

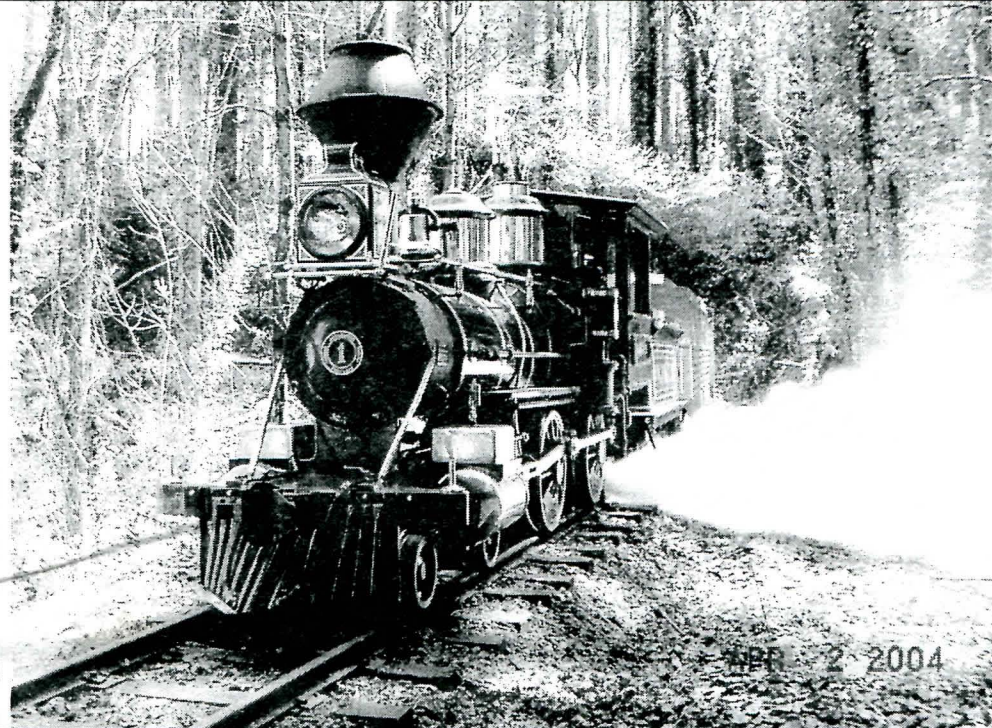
The

May
2004



Trainmaster

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



Zoo Locomotive Returns

Heroic efforts by the crew at the Zoo were successful in overcoming funding shortages and getting the steam locomotive at the zoo rebuilt for operating this year. See article on page 2. This photo of a test run on April 2 was provided by an unknown contributor.

Pacific Northwest Chapter Timetable #501

Membership Meetings: May 21, June 18, 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.

May Program: 1986 Steam Expo in Vancouver, BC.

June Program: **Special off-site meeting and program** at the Forest Discovery Center (formerly World Forestry Center), Cheatham Hall, Topic: **Peggy's** (their shay locomotive) **Move and New Display Home**, Mark Reed, Operations Manager, Forest Discovery Center
July Program: Plan at this time is to have photos from the Minneapolis NRHS Convention.

If you are interested in presenting material to the chapter at a membership meeting please contact Ralph Johnson at 503-654-1930

