

The

June
2004



Trainmaster

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



Salmonberry River Excursion

On May 22, the chapter operated an excursion over the Port of Tillamook Bay Railroad from Banks to Salmonberry and return. Despite occasional rain and having to reschedule the trip from May 15, it was a popular trip and ticket sales along with concessions sales and raffle tickets helped the financial success of the trip.

Pacific Northwest Chapter Timetable #502

Membership Meetings: June 18, Forest Discovery Center, 7:30 PM, July 16, St. Mark's Lutheran Church

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: June 10, July 8, Room 208, Union Station, 7:30 PM

Lending Library: 1:30 to 4 pm, June 19 & 26, July 17 & 24, check-out subject to **loan agreement**.

Notable Non-Chapter Events:

Tacoma Railroad Days Slide Show June 19th at Freighthouse Square in Tacoma, Washington; more information please send e-mail to David J. Cantlin at choo_choo_dave@yahoo.com

History in Motion June 26, 2004 Trains, planes, automobiles and antique logging equipment -Morton WA
WAPI Bucyrus-Erie Steam Crane, Antique Powerland, Brooks, Oregon: WSFA Calendar of Events surrounding the railroad steam crane: June 11, 2004 - Visual Inspection, June 18, 2004 - Hydrostatic Inspection, likely to fire and test the crane on June 26th, which is the Swap Meet Saturday.

2005 Convention Update by Arlen L. Sheldrake, Chair

The Convention Committee Chairs and committee members have been busy working on preliminary plans for the Chapter's hosting of the 2005 NRHS Convention July 5-9, 2005. During late May the pre-registration form has been finalized for distribution beginning at the Minneapolis convention June 29th. The Northstar Chapter has graciously agreed to insert our pre-registration form into the 2004 convention attendee packets.

All Chapter members attending the 2004 convention will be on a mission to sell our 2005 convention. We will be wearing 2005 convention vests that have the convention logo on the back and the NRHS embroidered logo on the front. This is the same vest that all 2005 convention workers will be wearing.

For 2005 the pre-registration fee will be significantly reduced to encourage members to pre-register even if they don't have firm plans to attend. Their pre-registration gets them the mailing of the full convention materials and details. Once they see what wonderful events we have planned, they won't be able to stay away. As many of you know the majority of the 17,000+ NRHS members live in the east, so we are working hard to entice them to travel *far* and visit our unique part of the country.

For those visiting the Mt. Hood or 6800 rail cars during our May 22nd POTB excursion you saw the neat poster that will adorn the back of our pre-registration form. With Mt. Hood in the background and the Union Station clock tower in the foreground, it is uniquely Portland and may become a poster for concession sales.

My thanks to all the Convention Committee chairs and members for their good efforts as we work toward having another convention to remember in Portland. Let me know if you would like to help with this effort.

Dazzling Raffle By Arlen L. Sheldrake

Our super sales person **Al Hall** arranged for a dazzling array of prizes that were raffled during our May 22nd Port of Tillamook Bay Railroad excursion. Many thanks to the following for their wonderful and valuable raffle prizes in support of our Chapter:

- Willamette Shore Trolley, *Rod Cox*, General Manager
- Sumpter Valley Railroad, *Jerry Huck*, Operations Manager
- Chehalis & Centralia Railroad, *Harold Borovec*, Chief Mechanical Officer
- Mount Hood Railroad, *Michelle Marquardt*, General Manager
- Mount Rainier Scenic Railroad, *Rick Castellano*, General Manager, *Christina Deroche*, Reservations
- Port of Tillamook Bay Railroad, *Laura Hogsett*, Excursion Manager
- Amtrak Gift Certificate, *Jim Long*, Chapter member & Secretary
- Brooklyn Roundhouse Tour, *Jim Vanderbeck*, President, Pacific Railroad Preservation Association
- Hallmark Lionel H.O. Steam Locomotive, *Al & Judy Hall*, Chapter members
- Friends of the Joseph Branch, *Ron Peterson*, Chapter member

With all these neat prizes we had **60** happy winners with a total of 149 individual train rides. Please thank these organizations and people as well as supporting their fine attractions.

