



No. 101
OCTOBER, 1966

THE TRAINMASTER

IN MEMORIAM

RAYMOND B. ROGERS

The many Pacific Northwest Chapter members aboard the Union Pacific 844 steam special on September 11th may have wondered why the engineer of their train whistled off and the train did not depart until a few minutes later. Sadly, those who read the newspaper the next day learned the reason.

Our PNW Chapter member, Raymond B. Rogers, was up at the head end of the long excursion train taking pictures of our departure. He had planned to go on the round-trip to Hinkle, but his health had been poor immediately prior to the departure date. Ray decided that it was best not to tax his strength on such a long trip. Being a steam fan and a railfan, Ray couldn't resist the opportunity of recording on movie film the departure of the mighty Union Pacific "Northern Type" locomotive #8444. Ray was engaged in this pleasant activity when fellow photographers nearby observed him fall over backwards from a heart attack. He died instantly.

Ray leaves behind his wife, Winifred, two grown daughters, and four grandchildren. He was born August 21, 1896 at New Sharon, Iowa, but lived many years in Portland. Ray served in the Medical Corps of the U.S. Army in France in World War I. He is buried in Willamette National Cemetery here in Portland. Ray made his living as a commercial artist, and also did some designing. Some of his designs were patented.

Because of Ray's talents as a commercial artist, we first became acquainted with him. In 1964, Pacific Northwest Chapter realized the need for a distinctive Chapter emblem, inasmuch as we were to host the 1965 national convention of the National Railway Historical Society. Chapter president Miln Gillespie asked for ideas as to a design, and Dwight Smith and Jeff Richardson said they knew of someone who was a member of the Northwest Steam Launch Association and designed the attractive emblem of that organization. "That someone" was Raymond B. Rogers. Dwight and Jeff contacted Ray Rogers, and the very decorative drawing of an Oregon Railway narrow-gauge 4-4-0 steaming out of the background of the NRHS national medallion is a tribute to Ray's professional skill. This drawing, used as our Chapter letterhead and emblem, is a lasting memorial to Ray Rogers.

In his usual modest manner, Ray did not charge us anywhere near the usual fee for such a work of art. In the terms of the settlement was provision that we would pay Ray's national and Chapter dues for the years 1964-1965. (Ray at that time was most active as a steamboat and steam launch fan) He began to come to Chapter meetings and enjoyed them, and the fellowship therein. When 1966 dues came up, Ray was one of the first to pay. During the 1965 NRHS National Convention, Ray was a very active Chapter member and participant. I'm sure that the Convention highlight for him was that harbor trip on the sternwheel steamer PORTLAND. Again, Ray turned his time and talents to helping the Pacific Northwest Chapter. He designed the very attractive "Committee" badges used by both PNW and Tacoma Chapters. Ray also copied and greatly enlarged the NRHS national medallion so that it could be used on posters and car windows used during the convention and afterwards. Ray charged nothing for this painstaking and time-consuming work, merely saying that "as a Chapter member, I am glad to help". This is the spirit in which Ray entered into Chapter activities, and this is the way all of us will remember him -a wonderful friend who always did more than his share to help out.

Miln Gillespie

OCTOBER MEETING

The October meeting of the Pacific Northwest Chapter NRHS will be held Friday, October 21, room 208 Union Station, Portland at 8:00 pm.

The program will feature 16mm sound movies of the Japanese National Railway's high speed "Bullet Train". This movie is considered to be outstanding. Also to be shown will be "The last Run of the Shay" by the St. jRegis Paper Co. This movie features the Shays used at Klickitat, Washington. Several other short movies are being assembled for showing.

MESSAGE FROM EL PRESIDENTE

Last spring a questionnaire was mailed to every member of the PNW Chapter to help in determining the desires and interests of the Chapter members. Of those sent out, 28 members sent in replies. The answers are printed below for the information of the membership. In general, it seems that things are going pretty much according to the desires of the membership (at least the desires of those who cared enough to answer the questions) and therefore no radical changes are contemplated at this time.

Jack Holst

- Jack*
1. Best night for meetings. (2 pts for first choice, 1 pt for second)
M-0, T-5, W-4, T-8, F-32, S-7, S-0
 2. Best week for meetings (2 pts for 1st choice, 1 pt for second)
1st-3, 2nd-11, 3rd-18, 4th-6, No difference-11
 3. Meetings are:
interesting-14, boring-1, too much business-3, too much entertainment-1, about right-16
 4. Entertainment should be: (2 pts 1st, 1 pt second)
slides-17, Amateur movies-20, professional movies-18, talks with oldtimers-17, talks with contemporary railroaders-15, field trips-14, historic b/w shows-12
 5. Preference of railroad motive power (3 pts 1st, 2 pts 2nd, 1pt 3rd)
Steam-52, diesel-16, electric-30.
 6. Should the club expand its membership:
yes-23, no-0 (several remarks on holding quality)
 7. Dues-
higher-4, lower-0, same-19
 13. Do you read NRHS "Bulletin?" yes-20, no-0, in part-2.
 14. My favorite railroad is:

Union Pacific-3	Southern Pacific-1
Logging RR-2	Pacific Great Eastern-1
Great Northern-2	Sunset Line-1
Milwaukee-2	Northern Pacific-1
OE/SP&S-7	Texas Electric-1
AT&SF-1	Northwestern Pacific-1
D&RGW-2	

RAILRODIANA AUCTION

The October meeting will have a auction of articles of railroadiana. Bring something of interest to be auctioned off. These auctions are usually a lot of fun.

Extra 8853

The SP&S has donated caboose #702 to the Zoomsie Auction. The caboose got a complete overhaul including a new pot-bellied stove and paint job inside and out.Portland Traction Company has finally moved into its new office building. The one story modern building is located to the NW of the engine house.....Brave engine crews from UP's Albina yard risked their lives to remove burning cars of grain during the giant fire at the Kerr Grain Corp. grain elevator. But they didn't get them all removed with the UP losing about \$500,000.00 worth of cars and grain destroyed.

SHAY ROSTER

With this issue we are printing a roster of Shays in Canada. It was compiled by Jack Holst with help from Doug Cummings. Any additions and corrections should be sent to the Chapter's address.