

# The Trainmaster

May  
2000

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



Board of Directors Meetings: May 11, June 8, Room 208, Portland Union Station, 7:30 PM  
Membership Meetings, May 19, June 16, St. Marks's Lutheran Church, 5415 S.E. Powell Blvd. 7:30 PM



Rayonier #90, on permanent outdoor display on the coast in Garibaldi, in the Summer of 1999. Photo contributed by chapter member George A Mickelson.

Due to the chapter membership meeting for April falling late in the month, a number of items (most notably the membership meeting minutes) will be missing from this *Trainmaster*. Of the many items that will be brought up at that meeting, one of particular importance was deemed necessary to announce here:

## Davenport Dispute Settled

The chapter has reached an out of court compromise settlement on the disputed ownership of the Davenport diesel locomotive. The result is that the caboose that came from the Corno's market

belongs to Mr. Samuels and his railroad, and the Davenport locomotive belongs to the chapter.

Chapter President George Hickok has stated that he is very appreciative of the many chapter members that have exercised restraint during this rather difficult period, when emotions had the potential of causing a number of problems.

More information is expected to be in the next issue of the *Trainmaster*, as George hopes to be able to write something for the *Trainmaster* about this series of events.

## Correction

The March 17, 2000 Membership meeting summary omitted the fact that Naomi Gray, member since 1987, was also given, although

absent, a special appreciation award at the Chapter banquet for her tireless efforts to provide us excellent meeting snacks every month. My apologies for this omission. Arlen L. Sheldrake, Secretary.

## New Book on SP&S History

The late Ken Prager, a member of the chapter since 1987, and a very helpful member of the Pacific Railroad Preservation Association, was known for his entertaining stories about life on the Spokane, Portland & Seattle Railway. Before he passed away in 1998, Ken wrote down many of these for his grandchildren. More than 50 of these

have been collected into a book titled *That Reminds Me of Another Story: Stories of the SP&S Railway*. Copies of the 167 page book are available from his wife Laurel Prager for \$10. Laurel continues to be a chapter member, and she recently attended a chapter meeting and brought copies to sell.

- thanks to Arlen Sheldrake for providing much of this information.

The Chapter welcomes the following new members joining through October 1999:

- submitted by Arlen L. Sheldrake

Marilyn J. Anderson	Portland OR
Daniel W. Block	Portland OR
Bryan L. Bolster	Portland OR
Georgia C. Brown	Beaverton OR
Landry & Nancy Brown	Oregon City OR
Richard L. Bullington & Linda Stassel-Starfield	Vancouver WA
Kurt C. Bukowsky	Portland OR
John H. Burkhardt	Portland OR
Michael E. Christy	Tualatin OR
Michael P. Dunn	Lake Oswego OR
Dennis Ediger	Camas WA
Gerald W. Harkleroad	Bellevue WA
Guy & Kay Howard	Junction City OR
William D. Hyde	Gresham OR
Robert T. McCoy	Olympia WA
Charles W. McGaffey	Portland OR
Thomas J. Muckle	Portland OR
Michael & Judy Oxborrow	Milwaukie OR
Jacob & Karen Palenik	Hillsboro OR
Andrew & Julia Petersen	Portland OR
William & Janet Ray	Seattle WA
Richard & Christine Reiner	Tualatin OR
A.E. Roach	Alexandria VA
Lillias & Philip Simmons	Camptonville CA
Leonard E. Sutter	Albany OR
Terry P. Thompson	Portland OR
Robert & Jean Try	Sherwood OR
Lon B. Wall	Newberg OR
Lloyd & Audrey Zentner	Scappoose OR

## Mailbag

### Help Wanted on Radio Program

I was fortunate enough to get your name from Seamus Kennedy who I have know for a couple of years. I asked him about a person who could help me organize a program on NW train history - by talking about some of the stories and events of the late 19th and early 20th century.

I have a radio show on the "Golden Hours Radio Network." It is a part of Oregon Public Broadcasting. My show is titled, "Keeping Kurrent." It is an interview show where I talk with person about events that shape our world. I feel that trains do and have shaped the northwest. The show is one hour long each Wednesday evening. Would you or would someone you know be interested in doing a show?

