

The

November
2002



Trainmaster

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



President's Update By Arlen L. Sheldrake

Anyone visiting Canada's maritime provinces will attest to the spectacular scenery and friendly people. From the reversing falls in Saint John to the 20-40 foot tide change at Hopewell Rocks in the Bay of Fundy to the interesting history in old town Quebec to Peggy's Cove; it is quite the area to visit. Rail fans will enjoy riding the rubber tired subway system of Montreal, old train depots either still used or restored for other uses in almost every town, and if abandoned the many kilometers of rails to trails. Thanks to all the Board members, Committee Chairs and Officers for covering during our 21-day 3500-mile maritime province trip September 15th to October 5th. And in spite of the media hype airport security is not a big problem even in Chicago if you plan ahead and don't forget things like the metal foil in your Dentyne gum package and steel shanks in your Rockport shoes.

RDC 9 (6905 & 6911): Two former Boston & Maine 90 passenger stainless steel RDC-9 (railway diesel car) cars. Each has what are called "walk over seats" which allows the passengers to be facing forward without turning the car. The 6905 has a roof leak and needs engine and transmission work, the 6911 is in better shape. Both need some new windows and truck/wheel work. These cars are RDC trailer units and have no control compartments. Purchased by the Chapter in 1990 for \$15,000 each. *Installment #10 of our continuing rolling stock descriptions.*

2005 NRHS Convention: The next step in our bid to host the 2005 NRHS Convention is consideration by the NRHS Board of Directors at their meeting in Mt. Pleasant Iowa November 1-3. Gerald Shuler, our National Director and Northwest Regional Vice-President and I along with other available Committee members will be presenting our proposal.

Commuter Rail: Two recent articles (9/25 & 26) at least in the Washington County version of *The Oregonian* indicate that the Beaverton-Wilsonville Commuter Rail project is still moving forward. A big change is that TriMet (our regional transportation agency) has decided to be the lead agency taking over the initial project development done by Washington County. The partners in this project include the Cities of Beaverton, Tigard, Tualatin, Sherwood and hopefully Wilsonville along with Washington County and Tri-Met. The 14.7-mile line will be sharing existing Portland & Western Railroad tracks with service during rush-hour commute times starting hopefully in 2005 using RDC or DMU units. One key-funding ingredient is a \$72 million federal grant that may be approved in the spring of 2003. Other funds include \$13 million from Washington County and \$35 million in state funding approved in 2001. Take a look at page 29 of the November issue of Railfan & Railroad magazine for a neat

Timetable #483

Membership Meetings: Nov 15, Dec 20, 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.

Program for November: Bill Thomason will present some movies from his collection.

Board of Directors Meetings: Nov 7, Dec 12 Room 208, Union Station, 7:30 PM

Lending Library: 1:30 to 4 pm Nov. 16 and 23, check-out of materials subject to new loan agreement.

Notable Non-Chapter Events:

Port of Tillamook Bay is offering Fall Foliage Trips in addition to their Oregon Coast Explorer Trips. More information available from www.potb.org or call 800-685-1719. Fall Foliage trips: Coast to Cochran and return: Nov. 3, Nov. 16. Garibaldi/ Rockaway Beach to Wheeler **Santa Train:** Nov. 23, Dec. 21, Dec. 22.

Willamette Shore Trolley
Departures from Lake Oswego and Portland River Place. Dec. 8 to Dec. 21 **Special Evening Runs to view the Lighted Christmas Ships** on the Willamette River. For more information: Call the depot: (503) 697-7436 Free parking at the Lake Oswego Depot. Hungry? Get 10% off your meal at the Tillamook Creamery Cafe with your trolley ticket! Located about 1.5 blocks

picture of Colorado Railcar's Aero Diesel Multiple Unit demonstrator unit introduced August 15th and picture these units running between Beaverton and Wilsonville or even Portland and Astoria. This unit visits Washington County November 20-21, 2002.

Our **September 14th POTB excursion** was a resounding success! Many, many thanks to all who either worked very hard to plan/prepare for this excursion, worked during the excursion, worked following the excursion and finally to those that enjoyed the ride. This excursion generated some much-needed revenue for the Chapter.

