



## Elections Night

Note: per chapter by-laws, absentee ballots only available by written request.

## Candidate Statements

### Candidate for President: Ron McCoy

The PNWC has a long and distinguished history of accomplishments, but that offers no guaranteed future for our organization. Our Chapter is rapidly approaching its 50th birthday, and if it is to survive another 50 it must have good stewardship, a strong vision, and an energetic membership. I was both honored and surprised to be nominated for the position of President for the 2004 term. I considered the responsibility that would place on me and also the opportunity for our chapter. In accepting the nomination, I am pledging to bring renewed enthusiasm and energy to our Chapter. I will endeavor to build upon the creative efforts of our recent board members and Presidents, furthering their vision of cooperation with other dedicated organizations such as ORHF, the PRPA and the POTB. Major tasks will be to build our membership, develop the full potential of the 2005 NRHS convention, and to build towards the future of a permanent home for the Chapter. This can only be achieved as a group effort, and if you are not willing to contribute in some fashion, then please vote for someone else. If you want to get this great organization moving down the right track, then "all aboard"! There's work to do!

Thank you for your consideration and support,  
Ron McCoy

### Candidate for Vice President: David Van Sickle

I do wish to be reelected as Vice President of the PCNRHS. We are entering an exciting period of our history. We are establishing our physical presence at Western Antique Power Land, we are embarking on planning now for the 2005 convention and we may even be thinking about a plan to restore some of our older cars.

For these challenging and exciting times, I definitely want to be a part of the PCNRHS role in these projects.

### Candidate for Secretary: James Long

Since taking over as interim Secretary in May, I have enjoyed the opportunity to serve the Chapter. The positive feedback I have received from Chapter members and from the board has been gratifying, and the constructive criticisms provided have been helpful in identifying those areas where I can improve my work. Your vote for me as Chapter Secretary for 2004 will allow me to continue to increase my level of service to the Chapter.

### Timetable #496

**Membership Meetings:** Dec 19, Jan 16, St. Mark's Lutheran Church, 5415 S.E. Powell Blvd. 7:30 PM **PLEASE ARRIVE AT OR BEFORE 7:30 AT OUR MEETINGS** If you arrive after 7:30 the parking lot door will be locked. You will need use the basement door on the West side of the building.

**December Program:** Christmas potluck and chapter elections. **Potluck starts at 6:30 am.**

**Board of Directors Meetings:** Dec 11, Jan 8, Room 208, Union Station, 7:30 PM

**Lending Library:** 1:30 to 4 pm Dec 20, check-out subject to **loan agreement.**

**There will be some books for sale at the December meeting.**

- Bill Hyde

### \$\$\$ NEEDED

#### Spreader - Flanger Move Fund

Your tax-deductible donations are still needed to help fund the move to Antique Powerland.

Send to: PNWC-NRHS  
Alan Viewig - MofW

Exhibit  
800 NW 6<sup>th</sup> Avenue room 1  
Portland OR 97209-3794

### **Candidate for National Director: Gerald Schuler**

#### **Candidate for Treasurer Kenneth I. Peters**

I have been a member of the chapter for some 25 years. I have attended most of the chapter meetings in this period. Over the years I have occasionally gotten involved with such things as pin sales for the Union Station neon sign and the Future's Committee. I put in and as is necessary maintain the phone system in the chapter's rooms at Union Station.

The coming months will be critical to the long term survival of this chapter. As much as I would like to remain only semi active with this group, it is all to apparent that without effort on the part of many that it will be a challenge for this chapter to survive in good form

Many people have put in a great deal of effort into this society. The best way to show my appreciation to them is to get seriously involved. It is likely that working with Ron will a reward in of itself.

#### **Candidate for Director at Large: Ralph Johnson**

I would like to serve as Director at Large again for the next three years. I have served in this position previously as well as one year as Vice President. I am knowledgeable on how the Chapter operates and am also a member of the 2005 Convention Committee.

I solicit your vote.

Ralph Johnson

#### **Candidate for Director at Large: Keith Fleschner**

My name is Keith Fleschner - the tall train nut! I'm running for one of the chapters' open Directors' Position. I'm thirty-six, have an eleven year old son (who's also a train geek!) and a lovely wife who tolerates our collective hobby. My love for railroads acquired an early boost from my grandfather - a retired Southern Pacific engineer. I'm also active with the Mt. Rainer Scenic Railroad in Washington. At Mt Rainer I've been working on a long term project to improve their shop facilities, I also work as a brakeman on their trains when needed.

