



September 1996

Amtrak's Seattle-Denver Pioneer Will End Service On November 10

by Jim Loomis

According to a press release obtained from Amtrak this month, Train #'s 25 & 26, the *Pioneer*, will end its Seattle-Portland-Denver run on November 10, 1996. The train, cut back to three-times-a-week in the previous budget cutbacks, has lost ridership, and can not recover its costs. It joins the Los Angeles-Chicago *Desert Wind*, the St Louis-San Antonio segment of the *Texas Eagle*, and the Boston-Albany section of the *Lake Shore Limited* into the fading history of rail passenger service.

Amtrak was forced to make these choices due to accelerated funding reduction by Congress. Amtrak asked for \$250 million just to maintain the present level of service, but Congress and President Clinton are allowing only \$200 million. This is a far cry from the \$750 million to over \$1 billion Amtrak required each year in the past, and credit must be given to Amtrak for improving service overall, while reducing dependency on federal subsidies. The railroad is looking ahead to no federal subsidy by the year 2002 (5 years!).

42 cities will lose all Amtrak service as of November 10. Here is a listing of the cities no longer in Amtrak's immediate future, preceded by the eliminated train:

The Pioneer-Greeley, Colo.; West Cheyenne-Borie, Laramie, Rawlins, Rock Springs, Green River and Evanston, Wyo.; Ogden, Utah; Pocatello, Shoshone, Boise and Nampa, Idaho; Ontario, Baker City, LaGrande, Pendleton, Hinkle-Hermiston, The Dalles, and Hood River, Ore. (Amtrak states that The Dalles and Hood River would be served by the *Empire Builder* at Wishram and Bingen-White Salmon, Wash.)

The Desert Wind-Milford, Utah; Caliente and Las Vegas, Nev. (Las Vegas might be served by a short-distance train in the future.)

The Lake Shore Limited-Pittsfield, Worcester and Framingham, Mass. (To be replaced by bus.)

The Texas Eagle-Poplar Bluff, Mo.; Walnut Ridge, Newport, Little Rock, Malvern, Arkadelphia and Texarkana, Ark./Tex.; Longview, Dallas, Fort Worth, Cleburne, McGregor(Waco), Temple, Taylor, Austin and San Marcos, Tex.

Phoenix and Tempe, Ariz. lost direct Amtrak service this year. Southern Pacific received permission to abandon the Wellton (east of Yuma)-Phoenix line, and Amtrak would have had to provide maintenance expense (about \$2 million a year) to keep the line for direct Phoenix service, as well as being the only user of the line. An Amtrak Thruway bus now serves Phoenix via Coolidge.

While the loss of service will hurt, Amtrak is compensating by increasing the frequencies of certain trains that had been less-than-daily service. The *Empire Builder*, Portland's remaining direct connection to Chicago, will return to daily service between Portland/Seattle and Minneapolis/St. Paul. Also returning to daily service are the *California Zephyr*, the *Crescent* and the *City of New Orleans*. The *Three Rivers* (New York-Philadelphia-Pittsburgh) will be extended to Chicago, daily, via the route of the former *Broadway Limited*.

The Pacific Northwest Chapter of the National Railway Historical Society, as a non-profit corporation, can not directly support of any specific rail passenger service. Members must encourage support on their own. The best way to do this is two-fold: First, *write your members of Congress and your state's governor* to support rail passenger service, and second, *utilize the service*. Part of the reason service is declining is that while people are writing, far less are actually using the service! It is your tax money paying for the service.

The National Association of Railroad Passengers also encourages your support. A copy of their standard form for writing is on page 6.

The author wishes to express his appreciation to Amtrak for providing the information used in this article.

The TRAINMASTER

is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society, published monthly for the benefit of its members. Articles which appear in *The Trainmaster* do not express the official National Railway Historical Society position on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source. Please address contributions, correspondence, and exchange copies of newsletters to:

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MEMBERSHIP in the PNWC-NRHS is available as follows:

Regular....\$30/yr.

Joint.....\$35/yr.