On October 5th the **Oregon Rail Heritage Foundation** staged a photo shoot of the SP 4449, SP&S 700 and OR&N 197 at the Brooklyn Roundhouse for the media and to develop fund raising posters. Thanks to Al and Judy Hall for helping out with the parking logistics. Watch your *Trainmaster* for information on how to purchase these posters.

Have you pre-registered for the **2003 NRHS** convention in Baltimore? The registration form came to you in a NRHS mailing, is available at www.starspangledrails.org or contact any Chapter Board

member. The pre-registration fee of \$35 is available until January 31, 2003. This July 1-6 convention should be outstanding in a city known for many attractions including the B&O Railroad Museum. Hopefully the invited SP 4449 will also be able to attend the convention.

Thanks to Bob Jackson, an expert from Colorado Railcar has completed the inspection of our rail cars **3300, Mt. Hood, 6200 and 6800**. We asked

for a report on the car conditions and what it would take to get them fully operational and up to Amtrak standards. This report will be completed in November and will be a major discussion item for both the Board and Membership. While other cars in our fleet need attention, the Board feels that these four cars should be our first operational priorities. For instance the 3300 44-seat coach/baggage car in addition to being a real historic treasure is a perfect car for excursions.

Good news for our office and library located in the **Union Station Annex**. The City of Portland has put out a bid to replace the roof, make other roof related repairs, and do seismic upgrades. The bid closes October 17th. Depending on the cost of the successful bid the project may be done in one or two stages. Funds for this much needed maintenance come from the Union Station capital improvement fund that is funded by a portion of our monthly rent. All work is being done to preserve the historical character of the Annex building including the removal of at least one of the cupolas which is now unnecessary and wasn't part of the original building. Bidders have been pre-qualified. Work is planned to begin in the spring and we should expect temporary loss of our parking space during construction. We are truly blessed with Union Station Building Superintendent Tom Dethloff who really cares about our City's historic structure. Also of note is that the extension of 6th Avenue to the north of Union Station is progressing ahead of schedule and the long awaited improvements to traffic circulation in front of the building are not far off.

And speaking of **Union Station** check out web site: www.splintercat.org/UnionStation/UnionStation.html. This site has a bunch of excellent photos, both current and historical, along with a lot of other information. My thanks to Tom Kloster for developing this excellent site.

With much sadness we note that **Don Wheeler**, recently retired President of PRPA, passed away on October 9th. In addition to his many years with the PRPA group working on the SP&S 700 Don was a catalyst in getting the various railroad history groups again working together. PRPA dedicated their October Montana Rockies Rail Tour trip to Don. Don's family asks that remembrances be sent to PRPA, PO Box 2851, Portland OR 97208-2851.

As previously reported work on opening the **Astoria Line** has been funded and is underway. The Astoria Railroad Preservation Association (www.astoriarr.org) reports that on October 9th a Portland & Western Railroad tie train was unloading ties from the Astoria depot east. The line is now open from Wauna to Tongue Point in excepted

from the Lake Oswego Depot on "A" street.

Timeless Toys and Trains at the Pittock Mansion off of W Burnside Road, Portland, OR. Noon to 5 pm every day for 5 weeks, November 25 through December 31. Members of Pacific Northwest Div. Of Train Collectors Association and Toy Train operating Society will help decorate the old mansion.

Willamette Valley Model Railroad Club Open House, Keiser, OR Nov. 30. Info. 503-463-111

Christmas Model Railroad Show and Swap Meet, St. Andrews Lutheran Church, Orchards, WA. 10 AM to 4 PM December 7.

Railroad Show and Swap Meet Polk Country Fairgrounds, Rickreal, OR. 14 Dec. Info. 503-581-6071

Third Annual TCA Open House and Train Show, at the clubhouse in the basement of the Aloha Mall at 185th and Tualatin Valley Highway. Noon to 4 PM December 15. Bring can of food for Oregon Food Bank.

status after much brush cutting.

Check out the new web site for our sister organization, the Oregon Coast Historical Railway: www.orcorail.com. They are doing some neat things in Coos Bay! Maybe we can form an Alco S-2 owners group?

Mailbag

Photos of Mountain Observation Car?

