

# The



# Trainmaster

January  
2000

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



Board of Directors Meetings: Jan 13, Feb 10, Room 208, Portland Union Station, 7:30 PM  
Membership Meetings: Jan 21, Feb 18, St. Marks's Lutheran Church, 5415 S.E. Powell Blvd. 7:30 PM



**Oregon Electric Railway Freight Motor ( electric locomotive ) #1** at Salem, Oregon, as photographed on April 22, 1945. The United Railways ex-electric line over Cornelius Pass to North Plains and Banks saw an increase in traffic with changes to by he Portland & Western and Burlington Northern Santa Fe.

All traffic involves ex-OE lines. United Railways and Oregon Electric were both electrically powered subsidiaries of the Spokane, Portland & Seattle Railway. Ben Maxwell collection, Salem Public Library, Salem, Oregon, available on the world wide web at <http://www.open.org/~library/fotofind.html>

## **Railroad Books Nobody Reads: *Steam, Steel & Limiteds, Journey to Amtrak***

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.]

*Steam Steel & Limiteds*, by William Krattville, George Barth, and Arthur Dubin, Published 1962. Sure, You've read this book years ago, but the second copy has hardly been touched and younger members need to know about these authors. They have written and spoken extensively about railroads. The book covers every passenger train they could find and they personally rode on all the important ones, usually discussed the locomotives used, and interviewed the crews if possible. Excellent pictures, reprints of maps and timetables. This one

is highly recommended.

**Not recommended:** *Journey to Amtrak* by Harold Edmondson published 1972. Explains why the U.S. Government took over the passenger trains. The story can't avoid politics, accusations and finger pointing. The book tried not to take sides. The last days of the great trains is a tear jerker. Example: U.S. Map April 30, 1971 passenger trains running in quantity anywhere you need to go. Next page same map next day. May 1, 1971. 2/3rds of passenger trains cut. 1 train a day out west and competing trains eliminated. Some states with no trains at all. Sad pictures of crews with years of experience being laid off. I found it painful to read. Of course things got a lot better but the book was printed right after the take over..

## Mailbag

The Washington County Historical Society held a fundraiser called "From Railroad Cars to Cyber Stars" that netted \$45,000 for their society. As part of the event, they borrowed some of the

chapter's photo displays of early railroads in the area. They send us their thanks for their use.

- summary of a letter from the Washington County Historical Society, 17677 N.W. Springville Road, Portland, Oregon 97229, on the campus of Portland Com. College.



My name is Chris Charman and I am looking for help in verifying what I believe to be an original tin type of Morgan Earp, James Earp and "Doc" Holliday. I have some scanned photos of it and will send you them. I am interested in selling this item and would entertain offers. Thank you, Chris, [cjchar@iag.net](mailto:cjchar@iag.net)

#### 4449 on the Stamp?

As you may know, on August 26, 1999 the United States Postal Service issued commemorative 33 cent stamps honoring "20th Century Trains". Five locomotives were chosen to represent this era. One of those locomotives was Portland's own SP4449. To those of us interested in railroading this is a real honor for Portland and *should* be for the rest of our citizens. We are especially blessed in Portland to have our city own three locomotives and to have two supported by volunteer organizations and operational.

I would hope that the City could issue some kind of proclamation and public relations announcement thanking the USPS and noting our unique role in railroad historical preservation.

- compiled from excerpts from a letter written to Portland Mayor Vera Katz, by Arlen Sheldrake of Portland, a copy of which Mr. Sheldrake also sent our way.

#### Photo on Front of November Issue

Regarding the picture of "An ancient narrow gauge 4-6-0 of undetermined ancestry..." reminds me of an article I wrote about this engine that was printed on page 9 of the March 1990 Trainmaster. The "Southern Pacific Bulletin" [ June, 1952] mentioned in the article is in the Chapter's Library Archives.

Thinking you may wish to print the facts of number 17 following is a copy of the article as printed.

May I respectfully suggest the Trainmaster editor may wish to give some thought about sending this information to the Salem Public Library.

