

The



TRAINMASTER

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



FEBRUARY 1995

Public Takes to Expanded Valley Rail Service

Passenger count outpaces forecasts, boosts hopes for future high speed-rail service

Extending Amtraks' *Mount Rainier* train south to Eugene last fall and adding supplemental bus service between valley Amtrak stations is paying off. The combined bus and rail service connecting Eugene and Portland is attracting more passengers than predicted.

Ridership was so good during the first six weeks that two more daily Thruway Buses were added to the original schedule, beginning Dec. 15. Amtrak trains and Thruway Buses now provide six daily round trips between Eugene and Portland. The *Mount Rainier* train makes a daily round trip to Seattle from Eugene, while the dedicated buses increase trip frequency up and down the valley and guarantee timely connections to other Amtrak trains at Portland's Union Station. The Thruway Buses also added limited service to Woodburn.

During November, the first full month of operation, 4,528 passengers used the expanded valley rail-bus service, said Bob Krebs, service operations manager for ODOT's High Speed Rail program. That's an average of 151 passengers a day, or about one-third more than predicted, with 130 riding the train and 21 boarding Thruway Buses. Nov. 23 was the busiest day, with 464 passengers using the new service.

More than half the passengers start their trips in Eugene, and about half either begin or end their trips north of Portland. That's good news for Oregon and Washington rail officials working to create a high-speed rail corridor stretching from Eugene to Vancouver, B.C., Krebs said.

The first step is to build ridership in the Portland-Eugene corridor. While the initial figures are encouraging, Krebs is cautious about the future. Heavy holiday travel means lots of passengers, but the real challenge comes with the New Year, when travel normally drops off. "We know we're going to have some rather bleak months in January and February," Krebs said. Keeping ridership up may depend heavily on an innovative advertising program and discount fares being offered this winter. ODOT's goal is to average between 102 to 120 passengers per day using the new service, or about 37,000 to 44,000 annually. Although Amtrak recently announced a 21 percent cut in passenger train service in other parts of the nation, service in the Northwest is growing, Krebs said. Amtrak is working with Oregon and Washington on building the high-speed rail corridor. "The Northwest is one of the leading areas in the development of high-speed rail service. We're far ahead of the rest of the nation," Krebs said.

Oregon lottery funds are providing the first \$10.5 million for rail service expansion and system improvements designed to boost train speeds and cut running times between stops. Track and signal improvements will be made this spring in the Portland area to eliminate bottlenecks.

As train speeds increase, so should ridership, Krebs reckons. And ridership-- read ticket sales-- will be the key to future funding by the Legislature. The bulk of the lottery funds is dedicated to track improvements, while \$923,000 is subsidizing the cost of the new service through 1995.

Passengers can make a single reservation through Amtrak or travel agents for trips aboard trains or connecting Thruway Buses.

A special Portland-Salem thruway commuter bus was added Jan. 3 for the 1995 legislative session. This special bus operates weekdays only.

Reprinted from the Willamette Valley Transportation Strategy publication dated January 1995.

The TRAINMASTER

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society, published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official National Railway Historical Society position 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. Please address contributions, correspondence, and exchange copies of newsletters to:

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For more information, contact the Membership Chairperson at the above address.

DEADLINES

The deadline for each issue of *The Trainmaster* is the 20th of the previous month. Submissions may be made on floppy disk, in Wordperfect, MS Word, or ASCII formats.

The Editor reserves the right to edit or hold material at his discretion.

CHAPTER TIME TABLE NO. 389

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, February 9, 7:00 pm at room 208, Union Station. Enter through the main entrance, turn right two times, past the magazine stand, first door on left at hallway to Wilfs.

MONTHLY MEMBERSHIP MEETING Friday, February 17, 7:30 pm at St. Davids' Episcopal Church at 2800 S.E. Harrison. The business meeting will start promptly at 7:30, with the newsreel and program following after a short break. Refreshments will be available; please bring some money to feed the "kitty" so the kitty can continue to feed you.