One of the chapter members is seeking photographs of a passenger car at one time owned by the Pacific Northwest Chapter, NRHS. The car was apparently a coach that had been converted to having large non-windowed open areas at each end, with a relatively small center section of the car being kept as a closed section.

A discussion with Irv Ewen reveals that the chapter at one time did own such a car, and is probably still operating in the Vancouver, B.C. area, and that there probably were some photos of this car taken at some point in time.

If anyone has any photos or other information about this car, please contact the Trainmaster Editor at 503-655-5466. Thanks.

Photos of Oregon Electric #900?

I am a trolley hobbyist and am trying to obtain information on freight motors manufactured by the Niles Car Company. I am particularly interested in Oregon Electric #900, a 57-foot Niles freight motor. Are any photographs available of this particular car or any similar cars operated by Oregon Electric? What color scheme did Oregon Electric apply to its freight equipment? Any information that you could provide would be greatly appreciated.

Leonard Silver
271 Florence Ave.
Arlington, MA 02476
lwsilver@alum.mit.edu

1880's Map of the Oregon Railway & Navigation?

Hello, I'm doing some research about the old mile-marker positions from Wallula to the Oregon Border. Do you know where a copy of the (@1885) survey map of the railroad may be?

Looking forward to your correspondence.

Sincerely,
John H. Rudolph
Architect
rudoarch@juno.com

From The Wire



Don Wheeler Passes Away

I am so sorry to report that Don Wheeler, PRPA president, passed away this morning, October 09, 2002

Judy and I chased the 700 to Wishram this morning where Patsy Kimzey told us they had just heard. Terry Kimzey said the PRPA is dedicating this trip to Don.

Don sent us an email last week and said he was planning to go on at least part of the Montana Rail trip but then his heart began to fail him yesterday. The last time we saw Don was at the Semaphore Restarant after his cancer surgery and he was telling jokes as usual. That is how we will remember him.

Patsy said Don's family has planned to have a funeral this week and will have memorial services when the PRPA returns from their trip.

Al Hall

BC Rail Passenger Service Ends?

As this heads to print, it is not clear if there will be any last chance effort to save passenger service on BC Rail. The publicly owned Crown company lost some \$7 million last year on the passenger service, and new legislation introduced allows the company to drop passenger service, which it intends to do on Oct. 31.

Some critics of the plan say that it is the start of loosing the entire corporation, and fear that soon attempts will be made to privatize the remaining profitable freight service. Also, some say the reason the passenger service lost so much money was that it was not marketed very effectively.

In times past, it was very difficult to edit the Trainmaster due to the lack of material submitted by members. However, this past year has produced a significant change, and a number of articles have been sent in, only a few of which was there space for. Concentration had to go to those things most relevant to the chapter, however, with the rest used as filler material. With all the different groups involved in passenger service on Port of Tillamook Bay, perhaps it is time to print some information about one of the groups operating there. While it is out of date for this year, the future plans sound interesting:

Pacific Sunset Rail Tour By Arlen L. Sheldrake

The February 7th Washington County Weekly Hillsboro-Forest Grove edition of *The Oregonian* featured an article on the "new company in town" Pacific Sunset Rail Tour. This company started running passenger excursions on the Port of Tillamook Bay Railroad (POTB) during the fall of 2001. Company owners are: David Duncan (General Manager), Charles Barker, and Jim Morford. Duncan has a long history with rail excursions, Barker is a caterer, and Morford is a retired UBS PaineWebber vice president.

Current operations include rail cars from the Northwest Rail Museum and Roaring Forks. The article indicates that purchased former commuter rail cars from Long Island Railroad are being refurbished in Pennsylvania and New Hampshire and should be in service later this year. Long-term plans include a seven-car train with seating for about 250.

Banks to the coast excursions resume April 6-7 and continue every second or third weekend through May 11-12 or May 18-19. Beginning in June and continuing through August the company will offer 1-day 36-mile round trips to Timber. If Saturday night accommodations can be arranged during the summer, trips to the coast may be offered.

Coast trips resume on September 7-8 and continuing on alternate weekends to November 2-3. All trips originate at the Banks POTB depot. Additional information: 503.223.4185 or www.pacificsunsetrr.com.