- Jerry Webb, chapter member, The Dalles, OR

[ The article states that the locomotive was #17 on the Carson & Colorado, that ran between Mound House, Nevada and Keeler, California. The locomotive was built in 1910. The line was eventually purchased by the Southern Pacific, but the narrow gauge lines were reduced during the 1930's. As Mr. Webb suggests, this information has been sent to the Salem Public Library. ]

#### Information on Portland Terminal

My name is Emil Folz. I worked for the Portland Terminal in the 60's. I was a Car-Forman at the lake yard. I mostly worked on swingshift. We done the repairs on the UP Portland Rose Streamliner. I am now drawing railroad retirement and starting a model railroad layout. I am modeling the Lakeyard and the Depot among other things. I have a good memory for most of the details about the Terminal during those years but I can not remember the colors of the buildings at the lake yard. I am modeling the Long shed with the pit in it that we repaired the Portland Rose in. This building was between the coach yard and the fright yard. I will also be modeling the other buildings like the store room, Pullman Stores, car Forman's office, sheet metal shop, air room, etc. If anyone in your organization can help me with the color scheme of the buildings I would appreciate it very much.

Thanking you in advance, Emil Folz Vancouver WA. efolz@pacifier.com

#### Seeking Information on Pacific Northwest

My name is Mike Collins and I live in England. I am a very keen railfan and have a large collection of railway related photos many of which have been published in various magazines in the UK.

I am researching railroads in the Pacific Northwest ahead of my trip next summer.

Could you please give me some idea of the levels of traffic that I can expect (in daylight!) and any good photographic viewpoints in the area? I have now seen your 'Train Chasing at Kelso site and it has just whetted my appetite to get to grips

with those hellfire USA diesels!

I intend to visit Seattle and maybe a quick trip to Vancouver BC.

After that I shall visit an aunt who lives near Chico, California and I want to look out some photographic sights in that area. I hear that Feather River Canyon is quite good.

I do a lot of slideshows over here in the UK for various railway groups. Of course I will be happy to give your chapter a slide-show on European Rlys. We will firm-up the details later. For your information I arrive in Vancouver on 24 July and intend to stay for about a week before I go to California. I will then return to Vancouver around 17 August before departing on 23 August. I am confident that I can put together an interesting evening of slides but, of course, you will have to provide a projector, screen etc. I am also fairly knowledgeable about the European scene - particularly in France and Germany. Let me know if I can be helpful to your group.

Your members will, no doubt, be interested in the density of passenger traffic over here - my flat (apartment!) overlooks the main line between London and Norwich and in the daytime about twenty passenger trains an hour pass between London (Liverpool Street) and a variety of destinations. Most are electric hauled. We also have a large amount of freight traffic on this line - about two an hour day and night- hauled by a variety of electric and diesel locomotives. In common with the rest of the UK freight traffic stops at midday on Saturday and none runs on Sundays.

Are you aware that we are being flooded by some 250 new GM diesels over here? The train fans don't really like them because they are so silent and make no noise even with heavy trains! They are super efficient however. They are built in London, Ontario and shipped here via Halifax, USA.

Hope to see your chapter in the summer

Have a good Christmas and a super millennium,

"Michael Collins

mikul@mjcollins47.freemove.co.uk

#### Maps, Photos, etc. on Condon Kinzua & Southern?

Where would I find information on the Condon Kinzua & Southern Railroad? My friend just recently passed away and he took a ride on it in 1973 which I have a few slides of but no information. I do have a Pacific Rail news article written after it was abandoned in 1976. I would like to model some of the features and find detailed maps of the layouts of Condon and the mill and Kinzua.

Thanks Robert Fogg, robfogg@humboldt1.com

#### Emblem Sales

A short note to say thank you for the excellent jacket I recently purchased! The quality is outstanding as is the embroidered NRHS logo. I expect the jacket logo to last a lot longer than the "painted" NRHS logo on my shirt.

Thanks again!, Arlen L. Sheldrake Member, PNWC-NRHS

[ Message from Arlen Sheldrake to National's Emblem Sales people, copied to us. ]

Thank you for your note. I have held the position Director of Emblem Sales for 3 years now and you are the first person who has written and said they liked what they got (on the other hand I haven't got any complaints either so no news is good news). I am glad you liked the jacket.