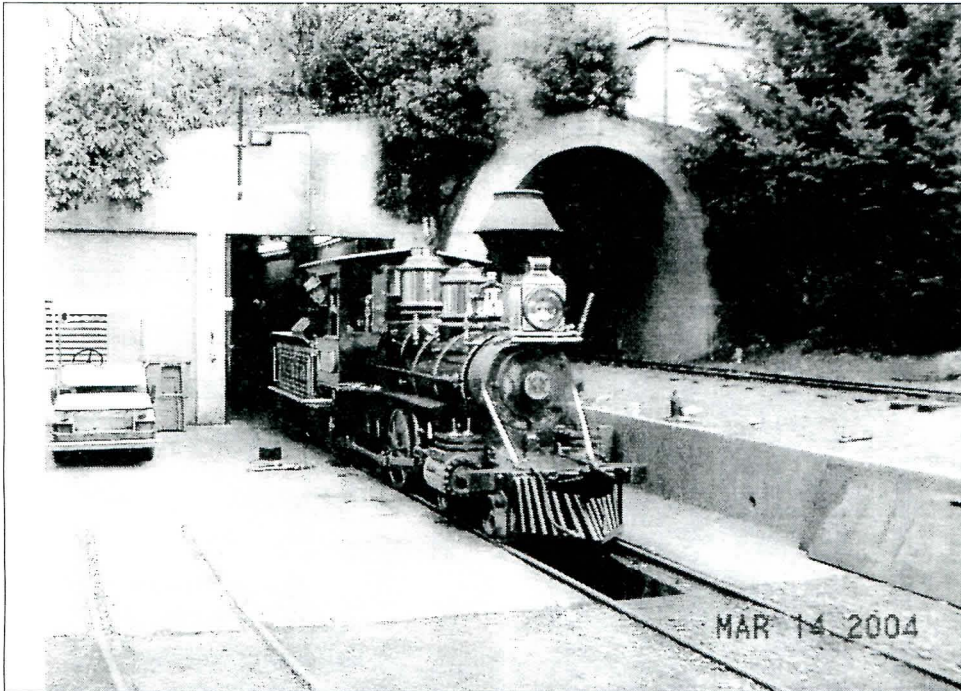
Board of Directors Meetings: May 13, June 10, Room 208, Union Station, 7:30 PM

Lending Library: 1:30 to 4 pm May 22 and 29, check-out subject to **loan agreement**.

Excursion: Port of Tillamook Bay Railroad excursion, May 15. See Page 2.

Notable Non-Chapter Events:

NPRHA & SP&S Historical Society Annual Conventions July 14-18, 2004, Pasco Red Lion Hotel; more information on the Northern Pacific Historical web site at: www.nprha.org



Zoo Loco in steam

Heroic efforts by the crew at the Zoo were successful in overcoming funding shortages and getting the steam locomotive at the zoo rebuilt for operating this year. This photo of a test run on March 14 was provided by an unknown contributor.

Steam Lives Again on the WP&Z Railway By Arlen L. Sheldrake

On March 16, 2004 after 17.5 months (534 days) the Washington Park and Zoo Railway steam locomotive *Oregon* returned to life and took a quick trip around the Zoo Loop. The formal return to steam is being held in conjunction with Packy's 42nd birthday on April 17th. Packy is one of the famous and honored Zoo Asian elephants.

The Portland Tribune February 24, 2004 cover article, *Zoo train whistles a new tune*, is an excellent article and the Tribune is complimented for highlighting this important return to service.

For those not familiar with the *Oregon*, a good history article is available at www.helenet.com, click on "other links" then click on "Washington Park and Zoo Railway". The document is quite large so a high speed Internet connection is recommended.

The 30-inch gauge *Oregon* was built by a group of dedicated volunteers to celebrate Oregon's centennial in 1959. The leadership for the project came from Zoo Commissioner Ed Miller who was also the Managing Editor of the *Oregonian*, Jack Jones, General Manger of the Northern Pacific Terminal Company, and George Burton a very active live steamer, Chapter President 1958 & 1959 and Tektronix technician. The group formed the Oregon Locomotive Works and included Waldo Hirschberger, Ron Wicke, Chet Wheeler, and John Labbe (Chapter member). This is the only locomotive this group built. George Burton numbered the steamer No. 1 and named it *Oregon* in honor of Oregon's Centennial.

The steam locomotive was completed and delivered on June 19, 1959 and entered revenue service the next day. From inception to the finished product took a little more than nine months. The locomotive has 9" by 12" cylinders, 30" diameter driving wheels, and operates at a maximum steam pressure of 170 psi. The tender carries 150 gallons of fuel oil and 400 gallons of water. The *Oregon* first operated at the 100-day Oregon Centennial Exposition and International Trade Fair that was held at the Pacific International Livestock Exposition (P.I.) which is now the Multnomah County Exposition Center.

