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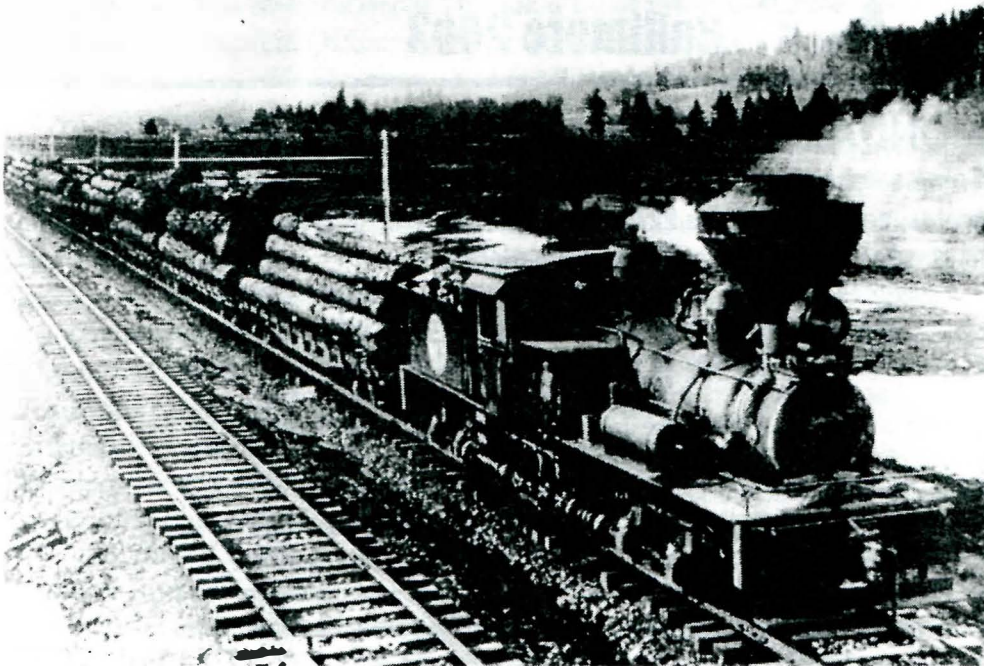
~~December~~

~~2002~~



# Trainmaster

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



The date is November 21, 1921 and a Shay locomotive is being used to haul the first load of logs from Willamina to Grande Rhonde. The details on the Robert Dollar Shay at the World Forestry Center are a little different, but the basics of the type remain the same. The Western Forestry Center would like to complete a cosmetic restoration of the locomotive. Ben Maxwell Collection, Salem Public Library

## **Peggy Needs Your Help**, By Arlen L. Sheldrake

The World Forestry Center (WFC), located near the Oregon Zoo and the Children's Museum (CM2), has asked the Chapter to help with the development of *Peggy* as a "front door" attraction for the WFC.

As you may know *Peggy* is a 42-ton 2-truck Shay locomotive built in 1909 and named Stimson Timber Company #1. *Peggy* has a long history in Pacific Northwest logging, was damaged in the 1939 Tillamook Forest fire and again damaged in the 1964 Old Forestry Building fire. In the late 1960's efforts were made by many Chapter members to restore *Peggy* to operation. In 1972 the City of Portland gave *Peggy* to the WFC and it has been displayed in back of the WFC since that time.

The WFC currently has a project underway to cosmetically restore *Peggy* replacing all the rotten wood and a paint job, which will stop the rust. Within the next few months *Peggy* will be moved from the back to the area where the "high wheels" log mover is currently located. This site will be visible from both the Zoo entrance and CM2. A high arched cover will then be constructed which will protect *Peggy* from the rain but still allow full frontal viewing.

WFC would like help from Chapter members to develop *Peggy* as an interpretive exhibit. Please let me know by mid-January if you would like to help.

## Timetable #485

**Membership Meetings:** Jan 17, Feb 21, 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 January:** Chapter Archives, presented by Chuck McAfee and Bill Hyde.

**Program for February:**

Oregon Rail Heritage

Foundation Presenters: Laurel Lyon, President

David Brown, OR&N 197

Gus Kamp, Michael Willis Architects

**Board of Directors Meetings:**

Jan 9, Feb 13, Room 208, Union Station, 7:30 PM

**Lending Library:** 1:30 to 4 pm

Jan 18, 25, check-out of materials subject to **new loan agreement**.

