

The Trainmaster

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

May, 1997

April Board Of Directors Meeting a Roaring Success

by Glenn Laubaugh

On April 3rd, 4th, 5th and 6th of 1997, the Pacific Northwest Chapter, National Railway Historical Society hosted the Spring National Board of Directors meeting for the entire NRHS. Much to the relief of those planning and volunteering their time for this important event, everything surrounding the meeting passed with few significant problems.

So, what was the secret(s) of success for operating the board of directors meeting? This is an important question, because the correct answers hold the key to other groups sponsoring future Board of Directors meetings. Additionally, the answers to this question are the keys to our own successful operation in the future.

Although asking this question of all of those who were part of the planning process for the Board of Directors meeting will probably produce different answers for each member of the "B.o.D. Meeting Committee", here are a few items that I noticed that were particularly important from my perspective on the planning committee for the event:

Adequate Preparation

Our national director Gerald Schuler deserves a great deal of credit for making the director's meeting a success. His planning for the event started about one year before the event. He also deserves a lot of credit for the manner in which he managed the planning committee for the event.

This brings up another important point:

A Willing Committee

One of the mistakes that many non-profit organizations make is to "volunteer" members for tasks that they do not have that much interest in performing, or lack adequate time to do a good job. This seems to be a problem at almost every volunteer organization that I have seen in action.

However, when the committee for this event was being formed, an important part of the process seemed to be to select those people who were interested in making the meeting a

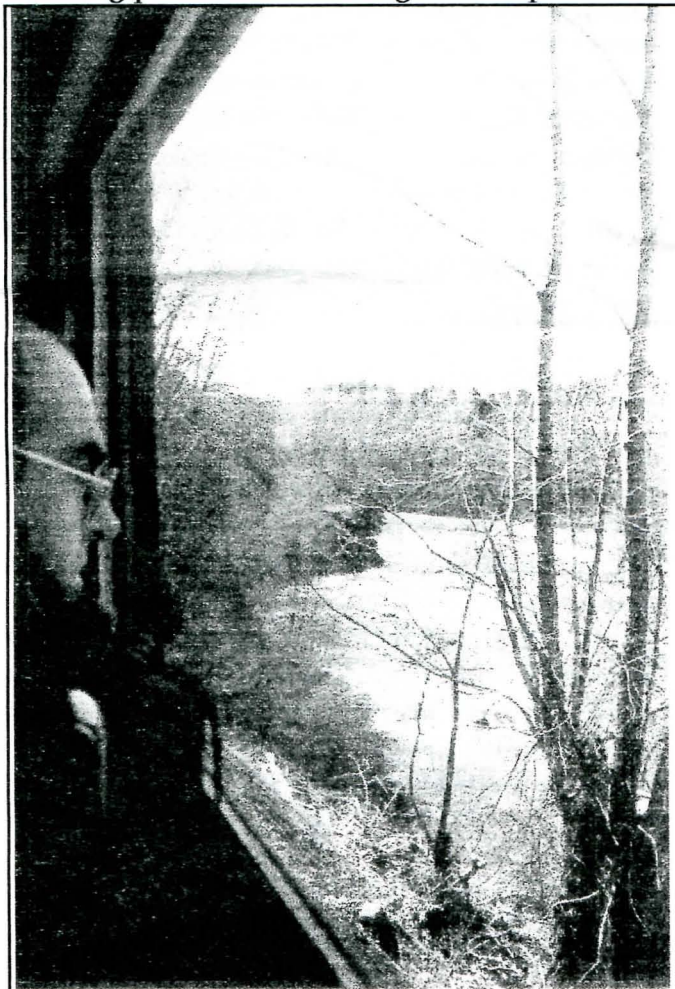


photo by Glenn Laubaugh

George Hickok, President of the Pacific Northwest Chapter, NRHS, enjoys the scenery alongside the Mt. Hood Railroad on the Board of Directors tour of the line.

success. There did not appear to be anyone on the committee that was there because they were made to feel obligated to be there.

It is important for any volunteer group to avoid overusing particular individuals, and to understand that volunteers are, after all, volunteers. Any volunteer that is performing work out of a feeling of obligation rather than genuine interest will probably not stay around very long, and the quality of effort will also probably suffer.

Realistic Goals

There were a number of activities that were suggested that could be included as part of the Board Meeting event. As an example, I will mention the possibility of having meeting participants view one of the new Tri-Met low floor light rail cars. This was at one time seriously considered as an activity option. However, due to the time constraints, it was necessary to select only a few activities that were judged to be the absolute best possible given the circumstances. Considering that a few of these low floor light rail cars will soon be available for public trips on the Banfield line, it was simply not worth sacrificing more worthwhile activities to view one of these cars.