This article begins by noting that the *Oregon* has been idle for 17.5 months (534 days) and it could have been much longer or forever. The Oregon Zoo is experiencing significant revenue shortfalls as a direct result of Oregon's poor economy over the past few years. The Zoo Railway is an expensive operation and in the current financial climate, that presents challenges to the Zoo management.

On February 8, 2004 10 members of the Pacific Railroad Preservation Association met with Zoo management and reviewed the status of the *Oregon* now in pieces. Dale Birkholz, Channel 6 cameraman and also PRPA Vice-President, did a piece on the *Oregon* last Christmas Eve. This triggered his and PRPA's interest in seeing the *Oregon* get operational. The PRPA meeting and inspection of the *Oregon*

resulted in findings that it wouldn't take a great deal of work or money to return the *Oregon* to service. A \$5,000 estimate was developed and then magic happened. Ben Harris, WP&Z Railway Stationmaster wrote a \$5,000 check the next day and Zoo management agreed for the project to go forward.

In summary, we now have an Oregon treasure back in operation thanks to the efforts of our sister organization PRPA's steam locomotive experts, a dedicated Stationmaster Ben Harris, Zoo Railway volunteer, occasional employee and Chapter member Jeff Honeyman and others. Now it is up to all of us to take our friends, children, grandchildren and neighbors for rides on the Washington Park and Zoo Railway. And make sure that Oregon Zoo management and your METRO Councilor know that you enjoy and want to keep the Zoo Railway operating especially the steamer *Oregon*.

This article gathered information from Jeff Honeyman, Portland Tribune, and The History of the *Oregon*.

New Life for Trolley Line By Arlen L. Sheldrake

On March 18th the METRO Council approved the *Trolley Trail Master Plan* that will finally begin development of a multi-use recreational trail on the former Oregon City line.

According to our expert Kenn Lantz this line was originally constructed in 1892 by the Oregon City and Southern Railway Company, was 15.5 miles long and the oldest interurban railroad in the United States.

In 2001 the North Clackamas Parks and Recreation District and METRO acquired a 6-mile stretch of this historic rail corridor between downtown Milwaukie and Gladstone. When fully developed this multi-use trail will connect with existing trails in Milwaukie and Gladstone including the Springwater Trail making a continuous 20-mile loop connecting Portland, Milwaukie, Gladstone, Oregon City and Gresham.

In most areas the trail will be 12-foot wide with an asphalt or concrete surface and soft shoulders which will accommodate a wide variety of non-motorized uses including pedestrian, recreational and commuting bicyclists, horses, wheelchairs, in-line skaters and other. Phase 1 which was also approved March 18th is between Jefferson Street in downtown Milwaukie south to Courtney Road, development begins this year.

Information for this article comes from Kenn Lantz and the METRO web site (www.metro-region.org).

New Neighbor for chapter in Union Station Annex By Arlen L. Sheldrake

Beginning April 1st Amtrak began moving their Register Room operations next door to the Chapter in the Union Station Annex. The Register Room was formerly located in the small add-on building just outside (east) the Union Station main floor restrooms. This former Register Room facility is now permanently closed and may be removed since it was not part of the original historic structure. The Register Room is where the Amtrak crews pickup their train and crew orders.

While no final decisions have been made there is an ongoing discussion about moving more of the Amtrak offices into the Union Station Annex. For more than a year the Chapter has been the only tenant located in the Annex. Portland's historic Union Station is owned by the Portland Development Commission and is managed by the City of Portland.

Willamette Shore Trolley By Arlen L. Sheldrake

On April 3rd a Rod Cox news release announced the Spring Timetable for the Willamette Shore Trolley operating between Portland and Lake Oswego. Service begins May 1st with runs on Saturdays and Sundays. Lake Oswego departures at 12 and 2 pm; Portland departures at 1 and 3 pm. The Lake Oswego station is at the corner of State and A streets in downtown. The Portland station has been relocated to SW Bancroft and Moody streets near the Old Spaghetti Factory (south of River Place). Adult fare is \$6 one way and \$10 roundtrip, seniors 55+ are \$6 one way and \$9 roundtrip, children 3-12 are \$4 one way and \$6 roundtrip, under 3 are free.

