

The



TRAINMASTER

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



March 1997

Chapter Web Site Makes Progress

By Glenn Laubaugh

About one year ago, I started developing a "World Wide Web" site for the chapter. An explanation about that system of computers called the "internet" and the development of the "world wide web" as part of the internet appeared in the announcement about the web site submitted to *The Trainmaster* about one year ago. The web site costs us nothing, as the internet service is donated by EasyStreet, On-Line of Beaverton, Oregon. They provide internet access to several local radio and television stations (KEX radio and KGW TV among them) as well as a few other prominent commercial organizations.

The initial material placed on the "web site" was simply basic information about the chapter and the NRHS. It soon developed into more than that. A section was soon developed listing all the other chapters on the "web" that I could find. I had searched all of the chapters and there simply was not such a list in existence on any of the other "web sites" operated by other chapters. This section has grown more and more popular as time has gone on, and in January of 1997 alone it was accessed by 101 people. However, in February of 1997, the Washington D.C.

chapter, the Rochester, New York chapter, and several other chapters asked that our list be used as a common reference by all the other chapters. This would help all of the chapters currently on the web keep in closer contact with one another. Therefore, traffic at this list will probably increase over the next few months as more chapters start linking to it.

For those who are interested in making a link to this list from their web pages, here is the URL:
<http://www.easystreet.com/pnwc/about/other-NRHS-WWW.html>

Back in April of 1996, I drew up a few maps in Adobe Illustrator featuring railroads in Oregon. I attempted to show how the railroad lines in the North Willamette Valley changed over time. A few corrections, additions, and modifications have been made since then, but the basic purpose has remained the same: to show how the railroads have changed in the area over time. This is by far the most popular section of our "web site," the list of maps having been sent out some 1,294 times alone in January, 1997.

Our "welcome mat" - the first thing someone sees when they come to our web site if they don't specifically ask for something else - has not fared badly either. It was accessed

some 319 times during January of 1997.

One of the first things I also included was a list of railroads and railroad resources located on the "web" and other parts of the internet. Although there are better lists out there, it helps those who find our web site find other material of interest to them. The most popular section of that area has been the list of railroads serving Oregon that are featured on the "web" - either on their own company "web site" or on a separate railfan's web site. That section was accessed 174 times in January, 1997. A close second was our list of railroad companies themselves with web sites, and that list was sent out 161 times during the same month.

Several chapter members have contributed the use of some of their photos from their collections for use on the web site. Bob Jackson and Pete Rodabaugh have the most material there so far. I have placed these photos in a separate "Pacific Northwest Trains" section. That area hasn't been quite as popular as I thought it would be, but on the other hand that section of the web site hasn't been around that long, so possibly that will change as time goes on. The directory of various photo sections was accessed 190 times during January of 1997.
(see Web Site on page 3, col. 3)

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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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. 414

REGULAR RUNS

BOARD OF DIRECTORS MEETING Thursday, March 13 & Thursday, April 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, March 21 & Friday, April 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 transport to storage. Contact Richard Gray (657-8250), or Peter Rodabaugh (771-8545) for an update.

LIBRARY/ARCHIVES WORK SESSION: Thursday, March 13 & Thursday, April 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, March 15 & 22, & Saturday, April 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

ANNUAL CHAPTER BANQUET: Saturday, March 15, 1997, at The Crossing, 900 W. 7th Street, Vancouver, WA. Orders were due in to Darel Mack by March 6. The 1996 Jack Holst nominations, election and recipient announcement will take place at the banquet, due to the late date. See page 4 for nominees and information.

SWAP MEET: Saturday, March 8, 1997, 10 A.M. to 4 P.M., 8900 N. Vancouver Ave., Portland, OR.

NRHS SPRING 1997 BOARD MEETING: April 4, 5 & 6, 1997, in Portland, OR. Contact Gerald Schuler, Chapter National Director at (503) 285-7941 for schedule of events.