Relationships With Other Groups

The Pacific Northwest Chapter itself does not operate a tourist railroad. On the other hand, the Oregon Electric Railway Historical Society does. Maintaining a positive relationship with various other groups in the region (no matter if they are related to the NRHS or not) was a vital part of the meeting.

Our chapter also had excellent service from the transportation providers and hotel staff, as well as some assistance from the convention and tourism bureau at one of the local governments.

These working relationships with other groups (railroad related or not) were a vital part of our success. Any other chapter planning a board of director's meeting must be prepared to use any of the resources they have at their disposal. This is a great foundation for future success. However, it is also necessary to

make sure that nothing happens that would jeopardize future relations. For example, what would have happened if the transportation company or hotel staff did not like something about the way our group organized the event or worked with their staff? It would have had the potential to severely limited our available resources for future events.

Due to the success of the event, we probably made a lot of positive local contacts that we will be able to use in our favor for some years to come.

Mistakes Were Made

It would not be realistic for anyone to say that no problems at all arose. One of the oversights made was that many meeting delegates wanted to keep their event tickets as souvenirs. Our apologies to those who were unable to do so. Our advice to those who are hosting Board of Directors meetings in the future: make sure that excursion, tour, and other tickets provided for events are designed with tear-off stubs so that participants can keep at least the bulk part of the ticket as a souvenir.

Where To From Here?

No specific plans have yet to be formed on how to use the April 1997 Board of Directors meeting as a springboard to future events. This is perhaps a good thing, as in many situations like this there is a natural tendency to suddenly go out and tackle a project that is much too large to be realistic. However, our organization has a number of realistic goals, and the success from the Board of Directors meeting should guide us toward realistic methods of attaining those goals.





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 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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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. Deadlines for each issue is the 20th of the previous month.

Regular Board of Directors Meetings:
 Thursday, May 8, 7:00 pm; June 12, 7:00pm.
 Room 208, Union Station. These meetings are scheduled on the Thursday evening prior to the monthly membership meeting.

Monthly Membership Meetings:
 Friday, May 16, 7:30 pm; Friday, June 20, 7:30 pm. St. David's Episcopal Church, 2800 S.E. Harrison. These meetings are conducted on the third Friday evening of every month.

Weekly No-Host Luncheon:
 every Saturday, 12:00 noon at the Semaphore Restaurant at S.E. 17th and Holgate Blvd. Our group meets in the back.

Library/Archives Work Session:
 Thursday, May 8, 1:00pm to 4:00 pm at Room 1 and 1A, Union Station. Contact **Bob Weaver (654-4274)** for more information.

Chapter Library Open Hours:
 Saturday, May 17&24, 1:00 to 4:00pm at Room 1, Union Station. Call Jim Loomis (253-3926) for appointments, if this is a difficult day and/or time for you.

NRHS 1997 National Convention:
 hosted by the Promintory Chapter, June 24 through June 28, 1997 in Salt Lake City, UT. Contact Gerald Schuler, National Director at (503) 285-7941 for further information.

Annual Chapter Picnic:
 Saturday, August 16, 1997 at Western Antique Powerland, Brooks, Oregon. Contact Darel Mack, Activities Chair at (503) 654-5017 for more information.

Membership Reminder:
 Any members not having paid their dues by April 1st are considered to have terminated membership for that calendar year. If you forgot to pay your dues for 1997, this could be your last *Trainmaster*.

Editorial Notes

Shuffling of the Deck at the Chapter

As a number of you already know, Jim Loomis, who has been in charge of *The Trainmaster* for some years now, would like to pursue other matters (one of which is the chapter's library committee). His desire to find a new editor for the *Trainmaster* has been expressed at several Chapter business meetings.

This issue marks the first issue of *The Trainmaster* for your associate editor.

Make no mistake about it: Jim Loomis will continue to serve as an important chief editor for the *Trainmaster*, and will help keep your associate editor in touch with reality. However, Jim's role in the *Trainmaster* will be significantly reduced.

You will notice that there are and will be some changes in *The Trainmaster*. Much of this has to do with differences in document editing equipment used. Although these differences in appearance are far from subtle, your editorial staff (and in particular, your new associate editor) is hoping that *the Trainmaster* will continue to live up to the quality newsletter that members of the Pacific Northwest Chapter have come to expect.

To completely fulfill that expectation, however, may take a few months of experimentation.

In the meantime, because your museum committee chair is now having increased involvement with *the Trainmaster*, it would probably be in the best interests of the museum committee for another chair of that committee to be found.

Editorial Goals

One goal that I have for *the Trainmaster* is to have a regular Editorial / Forum section for the expression of opinions by the Chapter membership. As with any chapter of the National Railway Historical Society, our membership is scattered all over the country, and in fact there are several overseas members. For the most part, these remote members never get a chance to let their opinion be heard by the rest of us.