I've been a chapter member since 2000 and in that time I've attended many of our excursions and activities, going from rider to assistant on board wrench. This year I was able to help with the Springwater trail event and the chapter's excursion to Wheeler. I've also had the pleasure of helping with our car which is being used by the Port of Tillamook Bay railroad. I am actively working on restoring our rolling stock and am leading the effort to return the baggage car to revenue service. Additionally, I'm helping with the current effort to move the Flanger and the Jordon Spreader to a permanent home down to Antique Power-land.

Part of my day job is worker safety and for this reason I volunteered to be the chapter's safety officer. I'm currently working to revise and update our safety policies. I want to ensure that our great record of keeping our members and the public safe continues.

For 2004 I believe that the chapter's most important goal is to prepare for the coming convention. Beyond that I feel that we need to work on gaining new members. I also feel that we need to look at finding new funding sources, as our ability to run excursions has been hampered by the current cost of insurance. I believe that all our rolling stock is valuable and at this time do not support selling any pieces.

In conclusion I have attended board meetings for the last three months discussing the Jordon Spreader and Flanger, if elected I am already somewhat up to speed on the issues facing the chapter. I would also make continued attendance to regular chapter meetings a priority.

Sincerely,

Keith Fleschner

#### **Candidate for Director at Large: Bill Hyde**

Hello, my name is Bill Hyde and I am running for the position of Director at Large. I have been a member since 1999. I have experience serving on the advisory board of the Association for Retarded Citizens of Multnomah County for 9 years.

The upcoming National Convention can become a recruiting tool for new members. Which we will need to keep our chapter running for years into the future. As our current membership ages with members no longer able to carry the load as they have in the past.

The chapter has an amazing collection within the archives which very few people have seen or know what is

contained on the shelves. This information would be a tool to attract new members doing research or modeling specific areas of the Pacific Northwest and the equipment of the Northwest. We can present this collection to the public so they will know what we have to offer.

I will work to attract new members and promote our chapter to the public at opportunities in the future. with the help of chapter members we can have a successful convention that will bring in new members.  
Thank You for your support.

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## 25 YEAR AWARD PRESENTED

Last spring several 25 year Awards were presented. Member Don Hunter could not attend the Annual Banquet because of a conflict. He suggested we hold the award until a time when he could come from Eugene to receive it at a Chapter meeting. An opportunity recently presented itself in Salem when Don was giving the program at the Awards Banquet for the Oregon Electric Railway Historical Society in the Truck Museum at Antique Powerland. Gerald Schuler, National Director presented the award at that time. There were several other PNWC members who attended that meeting. – Gerald Shuler

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### **Oregon Railroad Leader Dies** (part of *Oregon Railroad Association* from last month's issue)

*The following was printed in a February 3, 1961 Oregonian newspaper article. Selected items have been deleted by the typist (Arlen) that don't relate to Mr. Turner's long railroad career. This article provides some background to one of the individuals hired at the birth of the Oregon Railroad Association in 1934.*

Harold J. Turner, 70, retired railroad executive died February 1<sup>st</sup> while traveling in Florida.

Mr. Turner, who was born August 9, 1893, in Darke County Ohio came to the Northwest in 1913 and to Portland soon afterward, becoming general tax agent for the Spokane, Portland and Seattle Railway.

He began his railroad work by working summers in Greenville, Ohio, first as a section worker, then as a student fireman and brakeman. He began his full-time career in 1911 driving a one-horse dray for the Adams Express Co. (later the Railway Express), was an agent for a short time and then moved to Chicago as a clerk for the Pennsylvania Railroad.

In 1913, he moved to Vancouver Washington expecting to become a ticket agent for Northern Pacific but the man he was to replace decided not to resign. Mr. Turner then took a job as a station helper for the Spokane, Portland and Seattle Railway at Camas

He later became station agent at Camas, Plymouth and Goldendale before being appointed general tax agent for the company and moving to Portland. In 1933, he became industrial and traveling freight and passenger agent in the traffic department.

A year later he was named manger of the newly formed Oregon Railroad Association. In this post, he represented all of the major railroads in the state: Union Pacific, Great Northern, Southern Pacific, SP&S and Northern Pacific as their lobbyist in Salem.