MARCH 21 MEETING PROGRAM *Program begins after business meeting* **Los Angeles Transit Lines**

To be presented by:
Bob Terkelsen

APRIL 18 MEETING PROGRAM **Covered Bridges of Linn County**

To be presented by:
Roger White

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

Chapter Meeting February 21, 1997 Summary of Minutes

Meeting called to order at 7:45 P.M. by George Hickok.

Budget: The Board has approved the draft budget presented by the Finance Committee and recommends approval by the membership. Revenues are expected to be down by \$10,000 from \$40,000 in 1996 to \$30,000 this year. Our prospects for excursions are very bleak. In 1996 we spent \$37,000, \$28,573 for Supporting Services and \$8,500 for program expenses. **MSC Auburg/Parks** that the budget be approved as presented.

Chapter Banquet: Banquet is the 15th of March at *The Crossing* in Vancouver.

Spring '97 National Board Meeting: 58 total delegates and spouses registered so far. The system is working well. Meeting is April 4-6 at the *Imperial Hotel*. Next Committee meeting will be March 5. Next step is the planning and preparation process. Sign-up sheets on side table for various events. Chapter volunteers will have first call on any open seats at the Chapter's cost. Volunteers are asked to wear a Chapter golf shirt with "staff" on it. Sign up to buy your shirt.

Museum: Glenn Laubaugh reported. We have a display at the Washington County Historical Society consisting of things that we've displayed in the past in our

museum car. These displays have been mentioned in area newspapers.

Rail Sensations: Richard Carlson reported. Rail Sensations (who produced the Union Station centennial cachets last year) has the right to produce a card. These would be sold as card/envelope packages. Preliminary pricing has a cost of \$4.50-\$5.00 cost. We'd have to sell them for \$8-\$10 per package? Would people be willing to buy them? There was a low response from the audience. Only 100 of the 400 sets we'd have to buy are expected to be used at the Spring National Board meeting.

Excursions: We were going to attempt to run the "Bend Circle Trip" over Mother's Day weekend this year. Approval has been delayed and it's been decided to shift it to the fall.

Ralph & Helen Jack: They have bought a 14' wide mobile home. Work needs to be done to improve the property to allow in installation of the trailer. The trailer is not furnished, they need furniture. Volunteers are needed. Call Roger White to arrange to help. Donations are being coordinated by Nita White.

Jack Holst Award Winner. George Hickok asked the three most recent former winners of this award (Roger White, Pete Rodabaugh, and Jim Loomis) meet to decide on the 1996 winner in time for the Chapter banquet.

Programs: Bob Terkelsen needs programs. Bob has programs for tonight and next month. But nothing is scheduled beyond April. Contact Bob with your ideas.

Meeting Adjourned 9:00 P.M.

Respectfully submitted,
Doug Auburg, Secretary

Thanks!!!

to members for your donations above the annual dues. In a difficult time for the Chapter, it is truly great to see everyone doing their part to pursue the Chapter's long-range goals. With the possibility of a great location for storage and restoration of Chapter equipment, the future is indeed a lot brighter! Our Chapter library, archives and museum are also seeing more patronage. All of the committee chairs express their appreciation, and look forward to serving you in the years to come.

Web Site

(continued from page 1)

ing January, 1997, with each of the various photo sections accessed less than that.

My thanks for each of you who have submitted suggestions, comments and compliments about our web site. I plan to continue to improve it as time and material permits.

Pacific Northwest Chapter, National Railway Historical Society

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

Internet resources donated by EasyStreet on-line, Beaverton.

1996 Jack Holst Award Nominations

Due to the presence of a large agenda for the Chapter this year, nominations for the 1996 Jack Holst Award were not finalized until the end of the February 21 Chapter business meeting. Now that they are complete, here they are...

George Hickok has been a member of the Chapter since 1994, and has already demonstrated his abilities and value to the Chapter. George has many a long day, apart from his full-time job, helping to maintain the Chapter's rolling stock. George has replaced many windows, charged many batteries, cleaned up many carpets-and this is just the beginning! As Chapter secretary in 1996, George has written much correspondence and maintained the Chapter's minutes in great detail, providing an accurate record for future reference.

