

The

March
2006



Trainmaster

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



Pacific Northwest Chapter Timetable #524

Membership Meetings: Mar 17, April 21, 7:30 PM,
St. Mark's Lutheran Church, 5415 SE Powell Blvd.

Programs at Upcoming Meetings:

- March 2006 – Steve Hauff from Port Angeles, Washington will present the Rayonier Railroad

Board of Directors Meetings: Mar 9, April 13, Room 208, Union Station, 7:30 PM

Lending Library: Mar 18 & 25, April 22 & 29, 1:30 to 4 pm, check-out subject to loan agreement.

Annual Banquet: See Page 2 For Details

Notable Non-Chapter Events:

Saturday, May 6, Dan Rehwalt will be speaking about his days working in the Oakridge roundhouse 1947-1952 and Larry Castle is speaking about the building of the Natron Cutoff... <http://www.espeeinoregon.com/>

May 19 - 21, GorgeRail 2006, Columbia Gorge Discovery Center, The Dalles. More info: www.gorgerail.com

Sept 16, West Side Train Show & Swapmeet, 10 AM - 4 PM, Forest Grove National Guard Armory.

ATTENTION EXCHANGE ISSUE CHAPTERS

ATTENTION: *Trainmaster* Exchange Recipients

If your number on the mailing label begins with the letter "X", we reluctantly notify you that this is your last paper issue of *The Trainmaster*. For many years the Pacific Northwest Chapter has mailed just under 100 copies of *The Trainmaster* to NRHS Chapters willing to exchange newsletters. Many Chapters have eliminated their newsletter exchanges due to increasing costs and the labor involved in these mailings, we have these same concerns. The Pacific Northwest Chapter has determined that we will continue to exchange paper copies of newsletters with Chapters in our NRHS Region (Northwest) but this is the last newsletter being mailed to the rest of the exchanges.

For those Chapters interested we are offering to send you a copy of *The Trainmaster* via electronic mail in Adobe pdf format. If this is of interest, send an email message to: pnwc@pnwc-nrhs.org stating your request and the Chapter you represent.

Thank you for your understanding! Arlen L. Sheldrake, President

PACIFIC NORTHWEST CHAPTER ANNUAL BANQUET

Saturday, April 1, 2006
Social hour and no host cocktails
6:00 - 7:00 PM
Dinner 7:00 PM

Bill Bain of the Yaquina Chapter will show the 50th anniversary slide program that he did for our 2005 Convention

Saylor's Country Kitchen & Steak House
10519 S.E. Stark St.
Portland, Oregon ----503-252-4171

Please choose from the following
Dinner choices as follows:

Top Sirloin \$21.00 Half Chicken \$18.50

Vegetarian \$17.50 Baked N.W. Salmon \$24.50

All dinners include Relish Plate, Tossed Green Salad, Bread
Baked Potato, Sherbet Dessert, Beverage and Onion Rings.

<i>Name</i> _____	<i>Choice</i> _____	<i>Price</i> _____
<i>Name</i> _____	<i>Choice</i> _____	<i>Price</i> _____
<i>Name</i> _____	<i>Choice</i> _____	<i>Price</i> _____
<i>Name</i> _____	<i>Choice</i> _____	<i>Price</i> _____

Total \$ _____

**Please return your menu choices and check made out to PNWC-NRHS to:
Darel Mack, 15683 S.E. Andys Ct., Milwaukie, Oregon 97267 by March 24th.**

Please bring any items that you would be willing to donate to the door prize drawing.

President's Update by Arlen L. Sheldrake

Those that missed the January 20th membership meeting sure missed an excellent presentation on **China Steam** by **Ed Immel**. Ed showed slides and some video of his three trips in the last three years including one in December 2005. Big time regular steam service in the 21st Century is certainly unique. It will be interesting to see where in the USA the five locomotives privately purchased will end up. Hopefully the owner will put some better sounding whistles on them. Watch for additional presentations by Ed on some of his other international travels.

Some historical tidbits: City of Portland ordinance 142903 adopted December 8, 1976 declaring the **SP 4449** and **tender 9101** Historical Landmarks. It is now believed that the National Register of Historic Places nomination which was submitted on July 31, 1976 was rejected due to the SP 4449 not meeting the 50-year minimum age requirement.