He retired from that position in 1961, after 50 years of railroad service. During the past year he was co-coordinator of Gov. Hatfield's Oregon Welcome Committee.

Mr. Turner was a member of 35 organizations, including the Governor's Transportation Advisory Committee, National Tax Association, Council for Agricultural and Chemurgic Research, National Transportation Association, Portland Zoo Railway, Oregon Historical Society, Order of the Antelope, Coast Guard Auxiliary, and the National Railway Historical Society.

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### **President's Update, by Arlen L. Sheldrake**

As of November 15<sup>th</sup> the Chapter has received generous donations to cover the \$7,500 cost to move the Jordan Spreader and Snow Flanger to the Antique Powerland Museum. A big thank you to the following: James Long, Arlen Sheldrake, Kent Hutchens, Mildred Messmer, Roger White, William & Leena Riker, Ken Peters, and George & Jean Hickok. Total contributions to date are \$1,010 so we are about 1/7 toward our goal.

This Update marks my last as I complete three years as your Chapter President. I have truly enjoyed being of service to you the members of the Pacific Northwest Chapter. We have a very diverse membership and many, many diverse functions. As our 1997-2000 Chapter President George Hickok said at the October 17<sup>th</sup> membership meeting, being President gets one involved in a wide variety of *learning* experiences, I certainly agree with George. I would like to thank the Chapter Officers and Directors

for their support, hard work and dealing with my eccentricities. I would especially like to thank those that are *retiring*: Chapter Treasurer Alan Viewig and Directors George Hickok and Dean Petshow. I would also like to thank our active core of volunteers. As I stated early in 2003, my reasons for *retiring* are two-fold: 1) three years in one volunteer position is enough; 2) being NRHS 2005 Convention Chair is going to absorb all my available time. Please take a moment and consider how you can volunteer to help the Chapter. We all have skills, and as previously mentioned, our many diverse functions can and will use your expertise no matter what your expertise happens to be. Please, please don't wait for someone to ask you, step up and volunteer. I wish our new 2004 President the best and I will join you in asking our new President how I can help.

As of October 17<sup>th</sup> the Forest Discovery Center's Shay locomotive *Peggy* is now located at the new permanent display site. Congratulations to Mark Reed and the rest of the Forest Discover Center crew for their successful crane move. The disconnects have been returned from storage and are again part of the display with a fresh load of appropriately sized Stimson Lumber Company old growth logs. Underway is the building of the cover to keep most of the weather off the newly painted *Peggy*. It sure is nice to see *Peggy* getting this much-deserved treatment. Expect an announcement of the new *Peggy* display dedication in a future *Trainmaster*.

Many thanks to those **volunteering** to run for 2004 Chapter Officer and Director positions. With active participation like this we can continue Chapter operations. Now we need **you** to volunteer for one or more of our many Committees.

Upon the insistent recommendation of Kerrigan and Kyrian Gray I checked out from the Chapter **Lending Library** the 1995 National Geographic video *The Great Indian Railway*. This 60-minute video is, as they recommended, fantastic. Another item I enjoyed was *United Railways of Oregon*, a booklet authored by Harley Hallgren and John Due in 1961, one of the many items recently donated by Chuck Storz. These are a couple of the many informative gems available for check out as a member benefit thanks to our volunteers running and maintaining our Lending Library.

**Volunteer Opportunity:** The Chapter is looking for someone with some video equipment and skills to record some of our "*behind the scenes*" activities. Video segments such as getting our equipment ready to roll for a POTB excursion, maintaining our equipment during an excursion, rolling stock work parties, etc. This is a great opportunity to put your video skills to work while getting some rare opportunities to see these non-public activities. Let me know if you are interested in this fun volunteer opportunity.

Yes, I know June 2004 is a long way out but your Program Committee has booked our June 18<sup>th</sup> membership meeting for the **Forest Discovery Center** (formerly World Forestry Center). Our host and program will be presented by Mark Reed, Operations Director for the Forest Discovery Center, who will show his photos and share his stories of *Peggy's* move and the development of her new home. This will be an excellent opportunity to see *Peggy* in her new home as well as take the MAX Blue or Red line to the interesting Washington Park tunnel station. The Forest Discovery Center and our meeting location,

Cheatham Hall, is a very short uphill walk (about 2 blocks) from the west elevator.