The Willamette Shore Trolley is an operation of the Oregon Electric Railway Historical Society. The trolley runs along the west shore of the Willamette River through some beautiful and exclusive neighborhoods and includes trestles and one tunnel. More information: 503.697.7436 or www.trainweb.org/oerhs/wst/wst_schnfares.htm

An expanded schedule of operation runs from Memorial Day through Labor Day. Operations are Thursday through Sunday and include morning and later afternoon departures. Between Labor Day and September 30th operations are Friday through Sunday.

Eagle Cap Excursion Train

By Arlen L. Sheldrake

As reported in the January 2004 *Trainmaster*, northeastern Oregon now has a seasonal operating excursion train. The Eagle Cap Excursion Train is a scenic train that operates on a 60-mile long railroad that links the communities of Elgin, Wallowa, Enterprise and Joseph. Along the way, the track passes through spectacular roadless areas as it follows the wild and scenic Grande Ronde River down stream, then turns up the Wallowa River and across the beautiful Wallowa Valley to the base of the towering Wallowa Mountains.

The track, historically known as the Joseph Branch, is owned by the governments of Wallowa and Union Counties and operated by the Wallowa Union Railroad Authority, which also operates rail freight service on the track.

The Eagle Cap Train excursions are run by a volunteer organization called the Friends of the Joseph Branch, using the professional train crew of the Wallowa Union Railroad.

Runs begin May 1st and end in late November with many Thursday and weekend dates; various distances/durations are available. Durations range from 1.5 to 7.5 hours. Tickets are available from Alegre Travel 1.800.323.7330. More information is available from their extensive web site:
www.eaglecaptrain.com.

Pacific Northwest Chapter, NRHS Brief History

By Arlen L. Sheldrake

This document is being prepared as we approach the Chapter's 50th Anniversary in 2005. Please take a look and provide to Arlen any suggested changes/additions.

Some of the Chapter's notable events:

- 1956 – Chapter promotes Liberty Theater opening of movie *Great Locomotive Chase*, members/wives get free tickets.
- 1956 – First issue of *The Trainmaster* published March 31st. 488 issues published as of April 2003.
- 1958 – Golden Spike driven by Chapter President Keenan & City Commissioner Bean upon delivery and dedication of UP 3203 and SP&S 700 at Oaks Park January 14, 1958. City resolution #27662 thanking SP for SP4449.
- 1959 – Members help build the Portland (now Oregon) Zoo Railway steam locomotive *Oregon* designed by Chapter member George Burton to help celebrate Oregon's Centennial. First Portland Zoo Railway trip June 9, 1958.
- 1965 - Incorporated, State of Oregon, July 21st, by Miln D. Gillespie, Walter R. Grande, & John M. Holst.
- 1965 – Hosts the NRHS annual convention that included a field trip to Oaks Pioneer Park to view Portland Park Bureau's transportation exhibit (UP 3203, SP 4449 & SP&S 700). Also a rail fan trip to Seaside.
- 1966 – First public excursion, Portland to Goldendale, 253 miles, \$6.95 adult, \$3.95 child.
- 1968 – Offices established in Portland's Union Station.
- 1969 – *Railcon '69*, 3rd annual NW railfan conference hosted by PNWC and Pacific Northwest Live Steamers.
- 1971 – Major restoration work begun on Stimson Timber Company's #1 42-ton 2-truck Shay "Peggy" damaged by the 1964 Old Forestry Building fire, subsequently moved to Oaks Park. Hydrostat test passed 5/71. Moved and given in 1972 to Western (now World) Forestry Center. Also damaged in 1939 Tillamook Forest fire.
- 1972 – *Emperor of the North Pole* filmmakers enlist the Chapter's help to locate 1930s era rail cars.
- 1972 – BN celebrates the donation of the SP&S Mt. Hood #600 & #76 baggage/dorm cars, at Union Station ceremony.
- 1972 – Junction City centennial commemorated with PNWC co-sponsored display of railroad development materials.
- 1973 – *Peggy*, former Stimson Lumber Shay locomotive, June 2nd ceremony celebrating permanent display at WFC.
- 1973 – BN donates several SP&S, GN, NP and OE emblem signs from various bridges & Burlington OR station sign.
- 1974 – Thousands of hours of volunteer labor restoring the ex-SP4449 for the American Freedom Train.
- 1974 – Board of Vernonia, South Park and Sunset Railroad donates \$25 per month for 12 months toward office rent.
- 1975 – Baggage-dormitory car #76 leased to American Freedom Train Foundation & will be the 4449 crew car.
- 1975 – Portland's SP4449 restored to operation and with PNWC #76 baggage-dormitory car goes to Chicago to join the American Freedom Train.
- 1978 – Hosted the NRHS annual convention "inter/rail78" which included excursions to Yakima, Seattle, & B.C.
- 1979 – SP4449 & PNWC #76 at Swan Island for Oregon Transportation Week celebration.