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

DEADLINES

The deadline for each issue of *The Trainmaster* is the 20th of the previous month. Submissions may be made on floppy disk, in Wordperfect, MS Word, or ASCII formats. *The Editor reserves the right to edit or hold material at his/her discretion.*

CHAPTER TIME TABLE No. 408

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, September 12 & Thursday, October 10, 7:00 P.M., at Room 208, Union Station. Enter through the main entrance, turn right two times, past the magazine stand, first door on left at hallway to Wilfs.

MONTHLY MEMBERSHIP MEETING Friday, September 20 & Friday, October 18, 7:30 P.M., at St. David's Episcopal Church, 2800 S.E. Harrison. The business meeting will start promptly at 7:30, with the newsreel and program following a short break. Refreshments will be available; please bring some money to feed the "kitty," so it can continue to feed us!

WEEKLY NO-HOST LUNCHEON every Saturday, 12:00 Noon, at the Semaphore Restaurant at S.E. 17th & S.E. Holgate Blvd. Our group is in the back. Come on down!

ROLLING STOCK WORK SESSIONS are planned to prepare cars for leases. Contact Richard Gray (657-8250), or Peter Rodabaugh (771-8545) for an update.

LIBRARY/ARCHIVES WORK SESSION: Thursday, September 12 & Thursday, October 10, 1:00 P.M. to 4:00 P.M. at Room 1 & 1A, Union Station. Help is needed to get things organized and catalogued. Contact Bob Weaver (654-4274) for more information.

CHAPTER LIBRARY OPEN HOURS Saturday, September 21 & 29, & Saturday, October 19 & 26, 1:00 to 4:00 P.M. at Room 1, Union Station. Call Jim Loomis (253-3926) for appointments, if this is a difficult day and/or time for you.

EXTRA BOARD

PNWC-NRHS SPAGHETTI FEED: Friday, September 20, 1996 at St. David's Episcopal Church, 2800 S.E. Harrison, Portland, OR. Dinner will start at 6:00 P.M., followed by a program and chapter meeting. Contact Darel Mack at (503) 654-5017 for more details.

GREAT NORTHWEST RAIL ADVENTURE: Saturday & Sunday, October 19 & 20, 1996. Call Room 1 (503) 226-6747 for brochure and order form, if you haven't received one by this time.

SEPTEMBER 20 MEETING PROGRAM

Program begins after business meeting

Operation Lifesaver

To be presented by:

Everett Cutter

OCTOBER 18 MEETING PROGRAM

(Surprise, surprise???)

To be presented by:

Richard Parks

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

CHAPTER BUSINESS

PNWC-NRHS BOARD MEETING August 8, 1996 SUMMARY of MINUTES

Call to Order: President Bob Terkelsen called the meeting to order at 7:10 P.M.
Present: Terkelsen, Ackerman, Hickok, Rodabaugh, Johnson, Schuler, Mack, Weiler, Ordway, Larson & White.

Reading of Minutes: The minutes of the 7/11/1996 board meeting and 7/19/1996 membership meeting were approved with some minor corrections offered.

Treasurer's Report: Maxine Rodabaugh reported the account balances. The final payment has been received from POTB for car lease. The annual tax return has been completed and filed. There are no unusual expenses to report at this time.

President's Report: President Terkelsen reported that the nominating committee will be appointed at this month's membership meeting. Brent Larson will be the board representative/committee chairperson. 4 additional members will be needed to serve on the committee. Larson will research which positions are up for election this year, and report at the membership meeting. he president also extended a special *Thank You* to the secretary for his excellent work this year.

Standing Committee Reports

Finance Committee: Vice-president Ed Ackerman reported that the committee has not met, since there have been no requests to consider.

Excursion: Dick Ordway & Ralph Johnson reported for Irv Ewen. There was not a quorum at the 6/28 committee meeting. The committee wishes to thank George Hickok, Janet Larson & Jim Loomis for helping prepare the trip flyers for mailing. Between 3,400 & 3,500 are ready to go to the post office. There were a number of questions from the board that were discussed, including the break-even point for the trip and the fare for car hosts/officers/board members

Rolling Stock: Ed Ackerman & Bob Terkelsen reported on a number of activities and problems. Some progress has been made on preparing the locomotives at Terminal 4 for movement, but because one of the engines was moved without wipers in the bearings, there has been some damage that will need to be assessed. Hopefully,

the bearings will stand the move to W&P trackage. A long discussion followed on the status of our equipment collection: what we own, what condition the equipment is in, and what we ought to consider for the future. A number of ideas were discussed: the general feeling is that we have more equipment than we can take care of, and we ought to be realistic about this. **MSC Mack/Ackerman** that the committee present to the board at the December meeting an inventory of equipment that we own, including a list of items that might be considered surplus. George Hickok reported that the action of the board at the last board meeting regarding the COTS on the Red River was in error: the terms and conditions of the lease do not specify that the lessee is responsible for the COTS, and as a result, we are responsible for at least a part of the cost. **MSC Larson/Mack** that the secretary be directed to send a letter offering a settlement on the bill for the COTS.