Kent Hutchens reports that the City/Federal funded renovation of the **Eugene Railroad Station** began on October 21<sup>st</sup> and included a local media event. Ed Immel reports that the Albany Railroad Station renovation will begin this winter. Maybe next Legislative session we can get a third Amtrak Cascades train serving the Willamette Valley...

What do Riddle, Winchester, and Philomath have in common? They are all receiving logs by rail off the Portland & Western Railroad Astoria Line, a neat way to improve our highways. Some of these logs are interchanged with UP at Garlands Nursery (Ashahr) between Albany and Corvallis for delivery to CORP. Don't ask why PNWR doesn't deliver these loads directly to CORP, this is railroading not trucking.

A hearty welcome to **Bob Melbo** who has accepted an appointment to the Board of Directors of the Oregon Rail Heritage Foundation. The ORHF Board is composed of one representative from each of the seven organizations comprising ORHF and two at-large community members. Bob fills one of these two positions effective October 20<sup>th</sup>.

Fellow NRHS member Ed Immel is launching an effort with some key helpers to assist Polk County in saving and preserving the 1880s Oregonian Railroad narrow gauge **Perrydale Depot**. Let me know if you want to join Ed in this much-needed and noble effort.

The **NRHS Bulletin** content and printing is looking good. I'm sure a word of appreciation and encouragement to Jeffrey Smith, the new hardworking editor, would be appreciated. Email: [bulletin@nrhs.com](mailto:bulletin@nrhs.com) or 202 Monarch Court, Warwick PA 18974.

Many thanks to **Jim Davis** for the invitation to view on October 25<sup>th</sup> his two historic rail cars and see the major progress that is being made to restore the Mission Santa Ynez. Eight Chapter members enjoyed the combination show of historic rail cars and antique motorcars. Chapter members will be very pleased with the restoration of our former rail car. As an added bonus Portland & Western RR gave us an *impromptu* A-Line run-by both ways with a single SD-9, still in rusting SP colors, pulling long loads of mixed freight with engineer Bob Slover at the controls. Bob engineers the Linnton Switcher Tuesday through Saturday making the St. Helens run on Saturday.

As this is being finalized on November 15<sup>th</sup> I am very pleased to report that we are moving forward with moving the Chapter's **Snow Flanger** (SPMW 328) and **Jordan Spreader** (WPRX 4057) to Antique Powerland Museum. Many thanks to the Chapter team of Keith Fleschner, Pete Rodabaugh, and George Hickok for their work in getting this move organized. Thanks also to Wayne Grippin Construction & Building Moving, our contracted mover. We still need volunteers to step up to develop an interpretive MofW exhibit and preserve these artifacts.

Our planning for the July 5-9, **2005 NRHS Convention** continues to move ahead. On December 6<sup>th</sup> the five members of the National Convention Committee met with the Chapter Planning Team. Functional planning areas are getting organized. If you are not yet a part of this exciting Chapter 50<sup>th</sup> anniversary opportunity, let me know your interest.

The SP&S Historical Society Railroad Swap Meet is January 31<sup>st</sup> from 10 to 3 at the Portland Airport Holiday Inn Convention Center. Admission is \$2.

The revised schedule for publishing and distributing a new **Membership Directory** is June 2004. Our last directory was published 8/2001.

November 9<sup>th</sup> marked the completion of our 2003 coach lease agreement with the Port of Tillamook Bay Railroad. Many thanks to **George Hickok** for his 100s of hours and long days including early morning and late evening drives making sure the 6800 coach and equipment from others performed well for the POTB excursion patrons. Nothing like a 9:00 a.m. Wheeler departure to get one up early for a drive over the *hill*. The POTB RR used a total of 10 car use days, a significant increase over the 2002 contract. Be looking for a Chapter sponsored Spring 2004 POTB excursion thanks to George's efforts.

According to the history section of TRI-MET's web page at the 1920 peak Southern Pacific Red Electrics were running 64 scheduled trains between Portland and Lake Oswego on the Jefferson Line. With the November 5<sup>th</sup> City of Portland Council approval, the **Portland Streetcar** will be extended .6 mile from Portland State to River Place and connection to the Jefferson Line. The cost of this extension is estimated at \$15.6 million and will be completed for service beginning March 2005. The Council considers this extension to be a critical part of the North Macadam renewal area.

