

The Trainmaster



September,
1999



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

Board of Directors Meetings:

September 9, October 7, Room 208, Portland Union Station, 7:30 PM

General Membership Meetings:

September 17, October 15 St. Marks's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 PM

Chapter Potluck

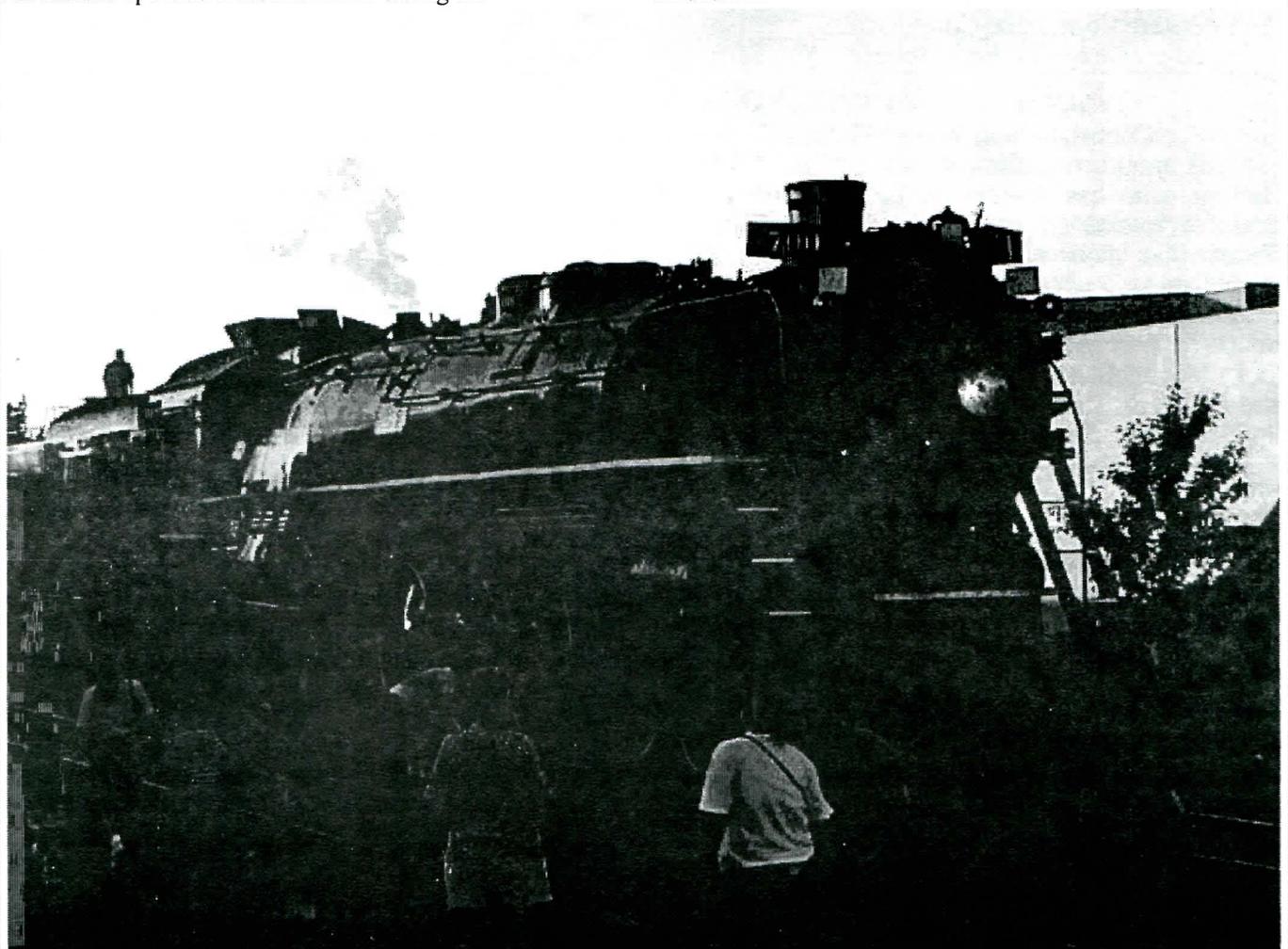
before the September meeting, at 6:30 pm. Call Marilyn Edgar at 236-7271 for more information

A Taste of Steam A Success!