- 1981 – Excursion pulled by SP4449 to Sacramento for the grand opening of the California State Railroad Museum.
- 1981 – SP4449-Railfair Sacramento Slide Show, Lloyd Center Auditorium.
- 1981 – SPMW 328 Snow Flanger (wood body) donated by Southern Pacific Transportation Company.
- 1983 – Organized the 75th anniversary of the SP&S Golden Spike; special train, ceremony & sign at Sheridan's Point.
- 1984 – SP4449 7,477 mile 51-day excursion to Louisiana World's Fair in New Orleans with cars Mt. Hood & 3300.
- 1985 – Chapter joins with Oregon Assn. of Railway Passengers to restore neon UNION STATION / GO BY TRAIN signs on Union Station clock tower. Signs originally installed 1948, turned off 1971.
- 1985 – Special SP train to Toledo with 3300 containing Walt Grande picture display celebrating 100th anniversary of the first passenger train arrival.
- 1985 – American Association of Private Railroad Car Owners hosted at Union Station, passenger sheds restored.
- 1985 – Chapter supports proposal to City of Portland from Pacific Railroad Preservation Assn. (PRPA) to be designated the official custodian of the SP&S 700 and UP 3203 (OR&N 197).
- 1985 – Deschutes River Rail Excursion, day 1 passenger count 800.
- 1986 – SP4449 & 3300 used in the movie *Tough Guys* starring Kirk Douglas and Burt Lancaster.
- 1987 – SP4449 management moves from Chapter to the City of Portland and advisory committee.
- 1987 – 76 converted to Museum car & goes to Ashland with exhibit for Oregon & Calif. RR completion centennial.
- 1987 - \$5,000 donated to Oregon Electric Railway Historical Soc. to preserve SP Jefferson line for trolley operations.
- 1988 – Chapter's "Museum Train" (Mt. Hood & 76) to Salem for the 50th Anniversary of Oregon's Capitol building.
- 1988 – 3300 & 6800 leased to newly re-formed Mt. Hood Railroad.
- 1988 – Closed Victoria Station Restaurant artifacts donated to Chapter.
- 1988 – Chapter lease of Brooklyn "roundhouse" is replaced by a City of Portland lease.
- 1989 – 3300 & 6800 leased to Rimrock Excursions to run on the City of Prineville Railroad.
- 1990 – Mt. Hood, 3300 & 6800 go to Wishram behind SP&S 700.
- 1990 – Wigwag crossing signal on loan to Columbia Gorge Model Railroad club.
- 1990 – SP switch crew runs cars through a miss-aligned switch, 3300 derailed & heavily damaged.
- 1991 – Oregon and Northwestern Baldwin AS-616 purchased.
- 1992 – Regional Light Rail System resolution supporting a 20-year completion schedule.
- 1993 – Rail Sensation '93, an official Rose Festival event, co-sponsored with OreARP & PRPA.
- 1993 – RELCO donates two Portland Terminal Company ALCO S-2 locomotives.
- 1994 – Semaphore signal loaned to Willow Creek Railroad for display at Western Antique Powerland.
- 1994 – Chapter moves out of the Brooklyn "roundhouse" area.
- 1994 – Lathe donated to Vernonia Restoration and Preservation Association for work on their Shay 102.
- 1996 – 100th anniversary of the February 14, 1896 opening of Union Station celebrated, NRHS Historic Plaque Commission plaque placed indicating placement on the National Register of Historic Places by U.S. Dept. of Interior; "one of the oldest continuously-operated railroad stations in the US".
- 1996 – Internet WEB presence established.
- 1997 – Railroad history display at the Washington County Historical Society.
- 1997 – Hosted Spring NRHS National Board of Directors meeting including touring the under-construction Westside
MAX light rail tunnel.
- 1997 – Display at OMSI's "Holiday Junction".
- 1998 – ex-NP Speeder goes on loan to Canby Historical Society for cosmetic restoration and display.
- 1998 – Six sold-out mini-excursions operated on 3-days between St. Mary's and Hopmere.
- 1998 – Wilsonville-Beaverton Commuter Rail demo., 22 runs (5996 passengers) during Westside MAX opening.
- 1998 – Display at OMSI's "Holiday Junction".
- 1998 – AS 616 sold to the Museum of Transportation in St. Louis.
- 1999 – Jordan Spreader arrives in Astoria in front of the first train since 1996.
- 1999 – Two coaches provided for Morse Brothers/Portland & Western RR rock train dedication.
- 1999 – *Taste of Beaverton* excursions carry more than 2,500 behind PRPA operated SP&S 700.
- 1999 – Display at OMSI's "Holiday Junction".
- 2000 – Mission Santa Ynez sold to Jim Davis who plans to restore the railcar.
- 2000 – Mt. Hood and staff help with the grand opening of the St. Helens-Scappoose Chamber of Commerce housed in the refurbished ex-BN/SP&S depot in St. Helens.