Joe Walsh, TRI-MET **Commuter Rail** Project Director reports November 7<sup>th</sup> that obtaining Federal funding has been

tough on all projects but especially this one. Hopefully approval will come this month for the Beaverton – Wilsonville project.

The Willamette Shore Trolley announces their annual **Christmas Lighted Boat Parade Trolley Trips** that depart from Lake Oswego on December 7<sup>th</sup>, 9<sup>th</sup>, 11<sup>th</sup>, 13<sup>th</sup>, 15<sup>th</sup>, 17<sup>th</sup>, 19<sup>th</sup>, & 20<sup>th</sup>. Advance reservations are required, call 503.697.7436.

The 7<sup>th</sup> **Street Station** restaurant, sports bar & lounge, formerly *The Crossing*, has been open for about 6 months in Vancouver at 7<sup>th</sup> and Jefferson. Still the same excellent railroad décor and historic railway cars. Open 7 days a week from 11 am to 10 pm, lunch and dinner menus, reservations 360.699.7200. Selected tables have good viewing of the BNSF Columbia Gorge route.

The Sellwood Car barn is no more. For excellent historical photos visit [www.pdxhistory.com](http://www.pdxhistory.com)

Our friends at the **Battleground, Yacolt & Chelatchie Prairie Railroad** in Yacolt WA are running Christmas tree trains on 11/28, 29, 30 and 12/6, 7, 13, 14, 20, 21 with 9:30, 11:30 and 2:00 departures. Reservations: 360.686.3559 or email: [justjoan@direcway.com](mailto:justjoan@direcway.com)

The November **Trainmaster** distribution: 255 Chapter members, 100 other Chapters, and 30 complimentary copies.

### **MofW Donations Appreciated**

### **Pleasant Holidays & Happy New Year !**

## **BOARD OF DIRECTORS MEETING**

**Ronkonkoma, NY October 19, 2003**

The meeting was opened by President Greg Molloy followed by the invocation given by Rev. Howard Walker. The minutes of the July 4, 2003, meeting in Baltimore, MD, were approved as mailed. Next Bruce Hodges named several new National Directors who were elected to the Board. Greg asked anyone who was attending their first Board of Directors meeting to stand and introduce themselves. Bruce named the officers who were running for election. The cut-off date for nomination had passed and since there was no opposition, they were elected unanimously. Then the Regional Vice Presidents were named and re-elected. Next Greg took the chair and made several Presidential appointments.

Greg started his report by giving thanks to the Twin Forks Chapter for all their work in hosting this meeting. He also thanked the Board of Directors, officers, and staff for devoting their time and energy to the Society for another year. He continued by stating that we can always use more help in the various committee positions. Last year there were many ideas under study for the Bulletin. We need to keep it on schedule. There are suggestions to convert the Bulletin to an 8 1/2 x 11 size publication and to explore Museum Newstand sales to broaden our exposure and be a source of income. Last year we tried to make some priority choices based on money and staff. #1 was to recovering quality, #2 was to get the publication back on schedule, #3 was converting to 8 1/2 x 11, and #4 was Newstand sales. This year we only have enough staff to handle #1 and #2. We have to use the same priority techniques with other programs.

Some areas where we are looking for help are Membership Records. We hope to have a back up program with 1 or 2 more people. We need help also in Public Relations and Membership Development combined, being able to use electronic submissions and represent NRHS in a positive manner. He would like someone to help in the Book Sales program. We need the NRHS News Extra Editor. There is a need for several persons to help with the NRHS By-Laws Committee. One concern is to work out a way to represent the Associate Members on the Board. There is plenty of room for extra help. Those able to help should see Greg.

Larry Eastwood discussed the Membership Awards function. 25 year Award pins are being sent out to those who qualify. He is currently editing the NRHS Extra and is trying to include all information in a timely fashion. They are also trying to enhance the library and provide a more valuable reference selection. The inquiries to the library numbered about 1500 last year. There are a lot of volunteers that respond to these requests. Bob Heavenrich gave his financial report. He explained some partial year figures showing selected parts of the budget that he had distributed in the Activities Report. Next Jeff Smith, Bulletin Editor, reported. They are trying to get back on schedule, which may change to a quarterly issue plus the Annual Activities issue sometime in the future. He explained the economics of this in conjunction with changing to 8 1/2 x 11 page size. Next Mitch Dakelman, Director Media Services, reported that he has been working on three film programs that ultimately will be placed in the Library. Greg introduced Mike Bettiol, Director Membership Records. He explained the procedure for dues renewal and