I don't have the bulk of questions identified. I guess that I have some larger questions framed. So, I will pose a few to you right now and see what you think. You can respond to me at (my home e-mail). Anyway, here are some random thoughts. Let me know what you think and let me know what evening you or another person or person would like to be on the show. I would like to have some train songs and

train sounds (whistles) to play throughout the evening too.

What are the main train companies that we see today in the Northwest: Burlington Northern, Great Northern, Southern Pacific, Oregon Electric? Others? How are they connected to each other (joint memberships on Boards or other)? Do they service certain areas of the state of Oregon, Washington, Idaho? How does train service connect to other cities in Oregon? It would be nice to learn a bit about the current commercial train service (non passenger). The trains, although owned separately, seem to have a lot of connections. What do you say about that?

Who are some of the train company for-runners? Who are some of the key persons such as James J. Hill and even his son? who built Maryhill? Who is E. H.. Harriman (is he a relative of Averal Harriman)? I guess Harriman owned the Union Pacific. There was another group of men: Gould, Sage and Rockefeller who owned the Great Northern, Missouri Pacific. During the turn of the 19th Century most of the rail stock was owned by people in the East, although Hill lived in Montana.

There was a lot of turmoil during the mid-to-late 1800's in the building of the roads. The roads didn't

take off until the California gold rush. As population rose in Oregon and Washington and the farmers started shipping wheat back east did the train routes develop in our part of the country. Public attitude changed from support to skepticism over the 1800's and states and the federal government eventually turned to regulation.

Wayne Potter, wpotter@spiritone.com

### **Holiday Junction no more, summer event?**

I was involved with numerous discussions, where all aspects of the event were addressed. It was a difficult decision to make and we wanted to be sure that we make the best decision for the museum. At this time, it saddens me to inform you that we will not be hosting Holiday Junction this December.

The Holiday season is a tough competitor. We have found that over the years, regardless of what event we hold that attendance simply does not increase significantly enough to warrant the financial investment this event requires. OMSI's goal is to educate the public in a fun and interactive way. This event had few components that were either interactive or educational. OMSI feels that this type of event would be better served during the summer when SamTrak and the SP&S 700 are more accessible to our visitors. We feel very lucky and appreciative that we were able to bring in the SP&S 700 and provide rides on SamTrak. This is a benefit that many train shows are not able to provide, and I for one will miss seeing "The Lady" sitting out back.

I would like to end on a positive note by saying that Holiday Junction put many smiles on a lot of faces. It allowed our visitors a once-in-a-lifetime experience of boarding an old steam locomotive, sitting on Santa's lap, building and running their own train at Kid's Depot and LEGO area, viewing rare and antique displays and layouts, and learning train/railroad safety measures that are crucial. I am sure that you created quite a few of "train enthusiasts" after it was all said and done.

It is important to me that you understand that we feel as though this is the best decision for the museum. However, we also feel that Holiday Junction has a lot of potential if the above mentioned changes are made. It could turn into an enhancer, where the summertime crowds would love the extra bonus of a train show.

Thank you again for your hard work and patience.

Crystal Briggs, Special Events Coordinator  
Oregon Museum of Science and Industry

### **Pacific Northwest Model Railroad**

I am in the process of relocating my freelanced n-scale model railroad "The Great Northwestern

Coastline Railway & Navigation Company" into the Puget Sound area from the Chicago, Milwaukee, Duluth corridor. What if the CNW had joined with the Milwaukee Road in 1906 and had built a joint westward extension?

The Milwaukee Road has never been big with the GNC except for interchange traffic at former terminals. (Sorry about that) So the new concept really will use the Milwaukee Road trackage and alignments as the what if line to create the history of this GNC and gave it its reason for being in the Puget Sound area. What if the GNC was the subsidiary that the CNW used to build its westward expansion and then was spun off is one of the many financial panics? I really envision the rr to be a terminal type layout with lots of yards, express and passenger business and marine terminals (former navy officer, so I can't help it) with staging either visible or on a lower level. There was a layout plan in the January 1995 Model Railroader called the Puget Sound Southern. This layout is some of the basis for the new design of the GNC along with some elements from a few model railroad planning's (1997 -the convoy goes to sea, being one I will use for inspiration).