As promised, the March issue of Railfan & Railroad Magazine has an excellent article by Pat Tracy and family members on the **Washington Park & Zoo Railway**. Did you know that the still in use Washington Park station was the former 1959 Oregon Centennial Exposition and International Trade Fair station.

RailCamp Counselors needed: NRHS is looking for Counselors to work with teenage RailCampers in Ely Nevada July 8 – 15, 2006. The RailCamp venue will be the Nevada Northern Railway Museum. Meals and lodging are provided for Counselors; transportation to and from Ely is on your own. If interested or for more information contact Barry Smith, NRHS Vice President & Director of RailCamp Programs, 2730 Fillmore Drive, Chambersburg PA 17201-7802 or 717.267.0178 or email: svp@nrhs.com.

For a whole lot of great photos of the Oregon Rail Heritage Foundation's **Holiday Express**, check out the www.sp4449.com Web site maintained by Chris Fussell.

A February 2nd announcement stated that more than 80 members of the Brotherhood of Locomotive Engineers and Trainmen ratified a new five-year collective bargaining agreement with the **Portland & Western Railroad** on January 25th.

The Wallowa Union Railroad **Eagle Cap Excursions** are operating again in 2006 with a run in April, a couple in May, then every Saturday in June, July, August, September and the first three Saturdays in October. Runs vary from 4 to 7.5 hours in duration with departures from either Wallowa or Elgin. More information: www.eaglecaptrain.com or Alegre Travel 541.963.900 or 800.323.7330.

Martin Adams, Astoria Railroad Preservation Association, forwarded a message saying that the **SP&S 2-8-2** on display in Battleground has been sold to Brian Flemming of Longview with the title passing officially on January 30th. The move to Longview is being planned for July with hopes to have the engine running by Christmas 2006.

Great news February 2nd from Prineville, Les Schwab Tires will once again begin rail shipment of tires into their main distribution facility in Prineville. The **City of Prineville Railroad** expects the Les Schwab Tires shipments to nearly double the railroad's traffic from last year moving nearly 500 railcars for Les Schwab Tires. City of Prineville Railroad rail traffic plummeted to a low of 87 cars in 2004 from a high of 10,000 cars during the peak of timber production. New railroad General Manager Dan Lovelady is pushing their competitive shipping rates, rail car loading and unloading, warehousing, and truck to truck transfer. Rail shipments can be received and shipped to/from both BNSF Railway and Union Pacific Railroad.

On February 9th your Chapter Board of Directors unanimously approved a recommendation to invite the members of the **Columbia River Chapter NRHS** to re-join the PNWC.

The National Park Service announced January 11th that the **Union Street Railroad Bridge** in Salem Oregon has been added to the National Register of Historic Places. This designation is expected to boost efforts by the City of Salem to transform the bridge into a walkway connecting Wallace Marine Park in West Salem with Salem's Riverfront Park. The bridge was acquired from the Union Pacific Railroad in 2004 for \$1.

The Chapter membership on February 17th approved the Board recommended budget to implement a Chapter **Visioning Project** with Alice Parman, Museum Consultant & Organizational Coach, facilitating the project. The goal of this process is move the Chapter out of the "*tyranny of small decisions*" mode of operation. Expect to be invited to a special Chapter member meeting this spring to review the vision draft. To see some of Alice's work visit: www.aparman.com.

Shasta Route Proposals from Germany

The internet has allowed for a lot of very interesting research possibilities. As an example of today's possibilities, Hans-Joachim Zierke of Germany has proposed an entire set of railroad passenger connections between Oregon and California that might be possible, with research done without the author ever having set foot in North America. This proposal is on the world wide web at http://zierke.com/shasta_route/

2005 Annual Report to the Membership of PNWC-NRHS

Submitted by Ron McCoy, President 2004~2005

All images courtesy R. McCoy unless otherwise noted.