H. Martin Swan HMSwan@webtv.net

Director of Emblem Sales--NRHS

[ Copy of reply message, also forwarded to us. ]

#### Hopewell Back!

Hopewell Productions videos have been off the market for several years, but I have just opened a new on-line store where

they are once again available! You'll find videos there about all the big steam locomotives that ran back in the '80's, including NKP 765, N&W 611 and 1218, C&O 614, SP 4449, UP 844 and 3985 and many more. Plus you'll find videos in our store about model trains, steam tractors, aircraft videos and even some inspirational Southern Gospel CD's and cassettes from a few of my friends.

The web address for the store is:  
<http://www.hopewellvideos.com/>

Rich Melvin, Owner, Hopewell Productions  
Engineer, NKP Steam Locomotive No. 765

## From The Wire



### News from the W & P / P & W

Smurfit-Stone Container Corporation's Newberg newsprint mill, Willamette & Pacific's third largest customer, is being sold to Southeast Paper Manufacturing of Atlanta. Southeast is a private partnership of three U.S. newspaper publishers: Cox Enterprises Inc., Media General Inc. and Knight-Ridder Inc. Newspaper reports say the deal probably won't affect the plant's 350 workers and doesn't involve other Smurfit-Stone facilities in Oregon.

Smurfit has begun shipping newsprint by rail to Fry Warehouse in the Beaverton Industrial Park off Beburg siding. Northwest Distribution Company, a firm that warehouses and then reships the newsprint, is the Beaverton recipient. For the past eight months Smurfit has shipped about 125 cars per month to Northwest's warehouse in Eugene. After Union Pacific downsized Eugene Yard earlier this year Northwest said local switching deteriorated and it began looking for another location where reliable and affordable service from Newberg was available. P&W will also see new business with the outbound carloads originating in Beaverton.

A pilot program has started at the Albany yard to study the effects of not "kicking" cars during the flat switching process. It is thought that this will help reduce car damage.

In mid-November, work is scheduled to begin on W&P's West Side main line where it occupies the center of Second Street in Independence. A contractor will eliminate several rail joints by welding rails together and track crews will remove broken and cracked asphalt and replace ties where necessary. New paving will result cosmetically in a good looking job but the chronic problems with this stretch of track will not be corrected. An earlier proposal that had been developed with the city of Independence has been abandoned for now. The city has agreed to again consider the option of leaving the track unpaved when the railroad and street next require maintenance.

On October 15th, Boise Cascade's St. Helens paper mill loaded and shipped paper in a boxcar for the first time in 30+ years. According to the Pulp Line, the company's internal distribution newsletter, increased costs of trucking lead them to rediscover rail. The business has the potential to grow and some structural changes have been considered that will uncover and reactivate a paper warehouse track that could hold four cars. The BNSF cooperated with the P&W in establishing rates attractive to Boise Cascade, and BNSF is supplying cars.

The 100th Anniversary of the founding of the Genesee & Wyoming Railroad Company, parent company of the P&W and W&P, was observed November 5th, 1999. Bruce Carswell and Bob Melbo represented the Oregon operations at events in Rochester, New York.

The P&W is selling the St. Helens depot to the St. Helens/Scappoose Chamber of Commerce, and will move to a new location. When the line was originally purchased by the P&W in 1997, the P&W leased part of the structure to the

### Is "PettyCoat Junction" Train Still Around?

Being a fan of steam engines and of the tv show "Petty Coat Junction", I was wondering if anyone on your end knows if the train that was in the show is still in running condition.

The train was provided to the show by the Hoyt-Hyatt Hotel of Portland OR. I think. Sure was a pretty train! Thanks for any info.

Walter Hermann

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

Chamber that also included an option for the Chamber to buy the building. During the first year or so of the lease, the Chamber worked with an architect on extensive remodeling plans that would preserve the depot's historic character, and sought funding from government grants and other sources. Eventually the Chamber decided that in order to properly complete these plans they needed to own the building they wished to remodel. P&W's new St. Helens depot will be a 10 foot by 40 foot modular building with offices at each end opening into a common area with restrooms. Operating, maintenance of way, and mechanical departments will share the facility. Storage space for tools and supplies will be provided inside one of the two ex-SP baggage cars purchased in Salem a few years ago. In another change in facilities, the P&W has moved the Linnton "station" into a vacant office at the former Georgia Pacific wood chip facility, which has recently been purchased by Morse Brothers for use as an aggregates terminal. This replaces the PNWR 4 office caboose and portable outhouse that have been in use since the Astoria line was purchased.