I am looking for information on where yards were located, general ideas on interchanges, (ie who delivered to whom in what yards) general ideas on traffic flow, east, north, south and local stuff, for the Puget Sound area in the 1960-70 era, before the BN merger. Any sources of information, or ideas on where to look would be helpful.

I am specifically looking for information on the yards, of the GN, NP, SP & S, Milw Rd. from as far south as Olympia to as far north as the Canadian Border and into Vancouver area. I am also looking for information on the Canadian railroads, and how did traffic move between the 2 countries. Finally I'm interested in the passenger and express traffic that moved in this area.

I have most of the books written on the GN, CNW and rail marine in my library. What I don't have is a terminal map of the Puget sound switching district that most metropolitan areas created in the 30-40-50's. The Chicago terminal district created and recently updated ther map of all terminals yard and trackage in the area from WI border out to Rockford and east past Michigan City.

What I need is this type of map, and its darn hard to get one here in AZ. However I scored a major find yesterday at a rail meet of the PSR / NMRA and got a copy of the "union pacific map of the Seattle terminal, junctions and interchange points, 1974. This map does not cover Tacoma and areas south, That's where you can help. I would love to have a map of the 1950's that covers the Puget sound area. I will be happy to pay for copies or

stuff that you think is good. The terminal areas especially so that I can identify yards.

In my past professional life I was a computer mapmaker, so I am in the process of creating a digital railroad map of the area to use as a planning base. My problem is that all of the electronic files of railroad lines are from the 1990 census and the labeling is quite poor. If I had a paper base map to work from this would be easier. I am in the process of transferring data from written sources onto the map, but my detailed resources (like yard locations, terminals, and track alignments) are not very deep.

I have located a detailed engineers map of the Seattle Terminal area for 1973 from the UP. With some help from another friend, I have been able to identify who owned what yards, and where interchange took place. If you know of any maps like this for the 60's for the following terminals, portland, tacoma, seattle, vancouver, I would be happy to pay for copying at Kinko's and postage. I'm sure you see stuff that I could use at the west coast flea markets. Your area will have the railroad paper that I am looking for.

Any help would be appreciated, any questions, let me know and I can be more specific on what I'm looking for. Maps from this era, would be especially helpful. (I will pay for copying, or for extra original that are looking for a good new home.)

I'm into operations (carcards & waybills, etc) for the last 15+ years and worked a long time ago for the CNW as a trainmaster. (but that's another story)

Gary Gelzer (gelzerkafitz@home.com)  
Great Northwestern Coastline Railway &  
Navigation Company 480-607-0315  
6206 E. Marilyn Road

Scottsdale, AZ 85254-2571

### Information on Friendship Train?

I am currently researching a project about the Friendship Train and the French Gratitude Boxcars. Does anyone know anything about them? I'm collecting stories about people in the United States who helped organize the Friendship Train or made donations. I am also looking for stories about the gifts distributed from the French Gratitude Boxcars, I've found a lot in Idaho but need to find more. I would really love to find people who worked on the rails distributing gifts and or materials for the Friendship Train.

If you don't know what the Friendship Train or the French Gratitude Boxcars are, don't worry. Most people haven't heard of them and I will be happy to tell you about them because they are a wonderful piece of Post W.W.II history.

Please post if you think it will help but I'm in the process of getting an 800 phone number which I can send later.

Thanks a lot, Beth Spiegel  
World of Thanks Productions

### Unable to Attend Banquet

I surely want to hear Bob Melbo, but will be out of the country at that time. He is really a giant in railroading, accomplishing very good management after so many years toiling for SP. It should be a great program and I wish you all well with excursions in the future. Please keep me informed.