The editorial policy that I plan to initiate is the same as used by most major newspapers and magazines: If it is worth printing, is fit to print, and does not take up too much space, then it gets printed. Direct personal attacks are never printed by a newspaper or magazine with any sense of class, and they will not be considered appropriate material for *the Trainmaster*.

Another goal that I would like to implement at *the Trainmaster* is to announce well in advance plans for future issues. The advantages of this are fairly obvious: if any other members of the Chapter have memories, photographs, or any other material that would assist or complement an article on a specific subject, those items could be added.

Article on VC Tower Planned

This, of course, brings us to a planned article sometime in the future about the VC interlocking tower at Union Station. Although at this point in time the interlocking machine and its attendants remain active 24 hours a day, there is apparently a plan in the works to close the tower this year - possibly in August. Therefore, the history of this tower would make an appropriate near-future *Trainmaster* article.

National Notes

Spring Board of Directors Meeting
Portland, Oregon
April 4-6, 1997

Contributed by Gerald Schuler, National
Director

The business meeting was called to order by President Greg Malloy. Minutes of the previous meeting held in Huntington, WV were accepted as published. It was announced that Dave Ackerman has resigned as secretary, and Bruce Hodges has been appointed as his replacement. In his President's Report, Greg Malloy mentioned that NRHS has turned a corner and made progress in establishing the membership records system in Philadelphia. Finances are now sound. We now have the capacity of making conference phone calls among the officers.

In the Officer's Report, Larry Eastwood stated that membership records are now flowing smoothly. There has been some RVP [regional vice president - Ed.] input in looking at the Philadelphia office operation. Robert Pinsky stated that final dues notices would be mailed out within the next week. He urged Chapters to mail member information to National as soon as possible. Frank Tatnall stated that there has been a considerable savings in distribution costs of the Bulletin. Michael Trzeciak reported the Audit Committee had completed their review. Joanne Rife reported that the Nominating Committee had met, and will give a complete report at the next Board meeting in Salt Lake City. Martin Swan has been appointed to be Director, Emblem Sales. He is studying items for future consideration. Rich Carlson gave the RVP report. They are considering a report on Board meeting procedures and expectations. They are also considering changes in the membership application form. Lynn Burshtin reported that the Library is available as a resource for research. The office now has a new, easier e-mail address [nrhs@compuserve.com - Ed.]. The deadline

for submitting applications for the Grants program is May 1st.

A request for a Chapter Charter was submitted by the White River Junction group in White River Jct., VT. This request was approved by the Board. Under old business, the procedure for handling the Alco Historic Photos is being rewritten to acceptable standards. The work of reinstating the NRHS incorporation status is in process. The criteria for Endorsement of Projects was explained and approved.

Under new business, the By-Laws Committee was requested to have its report ready for the Spring, 1998 meeting. A new registered agent in Maryland was approved. By naming a company instead of an individual, this will avoid the possibility of our incorporation papers accidentally expiring as before. The report on the 1996 Convention in Charlotte is not completed yet. It is hoped this will be given at the Salt Lake City convention in June. Plans are being made for the 1998 Convention, July 8-12 in Syracuse, New York. The Fall, 1997 Board meeting will be in Dearborn, Michigan. Tours through the Henry Ford Museum, Greenfield Village and a trip to Windsor, Ontario are being planned. The Spring, 1998 Board meeting will be in Roanoke, VA., and the Fall 1998 meeting will be in Kansas City. In 1999, the Spring meeting will be in Chicago, and the Fall meeting will be in Scranton, PA.

In closing, President Molloy thanked the PNWC for its efforts in hosting this meeting, and providing some very interesting tours and activities.

There were 68 delegates registered for the meeting, with 27 spouse or family members making a total of 95 attendees. Many PNWC members had served in various committee assignments or had otherwise helped with preparations. There were a total of 30 PNWC members who had been involved to some degree. The first activity of the early arrivals was a Friday afternoon ride on the Willamette Shore Trolley from RiverPlace to Lake Oswego. The Friday evening event was 16 mm movies of the 4449 trip to the New

Orleans World's Fair, taken by Rich Carlson. The Saturday trip was on two chartered buses to Hood River, then a ride on the Mt. Hood Railroad to Parkdale and return. That evening before and during the banquet, we were treated to piano music by Leon Drews. The program after the banquet was a stereo sound and triple slide program "China Steam Song"

by member Don Hunter. Both events were greeted by generous applause. The Sunday afternoon activity was a complimentary tour of the construction of the westside MAX light rail tunnel. Sunday evening, a slide show, "SP Then and Now" by Darel Mack was shown.