## **Chapter Banquet:**

March 8th, Saylor's Old Country Kitchen-Beaverton cocktails begin at 5:00 PM, dinner at 6:00. We need a good program and any suggestions will be appreciated.

## **Non-Chapter Events:**

**Port of Tillamook Bay** has recently received a Heisler steam locomotive and is planning for some steam excursions later this year. More information available from [www.potb.org](http://www.potb.org)

~~December 2002~~  
January 2003

**THE FINE PRINT**

- Preregistration fee is \$35 for the member, their spouse, children, or other household members living at the same address; it is nonrefundable.
- Preregistration fee entitles member household to one registration package.
- Preregistration forms must be postmarked by January 31, 2003. After that date, the member registration is \$45.
- One address only per form please.
- Preregistrants will receive the registration package for ticket ordering in advance of all other registrants. Preregistered members may only purchase tickets for those persons listed with their registration.
- Hotel reservation information for discounted convention rates, will be sent with the registration packages.
- Convention events are not yet finalized and subject to change.
- A \$35 fee will be assessed for checks returned by the bank for insufficient funds.



**STAR SPANGLED RAILS  
Baltimore 2003**

**MONDAY, JUNE 30 to SUNDAY, JULY 6, 2003**

**Come celebrate the 175<sup>th</sup> Anniversary of Railroading in the United States, and our nation's 227<sup>th</sup> Independence Day in Baltimore, Maryland. For your enjoyment, we have planned—**

- A special multiple day pass package to the B&O Railroad Museum and the Fair of the Iron Horse Festival in Baltimore's Carroll Park (ticket purchase required),
- A grandstand seat available for every convention attendee for the B&O Museum's Fair of the Iron Horse Pageant parade (ticket purchase required),
- Coach and first class main line excursions behind vintage and modern locomotives,
- Night photo session led by *Railfan and Railroad's* Steve Barry,
- Fun regional and local railroad historical and rail fan tours,
- Educational seminars on railroads and their history; a railroadiana show,
- An annual banquet along with national board and membership meetings,
- Sightseeing tours to the area's historic mansions, monuments, and more,
- Convention accommodations at the fabulous Wyndham Inner Harbor Hotel
- And a grand 4<sup>th</sup> of July fireworks display over Baltimore's Inner Harbor.

**Star Spangled Rails is a joint convention of the National Railway Historical Society and the Railway & Locomotive Historical Society, sponsored by the Washington DC Chapter, NRHS and the R&LHS.**

**We look forward to welcoming you to Baltimore!**

More info: [www.starspangledrails.org](http://www.starspangledrails.org) or [info@starspangledrails.org](mailto:info@starspangledrails.org)

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P.O. Box 441668  
Ft. Washington, MD 20749-1668

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(as you wish it to appear on your convention name badge)

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Phone: Day: \_\_\_\_\_ Evening: \_\_\_\_\_

E-mail address: \_\_\_\_\_

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**OF:** Associate or Home chapter: \_\_\_\_\_

R&LHS; chapter, if any: \_\_\_\_\_

Both (list chapters and NRHS Member Number above)

**PAYMENT**  Check for \$35 payable to 'Baltimore Rail Convention 2003'

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Credit Card #: \_\_\_\_\_ Exp. Date: \_\_\_\_\_

Signature: \_\_\_\_\_  
(Required for credit card payment)

OFFICE USE ONLY: ID # \_\_\_\_\_ PR # \_\_\_\_\_ CCA # \_\_\_\_\_

**ADDITIONAL REGISTRANTS**

attending with member (Spouse, children or other household members living at the same address):

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

**No, I don't wish to preregister; mail me the registration package when available.** Note for this option per NRHS & R&LHS policy:  
-registration packages will be sent not less than 15 days after being mailed to preregistrants;  
-ticket orders will not be filled until 30 days after preregistrant mailing;  
-full member registration fee of \$45 is required with order.

### President's Update, By Arlen L. Sheldrake

Due to space limitations last month, this month you are getting a double dose. Hopefully you all had a safe and enjoyable holiday season!