WEEKLY NO-HOST LUNCHEON is still going on, in spite of my error in stating that it was discontinued. My deepest appologies for this blunder. They are still meeting at the Semaphore Restaurant at noontime, so bring your money and good humor and enjoy!

ROLLING STOCK WORK SESSIONS are still in the works, so if you can help in any way, please contact Peter Rodabaugh or Richard Gray. Their phone numbers are listed on the last page of this news letter.

LIBRARY/ARCHIVES WORK SESSIONS: Saturday, February 11, 1:00 to 4:00 pm., at Room 1 & 1A, Union Station. Help is needed to get things organized and catalogued. Contact Bob Weaver (654-4274) for more information, or just show up! There's a lot of work to do.

CHAPTER LIBRARY OPEN HOURS Saturday, February 18, 1:30 to 4:00 pm at Room 1, Union Station.

EXTRA BOARD

1995 DUES ARE NOW OVERDUE!

SPAGHETTI FEED IS FEBRUARY 17, 1995 AT 600 P.M.

Swap Meet on March 18, 1995 for Columbia Gorge Model RR Club and PNWC ? NRHS. Help is needed for this event.

Future excursions to be announced

FEBRUARY MEETING PROGRAM

PROGRAM BEGINS AFTER THE BUSINESS MEETING

Dan Kuhn from AMTRAK will be our speaker

NOTICE: Programs are needed for future meetings. Anyone who is willing to present a program (slides, film, video, etc.) at a chapter meeting, please contact the President.

**PACIFIC NORTHWEST CHAPTER - BOARD OF DIRECTORS MEETING
JANUARY 12, 1995**

The meeting was called to order by President Bob Terkelsen at 7:14 p.m. He welcomed the new Board.

Present: Board: Ackerman, Edgar, Larson, Mack, Miller, Ordway, Reese, Schuler, Rodabaugh, Terkelsen, White. Guests: John Bartles, Ralph Johnson, Richard Parks.

Minutes: The December minutes were accepted as presented.

Treasurer's Report: Maxine Rodabaugh reported balance of checking account at \$6,020.94. The balance in the Bond/Excursion account before transfer: \$12,253.94. The Tillamook excursion net is about \$2,335 after Odyssey paid. This goes into the General Account. The Seattle and Tillamook trips netted almost \$4,700. The checking account has received dues and \$848 in donations. The only bill due is insurance of about \$250. Dave Duncan sent \$104 to reimburse Concessions for cashing his check on the Tillamook trip.

Vice-President's Report: Marilyn Edgar reported about some of her phone conversations on Chapter business.

President's Report: Bob Terkelsen has received letters from the National President, Vice-President, and Public Relations Chair. He read the letter from President Molloy concerning our plans for our 40th Anniversary. He will be our speaker. National Director Schuler was asked to do the press release for this event.

National Director's Report: Gerald Schuler reported that for Mr. Molloy's visit, The National PR Chair Dick Davis will probably write the press releases, and we will probably deliver them to the papers. Gerald will do the local PR work since we have no public relations chair. Dick Davis has sent a description of the way to successfully present our invitation for the 1997 National Board Meet. This Spring's National Board Meeting is March 24-26 In Baltimore, Maryland. Gerald has sent in a PR questionnaire. For the invitation for 1997, we need to select a hotel by this March's Board Meeting. We discussed needs. We need a hotel near activities so that delegates don't have to hunt for transit. Lloyd Center Red Lion was discussed. Gerald will contact them for a block of about 125 rooms with the ability to change that. Marilyn Edgar suggested contacting the Greater Portland Convention Bureau for assistance. Rich Carlson and Darel Mack would be good help if needed. Gerald will prepare the presentation for the National Board. Darel Mack agreed to keep in touch with President Molloy about the 40th anniversary.