Activities: Darel Mack reported the picnic is set for 8/17 at Brooks. Hours are 11 A.M. to 5 P.M., with lunch served at 1:00 P.M.. Half-chicken and pop will be offered for \$2.00. The spaghetti feed is set for 9/20 at the church. Fliers have been prepared, and are available for distribution. Maxine Rodabaugh will cover the health inspection. The board has no objection to Patty Hoffman offering items from the Hoffman estate for sale at the spaghetti dinner.

Library: Ralph Johnson reported that the committee met on 7/20, with 4 members present. The library will be open regular hours, meaning the last two Saturdays of the month. There is not enough manpower to staff the library every Saturday. George Hickok has agreed to donate a new air conditioner to the Library. Ralph Johnson is working with the station to see about electric service for the new air conditioner.

Membership: Ralph Johnson reported that a number of ideas are in the works to boost membership in the organization. Making the Spaghetti feed a guest night has been suggested.

The TRAINMASTER: Jim Loomis reported the next issue has been printed, and will be mailed soon.

Concessions: Maxine Rodabaugh provided the board with some information on the financial details of the concession operation. The booth was manned only for the first weekend of the steam-up. The weather was better the second weekend, but we were

not open.

Programs: Bob Terkelsen reported that he will be doing a slide show this month, Operation Lifesaver will follow the Spaghetti feed, and October is still open.

Old Business: Ralph Johnson is still working on getting the movie screen at the church repaired. There is still interest in having business cards for the chapter. Information on the art work used for the chapter letterhead needs to go to Ralph Johnson for further action. With all of the changes at national, it has been suggested that we make sure our membership records match with their records. Maxine Rodabaugh will follow-up on this. Ordway brought up the matter of the bond debt. Copies of the prospectus were provided to all present. After some discussion, **MS Ordway/Mack** that Rolling Stock and Finance committees identify assets that could be sold to pay off the debt, with the plan to be ready for approval by 12/96. **MSC Schuler/Ackerman** to table consideration until the next meeting.

New Business: Terkelsen has appointed Ralph Johnson as chair of Membership committee. The Finance Committee is being asked to get together with other committees and get the financial reports to the board as specified in the bylaws. Ackerman reported that the Blueberry Festival theme next year will be Railroad. The chapter is being asked to participate, similar to Rail Fair. The festival is held in Cornelius the last full weekend of July. More information to follow. Jerry Schuler reported that the hearing was held regarding the pedestrian overpass at Union Station, and that the proposal has been approved with no changes. Once again, the possibility of an excursion to the Oregon - Oregon State civil war game in Corvallis in November has been suggested. Excursion Committee to follow-up on this idea.

Good Of The Order:

Amtrak will eliminate the *Pioneer* due to budget cuts. See the Trainmaster regarding the Roots of Motive Power event in Willits, CA (*expired in August issue-editor*).

Meeting Adjourned at 10:14 P.M.

Call Board: Membership meeting on 8/16, Picnic on 8/17, Board meeting on 9/12.

Respectfully submitted,
George Hickok, Secretary

CHAPTER BUSINESS

PNWC-NRHS MEMBERSHIP MEETING August 16, 1996 SUMMARY of MINUTES

Call to Order: President Bob Terkelsen called the meeting to order at 7:39 P.M. Members and guests were welcomed, and reminded to sign in.

Reading of Minutes: The minutes of the 7/11/1996 board meeting and 7/19/1996 membership meeting were posted. The secretary has been out of town on business and has not yet been able to prepare the August board meeting minutes for posting.

President's Report: President Terkelsen reported on several items from the national newsletter, including the dues increase. Ralph Johnson has been appointed chairperson of the Membership committee. Sarah Ackerman will continue as co-chairperson.