Oregon Coast Explorer By Arlen L. Sheldrake

Our Port of Tillamook Bay Railroad friends have a busy and varied schedule for 2004 with three primary offerings. The **Heisler** steam locomotive pulled trains run from May 29th through September 19th on weekends and holidays with runs between Garibaldi and Rockaway Beach. Fares are \$12 for adults, \$6 for 10 and under, with no charge for 2 and under; two \$30 cab rides are available on each trip. **RDC** trips begin May 29th through September 18th between Rockaway Beach, Wheeler, and Nehalem Bay Winery. Fares are \$10 for adults, \$6 for 10 and under, with no charge for 2 and under. **Special excursions and dinner trains** run on selected Friday and Saturdays with departures from either Garibaldi or Wheeler with pricing of either \$35 or \$65. The first SunSet Supper Train departs Garibaldi at 6:00 p.m. on July 9th. The last Fall Foliage trip departs Wheeler at 9:00 a.m. on September 13th. More information: 503.842.8206 or 800.685.1719 or www.potb.org and click on the Oregon Coast Explorer.

This is a great opportunity to visit some of the best scenery in Oregon for you, your friends and visitors to our state while at the same time supporting a railroad that has been a good supporter of the Chapter.

Short History of Room One Union Station By Roger Phillips, March 1984

As the Chapter has grown it has required an address keeping up with the Chapter's status. First we made due by receiving the Chapter's mail at the homes of the Secretary/Treasurer, National Director or Regional Vice President.

By 1965 the Chapter had been convinced to host the first west coast convention of the NRHS and it acquired a post office box (whose number had some great significance that completely escapes me at the moment). After the convention the Chapter decided to keep the P.O. Box regardless of how it would stretch the financial resources of the Chapter. The Chapter deserved a permanent address after the big convention since besides being the largest and only chapter west of the Rockies; it had run a convention that all later conventions would have to be judged against.

Regardless of how much of an improvement it was just to have a P.O. Box, the Chapter needed a real office with a pushy address. If the Southern Pacific could have ONE MARKET PLAZA, the PNWC could have ROOM ONE, UNION STATION. Besides providing a new and more appropriate address, it also was to provide needed space to start a small library and acquire several collections then becoming available.

A room was needed to go with the address. To find a room to attach the address to, the Chapter contacted Jack Jones at the Terminal Company. Sadly the subject of rent came up and the Chapter had to agree to pay \$11 each month. The room was next to the restaurant on the ground floor and it was about 6 by 11 feet with a 15-foot high ceiling. Chuck Storz continued to pay the rent for the P.O. Box so it would remain available if the Chapter could not remain in the palatial surrounds.

Portland's Union Station is a great institution that not only survives into the 9th decade of the 20th Century, but it was able to survive without the burden of too many numbers to identify it. Until the Chapter decided to rent a room, the station had found no need to number offices on the first floor. People were expected to know where they were going. Because the Chapter was going to use the room as a mailing address, it needed a new and more precise identification because the postman did not always know where he was going. Since this was the first numbered office on the ground floor, the Terminal agreed that it would make sense to then start with the number ONE. Later tenants preferred to be in the 100 range.

After a couple of years it became apparent that the Chapter needed more space even with the shelves extended all the way up to the ceiling. About the time that the first ROOM ONE was bulging at the seams, a new restaurant and lounge replaced the old coffee shop with its huge horseshoe counter, and the new one needed our old space and offered us financial assistance if we would move out. We needed ground floor space but the Station itself had none to rent, so we moved out to the Annex. The Annex location was between the old station jail and the boiler room. Now the rent jumped to \$45 per month and we still had to worry about how to pay it.

In February of 1984 the Chapter rented additional space in the Annex to make ROOM ONE more usable. The new area will be for dead storage and it will provide better access to the library.

Regardless of the Chapter's location in the terminal, the ADDRESS remained ROOM ONE, UNION STATION. Even after the Chapter moved to another part of the complex, the Chapter was able to move the room designation.

So there they are, now a long way from a P.O. Box.

*Note: This article first appeared in the March 1984 issue of **The Trainmaster**. Roger was very active with the Chapter including being President in 1970 and 1971. Our current lease, which expires December 2004, for the Annex rooms 1 and 1A. The Union Station is owned by the Portland Development Commission and is managed by the City of Portland.*

Steam Returns to Montana By Arlen L. Sheldrake

With the resounding success of the SP&S 700 run for the Montana Rockies Rail Tours in 2002, the SP 4449 is scheduled to do a run this year.

The insurance cost has prevented both our City of Portland operational locomotives from running their own excursions. It just doesn't pencil out to pay the absolutely abhorrent insurance costs when running two or three trips a year. So the best and only option currently available to ride behind one of Portland's

outstanding steam locomotives is when they are contracted to pull a train run by an operator who operates many trips each year.