A vandal dumped approximately 113 tons of river rock out of the rock train that is operated for the Morse Brothers while it was in St. Helens. The train had been loaded at Deer Island late in the afternoon on November 10, and the crew tied up in St. Helens for rest. During the night someone activated the air operated doors of one car. Upon discovering the problem the next morning, the crew cut away from both ends of the stricken car and reassembled the train using a parallel yard track.

A new connection between the P&W and the Port of Tillamook Bay Railroad at Banks was expected to be placed in service on Nov 19th. The west end of the former BN runaround track was disconnected from the old BN main line and realigned to connect with the POTB instead. A second new connection between the two railroads just east of POTB's Banks Lumber Company loading track is expected to be completed in mid-December. When this is done, there will be four connections between the two railroads at Banks to facilitate interchanging cars, switching Banks Lumber Company, and making runaround moves.

The 1999 capital budget contemplated installation of 13,000+ ties on the Astoria line, but now none of these will go under the track this year. A significant portion of these ties are to be bought by federal funds available for restoration of rail service to Astoria authorized by the Transportation Equity Act for the 21st Century (TEA-21). Because TEA-21 was principally a six-year funding mechanism for the federal highway program, the Federal Highway Administration controls the purse strings with assistance of the Rail Section of the Oregon Department of Transportation. Advance FHWA approval of expenditures is required and that agency has been slow to respond to ODOT's request for a sign off on P&W's tie program. While approval is expected before the end of 1999, there will be insufficient time remaining this year to complete the tie project, so the ties have been deferred for next year's capital program. Another issue is the availability of the

federal money. Originally, it was thought the \$700,000 allocated by TEA-21 would be available as a lump sum. Instead that money is coming in roughly six equal installments every October. The P&W plans to spend all of the federal dollars available in the approved manner, but the work will have to be spread out over the next three years to coincide with the availability of the money. This will not affect the capital projects already planned for the line for the expected construction of the ethanol plant at Port Westward.

Burglars struck Albany again. Sometime between 11 pm Friday and 3 am Saturday the two modular offices at Albany were forcibly entered by someone who broke a window in each and squeezed between the security bars. This evidently occurred after outside lights were disabled and telephone and fiber optic lines leading into the building were cut. The various offices were rifled to varying degrees and a computer, portable radios and chargers, batteries and personal items were taken. Around 3 am the night switch engine passed near the buildings and the engineer spotted a computer monitor in the parking lot. Most of the stolen items were found to be in a sack, located nearby. Value of property damaged was minimal compared with the cost of repairing the damage.

The Astoria line was blocked again by a slide at Aldrich Point when a sloughing off occurred in the cut dug last spring through the big slide that closed the line in February of 1996. The new slide is estimated to be about 1/30th of the size of the previous slide. The railroad's own forces will be able to take care of this. However, since there is currently no traffic beyond Wauna there is no hurry to restore service to Astoria.

Morse Brothers is planning to develop a new quarrying operation near Coastal St. Helens Chemical at Waterview.

Morse Brothers is also looking at getting railroad service into its facility at Watters Quarry at St. Helens. It was proposed to construct a conveyor across U.S. 30 that would connect the railroad to the quarry. However, the Oregon Department of Transportation has determined that they would want the owners of the conveyor to pay monthly rent for crossing the highway. Therefore, the Portland & Western is now working on a proposal to build a spur line, which would not require a monthly fee, across US 30.

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

### **Union Pacific "Roseville Plan" Service Problems**

In July of this year, UP implemented a new operating plan for the West Coast. The purpose of the new plan was to reorganize traffic patterns to take full advantage to their newly rebuilt Roseville Yard in California. Part of this plan involved the closing of the hump yard at Eugene. In order to close Eugene, the UP requested that Willamette & Pacific and the Central Oregon & Pacific block all interchange traffic coming off of the two largest Oregon short lines. By doing this, UP was able to keep most traffic out of Eugene and move it to Roseville or Hinkle. UP's stated reason for this plan was to reduce transit time for freight moving along the west coast. An "unstated" goal was to reduce operating expenses by eliminating the cost of operating the yard in Eugene. Bruce Carswell of the Portland & Western states "Eugene was a state of the art hump yard in the 1950's and 1960's but by the 1990's was wearing out. If UP was to continue using Eugene, they were facing some significant expenses to upgrade. Roseville is located at a junction of UP's East/West and North/South routes and as such is the proper place to be separating and sorting traffic."