Angelo Figone, NWPRR Hist Society  
San Francisco, Ca.

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

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## Railroad Books Nobody Reads: *The Trains We Rode* (well, hardly anyone)

[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 Trains We Rode*, by Beebe & Clegg. I could hardly believe only a couple of our members had checked out this well known volume - until I took it home and found a full card in the back stamped "Property of Pacific Electric Railway Historical Society". Did we take them over? Anyway, if there are some younger members who haven't heard of Lucius Beebe, he wrote several

volumes, beautifully illustrated by the top railroad photographers and illustrators. This book covers the great passenger trains of the 20th Century. His Harvard background and his articles on travel for the best known magazines put him in touch with engine crews, conductors, dining car stewards, railroad presidents and directors of the great rail museums. His private observation car, *The Virginia City*, toured railroads large and small. He personally set the example for all who write about railroads.

## From The Wire

News from the W & P / P & W

A new service package on the Willamina District was implemented April 3 to facilitate increased

carloadings by Hampton Lumber Company at Willamina. Willamette & Pacific's Willamina Turn crew now assumes duty at 2 p.m. at Willamina, switches Hampton around 3 p.m., then makes a roundtrip to Whiteson. Upon return to Willamina,

the sawmill receives a second switch around 11 p.m. Two switches per day will allow Hampton to increase shipments from their previous maximum of 14 per day to 17. On an annual basis we expect 625 additional carloads to gross about \$250,000 in more revenue. A second locomotive has been assigned to the Willamina Turn while other options are explored for handling increased tonnage up the eastward grade out of Sheridan.

The industry has not been immune to the recent surge in fuel prices. Shortly after the New Year started the W&P/P&W was paying more than \$1 per gallon for diesel fuel for the first time in its history. Fuel in bulk deliveries at Albany peaked at \$1.08 per gallon while fuel delivered direct to locomotives at Toledo reached \$1.18. Fuel prices dropped in the latter part of March and by mid April the price was 88 cents a gallon at Albany. At this time last year fuel prices ranged between 40 and 50 cents a gallon.

Georgia-Pacific, plans to shut down its Toledo paper mill for five days, April 10-14. G-P said poor market conditions led to expanding a planned two-day shut down to the longer interval. What will be different about this shut down is that some activity will continue. G-P has 3,000 tons of paper on the floor (approximately 40 carloads) that will be shipped April 11 and 12. G-P also plans to receive and unload scrap paper and woodchips during the five days. Loss of W&P revenue during this period is estimated at \$27,000.

Condon Brothers, our tie contractor, planned to complete installation of 10,350 new ties between Philomath and the golf course trestle in North Albany by this Friday. Then the contractor's forces will move north to Portland & Western's United Railways District and install 5,500 new ties between Banks and Bowers Jct. W&P forces were scheduled to dump ballast and surface the line between Albany and Corvallis Jct. this week and next.

SP Newsprint Company, new owner of the former Smurfit Newsprint Mill at Newberg, has announced plans to invest \$70 million in new paper machines to replace two existing outdated machines. The oldest of these was installed 32 years ago. The mill mixes virgin fiber from wood chips with recycled newsprint to produce new rolls of newsprint. However, its supply of recycled fiber must be clean and well sorted as aging equipment has little tolerance for white business paper, slick paper from magazines or any other type of paper products other than newsprint. New equipment would be capable of digesting junk mail, magazine stock and other types of recycled paper that are more widely available and cheaper. To finance the improvements SP Newsprint is seeking financial help from the state Economic and Community

Development Department through issuance of low interest industrial bonds. Without this assistance, according to a recent article in the McMinnville NewsRegister, the future of the mill could be jeopardized. The mill provides employment for 350 persons and is the third largest customer of W&P/P&W. Upgrading the plant, said a SP spokesman, would keep it competitive for the next 20 years.