STANDING COMMITTEES

Finance: The committee met Jan. 9 and discussed what was happening with moving expenses, possible SP moving charges, fund raiser spaghetti feed promotion and a year end report. Maxine said moving expense bills should be collected. Spaghetti feed promotion should be in the "Trainmaster", church newsletter, and "Oregonian". Maxine has been thinking about the year end finance report. On consulting the Bylaws, the Board became aware that year end reports on Board activities, as well as the finance report, are due at the Jan. membership meeting.

Rolling Stock: Bob Terkelsen reported that he had just inspected the temporary car storage at Sherwood. Ed Ackerman commented on the prospective lease sites. One needs 30 feet of fence built. There may be \$100 per month rent. The availability of another site is still open but uncertain. Bob Terkelsen urged us to visit the cars to deter vandals. Members in Sherwood could be contacted for help. Others have been talking to local residents and police to keep an eye on the cars. We should do the same at Cooke. Car windows are being covered and locks improved to deter breakage. Our electrical equipment will be removed and the fire house is ready to go from the Brooklyn Yard. We need to help Peter Rodabaugh get us completely out. Other work includes parts storage, helping Roger White rearrange and cover his storage, and jobs at the chicken coop. Richard Parks reminded us about an inventory of where all the parts are. A letter of thanks should go out to all our storage hosts with a copy of the inventory. The Speeder and the Davensport engine, still in Brooklyn Yard round house, should go to the chicken coop; but we need different trailer equipment to carry them. Marilyn Edgar reported where the fire house will go. It will be taken apart to move. The speeder will be stored in it, eventually. Soon it will go to Richard Gray's home to be restored. The 6200 is still at Enright, whether drained or not, is unknown. The 6800 is still in California. The view that we want it home was expressed. Agreed that the firehouse will be dismantled on Jan. 18 by Roger White, Richard Parks, Darel Mack, Marilyn Edgar, Lance ?, and Richard Gray. Bob Terkelsen reported that the diesels were moved within the UP yard several weeks ago. He will contact Dave Stimac to learn what is happening. Bob will also do something about the 6800.

Excursions: Bob Terkelsen will contact Richard Gray about a possible Tacoma and Eastern event. Other suggested trips were another Tillamook trip (Dick Ordway suggested a one day trip), Coos Bay line which is being bought to run, Siskiyou might be a future site when SP sells. We all need to write our Congressmen and Senators about funding AMTRAK. The Excursion Committee meets next on Jan 25 at Union Station.

Library: There will be a work party on Jan. 21. Bob Weaver will have videos that Concessions bought at the Library meeting.

Activities: Darel Mack reported that the spaghetti feed planning committee was to be gotten together. It has not happened yet. Dan Kuhn has agreed to speak. There was some confusion about the committee membership. The minutes were consulted to find that no convenor was listed. Ed Ackerman said his name was a mistake. Sam Merrill was on. It was suggested that Sue Harrison be asked to replace Sam, who relies on Darel Mack for transportation. Ed will try to get Sara to convene the meeting. Darel will get PR into the "Oregonian." The committee needs to meet before the membership meeting so information can be passed out there. The swap meet date is March 18, due to a training weekend on March 11-12. The 18th will be immediately after our March membership meeting and immediately before the auction of Bob Hoffman's trains.

Museum: A letter by Dave Stimac about property is being written. It was agreed that it should be speeded up. Bob Terkelsen said the Grants Committee meeting has not happened due to holidays, etc. Ed Ackerman spoke of a grants guru who might be persuaded to help with expert information. Bob Terkelsen will put materials together and the meeting will be set up.

AD HOC COMMITTEES

Concessions: No report

"Trainmaster": There was a complaint about no article about the spaghetti feed in the January issue. Committee reports should have been in. Bob Terkelsen will ask Stan Woolard to put them in the February issue.

Programs: Bob Terkelsen reported programs up to March. The February program will be the Spaghetti Feed with Dan Kuhn (AMTRAK) and a short (1/2 hour?) business meeting.