This year thanks to the folks with Montana Rockies Rail Tours the SP 4449 will be pulling the *Montana By Steam II* excursion that runs eastbound from Sandpoint Idaho October 10th and westbound from Billings Montana October 15th.

This is a big undertaking for Doyle McCormack and the rest of the Friends of SP 4449 crew but, as always, they are up to the task. Currently the SP 4449 is undergoing preparation work prior to repainting into original SP Daylight colors.

It is incumbent on each of us to support the efforts of Montana Rockies Rail Tours to keep our locomotives running and giving the public and railfan these opportunities to see historic big time live steam in action. Tickets: www.montanarailtours.com or 800.519.7245 or 208.265.8618. Tour packages are available from Alki Tours: www.alkitours.com or 800.895.ALKI or 206.935.6848

Mt. Rainier Steams By Arlen L. Sheldrake

Again this year Mt. Rainier Scenic Railroad is offering excursions through scenic lush tall forests powered by a steam locomotive. The five operable historic steam locomotives include three geared logging locomotives: a Shay, Heisler, and Climax. Normally excursions are powered by either the Alco 2-8-2T #17 or Porter 2-8-2 #5.

Excursion departures from Elbe are at 11:00 AM, 1:15 PM and 3:30 PM. Operations are Saturdays and Sundays May 29th to June 27th; daily July 1st to September 5th, then back to Saturdays and Sundays September 11th to September 26th. The excursions run from Elbe to Mineral Lake, 14-mile round trip, and last 1.5 hours with a 15 minute stop at Mineral Lake.

Excursion fares: adults = \$12.50, seniors = \$11.50, children under 12 = \$8.50, and under 3 = free. No reservations are needed. More information: www.mrsr.com or 360.569.2351

L & C Explorer Returns By Arlen L. Sheldrake

The Lewis & Clark Explorer Train running between Portland and Astoria returns beginning May 28th and runs through September 20th on a 4-day Friday, Saturday, Sunday, Monday schedule.

For the Explorer's second year, the train departs from the Linnton Station at 7:50 am and returns at 8:50 pm. Travel time is just under 4 hours each way. Free day parking is available at the Linnton Station, 12222 NW Marina Way. Shuttle bus transportation is available for those wishing to depart and return to Union Station in Portland. The shuttle bus departs Union Station at 7:30 and returns at 9:05.

Again this year the train is operated by crews from the Portland & Western Railroad and this year the PNWR will also maintain the equipment. The train consist continues to be three ex-BC Rail RDC units owned by the Oregon Department of Transportation. One way adult fare is \$29 for adults, \$58 for the roundtrip. Discounted fares are available for children and seniors (62+). Tickets are non-refundable and are available from Amtrak: 800-USA-RAIL or www.amtrak.com. Get your tickets early as many trips sell out.

This is an absolutely wonderful way to see the lower Columbia River area. The leisurely pace allows for excellent wild life and scenery viewing. While a single day trip may be a bit long, consider staying over a night or two and really exploring Astoria. While on board be sure to purchase one of J. Craig Thorpe's posters commissioned for this Train..

Peggy's 95th Birthday By Arlen L. Sheldrake

As announced with the May *Trainmaster* insert, the World Forestry Center celebrated *Peggy's* 95th birthday on May 22, 2004. World Forestry Center President, Gary Hartshorn, gave a brief speech honoring the Lilley Family Foundation for their support of *Peggy's* cosmetic restoration and display. She looks real good!

Following the ceremony in front of *Peggy*, the 50 or so attendees moved into the World Forestry Center's Forest Discovery Center for juice and cake. A model layout featuring Shay and Heisler logging locomotives was enjoyed.

Mark Reed, Operations Director for the World Forestry Center did an excellent job developing the information sign now placed in front of *Peggy*. The Chapter should take pride in member efforts to preserve *Peggy* as noted on the information sign and noted in the birthday speech. *Peggy* is a two-truck 42-

ton Shay logging locomotive built in 1909 with a long history (1909-1950) working in the Pacific Northwest. Chapter member Jack Holst led a preservation effort in the late 1960s that resulted in preservation but not operation.

Chapter members attending the birthday party included Ken Peters, Cora Jackson, Ted Ahlberg, and Arlen Sheldrake. More Chapter members would have attended except for the May 22nd excursion on the Port of Tillamook Bay Railroad.