Vice-President's Report: Ed Ackerman reported that the Blueberry Festival theme for 1997 will be Railroads. The chapter has been asked to provide a display of equipment similar to rail fair. The festival is held the last full weekend of July in Cornelius. There is trackage available for display of equipment.

Treasurer's Report: Maxine Rodabaugh reported the account balances. Postage for mailing of flyers for the October trip has been paid, as have all current bills. The final payment has been received from POTB, and is included in the balance. There was a question from the floor regarding material provided to Gordon Zimmerman for consignment sales: Maxine reported that we received an inventory of what was sold, and payment for the material. There was also a question regarding the income from the Montana lease. Maxine related the history of the situation, and the feeling of the board that what we are owed for the Montana trip is about the same as what we may owe for the Tillamook trip that didn't happen, and as a result the whole thing (best case) is more or less a wash.

National Director's Report: Gerald Schuler reported that his report on the convention is in *The TRAINMASTER (August issue-editor)*. National reports that the master for the video tape (This is the tape that was not good enough for broadcast use) has been lost (*destroyed was the word relayed-editor*).

Standing Committee Reports

Finance Committee: Ed Ackerman reported that the committee has approved a request from the Library committee for \$150.00 to be used for wiring for a new air conditioner in Room 1A.

Rolling Stock: Ed Ackerman reported on the work on the locomotives at Terminal 4. An extension has been received from the Port due to problems with the 700 group finding a place to move their equipment. The committee is suggesting a person be assigned to each piece of equipment to focus efforts so that more progress can be made in getting problems fixed.

Excursion: Maxine Rodabaugh reported that the October trip is moving along. The fliers have been mailed, and 10 orders have been received so far. Fare is \$345 double and \$375 single occupancy. Final arrangements are moving along with Amtrak and the Ridpath. Next committee meeting will be held on Tuesday, 8/27 in Room 208 at 7:00 P.M. MSC Rodabaugh/Edgar to approve a budget for the trip. Hickok reported an attempt to secure a first-class car for the trip was not successful.

Activities: Special thanks for moving and setting up the booth at WAPL in Brooks. Darel Mack reported the Picnic at Brooks is tomorrow, 8/17/96. Chicken and a can of pop for \$2.00, same as last year. Pot luck, bring your own table service. Spaghetti dinner will be on 9/20 at the church. Flyers are available. Dinner is \$5.00 for adults, and \$3.50 for children 12 and under. Dinner will be served at 6:00 P.M., with Everett Cutter presenting Operation Lifesaver to follow. A brief business meeting will close the evening. Patty Hoffman will offer items from the Hoffman estate for sale at the dinner, proceeds to benefit the Hoffman estate.

Library: Ralph Johnson reported the committee met on 7/20, and has reduced hours back to the last two Saturdays of the month.

Membership: Ralph Johnson reported 35 have signed in, including 1 guest. The next 3 months we will be having a membership drive: all members are asked to bring a guest to the meetings.

The TRAINMASTER: Jim Loomis reported that *The TRAINMASTER* has been mailed.

Spring Board Meeting: Jerry Schuler reported the committee has met, a plan is being reviewed. The event will be April 4, 5, & 6. A number of volunteers will be

needed.

Concessions: Marilyn Edgar reported on the proceeds from sales from the steam-up at Brooks. Manpower was not available for the second weekend. The new tee-shirts are still available in larger sizes. Mugs are on order.

Programs: Tonight will be Bob Terkelsen on Trolleys: Museums and Static Displays. September will be Operation Lifesaver following the spaghetti dinner. October will be Richard Parks. Additional programs are needed: contact Bob Terkelsen if interested.

Old Business: Ralph Johnson reported that work on repairing the movie screen is still in process.

New Business: Brent Larson has been appointed chairperson of the nominating committee. Marilyn Edgar, Nina White & Cora Jackson will serve on the committee. Terkelsen read a piece from the Central Oklahoma chapter called "Ways to Kill a Chapter" (*see page 7 of this issue-editor*).

