

The Trainmaster

October,
1999



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



Board of Directors Meetings: Oct 7, Nov 11, Room 208, Portland Union Station, 7:30 PM
Membership Meeting: Oct 15, Nov 19 St. Marks's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 PM

The Washington County Historical Society has asked for our assistance in providing railroad materials to assist as decorations for their annual fund-raiser on October 16. This will probably be a significant opportunity for some positive publicity for the chapter among moneyed parties. They have requested the use of some of our railroad history photo displays that were built for use inside the chapter's museum display car, as well as the mock-up of the observation car rear-end. The event will be held in a newly constructed and very vacant building near Tanasbourne. If you are available to help out moving and setting up these items for this event please contact the Chapter's Museum Committee Chair Glenn Laubaugh at (503) 655-5466.

Elections Progress

submitted by Darel Mack

The October Membership Meeting is the close of nominations for the coming year.

The following nominees have been confirmed:

President: George Hickok *

Vice President: Al Hall

Secretary: John Willworth, Arlen Sheldrake

Treasurer: none yet

Board of Directors: none yet

* Has held office for three years, and therefore can only run for office if a temporary suspension of the chapter's by-laws is approved.

Rolling Stock Request

by Scott Bruce, Rolling Stock chair

After car 3300 was damaged at the Brooklyn Yard, many pieces were removed from the car. The attempt to repair the car lost momentum leaving those pieces at members' homes. I am attempting

to revive the repair effort. In order to assess what it will take to get the car going, we must first get all of the parts and pieces back to the car. If you have pieces to the 3300, please contact Scott Bruce (297-6319 or spiffman@teleport.com) to arrange moving the parts back to the car.

Railroad Books Nobody Reads: *Venice Simplon Orient Express*

Contributed by Wayne Halling

[This is another installment in a series by Wayne Halling, who has decided to be adventurous and examine uncharted territory: the books our library has that show no activity on their check-out cards.]

The Venice Simplon Orient Express, by Sherwood. Back in the days when our passenger

cars were in the S.P. Brooklyn Yard we should have read this book. It is all about collecting and restoring the Orient Express after World War II. Beautiful color pictures and lots of "How To" information. Anyone who has enjoyed the movie "Murder on the Orient Express" will enjoy this book, in section 16.

Significant Progress is being made on the chapter's ex-Southern Pacific speeder, currently located at the Canby Historical Society's depot museum. To date, almost all of the work has been done by member Darel Mack in his well-equipped home workshop. The plywood top and other parts have been removed, and were found to be significantly rotten. Therefore, this entire piece (pieces now, as it proved to be so fragile that it fell

to pieces as it was being removed) is being replaced. Metal hardware is being repainted as well. There is a proposal at the Depot Museum to construct a structure to house the speeder. Darel has found plans for a Southern Pacific standard speeder shed that could be modified to suit the conditions fairly well.

- contributed by museum chair Glenn Laubaugh, who took a look at the progress on September 19.

From The Wire

Spokane area Excursions, News

Inland Empire Railway Historical Society operated its 2 foot gauge train ride and had its museum train open for the Spokane County Interstate Fair Sept. 10-19. Beautiful weather helped turnout. Trains also operated for the Spokane Railway Credit Union picnic Aug. 1 and were available for the 5th Division PNR, NMRA meet in June.

The Society still needs a new meeting place.

Proposed Rotary Club excursions from Newport to Ione, WA in October will not happen due to construction work on Pend Oreille Valley Railroad's Tacoma Creek Bridge north of Cusick.

Ione-Metaline Falls passenger excursions by the Lions Club are continuing as usual (depart 11, 1 & 3 on Sept. 25-25, Oct. 2-3, Oct. 16-17) Contact: 509-442-3397), Lions Club.

