engine #1851, business car *Casper Mountain*, and baggage car WPRR 1119 to Astoria. The baggage car hosted a locally produced exhibit of historic photos and an Oregon Operation Lifesaver display. The equipment was on public display from 9 am to 6 pm alongside the city's Saturday Market, and several hundred people toured the exhibit. On Sunday, the locomotive was operated all the way to the end of track at the Port of Astoria. A chain saw was needed to cut down two fences that had been erected too close to the railroad, and other obstacles were removed. One purpose of the trip was to use the locomotive to cut flangeways into a section of asphalt about 800 feet long that was installed after service on the line was cut off by the landslide. An impromptu "golden spike" ceremony was held at the end of track. May 16 corresponded with the 101st anniversary of the first train to operate from Astoria to Portland in 1898.

However, there is still a need to develop enough traffic at Astoria to continue to justify railroad service in Astoria. Maritime Metals has a proposal to establish a ship scrapping operation near Astoria, and if the plan works out this may lead to sufficient car loads to support the Astoria line.

A maintenance of way gang moving by hirail truck flushed two teenage boys out of the Cornelius Pass tunnel on April 27th. The tunnel continues to be a popular place for teenagers to gather.

On May 7, the P&W signed a 10 year lease of 3.5 miles of Port of Tillamook Bay track between Schefflin and Banks. On May 10, P&W assumed responsibility for operation and maintenance of this segment. Interchange between POTB and P&W will interchange at Banks. POTB retains trackage rights between Banks and Mahan. Contractors were put to work rebuilding this section of track

almost immediately. The line serves as a vital link for the P&W between the Astoria and Cornelius Pass lines and the Willamette Valley lines it operates. The condition of the track had become exceedingly bad.

Staff members of the P&W, W&P and the POTB participated in a joint retreat April 23 to explore ways of improving relations and working together for the common good of both companies. Both railroads have agreed to follow a strategy that maximizes positions of both, rather than favoring one company at the expense of the other. The companies have agreed to hold yearly strategy sessions and regular working meetings.

P&W's bridge over Graham's Ferry Road was struck (yet again) by a high vehicle on April 9th. A bulldozer on a trailer, moving at 40 to 50 miles per hour, was at least one foot too tall to fit under the bridge. The initial estimate for repairs to the bridge was about \$50,000 to \$60,000, and probably about \$55,000 damage to the bulldozer and trailer. The bridge damage was later revised to total \$80,000. Replacement of steel girders is scheduled for June 19-20, and will cause the line to be out of service completely for that time. Currently, the bridge has a 5 mph slow order. During the repair process, clearance will be increased one foot.

35 of 50 WPRR 75000 series center beam flat cars have been leased by owner David J. Joseph Co. to Wisconsin Central. These cars will soon leave the P&W's Astoria line. The W&P never leased these cars from the owner; it just agreed to try to utilize them.

- from letters from Bob Melbo, W&P and P&W railroads

Yreka Western Files for Abandonment

California's Yreka Western Railroad has filed for abandonment before the Surface Transportation Board, proposing to eliminate its entire 8.9 mile line.

- from a letter from Bob Melbo, W&P and P&W railroads

Chehalis-Centralia Progressing on Shop

The Chehalis-Centralia Railroad Association is making progress on a plan to lease land from the city of Chehalis. The plan is that they will be able to build a covered shop facility on this land. They would also like to see a turntable installed, and establish a railroad museum and have a railroadians store. It is difficult to maintain the equipment without a covered shop facility of some sort.

- from the May issue of *Makin' Tracks*, the newsletter of the Chehalis-Centralia Railroad Association

Membership Meeting April 16, 1999 Pacific Northwest Chapter
National Railway Historical Society

Called to order by President Hickok at 7:42 pm.

There was one guest.

National Directors report.

The 25 year pin went to Jeff Honeyman.

Treasurers report.

General fund and the emergency fund are about the same. the renewal of the liability policy coming due. We have \$1,000,000 in liability insurance for now. We still have memberships coming in. The joint insurance policy with PRPA expires in July.

Activities

We had a good pot luck this evening. A notice will be put in the trainmaster next time. The banquet went well.

Library committee

The library committee needs volunteers. There will be a meeting at room 1 on April 17, 1999 at 9:30 am. We will be working with the locomotive drawings.

