

The

October
2000



Trainmaster

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

Chapter Timetable:

Monthly Membership Meetings: October 20 , November 17

St Mark's Lutheran Church, 5415 S.E. Powell Blvd. 7:30 pm

Monthly Board of Directors Meetings: October 12, November 9, 7:30 pm Room 208, Union Station

Chapter Library: Open October 21 & 28 from 1 to 4 pm. Please call first to be sure that someone is there. (503) 226-6747

Rolling Stock Committee: October 3, 7:00 pm Room 208 Union Station

If you arrive after 7:30 you will need to

enter the building using the basement

door on the West side of the building.

October Meeting Program

Mr. Jim Davis (owner of the Santa Inez) and Mr. Ron Peterson will update the Chapter on the restoration of the Santa Inez Rail Car. They will bring photographs and talk about their progress toward restoring this car to it's former glory.

Nominations of 2001 Officers

Please come out and support the Chapter! Run for an office!

The nominating committee has submitted the following names for your consideration for Chapter offices. Additional nominations may be made from the floor at the November meeting.

The nominees are:

President: Arlen Sheldrake

Vice President: Al Hall

Secretary: vacant

Treasurer: Rick Banton

First Board of Directors Position: George Hickok

Second Board of Directors Position: Dean Petshow

PNWC/NRHS Membership Meeting Summary---September 15, 2000

CTO: President George Hickok called the meeting to order at 7:40 p.m. Guest Ted Kaye from the Oregon Historical Society was introduced and he will be providing tonight's program on Lewis & Clark.

Treasurers Report: Rick Banton reported on our fund balances.

Rolling Stock Report: Scott Bruce, Committee Chairman brought pictures of the Davenport Locomotive taken in 1959. The loco was manufactured in 1941 and operated as a Southern Pacific shop switcher. At the last Rolling Stock Committee meeting there was discussion about getting rid of some of the stuff that is not being used. There will be a report at next months meeting. The next Rolling Stock Committee meeting is scheduled for Oct. 3 in room 208 at Union Station at 7:00 p.m. There was a work party at Hoody's and they cleaned out the 1220 and the work bench in the 55 to aid in work on the brakes on the Twin Groves. The air cylinders and diaphragm need rubber replacement. The Museum of Transportation, St. Louis has expressed interest in the excess parts for the AS616. Darel Mack is working on the baggage wagon restoration after he's finished with the motor car. There will be a change in the meeting night for the Rolling Stock Committee. Please let Scott know what night is best for you. Mr. Jim Davis has not charged the chapter for storage of seats and other parts that are stored at his facility. He also donated space in a dumpster and the use of his truck to haul away 2.5 tons of junk. A letter of appreciation and a token of thanks would be appropriate. Jim Davis will be the Oct. speaker and update us on the Santa Inez.

Library Report: Ralph Johnson reported that the library has several projects that need doing and some can be done from home. Please call him to volunteer.

----**George Hickok** reported that the members who purchased the framed Howard Fogg art prints may pick them up at the next meeting. The visiting International Brotherhood of Live Steamers were treated to a great ride at the Portland Zoo and the normal 30 minute ride was extended to an hour and forty- five minutes and included two photo runbys and a tour of the shops. Some tickets remain and can be purchased from Jean Hickok, the Concessions Chair for the discounted price of \$8 each. This includes zoo admission and train ride. The tickets are good for a year. They would make a nice Christmas present. Some revenue was generated from this event and with the help of an anonymous donor, a check for \$100 was sent to the PRPA and also to the Friends of the 4449 for their participation at the roundhouse tour.