- 2000 – Research materials donated from noted author and member (1957-1999) Walter R. Grande who died in 1999.
- 2000 – Continued working with Western Antique Powerland to establish railroading as part of their development.
- 2001 – Joined Oregon Steam Heritage Foundation (now Oregon Rail Heritage Foundation) to site a permanent home for a museum & Portland's locomotives.
- 2001 – Passenger support functions provided for PRPA's historic SP&S 700 4-day *Homecoming Excursion*.
- 2002 – *Dust Factory* movie production uses 3300, 6200 and Mt. Hood at Bowers Junction, PNWR.
- 2002 – Chapter adopts Union Station clock tower as official logo.
- 2002 – Banks to Salmonberry excursion with: 6200, 6800, Mt. Hood, Gordon Zimmerman, Plum Creek & Casper Mtn.
- 2002 – Selected to host the 2005 NRHS Convention.
- 2003 – *West to Wheeler* 185-passenger excursion in beautiful weather on the POTB Railroad.
- 2003 – *Springwater on the Willamette Trail* grand opening, 4449 & 700 excursions, 4000 passengers (ticketing/car hosts).
- 2003 – Portland & Western Railroad 240-employee special with 6200 & 6800, Albany to Toledo.
- 2003 – Former 1917 SP&S #76 Pullman baggage-dorm PNWC #76 car restoration started.

Membership Meeting Minutes April 16, 2004

President Ron McCoy called the meeting to order at 7:35 p.m. The meeting opened with the Pledge of Allegiance. Bill White, guest, who worked for Southern Pacific Railroad was introduced (see page 5 article in the April Trainmaster). Two new members were noted: Fred Gullette of Portland and Thomas Marney of Salem.

The Oregon City Amtrak station grand opening was held today. Ralph Johnson and Arlen Sheldrake attended. The Amtrak Cascades trains but not the Coast Starlight will serve this station. Celebration was very well attended. The second phase of this project will be the moving of the original freight building to the site with part of the building used as the station.

George Hickok and Ralph Johnson elected at the last membership meeting to fill Board vacancies attended their first Board meeting April 8th.

Ralph Johnson announced that a program for May was still needed. The June program is on the Peggy locomotive and is being held at the Forest Discovery Center.

Cora Jackson was thanked with a round of applause for her continued excellent snacks.

On April 13th Chapter members Jim Long, Arlen Sheldrake, Ron Carlson, Mark Moore, Bob Terkleson, and Ron McCoy accepted the invitation from the Oregon Electric Railway Historical Society and rode a special run on the Interstate MAX Yellow Line. This line opens to the public on May 1st and runs from the Rose Quarter to the Exposition Center.