- contributed by Mike Denuty, of the Inland Empire Railway Historical Society, NRHS, Spokane, Washington

Changes Made to Oregon Rail Trespass Law

Governor Kitzhaber has signed H.B.3376-B, approved this session by the Oregon Legislature, to amend ORS 164.225 to include as first-degree criminal trespass (Class A misdemeanor) entering or remaining unlawfully upon railroad tracks, yards, bridges and rights of way. Railroads operating in Oregon view this as a small but important victory for reducing trespass and vandalism. It is thought that this will provide law enforcement agencies further impetus to enforce the trespass law.

Oregonian outdoor columnist Bill Monroe was critical of the change in his August 1st column because of the effect on the "recreational railroad-bed users". In response to this, Bob Melbo of the Willamette & Pacific and the Portland & Western railroads made a sarcastic comment about the number of milepost markers, speed signs, and switch stand flags that they are required to replace every year due to recreational railroad track users shooting holes in them.

- adopted from letters "to all employees" from Bob Melbo, W&P and P&W railroads, Albany, Oregon.

Several exchange publications report that trespass upon railroad right of way is now the leading cause of death on the tracks, rather than automobile drivers ignoring grade crossings.

Heart and Soul of the Train

A book titled "Heart & Soul of the Train" will be in publication starting early October. It's a book that relates interesting experiences of the author's 8-1/2 years working as a train attendant on-board

AMTRAK trains. It ends with a "how-to" section that provides answers to commonly-asked questions about train travel, designed in some ways for those who have not ridden a train before. It is a 112-page piece that has many photos. Be sure to watch for a review of this book in *Trains Magazine*. It is available for \$9.95 + \$3 shipping from Apollo Publishing International, P.O. Box 1937, Port Orchard, Washington, 98366.

- from information sent by Don Mills, of the C.P. Huntington chapter, NRHS, Huntington, WV

Oregon Representation at Sacramento Railfair was fairly significant, but no publication so far seems to have tallied up the entire set of equipment. Here is a list from various exchange publications and the railfan media: our own chapter's sleeper-lounge car ex-Spokane, Portland & Seattle #600 *Mt. Hood*; the city of Portland owned ex-Southern Pacific #4449, plus a few passenger cars owned by members of the Friends of the 4449; the Mt. Emily Lumber Company Shay, owned by the Oregon Historical Society and currently in use on the City of Prineville Railroad; and the Sumpter Valley Railroad Restoration's three-foot gauge Heisler locomotive #3 from the W.H. Eccles Lumber Co. This last locomotive apparently came to be very useful, as it wound up helping switch non-operating narrow-gauge locomotives. However, according to the Stump Dodger (the SVRR's newsletter) the locomotive came an inch and one-half from not fitting under one highway underpass leading to the museum grounds.

A 1931 Northern Pacific Ice Refrigerator Car that was built in 1931 at the South Tacoma Shops was acquired by the Yakima Valley Rail & Steam Museum. It is thought that this may be one of the last wood ice refrigerator cars still on its wheels. The move from Glenwood, Oregon to the museum ground took three days.

- from the Summer, 1999 *YVR&S Newsletter*

Portland & Western / Willamette & Pacific

Latest development in what has become the saga of rebuilding track through Independence: W&P and P&W officials met with the city manager and mayor and walked the 4-block length of the line that occupies Second Street. This led to an August 25th "Memorandum of Agreement" providing for track rebuilding and street reconfiguration. The mayor later telephoned the railroad to let them know that Independence Downtown Association did not support the proposal, and the city council likely would not do so.

A 14 year old Albany boy has been arrested on a charge of second-degree arson in connection with a

fire on June 16 that caused about \$40,000 in damage to W&P's 225 foot timber trestle between North Albany and Granger.

In late August, a "for hire" work train was on the Oregon Electric division. Hawkeye Construction Company paid \$5,000 per day for the use of the eight car train as part of their contract to remove Bonneville Power Administration power poles paralleling the Wilsonville to Hopmere line.