The Chapter and the Pacific Railroad Preservation Association operated excursion trains during the

Taste of Beaverton in July. About 40,000 people attend this annual event in Beaverton. Tickets were sold at the event.

Photograph was contributed by member George Mickelson.



Walter Grande, By Jerry Webb

Walter R. Grande was a family man and a railroad man.

A native Oregonian his love of railroads began with Sunday excursions to Seaside, a big summer event. A World War II veteran, a 1950 University of Oregon graduate, he

joined the Chicago, Burlington and Quincy R.R. a vocation that provided a good living for his family--his wife, children and grandchildren who were especially precious to Walt. He loved to be with and would talk about them with anyone who would listen. The dust cover of a book Walt wrote has a color picture of Walt and his two grandsons in front of the 4449

steam engine.

Walt's working life was with the CB&Q in the Traffic Department, later advancing to administrative assistant to the vice-president of the Burlington Northern's Portland Region Marketing Department. When he took early retirement, he was treasurer of the BN International Services.

His avocation was railroads. In 1957 he joined the Pacific Northwest Chapter NRHS and served many capacities including Historian and Library committee chairman. He was the fourth member to receive the Jack Holst Award. He served as Sec/Treas 1958-60, Trainmaster editor 1958 thru 62, President 1960 thru 62, National Director 1964 thru 65. He was the chapter historian until his death. Walt was a three year president of the Spokane, Portland & Seattle Historical Society, a life member of the Railway & Locomotive Historical Society and a licensed practitioner before the Interstate Commerce Commission.

He co-authored *The Red Electrics--Southern*

Pacific's Interurban, co-edited *Rails Of The Pacific Northwest* and 4449 ALBUM and wrote many articles about railroads. His interest was trains of any kind. Just recently he was seeking information about the BNSF "Garbage" trains operating up the Columbia River to Roosevelt, WA.

Walt will long be remembered for a thirty year project *The Northwest's Own Railway--Spokane, Portland & Seattle Railway*, an extremely well researched two volume book telling everything and anything about the "North Bank Railway" operating between Portland and Spokane, and its many branches, subsidiaries, corporate history, finance, traffic patterns, operations, equipment, motive power and photos of every phase of operation. Walt left out nothing, seeking the help of dozens of people familiar with the railroad. The book is truly a labor of love, a lasting memorial to the man who loved railroads.

Walter R. Grande passed away Friday, August 13, 1999.

Railroad Books Nobody Reads: *Early Oregon Days*

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 in our library that show no activity on their check-out cards.]

Early Oregon Days by Edwin Culp, published in 1987, is an easy one to miss. At first glance it looks like another Oregon history about Capt. Gray and Lewis & Clark, stage coaches and river boats. Suddenly, on page 45, there is **Southern Pacific** in

big letters! There are lots of good pictures, maps and timetables. Portland to San Francisco \$20, Round trip to the beach \$3. The Red Electrics and the Shasta Limited. There are great pictures of engines, diners, mail cars, observation cars, and an uncle of the 4449 called the Seagull.

Then he does it all over again for the Northern Pacific, the Union Pacific, the Great Northern, the Spokane Portland & Seattle, and the shorter lines. I read it twice and loved it but almost passed it by because of the first chapter.

Mailbag

What a wonderful three days we had hauling 3,000+ people around Washington County! The July 16-18 excursions with SP&S 700 sure showed again that our world is full of "foamers" of all ages.

While many Chapter members helped with running the excursions it was very apparent to this newly active member that some of our Chapter members deserve Gold Metals for all the time and effort they put in before, during, and after the excursion was completed. People like George and George's family, Scott, Al, Judy, Janet, and Brent

put in countless hours getting the excursion organized and then put to bed. Without their efforts there would be no excursion and no need for us "day of" volunteers to show up.