----**More rolling stock discussion:** The recommendations of the rolling stock committee to 1) Proceed with the removal of the steam heat equipment from the cars and add electrical heat; 2) Make the necessary mechanical and electrical improvements and upgrades while maintaining the historical character of the cars; 3) Convert to Head End Power were approved by the Board for membership consideration. Questions from the floor about the length of time this will take and the cost; and what type of equipment the cars will be running behind that could provide steam heat were answered. There will be a plan for each car which will determine the approximate length of time needed and cost. If a baggage car or crew car is added between the loco and our steam heat equipment then steam can't be used. The PRPA is restoring a car and they are removing steam heat and providing head end power. That car is scheduled to go behind their tool car in the consist. The Mt. Hood has a propane tank and heater which have been added to the car so it can run independently now. The goal of the rolling stock committee is to keep running the cars. If the cars are parked in a museum, they wouldn't need to be changed but if they are going to run on excursions, we need to make some changes. The chair entertained a motion and Marilyn Edgar moved that the recommendations of the Rolling Stock Committee be accepted. Ed Akerman seconded the motion. The motion was carried.

Vice President's Report: There are two Board of Directors positions open. George has said that he will not seek the office of President again but may run for Board to make a smoother transition. George expressed regret at not running again as the office is such a good learning experience. The nominations for officers need to be in place by the next meeting.

National Director: No report. Minutes from the National meeting are in the last Train Master.

----**George** reported that he had lunch with Bob Melbo of the P&W/W&P Railroad and that there may be a fall foliage trip with the railroad in the next month. This is not confirmed yet. This would be a trip for members and on short notice. Ticket prices could be \$75-\$100 each. It could be Cornelius Pass or on the Astoria Line.

----**Ted Ahlberg** reported that the Chapter provided a picture of the Albany train station for an architectural firm that was looking for historic photos to restore the station.

---**Judy Hall** reported that a video of the production, **Tracks in Time**, that was aired on KOIN TV is available from the TV station for \$16.95 and this price includes shipping and handling.

The meeting was adjourned at 8:30.

Following a delicious snack break, the guest speaker Ted Kaye, from the Oregon Historical Society gave a humorous and enlightening presentation about the Voyage of Discovery of Lewis & Clark.

Respectfully submitted by Judy Hall for Secretary Arlen Sheldrake who is on vacation.

From the Wire-----

.....**P&W/W&P**.....**continued from September Train Master**.....

---We continue to cultivate new business. One niche market that has enormous potential is logs from the **Astoria District** to a variety of destinations in western Oregon. We expect to originate yesterday the first carloads of logs from **Teevin Brothers'** newly acquired log yard at Avon destined to Wilbur on Central Oregon & Pacific. Arrangements for P&W, W&P and CORP to jointly handle this traffic required assistance and concurrence from UP and BNSF and both Class 1s have generally been supportive of the concept. However, as you might expect, moving from conceptual ideas to real carloads of sawlogs has been an arduous task for the respective bureaucracies of both big carriers and current approval is only for a six-month trial. Several years ago an executive of **Stimson Timber Co.** testified before a special governor's committee on rail transportation that the "wood basket" of the early 21st century would be northwestern Oregon and southwestern Washington. This prophecy appears to be coming true as we are fielding a number of inquiries about moving timber from the Rainier area and points west to the Willamette Valley and southern Oregon. Some of this timber already is moving on trucks. Most of the major players in the industry served by CORP, among them Roseburg Lumber, Douglas County Lumber and D. R. Johnson Lumber are buying logs coming out of Columbia and Clatsop Counties. Among our own mills we are working with **G-P** and **Marys River Lumber Co.** for the possibility of receiving logs by train at **Flynn**. There is high interest in the forest industry about using rail because of the distances and high costs of trucking logs. CORP is increasing its log car fleet with additional equipment leased in Canada and we also are looking for suitable cars for hauling timber.

---**The United Transportation Union** lost its bid to represent CORP enginemen and trainmen in a representation election just concluded. The ballots were counted last week and the National Mediation Board announced the results.

---Approximately 20 acres of a former Christmas Tree farm near Larson were scorched the evening of August 2nd by a fire ignited from sparks emitted by Engine 1802 on the **Corvallis Switcher**. Several small fires were set along the right of way between Oregon State University and the west end of Larson siding as the locomotive went about its assignment during the hot late afternoon. Fortunately, only one spread to adjoining property where the Corvallis Fire Department and the Oregon Department of Forestry extinguished it. WPRR 1802 was removed from service and shipped at Albany for exhaust system attention.