The member Rolling Stock tour on March 20th was well attended. Some attendee comments: lots of potential for restoration, lots of variety, ambivalence, and too much stuff. Ron indicated that we would continue to discuss Rolling Stock issues.

Keith Fleschner described a brochure swapping process that he is developing for rail related groups in Oregon and Washington. The idea is for each of the interested groups to have the others brochures available for their patrons.

Keith also reported that the window replacement for the 6800 coach is moving ahead with good progress made last weekend and another work party scheduled for April 17th. George Mickelson and Pete Rodabaugh are also putting in hours during the week. This project is being funded by an anonymous donation of \$5,000. The RDC units are still in NW Portland but are supposed to be moved. Lots of work opportunities for all skill levels. If interested, please contact Ron McCoy.

Darel Mack reported that the May 15th Port of Tillamook Bay excursion is selling well but more seats are still available.

Dave Van Sickle reported that he has retrieved some Mt. Hood inventory items. A donation of multiple very large wrenches, two small locomotive lights, a locomotive bell, and a UP train order message fork were received from the estate of J. Paul Doughty. Ron is still looking for volunteers to help with the inventory.

Arlen Sheldrake reported that the 2005 NRHS Convention committee chairs continue to meet monthly. The pre-registration form will be finalized at the next meeting on May 19th. The imprinting on the vests for convention workers is being finalized and orders for those going to the 2004 convention will be placed soon. Committees continue to work developing ideas for convention functions.

The Northwest Industrial Neighborhood Association (NINA) is looking to get rid of their caboose that has been converted into office space.

Treasurer Ken Peters reported that we are holding our own thanks to the major donation for the 6800 window project. Ken and Gerald Schuler are documenting our Memorial Funds and will be dusting off the 1998 Memorial Fund form.

John Willworth brought in a large group of videos from our Lending Library for member checkout. The Lending Library will be open the next two Saturdays from 1 to 4.

Amtrak is now selling Lewis & Clark Explorer train tickets. Ted Ahlberg suggested that the Chapter pick

date and then encourage members to purchase tickets for a ride to Astoria. Other activities suggested by Ron McCoy were an Amtrak Cascades trip to Seattle and a trip to Train Mountain.

Ed Ackerman announced that Shady Dell begins Sunday operations May 2nd in Molalla.

Ron honored Kenn Lantz as this month's Unsung Hero. A member since 1979, Kenn is well respected for his historical knowledge, not only of local railroads but also of bridges, highways, wagon and military roads. When the widow of author and Member Walter Grande needed help, it was our unsung hero who went about rallying the Chapter troops who showed up en-force. Kenn Lantz was recognized with a round of applause by his fellow members.

Tonight's program is a Gerald Schuler provided videotape: Flying Scotsman, Preserving the Legend, 50 minutes. The video uses films commissioned in 1963 and 1964. Locomotive owner Alan Pegler made the segment introductions.

The meeting was adjourned at 8:30 and all attendees enjoyed another excellent snack prepared by Cora Jackson.

Respectfully submitted by backup scribe, Arlen L. Sheldrake

Correction to Last Months Minutes: The Hallmark model locomotive with Lionel Lines printed on the sides of it was donated by Kenn Lantz. The responsible parties apologize for the error.

Committee Chairs

Activities: Ron McCoy 503.244.4315
Archives: Chuck McGaffey 503.223.2227
Meeting Programs: Ralph Johnson 503.654.1930
Concessions: Ted Ahlberg 503.579.2131
Car #76 Restoration: Keith Fleschner, 503.632.0267
Excursions: Kerrigan Gray 503.735.1206
Darel Mack 503.723.3345
Car Host: Darel Mack 503.723.3345
Finance: See *Vice President*
Library: Irv Ewen 503.232-2441
Membership: Diana Mack, 503.723.3345
Museum: Glenn Laubaugh, 503.655.5466
Public Relations: Gerald Schuler, 503.285.7941
Memorial Funds: Gerald Schuler, 503.285.7941
Rolling Stock: vacant, contact Ron McCoy
Chief Mechanical Officer:
Peter Rodabaugh, 503.771.8545
Car Rental Agent: Bob Jackson, 503.231.4808
Safety Officer: Keith Fleschner 503.632.0267