A big thank you to everyone involved and especially to those that spent many, many hours getting this wonderfully successful trip organized and completed.

Arlen L. Sheldrake, PNWC member, Portland.

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

Kalakala by Chapter Member Gerald K "Jerry" Webb

At a recent Chapter meeting a "flyer" was passed around telling of a new historical society in the Seattle area dedicated to refurbishing the ferry KALAKALA. It occurred to this writer the history of this vessel and its relation to railroads would be of interest.

The ferry, in it's first life, has been described as a "hard luck" vessel. The writer takes his information from a two part book called *The Key*

Route., written by the late Harre W. Demoro, a famous and very knowledgeable railfan in the San Francisco Bay area as well as a columnist for bay area newspapers.

The Key System on October 31, 1903 began operations of electric interurban trains and local trolley lines in the Oakland-East Bay area and passenger only ferry boats on San Francisco Bay.

The company operated several ferries and KALAKALA's first life begins here.

The company's last two ferries were ordered on October 25, 1925 and were given the names PERALTA and YERBA BUENA. The ferries were described by company officials as "unburnable". Their reasoning was that the ferries were all steel except teak pilothouses. A quote from the June, 1927 issue of the company's employee magazine *Key Note*: "Words are inadequate things when it comes to expressing the perfect workmanship, the beauty of line and the elegance of finish of our two new turbo-electric ferry steamers, the PERALTA and the YERBA BUENA...It may be said that they are unsinkable and unburnable, as everything known to the shipbuilding industry has been embodied in these ships which would add to their safety and durability..." The ferries boasted a restaurant (even though the cross bay trip was only 20 minutes), a news stand, shoe shining stand, and "chairs are of the eccentric swiveling steamship type." There was even a ladies lounge described by the company as "quite an innovation in ferryboat arrangement", including "a palatial smoking salon for women." This, in a time when women rarely smoked in public. The employee magazine went on to tell of many other outstanding features of the new vessels. The part that claims the ships were unsinkable has turned out to be true...so far.

The PERALTA was apparently ill-fated from the beginning. After the ferry's christening it "...slowly...slid toward Oakland Estuary, then hesitated, a sign of bad luck." The YERBA

BUENA launching had no problems. The PERALTA completed her sea trials and entered service on March 18, 1927. Her troubles were just beginning.

She struck the end of the San Francisco ferry slip once, severing telephone cables. The event that really tagged her as a "jinx ship" occurred on January 17, 1928. Approaching the East Bay terminal, the passengers on the ship moved forward in a cluster to quickly get off the ship and obtain seats on the waiting electric trains. The PERALTA's deck dropped into the bay, sweeping a number of passengers into the water, and five passengers drowned. The PERALTA also apparently developed a reputation as the ship from which people would jump to commit suicide.

The ferry's San Francisco Bay service ended May 6, 1933 when fire swept the Oakland pier with the PERALTA in one of the ferry slips and the "unburnable" ferry was completely gutted. A little over five months later her hulk, which was still floating, was sold to the Sound Ferry Lines subsidiary of Puget Sound Navigation Co. The hull was used to build the streamlined ferry named KALAKALA, which entered service on July 2, 1935.

For 30 years this ferry was a popular symbol of the Seattle area and a common postcard subject, but the construction of the Space Needle changed that.

That is a brief history of the KALAKALA's first life..."built for one of the busiest and most efficient electric railways on the Pacific Coast."

From The Wire

Portland & Western / Willamette & Pacific

A new era in Oregon railroad history began July 5 when Union Pacific implemented its plan to significantly downsize car sorting and related activities at Eugene Yard, the historical hub of Southern Pacific's train operations in the Pacific Northwest since the late 1940's. Beginning with the daylight shift on July 5, all yardmasters and locomotive and car mechanical positions (except for a three-man road truck) were abolished. One yard engine crew remains employed each shift with a second switch crew on the afternoon shift to handle industrial customers.