---Going back to a design first introduced in 1939, **Union Pacific** has decided to apply winged nose logos to its wide-nose locomotives, starting with a current order for 1,000 new EMD SD70Ms. Other wide-nose engines will have the winged emblems applied as they go through standard overhauls and rebuilds. In an unrelated decision **Genesee & Wyoming** decided this week to modify its corporate locomotive livery to include nose logos on all orange and black units. The familiar, double-arrow emblem will be produced in a 26-inch diameter format for this application and will match the larger logo on the flanks of each unit. The problem with our current paint scheme is that it carried no name recognition when viewed frontally. Last year the cover of rail enthusiast magazine carried a head on shot of one of our trains near **Lake Oswego** but only connoisseurs of railroad color markings could identify whose locomotive it was.

---One of the benefits of improving our safety record last year is that we get to spend this year some of the savings emanating from lowering the "cost of risk." Our improvement yielded a substantial 1999 Safety Bonus that is funding a new 85-foot high pole and lights for the east end of Albany yard, 10 ergonomic switch stands to replace older-type stands on high use turnouts, and \$10,000 worth of improvements to **Dino's** (the 150-ton wrecking derrick) outriggers. Office personnel were treated to an in-office buffet lunch and also received jackets for going **18 months accident free**.

Idaho Short Line To Abandon Route Through Nez Perce Reservation.....

Camas Prairie RailNet has filed for permission to abandon its 66.8-mile line between Spalding and Grangeville, ID, which is heavy on scenery but light on traffic. The STB on June 28 decided an environmental impact statement for the abandonment was unnecessary, although it did invite public comment. Some 50 miles of the line in western ID traverses the Nez Perce Indian Reservation. The first 25 miles of the line encounters steep grades, including a 13-mile stretch of 3%. The route includes four bridges over 100 feet long, the longest of which is 1520 feet long and 280 feet high. The line also passes through six tunnels, the largest of which is 882 feet long. But the scenery never the bills. Of 19 shippers on the line, only 13 used the railroad during 1998 and 1999, contributing 2101 carloads of lumber, agricultural products and propane last year.

"By the Numbers" UP Renumbering Locomotives

By Mike Iden, General Director-Locomotive Engineering and Quality Reprinted from Union Pacific INFO Magazine (with permission)

Union Pacific has launched the largest locomotive renumbering effort ever undertaken by any railroad, affecting at least 3,000 of its 7,200 locomotive units.

It is also the most complex such task because it involves locomotives of four former railroads merged into UP during 1995 and 1996. By comparison, CSX and Norfolk Southern are renumbering about 2,500 locomotives they acquired from Conrail, but that requires eliminating only one railroad identity. BNSF also recently renumbered about 1,800 locomotives from the former Burlington Northern and Santa Fe railways.

UP's renumbering project ranges from changing reporting marks (letter initials designating respective railroads) and road numbers, to applying decals and repainting. Of course, changing locomotive identities is nothing new. Our mechanical employees have been renumbering and repainting hundreds of former Chicago & North Western (CNW), Denver & Rio Grande Western (DRGW), Southern Pacific (SP) and Cotton Belt (SSW) units since 1995.

But the traditional way would take five more years. Union Pacific cannot wait that long, because it is buying a large number of new locomotives during the next several years, which forces changes in the renumbering plan used since 1996. UP is acquiring 275 new SD70Ms from General Motors' Electro-Motive Division for high-speed manifest service this year, and about 100 AC locomotives from GE Transportation Systems for coal and intermodal service. The SD70Ms are part of a 1,000-unit agreement covering the next several years that ultimately will mean retiring 1,500 obsolete units.

The SD70Ms accelerated a growing problem: The railroad began running out of unassigned road numbers for new locomotives. So, UP did something never before accomplished by a common carrier railroad. It negotiated for and was granted a new set of reporting marks, "UPY," for use in addition to our historic "UP" marks.

To understand the significance of the UPY marks, some background is in order. Railroads use "reporting marks" or initials, along with road numbers to identify locomotives and cars. Other equipment owners, such as truck lines, container and trailer leasing firms, private car owners and even airlines, also use reporting marks.