showed a sample of the new renewal form. Greg explained the background leading to this development. The printing dies for the dues forms were worn out and had to be replaced. If we had to replace them, we might as well make any necessary changes such as proper case lettering, postal bar codes, Zip + 4, etc. Even though the forms may be sent out late, Chapters will be given the same number of days before the second notices are sent out. Some questions were raised about the new wording that conceivably makes it easier for members to transfer to associate status. The consensus seemed to be to wait with the change until the second notice was sent out, but Mike said this was a trial and it was too late to change it back.

Next Wes Ross, Acting Chairman of the Operation Lifesaver program, took the stand. On the National level the number of people killed or injured in grade crossing accidents declined again in 2002. That is impressive since the number of drivers and mileage have increased. Unfortunately he could not say the same thing about trespasser casualties. This is getting to be a much larger problem. Six years ago the number of people killed while illegally trespassing on railroad property had surpassed the number of people killed at grade crossings. This number continues to escalate each year and is a tremendous problem to the Operation Lifesaver program. In addition the new National program is to develop guidelines for the light rail industry. There are many idiosyncrasies with the various light rail systems. The next issue of NRHS News Extra will contain an article about Operation Lifesaver. It will also contain a form for Chapters to return to Wes describing what they can do towards becoming involved. Then he mentioned that the 2004 discount mailings form have been sent out to Museums asking about participation by members. So far there has been a good response. He hopes to get it published by Dec. 1. Next Martin Swan, Director Emblem Sales, reported he did over \$1000 in sales in Baltimore. That was a record. The previous night he sold \$300. The Bulletin is the primary contact for members with an ad which lists items for sale. Another source of sale information is the web site [www.nrhs.com](http://www.nrhs.com). Jim Lilly, Director Internet Services gave his information in the Activities report. Besides that he has been indexing old copies of the Bulletin from 1934 to present on line.

Frank Ackerman, Trails and Rails Program reported. This program was originated by the National Park Service in the 1990's, by the efforts of one NPS Management person. All the involvement by NRHS began in 1999. NPS wanted the program to be brought into the northeast on the Vermonter and the Adirondack. Both are now being narrated by members of NRHS during the summer time. This past year the NPS has also placed this program on the Crescent. That action gives the NRHS a bigger opportunity to serve. He has been invited to attend a NPS meeting in San Antonio where this program will be discussed.

Next Walter Zullig reported on the Regional Vice Presidents meeting. Most of the subjects have already been covered by speakers this morning. Some additional items were the Chapter Operations Manual which is being prepared by assigned RVP's. The RVP's discussed methods of attracting additional members and retaining existing members. We are hoping for positive results from this study. We also reviewed the experiments with RailCamp this year. A similar camp is also being held in Texas. There was a lengthy discussion on the Operation Lifesaver

program and the desirability of increasing NRHS Chapter participation in this program. We also need to enhance our credibility with the railroad industry as a whole and to inform the public of NRHS. Next Lynn Burshtin, Office Manager, gave her brief report on office activities. She had extra copies of handouts available. Among other things she works together on Membership Records.

Larry Eastwood reported that RailCamp in 2003 was very successful. There were 27 who attended. Three previous graduates returned as junior counselors. In 2004 it is planned to have only one full session. Dates will be announced for the end of July. Tuition will be the full cost of about \$750 with a \$100 discount for anyone who registers by Feb. 1. There are scholarship funds available. Barry Smith reported on the status of the Chapter Operations Manual which is being worked on by the RVP's. Each section is assigned to certain persons. It is planned to be published in a loose leaf notebook so that when revisions are made they can easily be placed in the book. Those persons working on it have been asked to get their drafts to Barry by Nov. 15. The first section of the Manual will be the specific things a Chapter needs to operate. The second section will be suggestions for trips a Chapter can take based on previous successful trips. It is expected a draft of the Manual should be available by the next Board of Directors meeting.

Under Old Business in the absence of John Fiorilla, Greg reported that plans are progressing on the Alco Historic Photo project. Mike Bettiol gave a report on the Membership Recovery Program. That was a detailed pilot statistical program on efforts to recover dropped members. Greg announced that there were no new Chapter Charter requests. There are several possibilities that are being pursued by RVP's. There is one withdrawal motion from the very small SE Texas Chapter that was passed. Under New Business the 2004 Budget which had been distributed with the Notice of Meeting packet was passed. Next a motion to give standby authority to open certain bank accounts was discussed and passed.