Good Of The Order: Amtrak is still facing funding problems. Several routes will be eliminated, including the *Pioneer (details in this issue-editor)*. Tri-Met has received the first low-floor car for the west side light rail operation. The tunnel has broken through, opening date for the Westside line remains 9/98. The Toledo chapter will be getting a caboose from the W&P. The caboose is currently at Toledo. Dick Samuels will be attempting to start a rail museum at the site in front of OMSI. The first-class lounge at Union Station has opened. Cost was \$300,000.00 to remodel that area of the station. The pedestrian bridge over Union Station is more or less a done deal, and will be built as proposed.

Meeting Adjourned at 9:02 P.M.

Call Board: Picnic at Brooks on 8/17, Board meeting on 9/12.

Respectfully submitted,

George Hickok, Secretary



A Lasting Gift

Support the Chapter: Remember the Chapter in your will. You will certainly be remembered for many generations of railfans and historians to come! Contact the president for more details.

State, local entities catch an early ride on expanding trains

The enthusiasm for Willamette Valley rail service comes as Amtrak struggles to stay on track financially and politically

From the July 25, 1996 issue of **The Oregonian**

By **GORDON OLIVER**
of *The Oregonian* staff

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State and local governments are more willing to spend money on passenger rail service stretching from Eugene to Vancouver, British Columbia, while Amtrak struggles for political survival in Washington, D.C.

Washington state signed a deal last week to buy two new Talgo "tilt" trains for runs between Portland and Vancouver, British Columbia. Amtrak is negotiating to buy a

third Talgo train for service in the Northwest, with all trains beginning operations as early as 1998.

In Oregon, county and city governments in the Willamette Valley have pledged to spend \$11 million in rail system improvements. Gov. John Kitzhaber has promised rail supporters that he will ask the Legislature to match those funds with money from the state.

That show of local and state support allowed Sen. Mark Hatfield, R-Ore., to push for an \$11 million federal match for Willamette Valley rail improvements.

Hatfield's proposal last week won the support of the Senate Appropriations Committee, of which Hatfield is chairman, and is headed toward a full Senate vote and final talks in September between a House-Senate conference committee.

Service on the Portland to Eugene corridor is holding steady at about 5,000 passengers a month on trains and Amtrak buses that run between Portland and Eugene.

The growing momentum in Oregon and Washington for creating a high-speed rail corridor comes as Amtrak faces another national crisis in funding. The House recently voted to dramatically cut Amtrak's subsidies for operations and capital improvements, which had been declining steadily.

Amtrak fared much better in the Senate Appropriations Committee, which approved \$650 million for operations, capital improvements and improvements to the busy Washington-to-Boston corridor. That figure is double the amount of the House's funding proposal, said Amtrak President Thomas Downs.

"That's the difference for us between life and death," said Downs, who Wednesday was in Portland for a meeting of the National Passenger Railroad Corp. board, established by Congress 25 years ago to operate Amtrak.

Two factors have contributed to the growing political support for expanded rail service, in Oregon.

First, the Legislature's fight about funding for Portland's south-north line ended with a political compromise that is drawing money into rail improvements. Second, Hatfield's decision to retire from the Senate at the end of this year created a sense of urgency among local government officials to get federal money while the state's powerful senator remained in office.

The legislature's light-rail funding compromise created a \$375 million fund that local governments could use for their own transportation projects. Amtrak hired as a consultant Rick Rolf, a former Hatfield aide, to persuade city and county leaders in the Willamette Valley to spend some of their windfall funds on rail improvements.

That money won't be available until 1999 and only if the light-rail project becomes a reality. But Kitzhaber promised his support of a state match for any local pledges, and Hatfield also promised to work for federal funding.

The result, Rolf said, was an irresistible deal for local governments. "It was amazing to watch this thing unfold," he said. "We surprised even ourselves."

Pledges to contribute to the fund so far have come from Linn, Marion and Benton counties and Eugene, Albany, Salem, Keizer, Corvallis and Canby. Lane County has made no decision, and Springfield voted against making a contribution.

All of the funding remains uncertain. The transportation windfall fund will exist only if the south-north rail line is built. Future city councils or county commissions could refuse to honor the pledges. And state and federal funding remains in the proposal stage.

Still, rail officials think the discussion has created, for the first time, a strong base of grass-roots support for rail in Oregon.

"I think it's much more positive than it was a year ago or even six months ago," said Bob Krebs, a rail planner for the Oregon Department of Transportation.