How do you move a hole in the ground from Albany to Linnton? On a flat car, of course! A temporary locomotive inspection pit was constructed in Albany on track 2144 when the W&P started operations in 1993. This pit was no longer needed when the Albany railroad shop opened in 1994. However, the structure forming the temporary pit remained - until late July of this year. To make quarterly FRA locomotive inspections a little less cumbersome, with the shuffling of locomotives to the Albany shops, the pit structure on track 2144 has been moved to Linnton. It is thought that this will significantly enhance locomotive utilization on the Astoria branch. It will also help with the W&P's contract to service the Amtrak switch engine assigned to Union Station, as that locomotive will not have to go to Albany four times per year for the FRA inspections.

During the week of August 16th, a crew of five installed new ties on the siding at Granger, which is about half-way between Albany and Corvallis. The siding has more use now in conjunction with the W&P's program of setting up blocks of cars for the Union Pacific, which in turn is part of the traffic pattern change caused by the closure of Eugene Yard. On the 16th alone 70 ties were replaced, and on the 17th 100 ties were replaced. This is significant when considering that this is a non-mechanized spot replacement effort. On the 18th, the Westsider was passing by the crew when a rail broke under the train. The track crew got the train crew to stop in time, "walked" the remainder of the train over the broken rail, and replaced the rail before the Eugene Hauler went through.

The Holland rail welding plant in Independence shut down after shipping one load of welded rail to the Union Pacific, rather than three as expected previously. The plant may re-open in November to start welding rail for various projects in 2000.

The rebuilding of Newberg Yard is expected to be complete by September 3rd. The contractor will then move to Hillsboro, where about 1,400 ties will be replaced on the wye and westward as far as the trestle on the edge of town.

New turnouts have been unloaded for the rebuilding of the connections between the Portland & Western and the Port of Tillamook Bay Railroad at Banks. The west end of the runaround track will

be realigned to a new connection with the POTB, and a new crossover will be built between the two main lines just east of the switch to the Banks Lumber Company loading track.

Stimson Lumber Company has signed a one-year contract to provide the Georgia Pacific mill in Toledo with 570 cars of woodchips. This is only about 1/3 of the production from the plant south of Forest Grove. They are looking for additional buyers. Movement of the extra 48 cars per month will require tightening cycle times on W&P's 50 chip gondolas. Currently these cars operate on a 16 to 24 day cycle, and that will have to be shortened to 11 to 18 days, depending on the customer served.

Condon Brothers of Spokane has been awarded the contract to install continuous welded rail between Schefflin and Banks starting September 13. This is expected to take about 3 weeks to finish. This will eliminate all 75- and 80- pound rail on the track P&W leases from POTB.

There is a project in the works to install 13,000+ ties on the Astoria District between United Junction and Waterview. It will probably start October 1. At the time that is done, about 200 ties will be installed on New Siding at Linnton so that it may be returned to service.

Seven cars ran away in Newberg on September 2. They were left in the yard by the Smurfit Newsprint switch crew about 1 or 2 pm. Around 7 pm the cars rolled westward, crossing College and Meridian Streets, intersections where normal yard movements are required to stop to activate the crossing gates. The cars then split through both the derailer at the west end of the yard and the yard switch, and entered the main line. The cars then crossed Washington Street, where there are no crossing signals of any sort. The cars then crossed Main Street (State Highway 240), US Highway 99W and Third Street. The cars then lost momentum on the long incline toward Dundee. The McMinnville Hauler later retrieved the errant set of cars. A twist of fate kept the cars from following Smurfit's track through downtown for 12 blocks down the center of Blaine Street. Although the Smurfit crew normally leaves the switch lined for their railroad, the W&P's Mike Stark restored it to its normal alignment as has become his custom during the rehabilitation project of the yard there. The railroad suspects that vandals released the brakes on the cars, as has happened on a number of occasions before in the area.

- adopted from letters "to all employees" from Bob Melbo, W&P and P&W railroads, Albany, Oregon.