The Mailbag

Date: Sat, 8 Feb 1997 03:07:35 -0500 (EST)
From: Hinoj@aol.com
To: pnwc@easystreet.com
Subject: American Freedom Train

Date: Tue, 25 Feb 1997 17:14:56 -0700 (MST)
From: NMCCASLIN@CASTLE.CUDENVER.EDU
Subject: OSLRR
To: pnwc@easystreet.com

Hi! My name is Todd Schannuth and I am producing a documentary on the American Freedom Train, and I could use your help. I was able to interview many of the people who worked on the train at the Freedom Train Reunion in Pittsburgh last fall. What I still need is more home movies of the Train.

Does anyone at your Chapter have any? Please have them contact me at 310-472-7417 or EMail at hinoj@aol.com. Thanks!

Hello,

I ran across your page on the internet and was wondering if you might have some leads about doing research on the Oregon Short Line Rail Road. Would you know where I might start? I'm a librarian at the University of Colorado, and am trying to do a family history.

Our grandfather, James Wise, was a foreman for OSLRR 105, and was killed in a freak accident (a boulder dislodged when he was surveying the tracks) on Aug. 28, 1952. I'm hoping to find people who might have worked with him, or know about that line during the early 1950's. Would you know how to begin research, or of any leads that might help us?

Please let me know if an academic librarian can be of any help to you in return!

Thank you very much. Nikki McCaslin,
nmccaslin@castle.cudenver.edu,
(303)556-3390 wk, (303) 871-8965 hm.

Date: Wed, 12 Feb 1997 12:32:13 -0700 (MST)
X-Sender: office@rapidnet.com (Unverified)
Mime-Version: 1.0
To: pnwc@easystreet.com
From: wardo@rapidnet.com (Greg Warder)
Subject: mail for pacific nw railroad historical society

Dear PNW chapter of N.R.H.S.,

We are in the process of restoring some coaches built by the Niles Car & Mfg. Co. and used on the Oregon Electric Railway in the early 1900's. Would you know of anyone that might have an old set of plans for these cars?

Please e-mail me back. Thank you.

Greg Warder - Vice President
Black Hills Central Railroad Co.
Hill City, SD

Mailbag contains a few of the interesting letters that we have received. Although some of these individuals may have already been given assistance, had questions answered, or otherwise been contacted by other chapter members, the nature of some of these requests begs for general assistance from any chapter member who may be able to assist them.

Chapter Web Site Update contributed by Glenn Laubaugh

As of April 7, 1997, the national office of the NRHS has an official web site. The "resource location" for the web site is:

<http://www.rrhistorical.com/nrhs>. The web site is still under extensive construction, but there is enough information available there for the web site to be of interest to those who would like to keep track of the national office. One of the items available off their web site is a 100% typed text version of the membership application.

National's electronic mail address is: NRHS@compuserve.com. This is a departure from normal compuserve address practice, which normally consist of a difficult to remember jumble of numbers. This new address will serve the NRHS national office very well in the future.

Bob Weaver, who has spent many hours constructing a series of computer records relating to the publications in the Chapter's library, recently supplied enough information for the library committee to start to have its own subsection on the Chapter's web site.

The library section of the chapter's web site is now available at:
<http://www.easystreet.com/pnwc/library>

The library section itself now has a brief section describing the library, an overview of the functions and goals of the library committee, the list of periodicals that the library committee has, and a list of the periodicals that the library would like to obtain. It is hoped that this information will generate more

interest in the Chapter's research library as well as possibly result in the library committee obtaining more of the publications that it needs to fill gaps in its periodicals collections.

Elsewhere on the site, our updated membership form is now available in several different formats for those who wish to become members of the chapter after they find our web site. Eventually, that section of our web site will be linked to the membership application on the national web site as well, so that there are more options available for those who wish to become members of the NRHS.

Materials provided by the concessions committee are now in the process of being edited for use on the web site. When this is completed, we will start an experiment to see how well chapter merchandise sells when advertised in this manner. The location of that material (when completed) will be:
<http://www.easystreet.com/pnwc/concessions/>

A list of links to various political and government related web sites is also now available. This includes links to such places as the excellent "public transit and rail division" web site operated by the Washington Department of Transportation, the Association of Oregon Rail and Transit Advocates web site, Tri-Met, and other similar materials.

http://www.easystreet.com/pnwc/other_railroad_sites/pnw-government.html

Bob Terkelsen has provided a photograph of the Baldwin AS-616 for use on list of chapter rolling stock.



COMMITTEE CHAIRS

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Excursions: Irv Ewen (503) 232-2441
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Ad Hoc "Union Station": Terry Parker (503) 284-8742
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