Swap Meet: We discussed assignment problems. Roger thinks Nita White will coordinate the lunch counter. Maxine offered help if wanted. Diana Mack, Janet Larson and others will help, also. Darel Mack reminded that set-up comes the night of our membership meeting. If we get in no later than 5:00pm., we can be done by 7:00pm in time for the meeting. Marilyn Edgar described an offer of buffalo meat for the lunch counter from Bill Isbister. This will go to Nita.

OLD BUSINESS

Duncan Debt was discussed.

Stock: Maxine informed us that we can now finally sell our stock.

NEW BUSINESS

Membership matters: Mail from the widow of Martin Benkus about bonds has arrived. One couple cannot afford National dues so they are dropping out. We have two new members: Frances White, Roger's mother, and Jeff Bayer. It was suggested that new members should be listed in the "Trainmaster". We discussed the matter of permanent editor for the "Trainmaster" and candidates for the job.

Operation Lifesaver: Bob Terkelsen announced that on Jan. 27-28 there will be a training meeting for Operation Lifesaver people by Union Pacific from 9-5:00 Friday and 9-12:00 Saturday. Bob encouraged us to attend. We discussed the matter and it's advantages.

Good of the Order: Yaquina Chapter is interested in working with us on the National Board meeting and possibly other events. Gerald Schuler has sent the new officer list to National.

Adjournment: The meeting was adjourned at 10:13 pm.

Respectfully submitted,

Joyce E. Reese

PACIFIC NORTHWEST CHAPTER - REGULAR CHAPTER MEETING - JANUARY 20, 1995

The meeting was called to order by President Terkelsen at 7:57 p.m. Bob welcomed members and unidentified guests.

Minutes: from December were announced posted in the back of the room.

Treasurer's Report: Maxine Rodabaugh reported the checking account balance at \$2,890.94 at Dec. 31. and now is over \$7,000. Dues received in Dec. were \$929 because dues notices did not get out early, but many are coming in now. A letter was sent with the dues notices requesting donations for moving expenses, bringing in \$1,300 so far. Maxine gave a short year end report. The excursion income for 1994 was down from 1993. Concessions had about the same income as in 1993. Rolling stock income was \$10,717. Our income was improved by the sale of Pacific Western stock which was called in, bringing \$7,000. Rent paid out was \$481 per month for track and office and \$65 per month for use of the church. We no longer pay track rental, but there will be some expense for our new car storage places.

Vice-President's Report: Marilyn Edgar had no report this time. However, she said she and Gerald Schuler are seeking the whereabouts of a John McKeane.

President's Report: Bob Terkelsen announced receipt of letters from Greg Moley, our National President, who will attend our 40th Anniversary event on April 22 and from our National Vice-President about public relations and our bid for the 1997 National Board Meeting. Bob had talked to Hal Lewis of the Central Coast Chapter, who is applying for the 1999 National Convention. We have been thinking about applying for the 1998 National Convention. Bob asked Hal about how to persuade UP to bring their steam train out. Bob noted again that dues are due.

National Director's Report: Gerald Schuler reported that he will be prepared to make the bid for the 1997 National Board meeting at the end of March with the help of the Portland Convention Bureau which has all sorts of hotel and future conventions information. Gerald read the report due to National by March 15 about all our activities and committee efforts. Marilyn suggested a couple of changes, one to add our hosting an event for the National Model Railroad Assn. convention and the other adding our transit by AMTRAK to our Seattle excursion. Gerald will make these additions.

STANDING COMMITTEE REPORTS

Finance: The Finance committees met in January, Marilyn Edgar reported. Maxine Rodabaugh is preparing a year end report as required in the Bylaws. The committee meets the Monday before the Board Meeting in Room 1 every month. Members are welcome to attend.

Rolling Stock: All of our cars are now at Sherwood, due to Southern Pacific who brought the six over from Cooke Y storage because they were in the way of track repair. Bob Terkelsen asked that we all check our card at Sherwood when we can. Some windows have been damaged, but all are now boarded up. A lease for longer storage is in the making. The firehouse has been taken down ready to move. The Speeder has been moved. Two crates of glass and the interlocking tower are still to be moved out of Brooklyn Yard.