At this writing chances appear favorable that the Oregon Legislative Emergency Board (the "EBoard") will consider a grant of \$250,000 for rehabilitation of the Lower West Side and Bailey District at its April 28 meeting, and a similar amount for the Albany & Eastern line between Lebanon and Mill City. A favorable decision would be historic first funding of 1985 legislation creating the State Rail Rehabilitation Fund. Bob Melbo hoped that state representatives and senators would hear from those supporting this initiative. Meanwhile, Congressman Peter DeFazio's Eugene office is working to reprogram \$211,000 of federal money for use on the Monroe-Dawson line. W&P is taking steps to increase revenue produced from this area. Union Pacific has raised our switch charge on lumber from Hull-Oakes by \$100 and W&P has published a rate increase for Dawson-Toledo chips. A per-car surcharge will be implemented to raise additional revenue on other traffic not otherwise affected. Our goal is to generate about \$100,000 per year for on going line maintenance.

Woodburn Fertilizer at West Woodburn on the Oregon Electric district has entered into a long term agreement with Agrium to become the exclusive distributor for Agrium products in Oregon, gaining a new market focusing on industrial applications in addition to its historic agricultural business. Woodburn Fertilizer will be investing more than \$900,000 in a new building and transload systems, adding two new augers that will be six times faster than ones presently used. The company recently finished some track upgrade at West Woodburn in anticipation of increasing rail volume. Susan Walsh-Enloe and others in our organization were successful in convincing Woodburn Fertilizer to make this investment at West Woodburn with BNSF longhaul service rather than at their central Woodburn facility located on the Willamette Valley Railway accessed by UP.

The OE District also has a new customer at Greton, Track 3132. Allied Building Materials will receive rolled roofing and shingles from Bakersfield, California. Susan credits Dave Moffitt and Charlie Kettenring for their assistance in economically reopening this unused spur.

ODOT hopes to have a third passenger train serving Salem, Albany and Eugene as early as mid-

May, fielded by the legislature for the 1999-2001 biennium. Tentative scheduling calls for a 9:30 a.m. departure from Eugene northward and a 5:30 to 5:45 p.m. southbound departure from Portland. The W&P/P&W applaud ODOT's and Amtrak's growth but also noticed that the proposed schedule conflicts with normal operation of W&P's Eugene Hauler.

The first major derailment on Genesee & Wyoming's Oregon Region in more than two years occurred last Friday, March 17 at Beburg on Portland & Western when the Morse Bros. Rock Train sideswiped a cut of standing cars on the siding. Miraculously, no one was seriously injured in the 7:45 a.m. crash that destroyed three empty freight cars, heavily damaged engine WPRR 1803 and tied up rail traffic for approximately 15 hours. While the accident itself was a huge misfortune a certain amount of legendary St. Patrick's Day luck evidently intervened to mitigate the results. The Rock Train, in charge of Conductor Bill Priege and Engineer Danny Summerlin, approached Beburg siding westbound with 11 empty cars at 40 MPH. Engine 1803 was in the lead and WPRR 3002 and slug 102 trailed at the rear of the train. Approximately mid-way up the 4,090 foot siding a facing-point westward crossover provides additional access from the main track. As the Rock Train approached the crossover its crew observed that the main track switch was lined for divergence to the siding. The siding switch, aligned for siding movement, was occupied by a cut of cars that extended east and west of the crossover. After placing the brakes into emergency, Bill and Dan sought refuge on the floor of 1803 between the control stand and water cooler. The event recorder showed that the train's speed was reduced to 32 MPH when 1803 made first impact with an empty Southern Pacific boxcar, which overturned. The car did offer enough resistance to 1803 to derail and deflect it into a sideraking collision with two empty Union Pacific woodchip gondolas, next in line to the west. The locomotive stopped between the main track and siding, wedged against the second chip gon. Major body damage was sustained on the engineer's side of 1803 and by both trucks. A sliding side window frame dislodged during the impact flew across the cab striking Bill in the head. Otherwise, he and Danny were unscathed. The boxcar was destroyed outright and the chip gons were damaged beyond economic repair. An empty flat car behind 1803 derailed, as did the leading truck of the next car, a WPRR gondola. Neither of these cars was badly hurt. Feasibility of repairing 1803 is still being assessed but the incident has been booked at an estimated cost of \$100,000. Still to be determined is how the main track turnout became set in what amounted to a trap for the Rock Train.