On your next visit to the World Forestry Center, located west of the Oregon Zoo and immediately west of the Washington Park MAX light rail station, thank them for preserving *Peggy* and their prominent new home for her.

Thanks to Mark Reed for editing this article.

CORP Tunnel Reopens By Arlen L. Sheldrake

After a closure lasting 7+ months, the Central Oregon & Pacific Railroad tunnel 13, MP 411.3 under the Siskiyou Summit is planned for reopening in June 2004.

The tunnel was closed November 17th when a fire was discovered probably set by transients or other trespassers. The fire continued to burn or smolder into February. A heavy winter snowfall (4 feet outside the tunnel entrances) didn't help efforts to reach and work the tunnel located 4,100 feet above sea level. As previously reported in *The Trainmaster*, many rock falls occurred and a lot of the virgin timber supports and lining burned.

The 3,100-foot tunnel connects the rail line between the Rogue Valley and California and was formally operated by Southern Pacific, the line is owned by Union Pacific and leased to CORP. Trains normally using the tunnel had to be routed north to Eugene, then south to Klamath Falls adding up to 13 days for delivery to California destinations. Yreka Western Railroad, who interchanges with CORP, lost approximately 60% of their freight revenue during the closure forcing the cancellation of their summer tourist runs.

Some information for this article came from the San Jose (CA) Mercury News.

Astoria 1929

75 years ago a 34-car Christy Brothers' Circus train arrived in Astoria in early May. The train originated from Albany and included 400 circus staff and a six-pole *big top* containing five rings with seating capacity for 6,500 people.

Information extracted from the May 12, 2004 The Daily Astorian newspaper.

Chelatchie Prairie Railroad By Arlen L. Sheldrake

Beginning May 29th and running through Labor Day weekend, the Chelatchie Prairie Railroad is operating weekends and holidays. Departures are 11 am, 1 pm, and 3 pm with options of Yacolt to Moulton Falls and Chelatchie Prairie *or* Yacolt to Chelatchie Prairie and Moulton Falls *or* Yacolt to Chelatchie Prairie *or* Yacolt to Moulton Falls. All excursions depart from Yacolt. Adult excursion fares range from \$8 to \$15, children 5-12 range from \$5 to \$7, children 4 and under are free.

Yacolt is about 35 minutes from I-5 northbound exit #9 and about 45 minutes from I-5 southbound exit #21. Check your map for specific directions. More information: www.bycx.com.

The Chelatchie Prairie Railroad Association is an all-volunteer organization. Riding the BYCX would make a great day trip for anyone living in southwest Washington or Northwest Oregon.

Mountain Division Struggles By Arlen L. Sheldrake

The Mountain Division of Tacoma Rail continues to struggle with limited freight traffic and an aging infrastructure.

In the early 1990s the City of Tacoma acquired the line from a subsidiary of the Weyerhaeuser Company, part of the line was donated, the rest was purchased.

The Mountain Division needs approximately \$2 million from the City to get through 2004 and 2005. An additional \$2.5 million is owed on a loan. The 131-mile rail line has suffered for many years from lack of maintenance. Federal funding is being pursued to bring the track up to acceptable standards.

A long discussed tourist train to Mount Rainier in conjunction with the new convention center is still a possibility as is a new hoped for mining operation. Tacoma Rail has two divisions: The Tidelands

Division hauls freight around the industrial tide flats of Tacoma, The Mountain Division runs from Tacoma to Morton.

Information for this article extracted from "Rail line tries to get on track", published in the March 10, 2004 issue of The News Tribune, Tacoma Washington.

History Tidbits: Oregon Washington Railroad & Navigation Company in Years Past

On February 8, 1924: Sam Marsh was arrested by officers McClaskey and Swetland of the O.W.R. & N. special police force, near the depot last night when he discovered to be carrying an old .45 caliber revolver in a loaf of bread. Marsh was incarcerated in the city jail and may be prosecuted of a charge of carrying a concealed weapon.

On February 8, 1904: Rewards for the capture of Guy Harshman and Charles Hoehn, who held up the O.R. & N. train last September, have been ordered paid. Detective J.J. Fitzgerald, who recently did such splendid work up the way, being the recipient of \$300 for Harshman and a portion of \$1300 for Hoehn's capture. Harshman was sentenced to twelve years in the state penitentiary and young Hoehn went up for ten years.