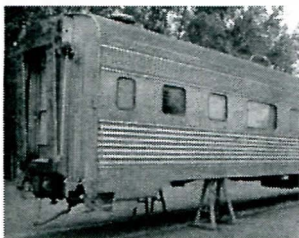
It's with great pleasure that I can report on the extensive accomplishments of the Chapter in the past year. Building on the momentum of recent years, the Chapter and its members rose to meet many challenges. You certainly kept me VERY busy, as I attended in at least eighty-six PNWC meetings, activities and work parties, and that's excluding the convention itself! Our achievements include the following;

TOP OF THE LIST, naturally, is our execution of the hugely successful **2005 NRHS Convention**. This really can be viewed as an **International** convention, as participants came from at least eight foreign countries. But, let it be remembered that what marked this as a truly international convention was not just who attended, it was the sheer scale and diversity of the event itself. This certainly will rank as one of the most concentrated and varied rail events of the decade, anywhere on the planet. *Thanks are eternally due to Convention Chair Arlen Sheldrake, and Convention Treasurer-Ticketing-Database Wizard George Hickok.*



We've gotten thank-you messages from all over the nation, and Europe! The group that attended from Australia even sent a donation in appreciation. Over and over again I heard that the Chapter did a GREAT job, we set the bar very high for future conventions, and we made a lot of people very happy.

Now, lest future generations think that the Convention was THE only achievement of 2005, let's recap a few of the other notable events.

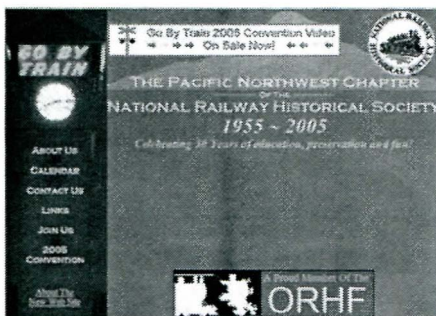


February 12: We launched a **brand-new website** with easier ways to navigate and a streamlined design. *Thanks to web-master Mark Whitson, Web-guru Jim Long, Web-veteran Mark Moore for all their help. They kept me laughing and well fed during the 14-*

month development process.

March 12: Our **Annual Banquet** was held at Saylor's Old Country Kitchen in Beaverton. At the Banquet, Glenn Laubaugh was named as the recipient of the 2004 Jack Holst Award. *Thanks to Darel & Diana Mack for*

coordinating this.



From April to June, major work was done on the Chapter's stainless steel passenger car "the 6200". All four axles were taken to Tacoma and turned on the lathes of

Gunderson. Both trucks were serviced, and extensive improvements were made on parts of the buffer plates at both ends of the car. *Thanks to Pete Rodabaugh, George Mickelson, George Hickok,*

Keith Fleschner for moving that project along.

May 14: Your 2005 president conducted a **day trip to Seattle on Amtrak's Cascade Talgo train**. This was open to all, but was aimed at promoting train travel to people who had never taken the trip before. Twenty-four people participated, and nearly two-thirds had never taken a train trip before!

June 18~19: Under invitation by the US Forest Service, the Chapter was an official participant at **Multnomah Falls** for the "Columbia Gorge History of Transportation" event. A team of PNWC volunteers showed up early Saturday and set-up

the "observation platform" display, and we were given the prime location of being front and center. Over two days thousands of visitors saw our display, and hundreds upon hundreds spoke



with PNWC members. *Special thanks to Darel Mack for safe storage of the display, Dick and Judy Ordway for the safe transport, Al & Judy Hall for coordinating and anchoring the event, and Jim Long, Randy Rock, Ralph Johnson, Gerry & Olive Schuler, and Kenn Lantz, among others.*

July~August: The Chapter was given the most prominent location for its own concession booth at **Antique Powerland's annual Steam-Up!** A significant team of volunteers staffed the booth over the two weekends, with our resident pitchman Al Hall anchoring the effort. Also, not as well known is that APMA was having significant problems with its public address speaker system and PNWC member Randy Rock dove into the problem, wearing his blue PNWC vest the whole time. These kinds of efforts do not go unnoticed by other organizations. *Great team effort! Al Hall, Judy Hall, Ken Lantz, Randy Rock, Glenn Laubaugh, Mark Reynolds, Charles & James Stevens, Trent Stetz, George Hickok, Dave VanSickle, Ken Peters and many others who helped prepare and conduct our part in this event, including a thorough washing of the Jordan Spreader a week before.*