Oregon Abandonment Proposals:

Burlington Northern Santa Fe, previous owner of the United Railways line from Linnton to Banks,

has filed for abandonment of 0.38 miles of track, between milepost 27.84 and 28.22, near Banks, effective August 31, 1999. This probably has something to do with the above reconfiguration.

- Abandonment report summary from September, 1999 *Arkansas Railroader*, Little Rock Chapter, NRHS

More Railroad Stamps Issued

There is a new set of railroad stamps being issued. They can be ordered by phone now. The stamps feature famous passenger trains of the first half of the 20th Century: the *Daylight*, the *Congressional*, the *Hiawatha*, the *Super Chief*, and of course the *20th Century Limited*. The phone number to call for credit card orders of individual sets is 1-800-782-6724, and for the entire full set the number is 1-800-640-6787.

- from the September, 1999 *Keystone*, of the Pittsburgh Chapter, NRHS.

West Coast Railway Association News

The Canadian Pacific Railway #2816 Hudson steam locomotive arrived at the BC Rail Steam Shop September 30, 1998, for a detailed inspection. It marked the end of a 19 day 3,276 mile journey from Steamtown National Historic Site in Scranton, Pennsylvania. This may be the first step of making the locomotive operable again.

WCRA helped open the new Super 8 motel in Squamish. This included a display in the hotel. Also, as an affinity partner in the new motel, the WCRA will get \$5 for every referral for guests who stay in the hotel. The indoor operating trolley cars that guests could ride were also extremely popular. Operation of these miniature electric cars that visitors could ride resulted in about \$100 in donations to the Heritage Park as well as uncountable publicity.

The WCRA has been granted a license to hold and exhibit BC Rail's archival collection. The collection will be moved from North Vancouver to WCRA's facility in Squamish. BC Rail will continue to own the collection and has unrestricted access whenever items are needed.

The Okanagan Valley Railway has started up operations between Sicamous (connection with the Canadian Pacific) and Vernon. This railroad is an Omnitrax operation. They also have running rights to Lumby and Kelowna on the Canadian National.

Rail America took over operation of the former Esquimalt & Nanaimo on Vancouver Island. Rail America owns the Nanaimo to Port Alberni section, and leases the Victoria to Nanaimo section from Canadian Pacific. The new railroad will operate as ENR, as the Esquimalt & Nanaimo name was not part of the sale.

- from various issues of *News*, West Coast Railway Association, Vancouver, B.C.

Northwest Mainlines:

The Burlington Northern Santa Fe has announced that approximately 19 miles of double track line have been placed in operation from Sandpoint, Idaho to Spokane, Washington. This area of the line has been a source of congestion for a number of years.

The Union Pacific Railroad has sued the state of Idaho as a result of a mudslide caused by construction of US Highway 95 north of Bonners Ferry. The slide buried UP trackage in October of 1998, disrupting train service for ten days. The suit also claims the highway contractor failed to efficiently remove debris from the right of way in a timely manner.

- from the September *Gondola Gazette* Newsletter of the Collis P. Huntington Railroad Historical Society, Inc., NRHS, Huntington, WV.

The U.S. Supreme Court has rejected the Auburn, Washington challenge to the reopening of the Stampede Pass line without further environmental reviews. The line was constructed as part of the Northern Pacific's transcontinental line from Tacoma to the mid-west, completed in the 1880's. 100 years later the line was dormant due to the northwest recession of the 1980's. The line was reopened in the mid-1990's to ease congestion on the Burlington Northern Santa Fe's lines along the Columbia River and through the Cascade Tunnel.

- from the August, 1999 issue of *Highball*, Newsletter of the Old Dominion Chapter, NRHS.