The clerical force consists of one chief yard clerk on each shift and managerial personnel have been reduced to Wally Taubenkrau, Manager Train Operations (MTO) and Kathy Dedmore, Terminal Agent. In anticipation of this change, UP and Willamette & Pacific negotiated a blocking agreement whereby W&P consented to deliver its daily train to Eugene organized into two blocks of traffic, Roseville and Eugene, beginning June 29.

Upon arrival of the W&P train at Eugene UP crews set out the Eugene block and then handle the remainder of the train to Roseville for processing through the newly rehabilitated hump yard there. In addition, certain shipments originating on W&P and Portland & Western are being routed to UP via Portland, amounting to a third block and increasing interchange counts at Brooklyn. In return, UP furnishes locomotives for the W&P's Eugene Hauler and agreed to make separate blocks of W&P and P&W traffic coming into the railroads at Brooklyn. UP's original plan was to assemble most of W&P/P&W's traffic in a train originating at West Colton, California, adding additional traffic along the way at Roseville, Klamath Falls and Eugene. Execution during the first week was problematic. Some traffic, for example, ordinarily received at Eugene showed up at Brooklyn. W&P crews have also been called upon to perform a variety of tasks not previously required or contemplated under the new interchange service agreement.

As of late July, operating managers are having

conversations nearly every day with their counterparts on the Union Pacific to identify and address an assortment of problems accompanying implementation of UP's plan to downsize Eugene Yard. Both UP and W&P desire to "standardize" procedures for exchanging trains at Eugene but reaching that state has proven elusive. Most of the W&P/P&W traffic is now being assembled in Roseville, traffic added in Klamath Falls, and the plan is to also add a set of locally generated cars at Eugene before the W&P takes possession of the train. The plan to separate the W&P and P&W traffic received at Brooklyn continues to exist.

For the W&P/P&W there is an added incentive to see UP's program succeed. To help compensate the W&P/P&W system for the additional expense of "field" blocking, UP agreed to suspend the annual 15 percent rebate payable by W&P to the UP on revenue generated by interchange traffic exceeding 30,000 carloads. This arrangement was part of the original deal with Southern Pacific to lease lines to W&P. At first this provision seemed innocuous but as W&P traffic grew it became a significant amount of money yearly. The W&P rebate for the year ending February 28, 1999 amounted to more than \$206,000. In effect, every dollar of revenue received by W&P per carload starting with 30,001 was an 85 cent dollar. It has been the goal of the W&P to eliminate this obvious drain on income for a long time.

The chapter and the PRPA's "Taste of Steam" excursions, operated in connection with the annual Taste of Beaverton festival, carried more than 2,500 passengers. The train operated Beburg to Cook to Hillsboro to Beburg. The train capacity was a total of 300 seats. About 200 or so of the total 2,700 trip seats were "complimentary VIPs" for W&P/P&W employees and their families, whose free transportation was arranged as part of the package to operate the trips. Chapter and PRPA volunteers logged 503 volunteer hours, not including setup and cleanup, in connection with operating the trains and ticketing. P&W received a letter dated July 20th from Beaverton Mayor Rob Drake thanking them for making their track available for the excursions that helped make "the weekend a huge success."

Two more SD9s for W&P/P&W's motive power roster arrived last month from sister railroad Illinois & Midland and are undergoing shop work at Albany. The units, WPRR 1854 and 1855, were built in 1955. They were never rebuilt with original electronics and No. 6 automatic brake valves. They arrived with original dual control stands still in the cabs but the left-side installation will be removed before they enter service. The units lack dynamic brakes, and they were built heavier than the existing W&P/P&W SD9 locomotives from the SP. Both

weigh slightly over 371,000 pounds. These units will likely enter service at McMinnville and St. Helens. The new units will lessen the need for short-term rentals and temporarily increase the locomotive fleet count to 35. However, WPRR 1203 and 1204 are likely to find new homes soon with sister company Rail Link.