Glenn Laubaugh, another 1994 implant to the Chapter, took on the duties of museum chair from Dave Stimac, who was transferred to another job away from the area. Glenn has demonstrated his abilities in presenting our Chapter to the world, via the Internet, with our own Web page, provided by Easystreet in Beaverton. Glenn has also put in time on repairs to the rolling stock. Glenn has initiated another Chapter first-a display of our museum exhibits, courtesy of Washington County, Oregon.

Transition

The thrill and awe, and ahead it waits restrained

In temporary trace, impatient to come alive,

Black and gleaming, straining to resume the drive.

From distant places to here the rails have gained,

Power and majesty a moment have remained,

Then with hail! and bell and warning scream did contrive

Rods and great wheels toward other horizons then strive.

The Steam Locomotive, this great Nation entrain'd.

Then Progress, impatient, removes from the easel

A lifetime picture of smoke, whistle and steam

And gives instead a growler called Diesel,

No more a boy pauses to look, wonder and dream.

The living spirit from the rails has flown

Never to respond to that brass air-horn tone.

-written and contributed by Orin Knee

Ralph Johnson, a member since 1993, has been a great asset to the library and archives, primarily through the board as contact (he is a member of the Board of Directors, as well), and has volunteered many Saturdays to man the library. Ralph has also been a public relations representative on the Chapter excursion to Spokane, having performed similar duties on the **AMTRAK Coast Starlight** run from Portland to Eugene a year ago.

Due to the late announcement of nominations, a write-in vote for a "floor" nomination will be printed on the ballot form.

The election of the winner will take place at the Chapter Banquet on Saturday, March 15. Members attending the banquet will receive a ballot. Ballots will be tallied and the winner announced before the end of the banquet.

NOIBN -*

-Walt Grande, Chapter Historian

The Northwest Rail Museum will sponsor a trip behind SP 4449 from Portland to Pasco, to Yakima, over Stampede Pass to Auburn and back to Portland, staying overnight in Yakima, on June 14-15, 1997. They are also planning one-day trips to Wishram and return, with a barbecue lunch at Wishram. Again SP 4449 will provide the power. Trips are scheduled for Saturday, June 7th and again on Sunday, June 8th. More details as to costs and schedules will be forthcoming.

Death came to Henry R. Griffiths on February 6th in Boise, Idaho, from a heart attack. Hank was 80 years of age and had been in health care facilities for several years. In the opinion of many railfans, Hank was one of the finest rail photographers in the country, specializing in the railroads of the Pacific Northwest and the Rocky Mountains. A collection of his photographs will appear this year in Trains Magazine. Some of his movie films were released on video a couple of years ago.

The City of Astoria, Oregon has acquired BN's right of way through Astoria for \$20. The trackage is not currently used by BN. It will be placed in the Railbank program so BN can get it back if it later needs the line. Astoria plans to build a pedestrian trail on the right of way.

A report indicates that SP&S 539, now at Esther Short park in downtown Vancouver, may be moved to the Columbia Gorge Interpretive Center in Stevenson, Washington. SP&S (GN) 2507, which was moved from Maryhill to Kennewick, Washington a few years ago, is still at Kennewick and no restoration work is being done on it. Since the organization in Seattle that sparked the move had financial problems, little has been done to restore the locomotive. It apparently is still owned by Klickitat County, Washington.

Recently, while passing the BNSF terminal on 9th Avenue I noticed a Santa Fe diesel in blue and yellow, and a Santa Fa diesel in red and silver (a warbonnet). While crossing the Columbia River bridge to Vancouver I noticed a westbound BNSF train headed by three BNSF units in the new green and orange color painted on their new units. On February 24th BNSF 1111 was at Hoyt Street in its green and orange paint.

Mr. A. D. McLennan, 16/14 Currie Crescent, Kingston ACT 2604 Australia, is interested in all aspects of the Southern Pacific Railroad and would like to hear from others with the same interests as he does.

Paul Hobbs of New Zealand, who has visited room 1-A on many occasions doing research on the SP&S Ry., has prepared a book on SP&S cabooses, that was recently published by Great Northern Pacific Publications, Rt. 4, Box 572A, Bonners Ferry, Id. 83805. Price is \$28.95.