The switch was positioned for the diverging route with handle secured by an unlocked switch lock in the keeper. The inside crossover switch was found in normal position and locked. A few hours prior to the mishap it is believed another crew used the crossover to exit the main track, performing several switching moves there in the process. Our investigation of the incident is continuing. The Irish luck, if any, that smiled upon us that Friday manifested itself in the peculiarities that led to all rolling stock involved being empty. Last week the Rock Train temporarily had exchanged its usual 17-car consist of rapid-discharge hoppers for 10 WPRR flat-bottom gons and a flat car for a special sand shuttle from Linnton to Reed Pit, an assignment that resulted in deviation from the customary pattern of handling loaded trains westward through Beaverton. The stationary cars at Beburg siding included loads as well as empties but it was pure happenstance that empties were standing exactly on the inside turnout in the path of 1803. Had either of these variables been different so, too, might have been the final outcome.

Consideration is being given to saving the two Union Pacific woodchip gondolas involved in the St. Patrick's Day sideswipe at Beburg. After paying the depreciated value for each the W&P/P&W will wind up owning these cars. They're not as badly damaged as first thought. They may repair them and add them to our fleet of WPRR marked chip gons.

The St. Patrick's Day sideswipe caught Chief Mechanical Officer Ron Svoboda at the beginning of his fourth day as a new employee of Willamette & Pacific/P&W. Ron's railroad experience began in 1967 on the Pennsylvania Railroad in Indiana where he first worked as a clerk. He later transferred to engine service and when he was promoted to locomotive engineer in 1970 PRR had become Penn Central. After graduation from Indiana University in 1973 Ron joined the management training program of Southern Pacific and spent 17 years in various operating and mechanical positions with that carrier. Upon leaving SP in 1990 Ron started his own consulting business in Roseville, California and it is from that venue he joins W&P/P&W now. He assumes the position vacated by Dave Farrell and will maintain his office at Albany.

Another significant event that occurred St. Patrick's Day was the government's unprecedented decision to delay any railroad merger for 15 months while it crafts new rules and guidelines for combining rail properties. The Surface Transportation Board's announcement put the brakes on the merger plans of Burlington Northern Santa Fe and Canadian National who are trying to combine their operations to form North America's largest railroad. Yet undeterred, CN already has

filed an appeal with the U.S. Court of Appeals having jurisdiction and BNSF said it plans to do so also.

The Federal Railroad Administration has dismissed a violation filed against Portland & Western Railroad in connection with movement over Excepted Track of an "occupied" 15-car American Orient Express passenger train July 5, 1998. The government initially sought to fine P&W \$7,000, but reduced its demand to \$4,900 in 1999. P&W demurred on the basis that the rule cited did not become effective until September 21, 1998, more than two months after the fact. The AOE train was being deadheaded from Linnton to Albany for six weeks storage via a route that included sections of Excepted Track on the Tillamook and West Side Districts. Aboard were six maintenance employees of AOE who were assigned to stay with the train. The rule then in force precluded operation of "revenue" passenger trains over Excepted Track but a pending revision, effective in September, would change this to "occupied" passenger trains. The new rule did not define "occupied" but narrative guidelines for applying the regulation noted that prohibition was directed toward "all passengers" excluding train crew members, track maintenance crews and other railroad employees "who must **Bluewater Michigan Chapter, NRHS, needs your help to locate vintage interior** pictures (especially color prints, slides, or movies) or images of Southern 829 and 832, and RF&P 857, or similar Southern and RF&P coaches.

These pictures are needed to help us return the upholstery and interior colors of the cars to their vintage appearance. Vintage upholstery, paint samples, carpet, etc. would also be quite helpful.

We are having a tough time locating such material as the cars' manufacturer - Budd - never saved much in the way of archives, especially after they exited the railcar business. That contrasts to Pullman-Standard, which saved a large archive, and American Car and Foundry, which took (and saved) many color interior shots of brand new cars.