Much of the traffic from Oregon that used to go to Roseville or West Colton before being sent eastward is now being sent to Hinkle. This traffic is therefore adding to the congestion problem in the Portland yards. In October, tunnel fires broke out in tunnels 6 and 7 on the Willamette Pass line

out of Eugene, and cut normal southbound traffic for 7 days. This has backed up traffic in Portland. The resulting effect on the P&W and the W&P has been that as of November 15, the P&W had not been able to interchange traffic with the UP at Brooklyn for five days.

At the same time, the P&W and the BNSF were completing negotiations to start sending BNSF Oregon Electric and Forest Grove district traffic to Willbridge, rather than interchange with the P&W at the UP's Brooklyn Yard. The BNSF and P&W has wanted to do this for some time, but this is somewhat problematic to the P&W due to the added expenses of moving this traffic over the relatively steep grades of the Cornelius Pass line, and the time required to run completely around the trains in Banks. The P&W wanted to be compensated for this added expense over interchange at Brooklyn. The BNSF has therefore agreed to pay an increased fee per car to cover this. The good news of this is that when the gridlock hit the Brooklyn Yard the service change was already starting, just in time to avoid serious traffic blockages at Brooklyn. The bad news was that having both the service plan change and the Brooklyn Yard plugged up caused some confusing times for the Portland & Western.

Bob Melbo states: "...many of you have risen time and again above the call of normal duty to help set things right, only to see your efforts negated by the next day's problems." Bruce Carswell continues: "The result of all this has been long hours, frustration, and a sense that no one knows what is going on. The short answer is that we are very aware of the problems and are working diligently to try and find solutions. ... I have had several conversations with the UP management today that make me cautiously hopeful that UP is finally starting to address some of the problems. I'm not expecting miracles but as the old saying goes, the first step in solving a problem is admitting that there is a problem. I would like to thank all of you that have put in the long hours and worked rest days to help keep this situation from becoming worse." Bob Melbo is also optimistic: "We have been having a daily dialog with local UP managers and upper management in Omaha, apprising them of the situation as it affects us. I am confident that UP will heal itself and 'this, too, will pass.' "

- adapted from letters to all employees, from Bob Melbo of the P&W and W&P railroads, as well as a similarly addressed memo from Bruce Carswell of the P&W and W&P.

### **A New Northern Pacific Book**

may be available soon: *Rails to Gold and Silver: Lines to Montana's Mining Camps - Volume 1: 1883 - 1887*. It is authored by Bill and Jan Taylor, members of the Western Montana Chapter of the NRHS, and will be softcover and have 120 pages. They hope to have the book back from the printer by the end of November. As soon as a copy is available, it will be sent to the NRHS Bulletin editor for review where all members of the National Railway Historical Society may see.

- from the Oct, 1999 issue of *Catenary & Coal*, newsletter of the Western Montana Chapter, NRHS, Corvallis, MT.

### **New Steam Locomotive for Vancouver Island?**

Don Clark, author of a steam news column in CTC Board, sends us word that it is his understanding that steam locomotive fan and excursion operator Ross E. Rowland, Jr, will be operating soon on Vancouver Island. Iron Horse Enterprises, Ltd, in which Ross and his son, Bob Rowland, are stockholders, is setting up a passenger service on a former Canadian Pacific standard gauge subsidiary logging railroad, the Esquimalt & Nanaimo. Iron Horse has been designated as the operator of a steam tourist excursion service to be called the Pacific Wilderness Railway Company, Ltd, which will have its headquarters in Victoria. Another firm, Rail America,

as been designated as the line's freight service operator. The rail line runs generally northwest out of Esquimalt, near Victoria, following the east coast of the island to the towns of Nanaimo and Port Alberni. Rowland is expected to run the excursion trains across Malahat Pass, about 30 miles north of Victoria (the entire rail line is over 100 miles long). For motive power, Rowland claims he will be using new locomotives from the Tangshan Locomotive Factory in China. An item in a Nanaimo newspaper in August has him buying four to six 4-6-2's. However, other sources say that, instead of the 4-6-2's, Tangshan persuaded him to buy part of a current production run of 2-8-2's, just like Susquehanna's 142, making Rowland an offer he couldn't refuse. Details of this new enterprise, including the anticipated start up date, should be forthcoming soon in a press release from Rowland.