The POTB is pleased to have the additional revenue source of \$25 to \$40 a mile in trackage fees along with the rental of a locomotive and train crew. Extensive maintenance over the last year is again allowing 85-foot-long passenger rail cars to operate. Hopefully this beautiful run will become a consistent tourist draw. Thanks to Rick Banton for forwarding this Oregonian article.

This is not the same company, Sunset Coast Excursions that rented Chapter rail cars in September and ran excursions on POTB; President of Sunset Coast Excursions is Michelle Moore, Jody Moore is Vice President. Future operations of this company are unknown at this time.

And, as most people know, the ex-SP 4449 spent most of the past year painted in the old American Freedom Train colors. Well, then, it is perhaps

appropriate to reprint this, from the *Sparks & Cinders*, Wisconsin Chapter NRHS, December, 1975:

AN UPDATE ON THE FREEDOM TRAIN

by Dave Ingles

By the Wisconsin Chapter's December 5 meeting date, the American Freedom Train should be on display in Oakland, Cal. The following summary of events befalling the train since it left Wisconsin was revised from an article in the *Ferroequinologist* for Nov. 1975, the monthly newsletter of our sister Central Coast Chapter--NRHS in San Jose.

When the AFT traveled from Sioux City, IA., to Des Moines over Milwaukee Road and C&NW branch lines in the Fall, the Daylight engine developed flange wear bad enough to force the ICC to order it out of service. The nearest practical shopping point to Des Moines was Omaha, so the train was taken from the Iowa capitol to the UP headquarters city over the Rock Island, towed by 3 diesels--run-through UP power, coincidentally, GP30/GP35/GP30B -- 4499 and all.

After the Train's Omaha display, Burlington Northern Bicentennial diesels 1876 and 1776 (SD40-2 and U30C) did the honors through Colorado and Wyoming. >From Billings, Montana two BN freight units (SD40-2 and U33C, pulled the AFT to Ogden, Utah, including the portion from Silver Bow, Mont., south over UP.

Meanwhile, 4449 was repaired adjacent to the old Union Station in Omaha where a carbide cutting tool (Lidgerwood type) honed the drivers and a borrowed UP NW2 switcher provided power to rotate the wheels by pushing the whole locomotive and tender. UP's excursion 4-8-4 was being repaired in Omaha in the meantime, so the road took advantage of the chance to ferry both steamers west at once.

Thus on Sunday, Oct. 12, 8444 and 4449, in that order, with the AFT tool/supply/bunk ex-SP&S baggage car; a UP business car; 10 UP box cars (for publicity and braking capacity); and caboose trailing - - doubleheaded west to Cheyenne. There 8444 dropped off (Cheyenne is the engine's home base) and UP SD40-2 was put on in front of 4449, for signaling reasons, it is said) for the remainder of the journey to Ogden, where 4449 and the AFT were reunited.

The Train then continued to the Pacific Northwest. On Nov. 1 4449 was met by another famous steam

locomotive, ex-CP Royal Hudson 2860, now owned by the British Columbia Railway and used on excursions out of Vancouver B. C. The 4-6-4 brought 700 riders on a 12-car special from Vancouver to Seattle over BN rails for the meeting with the AFT.

Since then, the AFT was to have visited 4449's former display home in Portland, Ore. and then proceeded to California, where SP was reportedly prepared to use its Bicentennial diesels to help the train over Sierra grades where needed. The train will head for Arizona in January.

--Sparks & Cinders, Wisconsin Chapter NRHS, December, 1975

RailFanClub Starts Operation

One fairly recent but interesting development that there has not been enough space to mention, until now, has been the start of an official fan club for the railroad industry.

Huh?

Well, various sports teams, the team will frequently start an official fan club. Think of it as a membership organization that gives people more and better information about their favorite team. Now, there is an official fan club for North American railroads.

The American Association of Railroads has started an official fan club for those who are rail fans.