Work has been recently completed on the installation of 7,000 new ties between Sherwood and Newberg. New ballast and surfacing by railroad forces followed. As you read this, work should be well underway on tie and ballast replacement in the Newberg Yard, which will involve the main line as well as all yard tracks. Replacing these 1,600 ties will disrupt normal operations and may require some unusual arrangements. One of the yard tracks will be used for through movements while work is happening on the main.

Stimson Lumber Company has committed to ship at least 1,300 carloads yearly from Stimson-Forestex and will try to sell as much future product as possible by rail. Stimson is well aware that the deadly combination of deferred maintenance and low revenue is a problem on the Seghers District. UP and BNSF are also involved in the talks. Stimson recently got access to BNSF for this traffic, and this is adding about 10 to 12 new cars per month. Stimson is also considering adding woodchips and logs to the rail shipments. UP is looking at establishing a volume incentive program that would provide allowances above 1,300 lumber cars yearly that may also benefit this line south of Forest Grove.

July production at the Holland rail welding plant at V&S junction near Independence will include some rail for the W&P/P&W system. About 2.75 track miles of 100 pound rail was welded in July for installation on the line leased from the Port of Tillamook Bay between Shefflin and Banks. About 2.25 track miles of 133 pound rail was welded for relaying curves on the Toledo District in 2000. Holland's rail train will deliver the rail where it is needed before it leaves on a lease to the Union Pacific. The plant was scheduled to shut down from August to December due to cuts earlier this year in 1999's capital rail program by the Burlington Northern & Santa Fe. The UP decided to have at least two trains of rails welded at the plant, rather than start their lease in August, and therefore the plant will remain operating through August.

For the quarter ending June 30, 1999 the W&P/P&W reported combined operating income of \$891,800. Operating revenues of \$5.5 million were \$300,000 greater than expected but expenses

of \$4.6 million were disproportionately higher still, coming in \$600,000 over budget.

A Washington company signed a letter of intent on July 8 to build a \$160 million ethanol plant at Port Westward on property owned by the Port of St. Helens and leased to Portland General Electric. P&W had been confidentially working with Cascade Grain Products LLC of Federal Way, the Port of St. Helens and the Oregon Economic Development Department to site the facility on the Astoria Line. The plant should be under construction by early 2000. It may employ 85 to 125 workers and produce 84 million gallons of ethanol per year, plus at least 10 marketable by-products of the process. The primary means of

transportation for raw materials and finished products will be the railroad, and it will generate about 17,000 to 20,000 carloads per year. The entire P&W handled just over 23,000 carloads in 1998, for a comparison of the impact this plant will have on the region's transportation system. Most of the inbound grain will probably come as 110 car BNSF unit grain trains complete with run-through power. P&W plans to relay 36 miles of light track between Holbrook and Port Westward and install about 30,000 new ties. The goal is to upgrade to FRA Class III track between Portland and the plant.

- adopted from letters from Bob Melbo, W&P and P&W railroads, Albany, Oregon.

News From Sacramento

Board Of Directors Meeting And Convention, Sacramento, California, June 23 - 26, 1999

This was a joint convention of the National Railway Historical Society and the Railway and Locomotive Historical Society. About 1400 were registered. Business meetings were separate, but there were several rail tours for members and delegates to enjoy before and after the respective meetings. I selected were the City of Tehama behind UP 844 and the Feather River Express, which was scheduled to be behind UP 3985 to the Keddie Wye. Due to mechanical problems, this trip was pulled by a UP Diesel. Both trips used the restored classic UP passenger cars. They also had several Seminars and slide programs for attendees to choose from. I went to one on "Sierra: The Most Photographed Railroad in the World".

The Board meeting held on Friday was called to order by President Greg Molloy. He asked for Jim Leslie to give the invocation. Bruce Hodges, Secretary, explained the Roll Call procedure. Then he read the names of those listed as alternates. He then called for approval of the April 25 minutes as corrected. The motion was passed. (Rich Carlson later noted that the Board Meeting was attended by 5 of 8 National directors in the Northwest Region.)