Library: The old rail videos, bought by Concessions for the Library, are now ready to lend.

Excursions: Marilyn Edgar reported that the next meeting of the committee is Thursday, January 26, in Room 208 at Union Station. We are having trouble getting AMTRAK space for excursions. Bob Terkelsen will look into an excursion on the Tacoma & Eastern, hoping that the time will work out right to avoid interference with our other events.

Activities: Darel Mack reported that the February member meeting will be the spaghetti feed at 6:00 p.m., Dan Kuhn doing the program at 7:30, and a short business meeting afterward. Please pick up brochures to post in windows and tickets to sell to your freinds. We could lose Dan Kuhn's program if AMTRAK moves him. A question about protecting the church sanctuary brought Darel's response that the dinner will be in the big room and the program in the sanctuary after. The Swap Meet will be March 18, Saturday, at the National Guard Armory. Members are needed to work. Sign up sheets are in the back of the room (50 % of the work gets us money from the gate). Lots of help is needed. The 40th Anniversary of our chapter on April 22 will have National President Greg Moloy speaking. Darel wants to borrow any slides or pictures we have of the chapter's early years. He plans to make a slide show from them. Proposals for the dinner include a Sternwheeler cruise.

Museum: A letter to be sent about purchasing right of way is being written by Dave Stimac, But Bob Terkelsen has not been able to reach him.

AD HOC COMMITTEES

Concessions: Calendars from UP are \$4. A BN calendar, one sheet, is also available. A prospective new item is a Portland medal with the Union Station on it. The Edgars will take orders for it at \$15 cost. Marilyn has talked to the artist. This is the fifth in a limited edition series.

Membership: Reported that by Jan. 20, 153 members and 28 family members had renewed. (See Treasurer's report for more).

"Trainmaster": Stan Woolard, acting Editor, has been doing heavy work temporarily and would like to be replaced as soon as possible. January 27 is the deadline for the February issue.

Programs: Bob Terkelsen reported that the January program is Stan Woolard's train video of the last operation of the 4449 and the '85 Freedom Train. The Feb. program is the Spaghetti Feed and Dan Kuhn. Gerald Schuler has a video for March. In March, the Board will meet in the first week, on March 2; and the membership meeting will be March 10, to avoid time problems from the Swap Meet. The April meeting will be our 40th Anniversary event.

OLD BUSINESS

Dues are due.

Rolling Stock Work: There are still jobs to be done. Ask Rolling Stock people how you can help. Where our cars are will be settled shortly, so working on them will begin again. Our cars are assets for history and education to be treasured and cared for.

NEW BUSINESS

Operation Lifesaver: Union Pacific is giving training for this on January 27-28 from 9:00 a.m. to 5:00 p.m. on Friday and 9:00 a.m. to 12:00 p.m. on Saturday. Helping with Operation Lifesaver is worthwhile. Do get involved.

Good of the Order: Rich Carlson and Bob Terkelsen urged support for AMTRAK funding. Write to Congressmen and Senators and the President. The rail system is vital, especially as our population grows. The Federal Government has raised help to air and highways, but AMTRAK funding is lowered; a strange phenomenon. AMTRAK has decided to make large cuts in hope of saving something which is why we are having difficulty. // Notice given that the Fraser Valley commuter service is starting this spring. // Terry Parker announced auction of Bob Hoffman's train collection the day after the Swap Meet, March 19, Sunday. There will be 295 lots of Dorfin, Lionel and others. The auction will be at the Beaumont School, 42nd and Fremont from 8:30 a.m. until 5:00 p.m. The preview will be from 1:00 or 2:00 to 5:00 p.m. on Saturday at the school. There will be a charge for the list. Lots of local advertising is being done. Bob's train clubs, including us, are especially invited, as well as the public. Talk to Terry for more detailed information.

Meeting was adjourned at 9:13 p.m.