Concessions

The concessions table is selling tonite.

Vice-Presidents report

FB2 shell is getting cleaned out. The fork lift is at the Brooklyn Roundhouse. The program tonite is the White Pass and Yukon video.

Presidents report

Got a call about excursions from the W&P RR. 1. June 12 10:00 am Linnton to North Plains and return. there will be 200 people and is the Longview Transportation Club. 2. Duplicate of above with the short line and feeder railroads. 3. August 19-20 for Ace Hardware. they will visit a lumbermill at Dallas. 40 people. 4. Rock train is going for Morse Bros. They want to get the trucks off the road. In celebration, Morse Bros. is putting on a wingding, also a weekend of excursions. Tentatively scheduled for June 25-27. Hillsboro to McMinnville and back. 3 trips Saturday and 2 trips Sunday. Alternate date is the weekend after the 4th of July. 5. Fall excursions with the SP&S 700 for 2 weekends with the Operation Lifesaver during the week.

Tie replacement on the Newberg branch going very well.. POTB tie replacement and continuous rail going well also. Slide removal on the Astoria branch is progressing well as is the tie replacement. Excursions to Astoria will be a few years yet. Jordan Spreader will be painted this year? F2B unit shell will be going to a new owner. The AS-616 will be going back to the St. Louis Transportation Museum. on a flat car hopefully soon. We have a debt against the AS-616. Motion to pay Terry Parker \$2400 and some dissolve slide equipment passed unanimously. Motion by Ed Ackerman and seconded by Scott Bruce. Caboose has arrived at the Oregon Business Park. No progress on the St. Marys home for the chapter. The survey on the Brooks property will come after the St. Marys. property. Another property owner is looking at helping us with the Brooks property.

7:00 am. April 17, 1999 on the History Channel is the program Trains unlimited The Streamline Era.

Chapter Timetable #440 - June 1999

Monthly Board of Directors Meetings:

June 10, July 8, 7:30 pm. Room 208, Union Station. These meetings are scheduled on the Thursday evening prior to the membership meeting.

Monthly Membership Meetings:

June 18, July 16, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 pm. (third Friday evening of every month).

Quarterly Chapter Potluck:

There will be a quarterly chapter potluck at the June, September, and December meetings. For more information, contact activities chair Marilyn Edgar, (503) 236-7271.

Chapter Library:

Library work parties are scheduled for the first Thursday of the month on all months except October, when it will be moved to the second Thursday of the month.

Upcoming Membership Meeting Programs :

June: Video from collection of Naomi Gray, Willamette & Pacific RR from Corvallis to Hull Oakes Lumber Co in Dawson, OR.

If you have any programs or program suggestions that you feel would be of interest to the Chapter, please contact the Chapter Vice President

Sunshine Report, by Gerald Schuler

Chapter member Al Haij is now at home recuperating from a quadruple heart bypass surgery early in April. He would appreciate hearing from fellow members.



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:

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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.

Committee Chairs

Activities: Marilyn Edgar, (503) 236-7271
Meeting Programs: See *Vice President*
Concessions: Jean Hickok, (503) 649-5762
Excursions: *Vacant*
Finance: See *Vice President*
Library & Historical Foundation: vacant
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
Safety: Judy Hall, (503) 699-5042

Chapter Officers

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Vice-President ('99): Darel Mack, (503) 723-3345
Secretary ('99): John Willworth (503) 284-8628
Treasurer ('98, '99): Janet Larson (503) 253-7436
National Director ('94, '95, '96, '97, '98, '99):
Gerald Schuler (503) 285-7941

Directors-at-Large:

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Scott Bruce ('99): (503) 297-6319
(Filled Vacancy, position opens at end of 1999)
Bob Jackson ('97, '98, '99): (503) 244-4440
Glenn Laubaugh ('98, '99, '00): (503) 655-5466
Al Hall ('99, '00, '01): (503) 699-5042
Ralph Johnson ('99, '00, '01): (503) 654-1930

I would like to thank chapter member
Arlen Sheldrake for his donation of
funds for first class mailing of this edition of
the **Trainmaster** to chapter members.
- Janet Larson, Treasurer

The *TRAINMASTER*
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