Mr. Rowland must have a good reputation within the main line steam locomotive excursion field. For example, Iron Horse Enterprises is planning Amtrak-sponsored steam excursions out of Chicago next summer with C&O 614, which is being stored by New Jersey Transit at Hoboken. NJT is reported to be getting 614 ready for Year 2000 operations in their locomotive shop, including the installation of some state-of-the-art train control Equipment in 614's cab, most likely to meet Amtrak requirements for use at Chicago.

#### **Boeing Grant to Northwest Railway Museum**

The effort to build a restoration shop for the Northwest Railway Museum's Snoqualmie Valley Railroad has received a \$10,000 grant from the Boeing Company.

Construction of the shop is projected to cost \$414,000, not including volunteer contributions of labor from museum members. With this grant, this is approximately 75% funded. The current plan is to construct a facility 36 ft. wide and 124 ft. long. This shop will allow the group to perform maintenance and also allow for the restoration of steam locomotives. The plans are to start construction in May of 2000. An additional phase of construction is also planned, which will add an additional 124 feet to the roof line. This section would act as a locomotive shed, and allow all of the museum's locomotives to be stored under cover.

- from the November, 1999 issue of *The Sounder*, the newsletter of Northwest Railway Museum, Snoqualmie Wash.

#### **The Astoria Riverfront Trolley Started Up**

using San Antonio Car #300 on Tuesday, June 18, 1999. The car runs weekdays from 3 PM to 9 PM and on weekends from 10AM to 9PM. For \$1.00 per boarding, the passengers can ride as long as they want. As the trolley is operated by volunteers, the schedule is determined by the availability of crew. Places served include East End Mooring, Maritime Museum, the shops of 14th, 11th and 6th streets, Columbia House Condominiums, the Maritime Memorial, the Astoria Red Lion Inn, and Portaway Street. The passenger count has been quite good.

- from the Fall, 1999 issue of *The Transfer*, newsletter of the Oregon Electric Railway Historical Society.

The **Oregon Electric Railway Historical Society** reports that they now have full electric operation of their electric railway equipment at the Antique Powerland Museum in Brooks. The current system is somewhat temporary, until additions can be made to the sensing circuitry of the transformer and modifications to the shunt circuitry can be made. The 180 kilowatt transformer is large enough to handle the needs of the system, but they also need to have an oversized 400 amp circuit breaker for motor starting and other short bursts of current. The electricians working on the installation originally refused to connect the system when they found that the circuit breaker was too large to protect the load that it was connected to, but the OERHS was granted a temporary permit for the installation. Some safety problems did become apparent during the operation of the cars during the 1999 Brooks Steamup, and the Australian open car was damaged in a collision. Operations procedures are under development to prevent this type of problem from happening in the future.

- from the Fall, 1999 issue of *The Transfer*, newsletter of the Oregon Electric Railway Historical Society.

#### **Book on Railroads to Seattle Available**

*Orphan Road: The Railroad Comes to Seattle, 1853-1911*, by Kurt E Armbruster, Washington State University Press, Pullman, 1999, 264 pages, \$39.95. Armbruster delves into the various political wheeling and dealing concerning land grants and charters. He details the preference of then-Secretary of War Jefferson Davis for a southern route to the Pacific Ocean and some of the financial shenanigans occurring on Wall Street that both helped and hurt the development of a northern route to the Pacific. Orphan Road ends with the Chicago, Milwaukee, St. Paul and Pacific Railroad's arrival in Seattle in 1911.

- from the November, 1999 issue of *The Sounder*, the newsletter of Northwest Railway Museum, Snoqualmie Wash.

#### **News From Sumpter Valley:**

One of the original switch engines, the #100, has been discovered still operating in Idaho for by J.R. Simplot on their standard gauge track. There is some exploration into the possibility of getting the locomotive back to its "home" in Oregon.

Construction has started on the new Engine and Machine Shop, though progress is slow.

With the lack of active volunteers to fill all of the depot positions, an area of the Dredge State Park Information Center has been set up to sell tickets and Gift Shop items in addition to the operation at the McEwen Station. So far, this operation seems to be working well and increasing publicity.