RailNews, Vintage Rails Cease

Pentrex Media Group LLC has ceased publication of both RailNews and Vintage Rails magazines. A sale of the magazine publishing division is pending. The Waukesha, Wisconsin office has been closed and the contents will be relocated to the corporate offices in Pasadena, California. Pentrex Media Group LLC is still in business and concentrating on its core business: making videotapes. Sacramento Steam '99 will ship as promised in September. Pentrex will continue to produce books such as *Done Honest & True* and the award-winning *Walt Disney's Railroad Story*.

- from the August, 1999 issue of *Northstar News*, Newsletter of the Northstar Chapter, NRHS.

Future North-South Passenger Service?

The Associated Press reports that the state of Oregon is looking for an entire train to begin service between Portland and Eugene. The state legislature set aside \$10 million for the purchase.

The Talgo trains owned by the state of Washington cost about \$13 million each, so the state does not have enough money to buy one of those. ODOT spokesman Robert Krebs states that they would ideally buy a train with modern European design, modified to meet the Federal Railroad Administration's safety standards and capable of operation at 80 miles per hour.

The funding concept requires that the Legislature cover the \$10 million purchase by borrowing money from the state Department of Veteran Affairs, as the Legislature did not have enough general funds.

The state will then repay the money borrowed, plus interest, in the next two year budget cycle. However, this repayment scheme depends on extra income taxes from increased economic activity from increased road work, caused by a 5 cent per gallon increase in gasoline taxes. Analysts have projected that 2001 to 2003 may see \$42.8 million in additional income taxes due to new road construction.

- from the August, 1999 issue of *Northstar News*, Newsletter of Northstar Chptr., NRHS., Saint Paul MN.

As reported in recent issues of the *Portland Oregonian*, the Oregon Chapter of the American Automobile Association is hoping to force the increase in gasoline taxes to a citizens initiative on a ballot to be cast in early 2000. The AAA does not like the state's proposed elimination of the truck's weight-mile tax, and replacement with a tax on diesel fuel, that comes along with the gas tax increase. The exact effect on the above plan to purchase a passenger train is unclear at this point.

Plastic Ties

Black River & Western RR installed "polymer composite" plastic railroad ties on its Flemington to Ringoes, NJ mainline. In conjunction with Rutgers University, Innovative Railroad Services, and plastic lumber manufacturer Plywood, Inc., the BR&W replaced traditional oak ties with plastic ties on portions of its lines. These ties are made with 100% recycled material such as milk jugs, detergent bottles, plastic utensils, and Styrofoam coffee cups. The hope is that plastic may hold up longer. The cost is a little more than for the traditional creosoted wood ties and have a life expectancy of 50 to 100 years. Such ties may be particularly well suited for use where drainage is poor and for use in locations where ongoing maintenance is impossible, such as under highway crossings and in-street trackage.

- from the September *Gondola Gazette* Newsletter of the Collis P. Huntington Railroad Historical Society, Inc., NRHS, Huntington, WV.

Another plastic tie project resulted in the Union Pacific Railroad and TieTek, Inc. being awarded the Environmental Excellence Award for 1998 by the Houston Corporate Recycling Council during an award luncheon in Houston. TieTek, based in the Houston area, has also developed a railroad cross tie made from recycled plastic bottles, plastic grocery bags, rubber from recycled vehicle tires and a plastic resin. Union Pacific is testing 1,520 TieTek cross ties at various locations: 1,200 in UP's new storage-in-transit rail yard in Spring, Texas; 100 in the mainline north of Alexandria, Louisiana; 70 in the mainline east of Houston near Crosby, Texas; 70 in the mainline in Lawrence, Kansas; 80 in the mainline near Colton, California.

- from an April, 1999 Union Pacific press release.

They Came Back!

The motor tug *Gimrock Titan* pulling a barge loaded with five Alco DL535 locomotives from Santa Marta, Colombia through the Panama Canal, was scheduled to arrive in Seattle on June 15. At Seattle, the shipment was to go through the "normal" port of entry process, and then continue to Skagway, Alaska. The locomotives were sold to the Sociedad Colombiana de transporte Ferroviario by the White Pass & Yukon Railroad in 1992. With an increase in tourism the locomotives were needed by the WP&Y once again, and they were therefore returned home.