As published in the February 8, 2004 *The Dalles Chronicle*

New Life for Albany Depot By Arlen L. Sheldrake

Construction begins on a new transportation center in Albany Oregon with the groundbreaking ceremony on May 10th. The \$6 million construction contract has been awarded to the James W. Fowler company of Dallas Oregon.

The overall project including design, planning, purchase of the depot and nearby properties brings the total project cost to about \$12 million. The project budget includes \$606,000 for the Union Pacific to build new offices for its maintenance of way branch, now in the REA structure, and for the Portland & Western Railroad, currently with offices in the depot. Another \$100,000 is budgeted to relocate a microwave tower away from the depot. The new UP and PNWR facility will be on the east side of the tracks. Around \$9 million in federal grants are helping pay for this project.

On May 3rd the Albany City Council approved building a 58-foot tower to mark the entrance to Albany's renovated train depot/transportation center. The Albany Rotary Club has offered to help raise money to equip the tower with a clock. The tower will be located at the main depot entrance at Lyon Street. A second entry at 12th and Pacific will be enhanced with a rose garden.

The former REA building will be the temporary Amtrak ticket office during the depot remodel project.

Those familiar with the Corvallis and Albany depots will note that the same concrete block cut to look like stone was manufactured locally and was used to build both buildings. The Albany depot was built in 1908 for Southern Pacific Railroad Company.

With the Eugene depot project well underway, the Salem depot beautifully restored, and phase 1 of the new Oregon City depot completed; the Oregon portion of the *Cascades Corridor* is beginning to shine. The ODOT Rail Division staff, Congressman Peter Defazio, Amtrak, and the City of Albany deserve major complements for getting the Albany Multimodal Transportation Center underway.

Portions of this article were extracted from the Albany Democrat-Herald May 4th newspaper article written by Hasso Hering. Other information obtained from Bob Melbo, ODOT Rail Division, Marilyn Smith, City of Albany and my attending the groundbreaking ceremony.

Mailbag

The Chapter received a telephone call from Columbia Steel Casting November 7th asking for information on patterns used to manufacture in 1958 some parts for the Oregon Zoo steam locomotive. This information request was forwarded to members George Hickok and Jeff Honeyman.

On November 13th Jeff Honeyman responded: I talked to Columbia Steel Casting and they are doing some research on what became of the Zoo steam engine patterns. What castings are in existence are in the possession of the Zoo in the railroad shops. We've had one part of the cylinder pattern at the Zoo for as long as I can remember but the rest resided in George Burton's garage. George gave them to the Zoo in 1989 prior to his death. Some of the patterns such as the driver patterns were destroyed in a fire several years ago. Columbia Steel Casting also had a big fire in 1960 so that may be the same fire that destroyed the patterns

George or the Zoo didn't have. Unfortunately George also lost some of the patterns for his 1.5" to 1' scale "Reno" in that same fire. I told Columbia Steel Casting to feel free to call me for access to the Zoo patterns or any more information. (Note: Jeff is a long-time volunteer on the Washington Park & Zoo Railway)

On November 13th George Hickok responded: Although my father was one of the Chapter folks who built the engine, I was not aware of what happened to the patterns. I'm glad to know at least some of them still exist.

Article Editor's note: The Zoo steam locomotive Oregon is patterned after the Virginia & Truckee Railroad oil burning 4-4-0 Reno, and is roughly half-size of a standard gauge engine and 5/6 the size of a narrow gauge engine, it is temporarily out of service. Check out the Oregon Zoo's web site: www.oregonzoo.org for more information.

Information Available about Railroad Rifle?

My sister has an old model 1894 30-30 rifle stamped with the initials- OWRR&NCO-on the breach. My mother who passed away in 1993, says these initials stand for "OREGON WASHINGTON RAIL ROAD and NAVIGATION CO>". I was wondering if a history exist about when this rifle was owned and if it may have some historical value to your organization. I looked up the manufacture date on the s/n and found it to have been produced in 1914.

I can be contacted at; cmorin@linkport.com

Meeting Minutes: Meeting Minutes were not available to T-M editor in time for publication this month.

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)
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- Keith L Fleschner (04, 05, 06) 503.632.0267
- William D. Hyde (04, 05, 06) 503.666.5530
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- Chapter Rep.,Oregon Rail Heritage Foundation:
Arlen Sheldrake 503.223.7006
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Arlen Sheldrake 503.223.7006



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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

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