The National Motor Freight Traffic Association (NMFTA) controls legal "ownership" of these marks, called Standard Carrier Alpha Codes (SCACs). Not only are SCACs used to identify equipment, they are also necessary to process waybills and bills of lading, as a uniform means of identifying individual carriers.

The SCAC for Union Pacific Railroad is "UP." When carriers merge, the acquiring carrier is allowed to retain use of the acquired carriers' SCACs. Union Pacific, for example, can indefinitely use the reporting marks of former railroads such as CNW, CEI, CHTT, DRGW, MP, SP, SSW and TP. That is why it is common to see freight cars still carry reporting marks of railroads long-since merged out of existence. UP's car fleet even has freight cars bearing reporting marks of the former Minneapolis & St. Louis Railway (MSTL), which was acquired by the CNW in 1957!

With locomotives, however, it is more important to eliminate former identities because of the relationship between locomotives and train identities. Track warrants authorizing train movements between stations, for example, still use the reporting marks and road numbers of a locomotive (for example, a train with locomotive SP6856 in the consist can be identified as that locomotive). Sometimes the only difference in reporting marks is a single letter - UP6856 vs. SP6856.

This can create confusion among Operating employees who are directly involved with train operations, and for Mechanical forces who need to be clear on the maintenance histories of locomotives. Renumbering minimizes such problems.

Three months of negotiations between Union Pacific, NMFTA and the Association of American Railroads were required before the "UPY" marks were authorized, selected from a total of about 20 different reporting marks under consideration.

Until NMTA officially grants a reporting mark, it cannot be used in the international UMLER (Universal Machine Language Equipment Register) database that tracks locomotives and cars across North America. Historically, NMFTA has granted new reporting marks only to new carriers. UP is the only existing carrier (other than private car owners) ever to be granted authority for a brand new mark.

The UPY marks will be restricted to yard switchers, SD38-2 hump units, GP 15 units and special locomotives without diesel engines known as "slugs." About 700 of these low-horsepower locomotives ultimately will carry UPY reporting marks. They also will have special highly reflective, red-and-yellow "chevron stripes" applied to

(cont. UP Renumbers) their front and rear noses, so train and engine crews will not confuse them with "UP" units. That will make them more visible in yard areas during night operations or in poor weather conditions.

For about 1,500 other locomotives painted in UP colors, only the road numbers will change. Additional units still painted in the corporate colors and carrying reporting marks of the former CNW, DRGW, SP and Cotton Belt (SSW) railroads will receive "UP" reporting marks and new road numbers.

An estimated 120,000 UP adhesive decals will be affixed over such historic emblems as the CNW "ball and bar" logotype, which has existed on that carrier's locomotives for 108 years, since January 1891. But many units will continue wearing their old corporate colors—green and yellow for CNW, black and gold for DRGW, and gray and scarlet for SP/SSW—until they can be scheduled into UP paint shops.

For example, the newest CNW locomotive, a C44AC currently identified as CNW 8835 (delivered in December 1994, just months before the UP-CNW merger) will be changed to UP 6737 but will continue wearing CNW colors.

Some may have noticed a few UP locomotives bearing "UPB" reporting marks. These are road units with cabs that are not to be occupied by train and engine crews. The UPB reporting marks are unofficial and cannot be registered in the UMLER system. They are gradually being eliminated.

Specifically, how will this "identity change" be accomplished? Here is a partial list of the renumbering activities, with the project's time frame condensed from five to just two years:

- New sets of number boards will be applied and rear number boards will be retired. Number boards on "LTPY" locomotives will be black with white numerals with the letter "Y" preceding the number; "UP" units will have black number boards with white numerals.

- Locomotives not painted in Union Pacific colors will have a yellow decal panel and a large UP shield logo applied to the front nose. This will eliminate the former CNW logo and the large SP or SSW block letters, for example. Smaller UP shields will be applied to the sides below the cab.

- The "non-UP" locomotives will have large yellow decal panels added to both sides of the cab. New road numbers will be applied on the panels using large, highly reflective red decals, with reflective red "up" initials applied above the new numbers.