Next Greg Molloy proceeded with his report. He began by thanking the Central Coast Chapter and the host joint Convention Committee for their efforts in setting up this Convention and meeting. Efforts are 99% complete in arranging a Society Insurance program for those Chapters who wish. Indiana University Press is offering some new and reprinted rail book titles to the membership at a substantial discount. Besides these items, there have been some lingering problems which are still not resolved. Greg also mentioned an enemies list, which included a lack of money, lack of staff, lack of time, Government and railroad indifference, vandalism, weeds, dry rot, etc. The National

Society enemies list does not include all of the people and other organizations, museums, societies, who have legitimately devoted to railroad history preservation. We all need to keep that in mind. We in the preservation field have too big a task ahead of us to waste time and resources fighting with each other. The National Society will continue to work first to avoid disputes, and second to get them resolved. When we must get involved, we will focus on items in the best interest of the total society and the rail history preservation movement. He is asking everyone to work together towards the same ends.

He continued by announcing the results of the railway heritage grants. He commended Jack Salt and his committee for working on this. The program received 28 requests for over \$108,000. They were able to make seven awards. The history of the Grants program from 1991 to 1999 has been to award 44 grants for \$103,680, including this year. The new awards were made as follows: Lehigh Valley Chapter, \$1,000; The Midwest Old Threshers, \$5,000; Friends of 261, \$4,000; Beaver Valley Junction Chapter, \$1,000; Hartford, Vermont and White River Junction Chapter, \$3,500; Rochester Chapter, \$3,000 for repairs to the Chapters Research Library; Ulster & Delaware Railroad Chapter, \$2,500.

In reports of Society Officers, Lee Dietrich announced that they will soon have a choice of pendant type or clutch type pin to be awarded to women for length of service awards. Terry Haldeman, Newsletter Editor announced the Newsletter is being resumed, and the next issue should be out soon. (It was earlier announced that a list of available books may be published in this issue.) A new web site < nrhs.com > is now on line, which receives about 1000 inquiries per day. Bob Heavenrich gave a brief Treasurers Report. 98.5% of the budgeted dues have been received, which is the highest amount at this time for years.

Donations have been coming in at a gratifying amount. Frank Tatnall's report was that Bulletin #3 is at the printer's with 120 Chapter reports. He is always looking for new articles and photo's to publish, particularly those from west of the Mississippi river. Duane Durr gave a Nominating Committee report on, and appealed to fill some Chapter vacancies by Sept. 15. The Finance Committee will be making year 2000 budget requests soon. Martin Swan, Emblem Sales, thanked Jack Riffe for watching his booth while he attend the Board meeting. He will present a request for permission to buy NRHS Jackets to sell, hopefully by fall. He reported that his items for sale are now listed in the Society web site. Lynn Burshtin reported that a new sheet of Membership statistics is available. She mentioned the payment structure for mid year dues. The year 2000 dues notices will go to the printers in early October. This year the Chapters will also receive with the dues notices a full roster of members. If any Chapter requires special handling of dues notices they should let either her or Bob Pinsky know. She mentioned the National Activities reports that had been distributed. She maintains a supply of Society literature that can be sent to Chapters for distribution at special shows or meetings. She has a

volunteer support staff of 9 people who can assist with Chapter requests.

In reports of Society initiatives, Larry Eastwood reported that both sessions of RailCamp are filled with at least 24 in each group. 20 states are represented, including 3 from Oregon. He thanked the sponsoring organizations and Chapters, and described some of the tours and activities. Willis Cude presented a new Chapter Charter request from the Western Colorado Chapter in Glenwood Springs. The motion to approve this request was approved. Under old business, events concerning the Alco Historic Photo project are continuing. Under new business, the 1998 Audit report was given and accepted. Judy Calvert announced that the 1997 Salt Lake City report should be finalized before the next meeting, as will the 1998 Syracuse report. She did receive a check for \$418.65 as the Societies final share from the Syracuse Chapter. They had previously paid a first installment of \$5000.00. Next, Joe Williams reported on the July 11-16, 2000 Convention in Stamford, CT. Pre-registration forms were distributed for those who wanted. Next Dr. Hall explained tentative plans for the June 18-23, 2001 Convention in St. Louis.