Dave Stimac Earns Promotion

Congratulations to Dave Stimac on his recent promotion from Union Pacific engineer to Manager of Operating Practices, Laramie subdivision (Cheyenne to Green River), Wyoming. This is the position formerly known as "Road Foreman of Engines."

Dave was an active member of the Pacific Northwest Chapter, serving as museum chair until this promotion.

-information provided by Ken Lantz

The date has changed, but the need is greater than ever!!! Use this letter from NARP as a guide to get your message to save rail passenger service to the right people. For further information, contact NARP at the address or phone number shown at the lower left of the letter.

SAVE OUR TRAINS!

When the new Congress meets in January 1995, attempts to eliminate or significantly reduce funding for Amtrak—the only intercity passenger train service in the United States—are expected. Just like any other form of transportation, Amtrak depends on federal support. If that dries up, so will the trains.

The virtual elimination of Amtrak funding is on a list of suggested budget cuts prepared by the Republican staff of the important House Budget Committee. Also, it appears that the Clinton Administration's support for Amtrak may be weakening.

Congressional efforts to dismember Amtrak must be nipped in the bud. If you want passenger trains to survive—tell Congress! Your representatives will listen to you! Write a brief note or post card to these four people—the President, your two Senators and your Representative:

The President	The Honorable _____	The Honorable _____
The White House	U.S. Senate	U.S. House of Representatives
Washington, DC 20500	Washington, DC 20510	Washington, DC 20515

Any local library, or city or town hall can tell you the names of your Members of Congress.

Some reasons to save Amtrak:

- **Loss of Amtrak trains would harm peoples' mobility.** Many smaller communities served by Amtrak are poorly served by other forms of public transportation—or not served at all. Air travel to smaller places is expensive, and bus lines are disappearing. Many types of people—elderly, disabled, students, those with medical conditions who cannot fly—need trains as a travel option.
- **Federal investment in Amtrak has fallen, but investment in highways and aviation has grown.** Considering inflation, from 1982 to 1991, aviation spending is up 97%, highways up 25%, Amtrak down 36%. No mode of transportation can do without federal support. Had other federal government expenditures been reduced correspondingly, there would be no federal budget deficit.
- **Travel on Amtrak rose during nine straight years.** In 1991, Amtrak accounted for 6.3 billion passenger-miles, up from 4.2 billion in 1982. After dropping to 6.1 billion in 1992, Amtrak bounced back to 6.2 billion in 1993. Problems directly related to funding reductions have restrained further growth.
- **Use of Amtrak is greater than use of the pre-Amtrak rail system.** Amtrak's passenger-miles in 1993 were 24% above the 5.0 billion intercity passenger-miles handled by private railroads in 1970—when there were twice as many trains on a much larger route structure.
- **Amtrak's coverage of operating costs from commercial revenues has risen.** In 1983, Amtrak covered just 54% of its operating costs, but was up to 79% in 1991.
- **Amtrak is energy-efficient.** Amtrak consumes just 54% of the energy per-passenger-mile that domestic airlines consume (according to the Oak Ridge National Laboratory, *Transportation Energy Data Book: Edition 13.*) Amtrak's energy efficiency has improved over time, and will improve even more as corridor speeds rise and as new equipment arrives. Rail is the most energy-efficient mode capable of attracting people from cars and airplanes.
- **Amtrak is good for the environment.** Trains create less pollution because they use less energy. The same is true for work to improve tracks. Since most rail rights-of-way are underutilized, improving them costs less and has far less environmental impact than a new airport or highway, and can be done with much less disruption. One rail line can carry the equivalent of 16 highway lanes.
- **Amtrak is safe.** On a per-mile basis, motorists are eight times more likely to be killed than Amtrak passengers.
- **Amtrak workers and contractors pay taxes.** Amtrak employs nearly 25,000 people. Tens of thousands of car builders and supply workers depend on their employers' Amtrak contracts. The taxes on their salaries and on sales of supplies to Amtrak exceed Amtrak's Congressional funding.

National Association of Railroad Passengers
900-2nd St., N.E., #308
Washington, DC 20002
Phone: 202/408-8362

The National Association of Railroad Passengers is an independent group supported by individual members. We seek to improve America's transportation system and environment by improving passenger trains. Write or call for membership information.