**TWIN GROVE heads to Avery Idaho:** On November 14<sup>th</sup> the Twin Grove left Beaverton headed for Plummier Idaho and the new owners the Avery Citizens Committee. In Avery the Twin Grove will be on static display near their restored depot. It took a lot of effort to get the Twin Grove "road ready". Pete Rodabaugh, our Chief Mechanical Officer, was the lead on the effort with help from George Mickelson, Randy Rock, George Hickok, Keith Fleschner, and Ed Bernsten. And special thanks to Mildred Messmer for providing the cost of the move. On December 16<sup>th</sup> we received the final payment from Avery.

After a recent Volkswalk in the community of Mosier I now have an additional restaurant to add to the "Ya Gotta Eat" list of train watching tummy fillers. In December 2001 the Wild Flower Cafe opened as a full service (breakfast, lunch, dinner) restaurant. During the winter it is open Wednesday through Sunday and offers excellent viewing of the UP mainline traffic in the Columbia Gorge. With no close grade crossings you have to keep an eye toward the rail.

Good news from Genesee & Wyoming, on October 24<sup>th</sup> they announced that a 15 year lease has been signed with BNSF for the 76-mile rail line between the cities of Salem and Eugene. **Portland & Western Railroad** expects the rail line will add approximately 20,000 carloads of traffic per year. The lease calls for upgrading about 20 miles of the line south of Salem to increase speed by 2006. BNSF will provide the rail for the upgrade and PNWR will provide everything else. This lease expands the PNWR Oregon region to 523 miles. I believe the new lease is actually from Quinaby that is north of Salem and south of Brooks (Hopmere). Current PNWR rail movements stop just south of the Quinaby grade crossing. Operations south of Quinaby are expected to begin early in 2003.

**Wishram** will soon be getting a newly painted and lettered Great Northern P-2 #2507 for display next to the Wishram depot. The 2507 is a Baldwin 4-8-2 built in 1923 and donated in 1962 by SP&S to Klickitat County. For many years the 2507 was on display at a park near Maryhill. BNSF has completed the land sale to the County of Klickitat and the Wishram site work will begin shortly. The locomotive is expected to move on rails to Wishram in early 2003.

**3300 Milne D. Gillespie:** Built by Pullman in February 1937 lot 6500 plan 7375 for the Southern Pacific, named Milne D. Gillespie (Chapter President 1964) by the Chapter. One other *Daylight* 44-reversible seat combination lightweight coach/baggage (combine) car of the four original is known to exist in a museum. Said to be part of the first *Daylight* passenger train, a very historical car. Used in regular service until 1971 when it was retired and sold for scrap. Purchased by the Chapter in January 1984 for \$7,500 to serve the locomotive crew for the Louisiana World's Fair Daylight trip (7,477 miles, 51 days). Has big windows, good seats, two bathrooms (one sink/toilet, one sink/shower), baggage area is about ¼ of the interior space, equipped with Challenger triple-bolster trucks, and good condition smooth stainless steel sides in *Daylight* colors, 77' long. The 3300 sustained damage in the Brooklyn Yard in 1990. The car was partially disassembled for repair but no repairs were made. The car also sustained window damage while stored in Sherwood. The brake system has been converted from D22 to ABD. The Waukesha Enginator has been rebuilt as needed by Tom Babbage and will be installed when appropriate. The Enginator will provide 7.5KW of 32 vdc to run the 3300 and other cars via the trainline. The baggage doors and large windows make this an excellent excursion car. Car is not currently operational. *Installment #11 of our continuing rolling stock descriptions.*

**2005 NRHS Convention:** On November 3<sup>rd</sup> the NRHS Board of Directors at their meeting in Mt. Pleasant Iowa accepted and approved our proposal to host the 2005 NRHS Convention. Hotel selection will be in January. Let me know if you want to join our Convention Planning Team. This will be a very exciting and fun way to celebrate our 50<sup>th</sup> birthday.

On December 13<sup>th</sup> the four members of NRHS Convention Committee (NCC) and Chuck Bukowsky, AI

Hall, and I toured the 4 hotels proposing to house our 2005 Convention. Further negotiation is needed but we hope to firm up the hotel and the convention dates by mid-January. Chuck has agreed to be our lead contact with the hotel.

On December 14<sup>th</sup> 21 members of the Chapter Convention Planning Team met with the 4 members of the NCC to review the NRHS Convention Policy, discuss timelines, and other items. This was a very productive 4-hour meeting hosted by the Doubletree Lloyd Center Hotel. Many, many thanks to the NCC members for their valuable insights and guidelines and thanks to the 21 Chapter members for their Saturday afternoon.