□The meeting was closed with the Benediction.
Gerald A. Schuler, National Director

MEETING OF MEMBERS AND CONVENTION, SACRAMENTO, CALIFORNIA, JUNE 25, 1999

The meeting was opened by President Greg Molloy, followed by the Invocation by Rev. Phillip Smith. The Minutes of the 64th Annual Meeting were approved.

Greg explained the NRHS is structured as a Corporation, and as such has an Annual Meeting of the Members in accordance with the By-Laws. There are two mandated purposes. One is to deliver a report on the status of the Society, and the other is to elect the Board of Directors. The third stated purpose is to amend any changes to the By-Laws, but there have been none this year.

The Annual report for 1998 will be published in the Bulletin issue #3. It is currently being worked on and should be sent to the printer's about July 15. The Society Financial information has been carefully audited. Income has been improving, and expenses are under budget while services are expanding. Donations to the Society have set another record in 1998. Full details will be included in the report. This will permit the Society to expand many programs, one of which is the Heritage Grant Program. The Society membership in 1998 declined 1%, down slightly from an all time peak four years ago. The Society is taking steps to deal with this slight downturn. Dues renewals have been coming in at a faster rate compared to previous years. No new Chapters

were Chartered in 1998, with total number remaining at 175. The Bulletin staff has been continuing to maintain tight fiscal controls while striving to produce a high quality publication. The 1998 Annual Convention held in Syracuse, New York, was attended by 846 registered NRHS members, and over 1200 total. Two weeks after the Convention the Society sponsored the first week long RailCamp at Scranton, PA, in conjunction with the National Park Service for persons 14 to 18 years old. Improvements and growth have occurred in the NRHS Library. They have restored several old 16 mm movies. During 1998 the National Office has processed 32 movie and slide program requests, 8 video rentals, 47 orders for Bulletin back issues, and responded to 409 research requests, of which 260 were received by E-Mail. In 1998 they made 9 Railway Heritage Grand awards.

The election of the Board of Directors in accordance with the listing distributed at the beginning of the meeting was moved, seconded, and passed. Then Greg introduced the officers and staff present. He asked Larry Eastwood to give a detailed explanation of the current RailCamp activities. Both sessions are now filled, with students from 20 different states. The VP Public Relations, Terry Haldeman, then explained the new members newsletter. The new web site, nrhs.com will be running soon. Greg then explained the

various hand-out materials. He had the several Regional Vice Presidents in attendance stand and be introduced. Next Greg explained the history of the Heritage Grants Program as had been done in the Board meeting, and announced the winners. This was followed by Lynn Burshtin, National Office Manager who explained the services available. Greg added that Bulletin #2 which contained the discount list from Rail oriented activities which was researched by Wes Ross.

Gerald A. Schuler, National Director

**Summary of Membership Meeting Minutes,
July 16, 1999**

No meeting minutes were submitted for publication in this *Trainmaster*. The secretary noted that membership meeting activities were minimal due to the chapter operating excursions on that same Friday evening.

Chapter Timetable #443 - September 1999

Monthly Board of Directors Meetings:

September 9, October 7, 7:30 pm. Room 208, Union Station. These meetings are on the Thursday evening prior to the membership meeting.

Monthly Membership Meetings:

September 17, October 15, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd., 7:30 pm. (third Friday evening of every month).

Quarterly Chapter Potluck:

There will be a quarterly chapter potluck at the March, June, September, and December meetings. For more information, contact activities chair Marilyn Edgar, (503) 236-7271.

Chapter Library Committee:

will have a re-organizational meeting on Saturday, September 11, 1999 at 10:00 am.