- from the August, 1999 issue of *The 470*, Newsletter of The 470 Railroad Club, Portland, ME

The History of the Southern Pacific Railroad is the subject of a series of articles now appearing the Canby Historical Society Newsletter.

A depot for Chehalis may be a reality, as the Chehalis-Centralia Railroad Association reports in their August *Makin' Tracks* that a wooden depot formerly owned by Weyerhaeuser will eventually be moved to the yard in Chehalis.

Seattle Light Rail has hit obstructions in the form of an organization called "Neighbors First!" that is trying to raise support for a ballot proposal to place all rapid-transit train service underground. The five miles of track on the surface of Martin Luther King, Jr. Way is the main objection. In the meantime, in other areas of Seattle objections have been raised to tunnel construction. The Seattle Mayor has proposed that the monorail provide future transit service for Capitol and First Hills.

- from the August, 1999 *Wheel Clicks* Pacific Railroad Society, San Marino, CA.

Good News for the Astoria Effort

to restore steam locomotive Santa Maria Valley #21: the locomotive's boiler is in much better condition than first thought, two classification lights like those last used on the locomotive have been found, the process of machining and grinding the driving wheel sets has been completed, and members are starting to tackle the notorious Federal Railroad Administration Form 4, which will determine the maximum boiler pressure allowed. The locomotive frame may soon be mounted on the driving wheels for the first time since 1981. The group expects to be able to have the locomotive fired up for the first time in 2001.

- from the June, 1999 *Clatsop Roundhouse*, newsletter of the Astoria Railroad Preservation Association.

A "hard coupling" incident ruined the day

at Steamtown on July 5th. 500 people were aboard the Scranton-Analomink trip and had just finished box lunches at the Cresco station. Most were reboarding and standing in the aisles, etc when the power, a "diesel and a steam engine" which had run around the train, slammed into the eight cars with a jolt hard enough to knock people over, although no damage was done to equipment. More than two dozen people were taken to hospitals and the run was canceled. School buses returned the rest of the crowd to Steamtown. Refunds were granted. Jim

Boyd, who edited RAILFAN for 21 years, was one of the passengers. "He just misjudged the stopping distance", was the verdict. All Steamtown crews are certified. FRA and Steamtown will launch an investigation.

- from the July, 1999 issue of *Headlight & Markers*, the Cincinnati Railroad Club

UP 844 Flue Failure

During RailFAir, Union Pacific steam locomotive 844 suffered a failure of a flue near the rear of the boiler, causing at least nine other flues to fail, emptying the boiler of water and coating everything nearby with oily soot and steam. Some crew members suffered minor burns. Challenger 3985 was checked out because its flues came from the same source, but it was declared operable. The Challenger towed 844 and its train with a diesel locomotive for dynamic braking back to Cheyenne. UP will rebuild the engine, and any trips to be headed by 844 will instead be handled by 3985.

- from the August, 1999 issue of *Highball*, Newsletter of the Old Dominion Chapter, NRHS.

The Oregon Ry. & Navigation Company/UP in the Blue Mountains of eastern Oregon is the subject of an extensive article in the August, 1999 *Western Rail Gazette*.

Mailbag

OWR&N to Mt. Rainier?

My father recalls traveling around 1930 by O W R & N from Seattle to Tacoma to Elbe, WA. Then by open air bus into Mount Rainier Park. Would you have any information or can you recommend sources to find out more about O W R & N operation to Mt. Rainier Park? Reading your history of the line, it appears that O W R & N had trackage rights over the Chicago Milwaukee St. Paul. I believe the latter was owner of the line from Tacoma to Elbe around that time. I am an employee of the city of Tacoma which is the current owner of the line. We are doing a little research and hope to someday restore passenger rail service on this segment of line.