The Convention will be a multiple year effort. Some tasks begin now, such as hotel selection, others later and some will peak during the Convention. If you haven't signed up to help yet, give me a call or drop me a note.

And from the October 27<sup>th</sup> Boston Globe comes an article *So this is the Northwest* by Diane Daniel, Globe Columnist, describing Carleen and Jim Livingstone's first trip to the Pacific Ocean. Seems Jim always checks out the trains on their many trips. His trip highlights included the scenic Columbia River Gorge with all the UP and BNSF traffic along with Portland's Union Station. "They still have a very nice station in Portland, Jim said. You used to see a lot of them all over, but they're all torn down now. I was surprised by how many trains there are in the area, ones that go across the country, and also up and down the coast between California and Vancouver." Yep, from the East Coast perspective we are a real surprise to the first time visitor.

Many, many thanks to **George** and **Brian Hickok** for their many hours getting the 6200 ready for lease to the Port of Tillamook Bay Railroad and George's 4-long days ensuring good car operation on the POTB's excursions on October 14, 26 and November 3, 16. And as you know it doesn't end until the car gets back and cleaned up. This Herculean effort provided much needed Chapter car lease revenue and will give us another economical/enjoyable 1-day Chapter excursion on the beautiful POTB Railroad within the next 18 months.

Steam on the POTB? **Curtiss Lumber Company Heisler Steam Engine** is now at the Port and is being leased by the POTB for excursions tentatively scheduled to begin the spring of 2003 between Garibaldi and Tillamook. The Heisler was formerly on the Mt. Rainier Scenic Railroad.

Congratulations to Greenbrier Company's **Gunderson** for doubling their order backlog for rail cars to the highest level (4,300) in two years. Employment in their Northwest Portland facility has moved from 900 to 1,100 since May. Gunderson manufactures rail cars that carry truck trailers, containers, and timber products. Greenbrier's corporate headquarters are in Lake Oswego Oregon.

And good news from the City of Portland, the contract for re-doing the **Union Station Annex** roof and seismic attachment of the roof to the walls has been awarded and work will begin spring 2003. The contract is for approximately \$400,000 and will be funded by three years of Union Station capital project funds. These funds come from tenant rent. So far the City of Portland is unwilling to ask the voters for bond money to save Union Station from an earthquake and other much needed infrastructure improvements. Our office and archives are located in the Union Station Annex.

And how about the *Trains* December 2002 magazine **Special Pullout: Trackside Guide #2, Portland Ore!** The NRHS Board selects Portland for the 2005 Convention and *Trains* hits the street with our extensive railroad attractions. How's that for timing!

Anyone following the contentious development of the **Rails to Trails** project in Klickitat County? Seems the adjacent property owners are not real happy with public access that triggered the Assistant Attorney General of Washington sending a scathing letter to the County regarding a trespass arrest instigated by these property owners on State Parks owned property. Information on hikes on the trail is available: [www.gorgefriends.org](http://www.gorgefriends.org) I would be willing to bet Kenn Lantz would say, been there done that.....

On November 24<sup>th</sup> the **Oregon Rail Heritage Foundation** held a 4-hour planning session facilitated by Jim Kehoe. Among the outcomes of this session was a shared vision: 1) to preserve the operational and soon

to be operational City of Portland locomotives, 2) to create a facility to accomplish #1, 3) to provide public education and access, and 4) develop a museum. Fifteen people representing all ORHF organizations also detailed the specific tasks/assignments for building a business plan to accomplish this newly established vision. Your Chapter continues to be an active ORHF partner organization along with Friends of 4449, PRPA, Northwest Rail Museum, OR&N 197, the Brooklyn Neighborhood, and the City of Portland.

**Rail Sensation Events (RSE)**, an organization formed in the early 1980s to promote a railroad museum near Union Station and preserve Union Station has been inactive for about the last 6 years. The organizations that formed and guided RSE are PRPA, AORTA, and the Chapter. On December 11<sup>th</sup> RSE started the dissolution process by transferring the supply inventory of approximately 1500 note cards and bunch of cachet envelopes celebrating the 100<sup>th</sup> anniversary of Union Station. The Chapter representatives on the RSE Board are Gerald Schuler and Ralph Johnson.

Many, many thanks to "retiring" Treasurer **Rick Banton** for his three years of service to the Chapter and to **Ted Ahlberg** and **Chuck McGaffey** for their three years on the Board.