- Locomotives painted with the UP color scheme of "armour yellow" and "harbor mist gray" will receive only new number boards, plus a simplified set of new number decals without initials above the numbers. The initials are not needed because the units already are painted in UP colors and have large UNION PACIFIC lettering on their sides.

- AEI (automatic equipment identification) transponder tags will be changed to reflect new identities.

- All onboard computer systems will be changed, including identity chips or codes in newer event recorders and various control computers, such as the microprocessor controller for SD60 and Dash 8 locomotives and the Distributed Power computers.

- A new FRA Form 6180 (known as the "Blue Card") will be issued reflecting the old and new identities and placed in each locomotive cab.

- Various TCS files will be changed to the new identities, affecting reporting systems such as TCS and the recording of train and engine movement in the Harriman Dispatch Center's computers.

The various locomotive models are being renumbered in priority order. The first group involves about 300 Dash 2 locomotives - bearing UP road numbers 4000 through 4300 - converted into a UP series beginning with the number 8570. Vacating the UP series 4000 to 4274 is necessary to make "room" for the new SD70M locomotives, of which the first five were scheduled for delivery in April 2000. End.

From the Gulf Coast Chapter Newsletter, July 2000

What Is A Train?

On the question of the definition of train, here is a full quote from *Railway Age's Comprehensive Railroad Dictionary* (Omaha, NE: Simmons-Boardman, 1984-p.150)

Train—An engine or more than one engine coupled, with or without cars, displaying markers. For practical purposes, a train in a group of coupled cars hauled by a locomotive.

- **Power**—A train must have power and that power must be turned on, i.e. if a diesel, the engines must be turning over. If steam, there must be pressure in the boiler, ect.
- **Markers**---A display of markers, lamps, lights, a Flashing Rear End Device, flags or whatever else the Book of Operations may provide.

"Thus a dead engine is not a train. A cut of cars coupled together is not a train. A diesel engine turning over at the engine house is not a train. Loosely used, however, a switch engine, pulling a cut through the yard, can be called a train. The demarcation here is not precise!" *From Sept. Akahela I Ke Ka Aahi, Hawaiian newsletter.*