Respectfully submitted,

Joyce E. Reese, Secretary

LETTER FROM THE PRESIDENT

1994 and my first year as President of this chapter are now in the past. The challenges were dealt with in somewhat of an orderly fashion, given my past experience as President of another chapter, along with being on the Board At Large with this chapter. Getting to know the officers was one part I could handle. But, getting to know the members and committees, with their different views was an added challenge.

The passing of our chapter's past President, Bob Hoffman, early in the year, became my next challenge. Trying to take in all that this person had confided in me, since I said I would run for the position of President. I wish he could have been around the rest of the year to help in the future of this chapter. But, greater powers decided that he was needed elsewhere, and we said our good byes. He had a lot on his shoulders in 1993.

The year progressed with a rumor that the chapter was going to leave the Brooklyn Yard in Portland. Brooklyn Yard had been home for some time for our rolling stock. Later, the word came down from the Southern Pacific Railroad that we would in fact, have to vacate the site at Brooklyn Yard. Some help was given by the Railroad and the City of Portland, on their part, leaving the chapter it's largest challenge of the year, and giving the Rolling Stock Committee one big headache.

Finding a new home was the first thing on our mind, but where do we go? Offers came in, along with looking for temporary sites. But, there were other things to get in the way, such as, are the cars ready to move, with the answer out in the future.

Thanks to our members, under the guidance of the Rolling Stock Committee, the job has been accomplished with just a couple of little things left, and they are being worked on.

The move has gotten in the way of the goals of the chapter. After repairs and servicing of cars, we would be able to use them on excursions. With their historical value, they could be used as an educational tool for future generations to be able to see and ride into the historical past.

With the move out of Brooklyn Yard over, I don't want to forget all of our other committees and their great work that is ongoing. First, our annual banquet, with guest speaker, Bob Melbo, of the Willamette and Pacific. Would also acknowledge the two excursions which helped bring in financial help, and recognize the library with it's historical collections, which is a real asset to the chapter. The work of the other committees, officers and Directors At Large and the total membership support are all necessary for a successful chapter.

Activities for the year were the swap meet with the Columbia Gorge Model Railroad Club, the Picnic at Brooks with the Willow Creek live steamers and guest clubs from Toledo, OR., the Yaquina Pacific Chapter NRHS and the Willamette Model Railroad Club of Salem, OR.

1995 brings more aggressive challenges: a museum site to be planned, work on our rolling stock, swap meet in March, the 40th Anniversary of the chapter in April, and future excursions to be planned. Be with us on a great future.

Bob Terkelsen, President

SWAP MEET MARCH 18, 1995

Don't forget to attend the March Swap meet with the Columbia River Model Railroad Club and it's co-op group, the Pacific Northwest Chapter of the National Railroad Historical Society. All kinds of railroad memorabilia will be on display for your inspection and/or purchase. Food will also be available from our own PNWC/NRHS kitchen crew, so come on down and join the fun.

MARCH MEETING SCHEDULE CHANGE

The Board Meeting for March has been rescheduled for March 2nd, 1995, and the regular membership meeting has been moved to March 10, 1995. The reason for the rescheduling is because of the Swap Meet taking place on March 18, 1995, so please don't forget to mark your calendars for these changes.

PRESERVATION/EXCURSIONS

UP 3985 CITY OF PORTLAND TRIP

The Pacific Limited Group will be sponsoring a Denver to Portland trip behind UP Challenger #3985 in September 1995. The *City of Portland* trip is being made to commemorate the 50th anniversary of the streamliner. Several side trips covering most of UP's remaining Northwest trackage will also be included. The schedule is as follows:

| | | | |
|----------|---------------------------|-------------|----------------------|
| Sept. 15 | Denver to Laramie | Sept. 27 | Wallula to Portland |
| Sept. 16 | Laramie layover | Sept. 28,29 | Portland layover |
| Sept. 17 | Laramie to Rock Springs | Sept. 30 | Portland to Bend |
| Sept. 18 | Rock Springs to Pocatello | Oct. 1 | Bend to Portland |
| Sept. 19 | Pocatello to Boise | Oct. 2 | Portland to Hinkle |
| Sept. 20 | Boise layover | Oct. 3 | Hinkle to Baker City |
| Sept. 21 | Boise to LaGrande | Oct. 4 | Baker City to Boise |
| Sept. 22 | LaGrande to Wallula | Oct. 5 | Boise layover |
| Sept. 23 | Wallula to Spokane | Oct. 6 | Boise to Pocatello |
| Sept. 24 | Spokane to Bonners Ferry | Oct. 7 | Pocatello to Butte |
| Sept. 25 | Spokane layover | Oct. 8 | Butte to Pocatello |
| Sept. 26 | Spokane to Wallula | | |

The trips on Sept 24, (Spokane International), Sept. 30- Oct. 1 (Oregon Trunk), and Oct. 7-8 (Montana Sub) will be pulled by the UP E-9 diesels. Several different ticket packages are being offered at both coach and dome prices. For more information write the Pacific Limited Group, PO Box 27081, Salt Lake City, UT 84127-0081 or phone 801-355-5871.

The Pacific Limited Group will also be sponsoring two Feather River Canyon trips in April 1995 behind UP's E9s to benefit the American Cancer Society. The *Scenic Limited* will operate April 29 from Oroville, CA up the Feather River Canyon to Keddie and then north on the Inside Gateway to Westwood, CA. The *Feather River Express* will run on April 30 from Oroville up the Feather River Canyon to Blairsden, CA (11 Miles from Portola). Ticket information for this trip can also be obtained from the Pacific Limited Group address above

Mt. Rainier Scenic Geared Triple-Header

The Mt. Rainier Scenic Railroad will operate a special train behind Climax #10, Heisler #91, and Shay #11 on April 29, 1995. The train will run from Elbe to Mineral and then North to Eatonville, WA. Individual locomotives will run-by over the Nisqually River bridge with work trains, and freight trains. A tour of the Mineral shops will also be offered. Tickets are \$90 first class, \$65 coach, and \$150 half-day cab ride. Write to the Mount Rainier Scenic Railroad, PO Box 921, Elbe, WA 98330 or phone 206-569-2588 MWF 15:00-18:00

This trip is highly recommended. By many accounts, the first MRS triple header with the three geared locomotives in October 1993 was the best railfan excursion in the Northwest since the 1950's. Jack Anderson and crew have worked hard to put together this incredible show of our logging heritage- don't miss it!

Oregon Electric Historical Society Move

The Oregon Electric Railway Historical Society is moving to the Western Antique Powerland in Brooks, OR. The society has been located at the Trolley Park in Forest Grove, OR since 1957 but is moving because they need more space. The group owns several pieces of historical railroad rolling stock and is enlarging its focus to include equipment of all Northwest railroads. Society members have laid about 300 feet of track and hope to eventually have a mile of track in place. Antique Powerland already has an exhibit of antique trucks, tractors, and other equipment.

Bob Kuhn, Robert Roner

Above articles reprinted from NWRP/November 1994

COMMITTEE CHAIRS

Activities: Darel Mack, 654-5017
Meeting Program Coordinator: Bob Terkelsen, 399-1882
Bylaws: Janet Larson, 253-7436
Concessions: Jim Edgar, 236-7271
Excursions: Irv Ewen, 232-2441
Finance: Marilyn Edgar, 236-7271
Library & Historical Foundation: Jim Loomis, 253-3926
Membership: Sara Ackerman, 649-6000
Museum: David Stimac, 656-9392
Public Relations: Gerald Schuler
Publications: *Vacant*
Rolling Stock: Richard Gray, 452-8936
Chief Mech. Off.: Peter Rodabaugh, 771-8545
Car Rental Agent: Bob Jackson 71-8545
Ad Hoc Property Development: Al McCready, 281-2415
Ad Hoc "Union Station": Terry Parker, 284-8742
Chapter representative, Portland Rail Equipment Advisory Group: *Vacant*

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