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EXCERPTS FROM THE NRHS NEWS

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WAYS TO KILL A CHAPTER

(Courtesy of Central Oklahoma Chapter's *The Dispatcher* - adopted from Oklahoma Jaycee Manual)

1. Don't attend meetings but if you do, arrive late.
2. Be sure to leave before the meeting is closed.
3. Never have anything to say at the meeting - wait until you get outside.
4. When at the meeting, do nothing, then go home and do nothing.
5. The next day, find fault with the officers and other members.
6. Take no part in the organization's affairs.
7. Be sure to sit in the back, so you can talk freely to another member.
8. Get all the organization will give you, but don't give the organization anything.
9. Never ask anyone to join the organization.
10. At every opportunity, threaten to resign and try to get others to do so.
11. Talk cooperation, but don't cooperate.
12. If asked to help, say you don't have time.
13. Never read anything pertaining to the organization.
14. Never accept an office - it is easier to criticize than to do things.
15. If appointed to a committee, never give any time or service.
16. If you receive a bill for dues, ignore it.
17. Don't do any more than you have to, and when the others willingly and unselfishly use their ability to help the good cause along, then howl that the organization is run by a clique or 'the good ole boys'.

WE NEED NEW MEMBERS!!!

Each of us should know someone who might be interested in membership in the N.R.H.S.

Bring them to a meeting soon!

WANTED: RAILROAD EMPLOYEES

The NRHS VP-PR is compiling a list of members of the Society who currently work or used to work in the railroad industry. All names and employers will be held confidential and such information will not be released without prior written approval from the employee. This is merely a preliminary study for future development. Please ask the members of your chapter who are current or retired railroad industry employees to send a note or postcard stating which railroad organization they are/were employed by to: Dick Davis, P. O. Box 278, Strasburg, PA 17579-0278. Or, if the member has a question, they may call in the evenings at (717) 299-6786 or Tuesdays during the daytime at (215) 557-6606.

JOURNEY'S END

The following members of the Society have passed away recently - we join their families and friends in remembering their lives:

Donald R. Archer - Central New York
Warren E. Black - Blackhawk
Michael L. Cooke - Watauga Valley
W. Clair Endy - Hawk Mountain
Robert H. Rack - Potomac
William Gano - Pacific Northwest
Wayne L. Heber - Cincinnati
Gary C. Hellegas - Roanoke
Leland Jackson - Pacific Northwest
Norman S. Kerr - Associate
Charles R. Lloyd - Baltimore
Cad H. Morrison - North Alabama
Marcus M. Pearson - Heart of Dixie
Russell T. Pilkington - Lake Shore
Stewart R. Robinson - Atlanta
Harold Semichy - Central Coast
Wilbur G. Sherwood - New York
John M. Stellanor - Hawaii
Carlyle A. Wiggins, Jr. - Collis P. Huntington
William Zergiebel - Wisconsin
Edith I. Barber - Collis P. Huntington
Royce W. Carpenter - Bluewater Michigan
Bronette Ehrlich - Washington D.C.
Orville A. Feder - Bluebonnet
Robert F. Foster - Intermountain
Duane S. Gunnison - Central Coast
Robert F. Heinichen - St. Louis
Ray S. Hewitt - Pacific Northwest
Stearns R. Jenkins - Champlain Valley
Alvin B. Kiger - Washington D.C.
Paul A. Mooney - Mohawk & Hudson
Charles R. Paddock - Intermountain
Harold S. Pendleton - Pacific Northwest
Cyrus H. Righter - Pacific Northwest
Frank E. Sager - Bluewater Michigan
Richard Sharp - Central Florida
H. Stephen Spacil - Mohawk & Hudson
George W. Thamakas - Washington, D.C.
Eugene W. Wulfekuehler - St. Louis
C. Myron Zerr - Kansas City

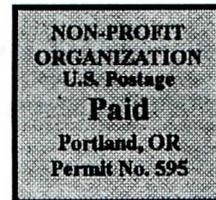
COMMITTEE CHAIRS

Activities: Darel Mack, (503) 654-5017
Meeting Program Coordinator: Bob Terkelsen, (503) 399-1882
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ADDRESS CORRECTIONS REQUESTED