I went to the Tacoma public library and Assay's book was listed in the catalog but a librarian said their copy had apparently "walked."

Dan Handa, City of Tacoma, 747 Market St., #644, Tacoma, WA 98402
253.591.5766 fax 253.591.5262
DHANDA@ci.tacoma.wa.us

Shaniko Celebration

On May 13, 1900 the first train rolled into Shaniko. We are planning a celebration on Saturday, May 13, 2000 to commemorate the centennial anniversary. Shaniko was the terminus of the Columbia Southern Railway and from about 1904 through 1911 it was said to be the "Worlds Largest Inland Wool Shipping Center". After nearly becoming a ghost town, Shaniko is thriving today as a tourist center including food, fuel, lodging, museums, historic buildings antiques & collectibles shops staffed by friendly people. More details can be found on our 28 page web site www.shaniko.com.

We are hoping to contact a railroad club that would be willing to participate in this centennial event in some way such as exhibits etc. Please contact me if this is a possibility.

Don Schmidt, e-mail: Don@Shaniko.com

The *Trainmaster* is always interested in hearing from chapter members and others who follow trains. Please address correspondence to the address on page 7.

Chapter Timetable #444 - October 1999

Monthly Board of Directors Meetings:

October 7, November 11, 7:30 pm. Room 208, Union Station. (Thursday evening of week prior to the membership meeting.)

Monthly Membership Meetings:

October 15, November 19, 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 March, June, September, and December meetings. For more information, contact activities chair Marilyn Edgar, (503) 236-7271.

Chapter Library:

The Chapter Library has made significant re-organization progress and plans to be open at least two Saturdays a month, typically the Saturday following the membership meeting and the Saturday after that.

Upcoming Membership Meeting Programs :

October: "Coming of the Railroad" a 36 minute video of slides with a narrative about the Oregon & California Railroad.

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

Note From Vice President:

We Need Programs for Future Meetings!

Columbia Gorge Annual Show:

The Columbia Gorge Model Railroad Club will have their annual show on November 6-7, 13-14, 20-21, 27-28, 1999 at 2505 North Vancouver Avenue, Portland, 97236, (503) 28-TRAIN, Show will be from 10 AM to 5 PM. Adults \$4, kids 3 to 11 \$2 or \$1 with can of food for Portland Police Department's Sunshine Division. For information contact Phil Maggs, 4th Vice President of Public Relations. pmaggs@teleport.com

Holiday Junction at OMSI is scheduled for December 18-29, 1999. Thanks to last year's event, the 1999 show received a larger budget, broader advertising campaign, and more media sponsorship. Please consider how you may be involved with this display of Pacific Northwest Railroads.



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is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in the *Trainmaster* do not express the official position of the organization on any subject unless specifically noted as such. Material from the *Trainmaster* may be reprinted in other publications provided credit is given as to the source.

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

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

Attn.: Trainmaster Editor

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<http://www.easystreet.com/pnwc>

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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: Scott Bruce, (503) 297-6319
Chief Mechanical Officer:
Peter Rodabaugh, (503) 771-8545
Car Rental Agent:
Bob Jackson, (503) 231-4808
Safety: Judy Hall, (503) 699-5042

Chapter Officers

President ('97, '98, '99): George Hickok, (503) 649-5762
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:

Ed Ackerman ('98, '99, '00): (503) 649-6000
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

Now is the Time to Join The National Railway Historical Society!

People who become NRHS members, from September 1, 1999, to December 1999, will pay 1 year of dues for the year 2000, but receive the remaining months of 1999 in addition to that year. So, tell a neighbor, tell a friend, tell someone you work with about the Chapter. Membership information is available from the membership chair Ralph Johnson, 503-654-1930, and on our web site at this web page:
<http://www.easystreet.com/pnwc/about/membership.html>

- from the membership committee chair

The *TRAINMASTER*
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