The February 2003 issue of **Railfan & Railroad** has an excellent article on the **SP&S 700's** October trip pulling a Montana Rockies Rail Tours trip; lots of pictures and a good article. Congratulations PRPA for your successful trip! Look for Skyfire video to be releasing videos/DVD and audiotapes on this trip in the Spring.

The world famous **Royal Hudson #2680** is now in the care of the West Coast Railway Association following the demise of steam and passenger operations on BC Rail. More information: [www.wcra.org](http://www.wcra.org)

The very interesting Heritage Park is located in Squamish, about an hours drive north of Vancouver BC.

**Happy New Year to all!**

## Mailbag

### Where is locomotive #9?

Dear train buffs/experts: Can anyone help us identify where a certain old locomotive is located? We have a photograph of our family posing on an old steam locomotive, on display in a park (or outdoor museum?) somewhere in Oregon or Washington in the early 1960's. A large white 9 is painted on the engine. We have many special memories of that place but can't revisit the town because we CAN'T REMEMBER its name. And we're hoping this old train could give us the answer. If this rings a bell with

any train experts in the Pacific Northwest, can you e-mail us at [112076.1661@compuserve.com](mailto:112076.1661@compuserve.com)? Many thanks!

THE JANSEN FAMILY

### 3-Tone Xylephone?

Arlen, the Chapter president, has had some contact with someone who is trying to locate an old Dining Car 3-tone xylephone. Any chance we might have one or your know of one?

If you know of anyone who has one, please contact Arlen at 503.223.7006

### Steaming Across Montana & Idaho" -- October 17-20, 2002

Hello Railfans & Train Lovers:

Montana Rockies Rail Tours and Steam Engine #700 (Spokane, Portland & Seattle) headed Westbound from Billings, Montana for a three day run across Montana with our final destination being a short distance from Sandpoint, Idaho. Montana Rockies Rail Tours normally runs back and forth between Sandpoint, Idaho and Livingston, Montana with bus excursions to Glacier National Park and Yellowstone National Park (our first National Park established by President Grant in 1872) but on this occasion we have the opportunity to ride the

"Montana Daylight" pulled by steam. I am part of a historical group that is made up of Northern Pacific history buffs and ironically we have chartered a former Northern Pacific dome passenger car for the trip. Originally our car was used on the famous passenger train called the "North Coast Limited." It was built in 1954 and has been restored to a very comfortable manner. All of the railroad passenger cars making up this train were built in the late 1940s and 1950s. Our three day excursion will take us from Billings to Bozeman, Montana where we spend the evening in a hotel, then we head for Missoula, Montana where we stay overnight and then head for the Spokane, Washington Airport and back home.

Montana Rockies Rail Tours operates special excursions during the summer months but usually powered by diesels. This will be the first time in over fifty years that steam has traversed these tracks.

I arrive in Billings, Montana the day prior to departing and go down to the old restored railroad depot where the big steam engine is steamed up and just idling waiting for her next assignment. Many folks walk up to her as she glistens in the sunlight some by themselves and others bringing small children along to witness this piece of moving history. This engine was built by Baldwin in 1938. The engine is a Northern type with a wheel configuration of 4-8-4. It has a great steam whistle that was installed when the engine was put back into operating condition and is reportedly off an old steam paddle wheeler. Later on in the trip we will all get a chance to hear the conductor sound the steam whistle and the echo down the canyons is a magic sound. I must also say this beautiful and restored engine has a great crew who lovingly operated her at peak efficiency so that for most of the trip #700 pulled the entire train with little help from the diesel. She performed flawlessly though her crew was carrying a heavy burden having just lost their "leader" (who had a vision of this engine running again in Montana for many years) just hours before the train actually began this trip.

The consist was made up of the steam engine and tender, one auxiliary tender, a back-up Montana Rail Link Diesel, four crew and tool cars and eleven passenger cars including five dome cars. There are three classes of service on this train including Coach, Skytop and Gold. Skytop has access to the first three dome cars and is served lunch in a dining car. Gold class has the last three cars and they are pampered very well. As I love to roam the train taking video of all parts of the train and the passing scenery the dome car reserved as part of Skytop class allowed for a great trip. As it also turned out this special steam excursion was not sold out so I was fortunate to go to the other two dome cars and not be the least be crowded at all. At times I was the only one in the dome car.