Chapter Officers

President: Ron McCoy (04) 503.244.4315
Vice President: David Van Sickle ('02, '03, '04) 503.297.3807
Treasurer: Kenneth I. Peters ('04)
Secretary: Jim Long ('03, '04) 503.313.7382
National Director: Gerald Schuler 503.285.7941

Chapter Directors-at-Large

Vacancy to be filled in upcoming election (finish out 04)
Darel Mack (02, 03, 04) 503.723-3345
Vacancy to be filled in upcoming election (finish out 2004,05)
Bob Jackson (03,04,05) 503.231.4808
Keith L Fleschner (04, 05, 06) 503.632.0267
William D. Hyde (04, 05, 06) 503.666.5530

NRHS Regional Vice President:

Gerald Shuler, 503.285.7941

Chapter Rep., Oregon Rail Heritage Foundation:

Arlen Sheldrake 503.223.7006

2005 NRHS Convention Chair:

Arlen Sheldrake 503.223.7006



The Trainmaster is the official news-

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Attn.: Trainmaster Editor

PNWC-NRHS, Room 1, Union Station, 800 N.W..6th Avenue, Portland, Oregon 97209-3794

Voice: (503) 226-6747, Fax: (503) 230-0572

Chapter E-Mail: pnwc@pnwc-nrhs.org

Trainmaster E-Mail: trainmaster@pnwc-nrhs.org

<http://www.pnwc-nrhs.org>

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Mailing & Distribution:

Maxine Rodabaugh (503) 253-4241

Janet Larson (503) 253-7436

Darel Mack (503) 723-3345

T-M Deadline: 20th of previous month on most months.

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

Membership in our Organization is available.

\$35 total - \$15 for Chapter, \$20 for National

**Inside this Trainmaster,
you will find:**

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**Note the Special
Meeting in June
at the Forest
Discovery
Center,
Washington
Park. (page 1)**

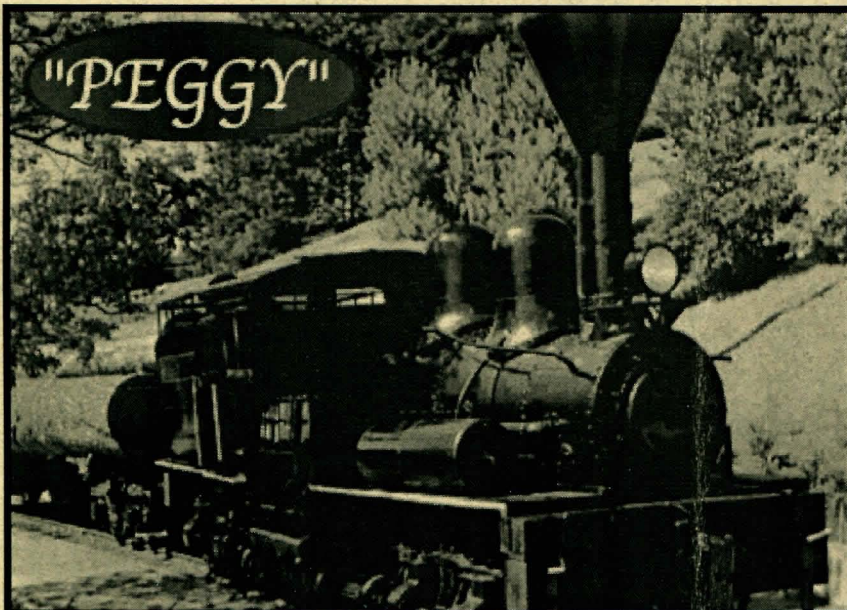
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*World Forestry Center
4033 SW Canyon Rd
Washington Park, Portland*

*On behalf of the
World Forestry Center
and the
Lilley Family Foundation*

*You are cordially invited
to attend a
95th birthday party
for
"Peggy" the
Shay Locomotive*

*Saturday, May 22, 2004
3:00 - 4:00 p.m.
Please join us for cake
and punch.*

No RSVP necessary