Movie Review.....Railfans & Children of All Ages--- Find a child to take to the movies for the greatest exposure to trains since Kodak was invented. Just when you thought the old rivalry between Steam Engines and Diesel Engines is over, here it comes back with a vengeance. Thomas, "the little engine that was truly useful" and referred to by USA Today writer Claudi Puig as "an obscure British tale has chugged to the big screen. What's more, the movie is great to pass along to children, one that could help in making them truly future rail aficionados. Thomas is right on track as far as bringing the book and PBS character to life. The film adapters have done an outstanding job at making it a classic. Every railfan and new parent will want to keep a copy in their video collection right besides other greats such as: Peter Pan, Cinderella, and the Wizard of OZ. Thomas is not following the track one might expect. **Thomas and the Magic Railroad** – based on segments in Shining Time Station, which now runs on Nickelodeon daily in the USA after an extended PBS run – is not simply an old-fashioned movie about a freight, excursion, mail or passenger choo-choo. For a seemingly low-tech vehicle, Thomas actually is laden with **special effects** and a secret railroad that has the key to helping the conductor and his nephew maintain the magic that keeps Shining Time alive, Thomas' heart remains the same. Whether its a rainbow effect, a digitized wide-eyed engine or the screen filling with gold dust, the high-tech enhancements are "are meant to be part of the magic and the storybook feel," says Thomas writer-director/producer Britt Allcroft. Storybook is the key word for the British Allcroft, who, while researching a documentary on steam engines in 1979, stumbled on **The Railway Series**, an obscure set of books published in the 1940s by a vicar named **Wilber Awdry**. Enchanted by the watercolor illustrations and the simple text, Allcroft bought the rights for about \$100,000. With a background in film and theater (and some children's television), she mortgaged the house and dropped all other professional pursuits to bring the story to TV. "I was very keen to protect the integrity and look of the original books and on figuring out how to do that and yet hold an audience of little children," says Allcroft, whose son and daughter are in their early 20s. "I wanted to find some way to tell a story that would give them the same kind of feeling as if a grown-up were reading to them and they were sitting on their knee." But the little train engine traveled a bumpy road in the early days. **There were a lot of people who said no kid would want to know about steam trains,**" Allcroft says. "If you want to do something that's not formula, it can be a very tough call." She produced Thomas the Tank Engine & Friends independently, and the show landed on British TV in the early '80s. Since then, Thomas has chugged his way into the hearts of children around the globe. He's seen on TV in **120 countries and has more than 2,000 licensed products, totaling \$600 million in worldwide sales each year.** Reflecting on her success, Allcroft has given much thought to why children are so enthralled by trains. "I think there's something extra-ordinarily evocative and powerful about the sound of a train whistle," Allcroft says. "Its about romance and adventure and excitement and meeting people I look at children when they're playing with train sets, and it truly sparks their imagination." Allcroft, who now lives in Santa Monica, Calif., hopes the public will come along for the ride with the big-screen Thomas. **Thomas and the Magic Railroad is the story of an 11-year-old city girl (Mara Wilson) who, on a visit to her grandfather (Peter Fonda), takes the wrong train at the behest of a dog, meets a magical conductor (Alec Baldwin) and embarks on an adventure to a toy world where Thomas lives.** It seems that where Thomas lives is in trouble from a rogue engine. And his name is Diesel. Diesel (I believe out of jealousy) is on a search for a magic engine that everyone else thinks is just an old fable. When he finds it, he wants to destroy it. By destroying this magic engine, he hopes to destroy all the Steam Engines on **Sir Thomas Hat's railroad.** The movie incorporates the look "the Thomas audience knows and loves, which is this toy like world come to life," Allcroft says. **USA Today has the following comment that I disagree with totally,** "Unlike other family films, Thomas has a narrow target: kids ages 3 to 7". "But," Allcroft says, "what we found in early screenings is that kids as young as 2 stay with the movie and that older kids, like 10-year-olds – while the movie isn't directly created for them - quite enjoy it." I have to add here that as a adult, Patty and I also enjoyed the movie greatly. We did notice a few of the good moral traits thrown into the plot that stays with the old Thomas series to a tee. One I particularly noticed was the sly way in which the **conductor encourages kids to eat vegetables.** I have a feeling that this would not make it popular in some kids eyes, especially if I remember my childhood, as vegetables were the millstones of dinner. In any case, Thomas will be making his mark outside theaters, too. There are movie tie-ins with **Amtrak, Subway sandwich shops and Zany Brainy toy stores,** merchandise based on the movie's new train car characters (Lady, Diesel 10, Splatter and Dodge), plus train sets, books, puzzles, games, clothes, CD-ROMS, stuffed toys and more. That may seem crassly commercial, but Allcroft has a clear philosophy when it comes to merchandising: **"If children fall in love with the characters on the screen, they'll want them in them in their lives off the screen to play with them and be comforted by them."** Allcroft and the film's distributor, Destination Films, are hoping Thomas will be kids' big-screen companion for the long haul. "If it works," Allcroft says, "I'm sure everybody hopes we'll make a sequel." For those of you who have kids, be on the look out early as the Christmas season is fast approaching.

Preparing for the BNSF-CNIC, merger that has now been called off - NS/CSX/UP& CP have formed a new company called Arzoon Inc. to manage and coordinate rail transportation services over the Internet. This alliance does not require regulatory approval. Arzoon is a private CA-based company, and would not disclose the extent of the RR's investments. After registering at the Arzoon.com web site, customers will be able to co-ordinate their shipping requirements through the 4 RR companies as well as other modes of transport, including trucking and shipping. After submitting an online form detailing their shipping requirements, they will receive bids from the various Rwy's and other transport companies. The Web site will allow them to track their goods and to change the destination or routing while the goods are in transit. **Thanks to Bryce Lee in News from Canada-Railpace magazine.** Montreal Gazette editorial on the abandoned BNFS/CNIC merger. The decision last week by CN Rwy Co. and BNSF to call off their planned merger was understandable in the circumstances. Even so, it comes as a disappointment. The merger would have been good for Montreal and good for Canada.