This railroad track is very historic and was completed in 1883. The Northern Pacific was also extremely helpful and fortuitous in building a rail route from Livingston, Montana down to Gardiner, Montana where passengers headed for Yellowstone National Park. That particular piece of track is no

longer in existence but it did pave the way for the growth in popularity of Yellowstone. Today the track we will be traveling is owned by Montana Rail Link which is primarily a very successful freight line. We are fortunate to have their help and permission to operate this special train. We do go into sidings a few times to allow a busy freight to pass us but the scenery is so beautiful that no one really minds.

This time of year the scenery is extra beautiful because of the Autumn influence on the various trees. The leaves and needles of the Cottonwoods, Ash and Tamarack trees are brilliant hues of yellow that are brilliant around the many rivers we travel along side of and then the colors run up into the forests such as to appear an artist had taken a paint brush and painted the trees and forest. Pictures and videos can't duplicate the brilliance of Mother Nature at work.

It was beginning to get cold in the mornings and the provided many spectacular scenes of the steam engine at work especially in the early mornings at dawn. The steam from the smoke stack just hung close to the engine and provided great pictures. This was especially true of the many runbys we did where the smoke just hung in the air as the engine powered by those of us on the ground watching and listening to the sounds of an old steam engine doing her magic not to mention the melody the engineer played on the steam whistle. Twice we were in canyons where the echoes of the engine and steam whistle produced sounds that seemed to keep echoing for three or four seconds. Just an amazing experience that had us train admirers on the ground just shaking our heads at our good fortune to experience this wonder piece of working history operating right in front of us.

Our trip allowed us to follow the Yellowstone River, the Missouri River at it's confluence, the Clark Fork River, the Flathead River plus passing thru the Mullen Tunnel some 3,898 feet long that was completed on November 1, 1883 and which is also at the Continental Divide.

It is also amazing all the historic railroad depots that have been saved along the route. The Milwaukee Road depot in Missoula is truly unbelievable in it's preservation. The depots in Billings, Livingston, Helena and Missouri (former Northern Pacific) are testimonials to the advantages of saving these old buildings. In every case there is development around

these major restorations and is drawing new traffic to these areas.

As we arrive at our final destination of Kootenai, Idaho, we all detrain and are treated to one last slow runby with the steam engine barking loudly and playing a fond farewell on it's steam whistle almost like an old steam calliope. We board our buses heading for the airport and back to our respective places and along the route back to Spokane the bus is very quiet perhaps in part because we are all reliving in our memories of how wonderful these three days have been to ride behind a historic old steam engine traveling thru part of the Lewis and Clark trail scenic territory important in our American History and in many places appearing as it once was. It isn't possible to relive history but these types of trips get very close and for that we are all excited about the positive outcome of our journey and adventure.

All in all it has been a wonderful adventure but alas I hear that old refrain, "All Aboard."

Choo Choo Joe

### ***Switchback to the Timber***

by Clem L. Pope

Sub-title: A History of the Mount Hood Railroad and the Oregon Lumber Company.

Published by Old Forester Publishing Company, Hood River Oregon. 1992, 119 pages, softbound.

For anyone interested in the lumbering and some of the religious history of Hood River and the surrounding area this book is an excellent reference. This book does not deal with recent history but instead concentrates on lumbering developments beginning in the late 1800's and some about what brought the early developers to this country and specifically Oregon. With this book we learn much about how the timber was acquired and some of the shenanigans that were used. We also learn a lot about the trials that early logging railroads faced including the many accidents, fires, washouts, snow shutdowns and rail car shortages. Learn how today's passenger traffic on the MHRR is almost as old as the railroad itself. I will admit to a bit of bias since I grew up in Hood River but I think anyone interested in Oregon history or the history of Oregon lumbering or this

piece of Oregon's railroad history will also find this book from the Chapter's Lending Library very interesting.

By Arlen L. Sheldrake

### **PNWC/NRHS General Meeting Minutes**

**Dec 20, 2002**

**Meeting Minutes were unavailable at time for printing. Due to proximity of next meeting (Jan 17<sup>th</sup>) it was requested by the chapter president that the Trainmaster go to print without the meeting minutes.**



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

**Attn.: Trainmaster Editor**

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**T-M Deadline:** 20<sup>th</sup> of previous month

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**Car Host:** Darel Mack 503.723.3345  
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