Any help anyone can offer would be appreciated.

Any assistance would be appreciated.

Dave Williamson, DLWX@tir.com

### **Fall Colors Excursions in Montana**

The Greater Sandpoint Chamber of Commerce, Sandpoint, Idaho, in cooperation with American Spirit, the new owners of the former Montana Daylight Rail Tours, has scheduled a Fall Colors Excursion Train for October 14 and 15, 2000. The two trips - one each day - will run from Sandpoint, Idaho to Plains, Montana, a 250 mile round trip. Passengers will ride in classic coaches and dome cars from the forties and fifties that have been fully

travel over the track to attend to their work duties." P&W did receive freight revenue for the movement but this did not constitute a "revenue" passenger train as contemplated by the authors of the prohibition. The AOE employees aboard did not pay fares to ride. Indeed, it was just the opposite. They were being paid to ride as part of their job responsibility. The FRA lawyer who notified P&W of the dismissal did not explain the agency's logic for dropping the case.

The decision has been made to switch from QualMed Oregon Health Plans to Blue Cross as the provider of our medical coverage effective May 18`. The Blue Cross plan will be as good or better than the current health plan and should permit a seamless transfer from old to new as the majority of doctors and practitioners who do business with QualMed also do business with Blue Cross. In fact more providers affiliate with Blue Cross than with QualMed. Switching to Blue Cross will only slightly dampen the huge cost increase for coverage. The rates will jump 31.13 percent April 15, then reduce to approximately 29 percent when Blue Cross kicks in.

- adapted from letters to all employees, from Bob Melbo of the P&W and W&P railroads.

restored. The excursion will pass along the shores of Lake Pend Orielle, Idaho's largest lake, up the Clark Fork River, through the Cabinet Gorge, and between the Cabinet and Bitterroot mountain ranges. Tickets are available now for these all-day-long excursions for \$99 per person. Seating is limited to the two trains (about 500 persons, first-come-first-served). Call the Chamber (208) 263-0887 and speak to Susan Kiebert or Executive Director, Bill O'Connor to reserve your tickets or obtain more information.

- Bill O'Connor, Executive Director, Greater Sandpoint Chamber of Commerce

### **Chapter Timetable #451 - May 2000**

#### **Monthly Board of Directors Meetings:**

May 11, June 8, 7:30 pm. Rm 208, Union Station. (Usually Thursday evening of week prior to membership meeting.)

#### **Monthly Membership Meetings:**

May 19, June 16, 7:30 PM, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd. (Usually Third Friday Evening of every month.)

#### **Chapter Library:**

will be open May 20, 27 June 17, 24 from 1 to 4 pm. Committee Meeting on April 22, May 20.

### **Upcoming Membership Meeting Programs :**

**May:**

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



### **The Trainmaster**

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

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

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

**Attn.: Trainmaster Editor**

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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

### 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  
Janet Larson (503) 253-7436  
**Finance:** See *Vice President*  
**Library & Historical Foundation:** vacant  
**Membership:** Maxine Rodabaugh, (503) 253-4241  
**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:** George Hickok ('97, '98, '99, '00 )  
(503) 649-5762  
**Vice President:** Al Hall ('00) (503) 699-5042  
**Treasurer:** Rick Banton (503) 642-7366  
**Secretary:** Arlen Sheldrake (503) 223-7006  
**National Director:** Gerald Schuler (503) 285-7491

### Chapter Directors-at-Large

**Ed Ackerman** (98,99,00) (503) 649-6000  
**Glenn Laubaugh** (98,99,00) (503) 655-5466  
**Ralph Johnson** (99,00,01) (503) 654-1930  
**Bob Jackson** (00,01) (503) 244-4440  
**Ted Ahlberg** (00,01,02) (503) 579-2131  
**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. There are still a few problems with formatting to work through ( the newer version of Microsoft Word they use has some formatting issues when presented with this type of document.) However, as time goes on these problems are being eliminated, and the results appear to be worth the effort so far.

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