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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.

Typed or word-processed material is preferred for legibility.

Committee Chairs

Activities: Marilyn Edgar, (503) 236-7271

Meeting Programs: See *Vice President*

Concessions: Jean Hickok, (503) 649-5762

Excursions: Al Hall (503) 699-5042

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Finance: See *Vice President*

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Chief Mechanical Officer:

Peter Rodabaugh, (503) 771-8545

Car Rental Agent:

Bob Jackson, (503) 231-4808

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

Railroad Book Review:

{This is another installment in a series by **Wayne Halling**, who has decided to be adventurous and try to read all the books in our library.}

We have **three beautiful books** about the last big steam passenger engines the **Southern Pacific** bought or built for themselves. This includes the 4300's, 4-8-2 mountain types, the 4400's, the GS 4-8-4, including our own 4449 Daylight and the 4200 cab forwards. Dr. Robert Church, the author, was in touch with the Espee roundhouse and back shop people and well known railroad photographers. The books are beautifully illustrated in black and white and accompanied with mechanical drawings, the opinions of the engineers, dates and timetables of the trains they pulled. There is lots of information regarding our own area, our roundhouse, and the other roundhouse which is nearby. If you are an S.P. fan or loved steam, these books are excellent. Lucky for us, there are two copies of each book in our library.

Railroad Related Events:

Mt. Hood Model Engineers---Saturdays and Sundays during November this HO club will sponsor a show. 5500 S.E. Belmont St. from noon to 5:00pm. More information can be obtained from **John Willworth**, (503) 284-8628

October 21—Portland—Rail/Model Swap Meet, Pay 'N Pak Collectibles. Contact **Doug Auburg** (503) 288-7246

NRHS National Convention, June 19-24, 2001---Mark your calendar now for the **St. Louis Convention** Let's plan on getting a group of members together and go on the Amtrak! There's lots to see in St. Louis like the Gateway Arch and Bush Stadium, the Museum of Transportation and the Bowling Hall of Fame, plus the world famous Zoo and Botanical Gardens near Forest Park, the site of a former World's Fair. There are riverboats on the Mississippi and more museums. If you'd rather fly into St. Louis International Airport, take the metro from the airport to Downtown and Union Station. Please contact **Judy Hall**, 503-699-5042.

Chapter Officers

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Ralph Johnson (99,00,01) (503) 654-1930

Bob Jackson (00,01) (503) 244-4440

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Chuck McGaffey (00,01,02) (503) 223-2227

NRHS Regional Vice President:

Richard Carlson, (503) 292-0975

Has the Trainmaster been any easier for anyone to read these past few months? This is because the kind people over at Northwest Rail Electric (a local company that manufactures electrical equipment for the railroad industry) have donated access to a laser printer for the printing of the original copy before the process of making the printing press plates is done. Since our printing press plates are made using a photographic process, the better the original looks, the better the results look when you receive them.

This months TRAINMASTER was prepared by Judy Hall. Please direct any questions or comments to Judy. (503)699-5042

Amtrak Makes New Guarantee To Customers

On July 4, Amtrak began extending an unconditional guarantee of satisfaction to all passengers. If you don't like something, from tardiness to train temperature, Amtrak says it will give you a certificate for future travel that matches the value of the trip that make you unhappy. What makes this so bold is the number of passengers who have been dissatisfied by Amtrak over the years. Nationwide, Amtrak's on-time performance numbers show that four trains run on time for every one that's late. Since the federal government took over the passenger rail system's operations nearly 30 years ago, the agency has been a consistent target of passenger complaints as well as running in the red. With the new guarantee program, Amtrak's top officials are hoping to win public confidence, boost ridership and meet congressional demands that America's passenger rail system pay for itself by 2003. Under the policy, any dissatisfied passenger need only voice a complaint to an Amtrak employee. If they can't fix the problem then call Amtrak's main phone number, 800-USA-RAIL and request a Service Guarantee Certificate. It will be good toward future Amtrak travel for 18 months.

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