Carl Jenson, Convention Chairman, took the stand and asked Bob Bitzer to give his report on the Baltimore Convention. He thanked all those who had helped for their efforts in the face of some very difficult problems. They ended up with a tentative profit of \$15,614.75. Only a month before the Convention there was a possibility of a \$50,000 loss. There were 1,306 registrants, but only 720 actually showed up. There were 1180 people who attended, which included the public. Carl reported that next year the Convention would be in Minneapolis. Their Chapter Chairman announced that the Hotel rate at the downtown Hilton would be \$109 single June 29-July 4. They hoped to have some steam excursions, a Zephyr dinner train, and some other interesting activities. Then Carl asked Gerald Schuler to tell of the progress on the 2005 Convention in Portland. He read a report from Arlen Sheldrake. The PNWC Chapter is pleased to announce that the 2005 Convention will be at the Lloyd Center Double Tree Inn July 5 - 9, 2005. The single rate will be \$91. That is easily accessible by MAX light rail from the airport. Our committees are working on activities. NRHS does not have a host city for the 2006 convention. The RVP's have been asked to be alert for any Chapter able to host. The 2004 spring Board meeting will be in Altoona, PA.

The meeting was closed with benediction by Rev. Howard Walker.

Gerald A. Schuler, National Director

## Mail Bag and Off The Wire

### Information on Great Southern?

Hello I am the director of the Dufur Historical Society and Living History Museum. We are planning to build a railroad station which will tell the history of the great southern in Dufur, Boyd, Friend. The museum has some pictures and written history but we are always looking for more. Do you know if there are any actually cars around or steam engines? As I said we have spikes, railroad tires, some tickets, pictures etc. If any one in your organization has any pictures or information the museum would really appreciate a copy. We are very excited about putting this display together. Our visitors will actually be able to walk in side a replica of the station here in Dufur look at pictures, objects. Anyway we are always looking for information and would appreciate hearing from anyone interested.

Thank You Nancy Gibson

Dufur Historical Society

[dufurhistorical@gorge.net](mailto:dufurhistorical@gorge.net)

### Divided Car Axle Company of Portland?

I have a stock certificate from 1884. It is sold to Frank Heimes and is for 5 shares of the Divided Car Axle Company of Portland Oregon. Any info??

Mark LaVallee

Lynnwood WA

### Northern Pacific Caboose at Crossing?

Would any of your members know the actual number of the NP cab I photographed at the (closed) Crossings Restaurant in Vancouver, WA? The ARCHES publication Captive Caboose in America lists it as NP1611 but I believe it is in the 1700 series. I'd like to do a watercolor painting of the cab, thus am eager to obtain the correct data. I am a member of the LIST chapter of the NRHS and have started to paint watercolors of cabooses about two years ago.

Look forward to hearing from you,

George [Glwybenga@aol.com](mailto:Glwybenga@aol.com)

## Eugene Depot by Arlen L. Sheldrake

The 95-year old Eugene Depot has started undergoing a \$4.5 million major restoration and facility upgrading. The City of Eugene has established 5 project goals:

- Facilitate transfer of ownership that benefits the public
- Rehabilitate the existing historic train station
- Provide multi-modal access to the station
- Accommodate current and future passenger needs
- Create a civic destination

A temporary modular structure will be built by November 20<sup>th</sup> and will serve as a temporary depot while the historic structure undergoes renovations. The renovated depot is expected to re-open September 2004. Federal Highway Administration funding administered by ODOT will pay \$3.5 million with the other \$1 million coming from Amtrak's capital improvement fund.

The City of Eugene's web site has some excellent historic photos of the Eugene Depot and surrounding area:

[www.ci.eugene.or.us/asd/facilities/projects/depot/index.htm](http://www.ci.eugene.or.us/asd/facilities/projects/depot/index.htm)

then click on Historic Photos.

*Information for this article extracted from the October 26<sup>th</sup> Eugene Register-Guard and the City of Eugene web site.*



## The Trainmaster is the official news-



letter 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. Please address contributions, correspondence, and exchange copies of newsletters to:

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