OMSI Holiday Junction Meeting: See Page 8

Holiday Junction will be December 18-29, 1999

Upcoming Membership Meeting Programs :

September: MANITOU & PIKE'S PEAK

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

Columbia Gorge Annual Show:

The Columbia Gorge Model Railroad Club will have their annual show on November 6-7, 13-14, 20-21, 27-28, 1999 at 2505 North Vancouver Avenue, Portland, 97236, (503) 28-TRAIN, Show will be from 10 AM to 5 PM. Adults \$4, kids 3 to 11 \$2 or \$1 with can of food for Portland Police Department's Sunshine Division. For information contact Phil Maggs, 4th Vice President of Public Relations. pmaggs@teleport.com



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

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http://www.easystreet.com/pnwc

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Assistant Editor: Glenn Laubaugh, (503) 655-5466

Circulation: Chuck Storz, (503) 289-4529

Please be sure to inform the membership chair at Membership Services, PNWC-NRHS, P.O. Box 2384, Portland, OR 97208-2384 of any changes in the status of your address.

Membership

in the Pacific Northwest Chapter, National Railway Historical Society is available as follows:

Regular: \$32/year, Joint: \$40/year

Membership prices include National Membership as well as membership in the local chapter. For more information, please contact the membership chair at the above address or phone number.

Trainmaster Contributions:

Contributions for the *Trainmaster* are most welcome. Deadline for each issue is the 20th of the previous month. Last minute additions may be made after that time, but publication can not be guaranteed. Contributions should be sent to the address, e-mail address, or fax at the top of this column, or be left in the mailbox in the door of Room 1, Union Station. Typed or word-processed material (**3 1/2" disk**, Mac or MS-DOS plain text) is preferred for legibility, but not necessary.

Committee Chairs

Activities: Marilyn Edgar, (503) 236-7271
Meeting Programs: See *Vice President*
Concessions: Jean Hickok, (503) 649-5762
Excursions: *Vacant*
Finance: See *Vice President*
Library & Historical Foundation: vacant
Membership: Ralph Johnson, (503) 654-1930
Museum: Glenn Laubaugh, (503) 655-5466
Public Relations: Gerald Schuler, (503) 285-7941
Publications: *Vacant*
Rolling Stock: Scott Bruce, (503) 297-6319
Chief Mechanical Officer:
Peter Rodabaugh, (503) 771-8545
Car Rental Agent:
Bob Jackson, (503) 231-4808
Safety: Judy Hall, (503) 699-5042

Chapter Officers

President ('97, '98, '99): George Hickok, (503) 649-5762
Vice-President: ('99): Darel Mack, (503) 723-3345
Secretary ('99): John Willworth (503) 284-8628
Treasurer ('98, '99): Janet Larson (503) 253-7436
National Director ('94, '95, '96, '97, '98, '99):
Gerald Schuler (503) 285-7941

Directors-at-Large:

Ed Ackerman ('98, '99, '00): (503) 649-6000
Scott Bruce ('99): (503) 297-6319
(Filled Vacancy, position opens at end of 1999)
Bob Jackson ('97, '98, '99): (503) 244-4440
Glenn Laubaugh ('98, '99, '00): (503) 655-5466
Al Hall ('99, '00, '01): (503) 699-5042
Ralph Johnson ('99, '00, '01): (503) 654-1930

Holiday Junction at OMSI is

scheduled for December 18-29, 1999. Thanks to last year's event, the 1999 show received a larger budget, broader advertising campaign, and more media sponsorship.

If you have any suggestions for new additions or any other ideas for this year's event, please contact Rachel Dressler at OMSI, 503-797-4677

Note From Vice President:

We Need Programs for Future Meetings!

<http://www.easystreet.com/pnwc/about/membership.html>

Now is the Time to Join The National Railway Historical Society!

People who become NRHS members, from September 1, 1999, to December 1999, will pay 1 year of dues for the year 2000, but receive the remaining months of 1999 in addition to that year. So, tell a neighbor, tell a friend, tell someone you work with about the Chapter. Membership information is available from the membership chair Ralph Johnson, 503-654-1930, and on our web site at the web page listed above.

- from the membership committee chair

The *TRAINMASTER*
Pacific Northwest Chapter
National Railway Historical Society
Room 1, Union Station
800 N.W. 6th Avenue
Portland, OR 97209-3715

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