The collection of maritime photos owned by the late Lawrence Barber, former maritime editor of the *Oregonian* has been donated to the Oregon Maritime Center and Museum, 113 S. W. Front St., Portland, Oregon 97204.

Working on the railroad: When working as chief clerk for the CB&Q RR an elderly couple came into the office. They had gone to Savanna, Illinois on a trip. While waiting for their return train they asked a railway employee outside the depot, "Where do we catch our train for Oregon?" The employee answered "over there." They went over there and in the meantime their train came in and left leaving them stranded. So they had to get a motel for the night and catch the next day's train. They wanted the railroad to reimburse them. The railroad employee thought they wanted to go to Oregon, Illinois, a station about fifty miles east of Savanna, instead of the State of Oregon. A subsequent conversation with one of the passenger reps working on the train indicated the railroad had paid for the motel room.

** Not otherwise indicated by name. A term used in railroad tariffs to indicated that if a commodity is not specifically named it is covered by this item in the tariffs.*

NORTHERN PACIFIC RAILWAY

HISTORICAL ASSOCIATION



MAIN STREET OF THE NORTHWEST

See Stampede Pass Go Back In Service Dec. 7, 1996

Join NPRHA member, Jack Christensen, as he and the crew of BNSF 1039 Extra East make the first commercial run over Stampede Pass after the extensive rebuilding effort during 1996. The line was put back into service after being mothballed in 1983. Jack is the senior NP engineer still active on the BNSF's Pacific Division. His first run was made in 1944 when he handfired a Q-4 in helper service out of Auburn, Washington.

This time Jack brought his video camera to record the historic trip. The company assigned three branded new GE Dash 9-44CWs to move the 108 grain cars filled with 'fresh air,' over the NP's fabled Stampede Pass through the Cascade Mountains of Washington State. With 13,200 horsepower coupled to the headend of the 3,000 ton consist, BNSF 1039 Extra East had no problem with Stampede's ruling grades of 2.2%. The only limiting factor on the run was the 'slow orders' placed on a great deal of the track while the extensive line rebuilding project continues.

Jack and Jeff Nichols have made their video footage available to the NPRHA to create this record of the second inaugural run over Stampede Pass since 1887. The video is being produced on broadcast quality equipment in two versions:

- A one hour highlight video showing the key points of interest on the first run with some of the history of the Stampede Line..... \$29.95
- A video of over three-hours showing every bit of video that can be found to document the run and the line's history..... \$49.95

The tapes are expected to be available soon after the first of January 1997. North American residents add \$3.50 shipping, others add \$5.00.

To order, send your mailing address and check, in U.S. funds payable to:

**NPRHA's Company Store
11232 Washington St. NE
Blaine, MN 55434**

-information provided by Michael Callanan

MILWAUKEE ROAD

SLIDE SHOW

SATURDAY MARCH 29

1 - 9 PM

KENT LIBRARY

212 - 2ND AVE. N.

KENT, WA.

COME FOR OUR 15TH ANNUAL SHOW!

MILWAUKEE RAILROAD AND RELATED TOPICS WILL BE WELCOME FOR A SLIDE AND MEMORABILIA SHOW. AS IN PAST YEARS, YOU ARE WELCOME TO BRING YOUR MILWAUKEE SLIDES, MODELS AND MEMORABILIA TO THE SHOW - OR JUST BRING YOUR ENTHUSIASM AND INTEREST TO SHARE WITH OTHER FANS OF THE GREAT MILWAUKEE ROAD!

PLAN TO ENTER OUR DOOR-PRIZE DRAWS
BRING A STAMPED, SELF-ADDRESSED ENVELOPE TO ENTER,
IN OUR DOORPRIZE DRAW-BOX, TO WIN RAILROAD
SOUVENIRS AND ALSO ENSURE YOU WILL BE NOTIFIED OF
THE 16TH ANNUAL SHOW NEXT YEAR.

-thanks to Ken Lantz for providing this information

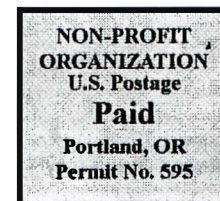
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