2003 NOMINATIONS

The Nominations Committee and nominations from the floor at the October 18th membership meeting resulted in the following candidates for 2003:

President: Arlen L. Sheldrake

Vice President: David Van Sickle

Treasurer: Alan Viewig

PNWC/NRHS General Meeting Minutes Oct. 18, 2002

CTO: 7:30 p.m. by **President Arlen Sheldrake**

Pledge of Allegiance: Arlen led the Chapter in the pledge of allegiance to the flag.

Welcome members and guests: Rick Banton introduced his father as a guest..

Officer's Reports:

Secretary: Judy Hall: There were no additions or corrections to the September minutes. Kerrigan Gray moved and Ed Akerman seconded that the minutes be approved. The motion passed.

Treasurer: Rick Banton reported that the POTB

Annual membership dues are \$19.99 a month, with the income going to the Railroad Research Foundation, which promotes awareness and education about the freight railroad industry. RailFanClub has even organized such things as teacher resources and classroom materials.

The purpose statement for the organization says "RailFanClub's mission is to celebrate the love of trains by teaching young people and other railfans about the freight railroad industry in North America. RailFanClub's mission is to inspire, invigorate, and inform."

For many years, some in the railfan community has thought that the railroads treat them like an annoyance. Now, there is definite evidence that the industry itself is waking up to the positive side of positive public exposure.

Portland & Western Expands

The long-expected Portland & Western takeover of the ex-Oregon Electric line between Salem and Eugene has happened. A press release by BNSF and P&W on October 24 says that P&W expects this to increase their traffic by about 20,000 car loads per year. The agreement also includes upgrading of the line, with heavier rail provided by BNSF and the Genesee & Wyoming parent of P&W other materials.

Secretary: Judy Hall

National Director: Gerald Schuler

Three year Board of Directors, two positions:

Rick Banton, Robert Jackson, Al Hall, Ralph Johnson.

The Chapter election will be held at the December 20th membership meeting.

excursion has brought in some much-needed revenue. Rick and Judy are currently working on an insurance quote from Mike Deeble from HMBD insurance company. This is the company used by the National office and some other chapters.

President: Arlen Sheldrake opened nominations from the floor for all offices and directors positions.

Currently running for office: Arlen Sheldrake for President, Dave Van Sickle for Vice-president, Judy Hall for Secretary and Gerald Schuler for National Director. Rick Banton, Al Hall and Bob Jackson are running for Directors-at-large.

Nominations from the floor: Alan Viewig said he would run for the office of Treasurer and Ralph Johnson said he would run for Director-at-large. Hearing no more nominations, Kerrigan Gray moved that the nominations be closed. Rick Banton seconded the motion and it passed.

Elections Committee: Arlen asked for volunteers to staff the Elections Committee. Needed are three to five members. No Board members or members running for office are eligible for this committee. Kent Hutchens, Kerrigan and Kyrian Gray volunteered to help. Responsibilities of the committee include: mailing the candidates' profile and photograph to acquaint the membership with those members running for office; send out the absentee ballots; distribute and count the ballots during the election at the December meeting.

New NW Regional Vice-president: Gerald Schuler was appointed to the office of NW Regional VP for the remainder of 2002. Since no other nominations for this office in 2003 were submitted to National by the deadline, Gerald will be filling the office in 2003 also. Arlen congratulated Gerald on achieving this office and said that this is certainly an honor for our Chapter.

National Board of Directors Meeting in Mt. Pleasant, IA: Arlen and Gerald will attend the November National Board meeting to present the Chapter's bid for the 2005 National Convention. Arlen said all Chapter members are invited to go. He got a great price on the Amtrak fare over the Internet of \$150 round-trip.

Trainmaster mailing: The Board talked about mailing all members Trainmasters by first-class. Due to the extra expense it was decided to continue with the current policy of mailing first-class to members who live within driving distance of attending the meetings.

Portland Union Station Annex re-roofing: The City of Portland has closed the bid to re-roof the annex. The capital improvement fund comes out of tenants' rents. It will cost about \$500,000 and is targeted to start in Spring of 2003.

Chapter Inventory: Al Hall talked about the importance of documenting the Chapter's inventory stored by member's on their property. He said that with the help of Ron Carlson and Judy Hall, he was

able to rescue some Chapter property from the Rich Carlson's estate sale. This was accomplished only because Rich had recorded and signed an inventory document stating that he possessed a 16mm projector and a model of a cattle car. He said that Chapter property could be lost if we do not have a record of proof of ownership.