- from the August-September issue of *The Stump Dodger*, Sumpter Valley Railroad Restoration, Baker City, Oregon.

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## **Summary of Minutes, Chapter Membership Meeting, Oct. 15, 1999**

Called to Order by President Hickok, 7:41 pm.

**Treasurer's Report:** None Available.

**Vice-President's Report:** Program tonight is a slide show about the line from Albany to Toledo, OR. Some prints are at front of room also.

**National Director's Report:** Visit to Scranton National Director's Meeting. National NRHS library received donation of \$100,000.

**Activities:** Chair is setting up annual dinner for the middle of March. Meeting next month is Christmas Party, pot luck and gift exchange.

**Membership:** renewals will be passed out later.

**Rolling Stock:** Work has been done on the RDC's roof. Mt. Hood was worked on and batteries checked. Mt. Hood will be ready if needed for government outing planned on P&W soon.

#### **President's Report:**

President has meeting soon with Mayor Drake of Beaverton. The Mayor is supportive of our efforts to try to find a home in that area. President is still working with railroad on a number of issues regarding our future home proposals.

Sale of AS-616 is still being worked out.  
Holiday Junction at OMSI discussed.

Chapter has been presented with a draft storage agreement with the P&W for equipment storage.

Lawsuit: Issue is now eligible for arbitration. The SP&S #700 has been given permission to come to OMSI for Holiday Junction.

General P&W / W&P items discussed.

**By-Law Changes:**

A Quorum was declared in examination of the number of members present at the meeting.

4.4.01 Old Language: Nominations to have at least 2 candidates. New Language: Nominations to have 1 or more candidates. Proposed change approved unanimously.

5.5.02 Old Language: 3 term total. New Language: 1 year term and serve as long as the chapter wishes. Proposed change unanimously approved.

**Other:**

Rich Carlson went to the national Director's meeting also. Tucanna and Starucca viaducts reported to be spectacular and worth seeing.

Voter's Guide for chapter voting to press this week.

New Membership Chair reports that a new membership guide will be coming soon.

President thanked outgoing officers.

Willamette Shore Trolley will have a Christmas run for the Christmas Ships.

The Association of Oregon Rail & Transit Advocates wants the state to take over the P&W line for operation of a commuter railroad service between Beaverton and Wilsonville.

Adjourn at 8:42 pm.

**Chapter Timetable #447 - January 2000**

**Monthly Board of Directors Meetings:**

Jan 13, Feb 10, 7:30 pm. Rm 208, Union Station. (Thursday evening of week prior to membership meeting.)

**Monthly Membership Meetings:**

Jan 21, 6:00 PM, Feb 18 St. Mark's Lutheran Church, 5415 S.E. Powell Blvd. (Third Friday Evening of every month.)

**Chapter Library:**

will be open January 22 and 29 from 1 to 4 pm.

**Swap Meet:** The 22nd Annual Railroadiana & Model Railroad Swap Meet, sponsored by the Columbia Gorge Model Railroad Club and the Pacific Northwest Chapter, NRHS will be Saturday, March 11, 2000 10:00 am to 4:00 pm at the Collector's Market, 8900 N. Vancouver Avenue in Delta Park, Portland, Oregon. Table Rent is \$14 per table and \$10 each additional table. General Admission is \$3, children under 12 free with an adult. For information contact Doug Auburg, c/o CGMRC, 2505 N. Vancouver Avenue, Portland, Oregon 97227, or call (503) 288-7246 any time (lv msg), e-mail: dauburg@vintagead.com

**Upcoming Membership Meeting Programs :**

**January: .**

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**

**PNWC-NRHS**

**Room 1, Union Station**

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**Portland, Oregon 97209-3715**

**Voice: (503) 226-6747, Fax: (503) 230-0572**

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**http://www.easystreet.com/pnwc**

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**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.

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Results of Elections Unavailable at Press Time

**From The Library Committee:** The library was open Dec 18 from 1:00p.m. to 4:00p.m. but was not open on Dec. 25 in observance of the Christmas Holiday. In our on going effort to expose our membership to the library, a limited number of books and videos will be brought to the regular monthly membership meetings for check out. You may return the materials to the library or the meetings. If you would like a book or video on a specific topic brought to the meeting, please call and leave a message. (503) 226-6747 - submitted by Judy Hall.

The *TRAINMASTER*  
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