Insurance: Kerrigan Gray asked if the Chapter had insurance for its property? He pointed out that it is necessary to have an inventory and photographs of the items. He asked if the Chapter had insurance for valuable items like the Roger Peck collection? Kerrigan said that particularly valuable and unusual items needed a special insurance rider. Al Viewig pointed out that items just being stored and not used, might not be covered under the insurance policy. Arlen said the Chapter has insurance but it would be a good idea to look into insuring special items.

Oregon Rail Heritage Foundation: Al Viewig asked about the special photo shoot at the Brooklyn Yard and who was invited. This was put on by ORHF who had invited the Press and professional photographers to take photos of the engines for fund-raising and promotional materials.

National Bulletin: Arlen thanked Gerald Schuler for the excellent article about the Chapter in the latest NRHS Bulletin.

Committees Reporting:

Excursions: Al Hall thanked everyone who helped out with the POTB excursion. He is currently working on next year's excursions. A proposal will be submitted to the membership once it is completed.

Rolling Stock: George Mikelson reported that all 8 brake cylinders on the Twin Grove have been worked on and completed. This included taking them out and replacing all the hoses. The plan is to move it to Plummer, ID and from there it will be trucked to Avery. The car was sold to the Avery Citizens Group. It will need to pass an inspection before it can be moved.

- Arlen reported that the 6200 was leased to the Port of Tillamook Bay Railroad for use during their excursion schedule. A representative from Colorado Rail Car was here to inspect the 6800, 6200, 3300 and the Mt. Hood. The Chapter would like to know what would be necessary to get the

cars up to Amtrak standards. An inspection report should be forth coming in November.

- The Board of Directors is currently working on a policy for leasing the **Mt. Hood**.
- There was some discussion about the **3300** and what the Chapter should do with it. It is a former Daylight, 44-seat combination passenger and baggage car and a rare car. Arlen said the Rolling Stock Committee would formulate suggestions about what is to be done with each piece of rolling stock once the Colorado Rail Car estimate is considered. Then the suggestions will be brought to the membership for their consideration.
- The Board is looking into the cost to have the wheels turned on the **RDC cars**. It was hoped that Greenbrier could do it but that would require removing the wheels and the Chapter does not have a facility where this could be accomplished. Other options being looked into include BNSF facilities in Vancouver, WA or CORP facilities in Eugene.

Lending Library: Irv Ewing reported that the library would be open on Saturday and Jim Loomis would be the librarian. No library meeting will be held this month but they will resume in November.

Archives: Chuck McGaffey said that Phil Mokel is working on assembling back copies of the Trainmaster. Bill Hyde is working on an inventory of books for the lending library. All are invited to come down to Room 1 and help on Mondays from 9:00 a.m. to about 3:00 or 4:00 p.m.

For the Good of the Order: Arlen reported that "Peggy" the locomotive on display at the World Forestry Center in Portland is being moved to accommodate a structure to house a wooden carousel. Peggy will be moved to the opposite side of the Center. Chapter members had done much work on the locomotive in the 1960s and 1970s. If anyone knows more about the history of Peggy, please contact Arlen.

- Leonard Morgan said the **Mt. Hood Railroad** is hiring part-time conductors and brakemen. The RR will provide training. He also said that when Thomas the Tank Engine visited the railroad earlier this year, 27,000 people rode the train and over 35,000 people came to the event over the 10 days the engine was there.



- Sadly, former President of the PRPA, Don Wheeler, passed away on October 9. A memorial service is being planned for him when the PRPA returns from their trip to ID and MT. Our sympathies go to family and friends of Don. He will be missed.

Tonight's Meeting Program: A video from the Wayne Halling collection: *Daylight to Vancouver*. Includes highlights of the centennial celebration at Portland Union Station.

November Meeting Program: Dave Van Sickle said that member Bill Thomasson will be showing some train movies from his collection.

Motion to adjourn: Adjourned at 8:45. Chapter members enjoyed refreshments provided by Cora and Ted Ahlberg.

Respectfully submitted by Judy Hall, Secretary



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