August~onward: The Southern Pacific Daylight car #3300, a baggage-passenger combination, received a clean up inside and out. For safety, the temporary vestibule platform and steps were completely rebuilt. Significant roof patches were done. *Many thanks to our Safety Officer and Rolling Stock volunteer Keith Fleschner for doing a lot of this work, occasionally all by himself. (and thanks for the countless donuts, Keith!)*

September 9, 10, 11: Chapter Secretary Jim Long conducted



a **trip activity to Train Mountain.** Most participants traveled to Klamath Falls aboard Amtrak's Coast Starlight, with Jim handling the ticketing process. *One of the best-coordinated activities I've been on, and everyone said you did a*

super job, Jim!

September 16: The Membership approved an expenditure of **\$25,000 to replace the badly worn wheels on the Mt. Hood sleeper-lounge car.**

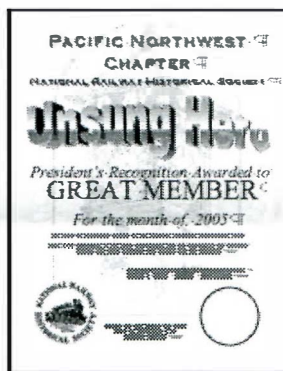
November 10~11: The Southern Pacific wood bodied Flanger was moved onto the grounds of Antique Powerland for permanent public display. Much work must be done to honor the commitments made allowing this piece to find a protective home at APMA, and this coming year of 2006 will require strong support from YOU in the form of nailing,

scraping, painting, debris hauling and the like. *Sincerest thanks to the Meyer Memorial Trust for underwriting the entire moving cost.*

December: Oregon Rail Heritage Foundation **Holiday Express** was a success despite a derailment the first weekend and the last runs being cancelled due to ice and snow. Many PNWC members were critical to the success of this event. Arlen Sheldrake serves as the Chapter's representative to ORHF. The PNWC Rolling Stock crew really pulled off some great feats having the train heated by steam and powered by 32-volt trainline. *This was an excellent example of a great strength of the Chapter; the ability to quickly assemble AND STAFF a comfortable consist of passenger cars at a low cost.*



Photo Courtesy of Chris Fussell & SP4449.COM



December 16: The Membership meeting was held at OMSI. With the **Annual Potluck** once again headed by Darel & Diana Mack, we had no doubt everyone would be well fed. Faithful member Jim Loomis conducted the **elections** according to the bylaws. The **Train Toys for Tots** drive broke the previous record, and all the gifts were presented that evening to an honored guest, Sgt. Poe representing the US

Marine Corps and their Toys for Tots program. Convention Chair Arlen Sheldrake & your 2005 president happily revealed a **giant check from Go By Train 2005 to the Chapter for a whopping \$85,000.** What a nice present for the holidays! *By the way, in case you missed the announcement, the full amount was placed into a Certificate of Deposit account to earn the Chapter some interest while we make plans for the future.*



Throughout the year, work in the **archives** continued as more documents were cataloged and many images were **digitized for preservation.**

And I can't fail to mention that the Chapter continues to gain profits from the sale of the **Convention DVD** skillfully produced by member Joe Harper.

I also want to take this parting opportunity to recognize the recipients of the **Unsung Hero Awards** in 2005.

Jan: Jim Long

Feb: Keith Fleschner

Mar: Mark Whitson
Apr: Robert McCoy
May: Maxine Rodabaugh
June: Randy Rock
July: Diana Mack
Aug: Jim Loomis
Sep: Joe Harper
Oct: Darel Mack
Nov: The Hickok Family
Dec: Arlen Sheldrake



Financially, the Chapter ended 2005 with nearly double the monetary assets it had at the end of 2004, thanks in large part to the Convention, but ALSO due to the Concessions sales efforts lead by Al Hall.

Selling concessions earned the Chapter as much money as we would normally expect from a successful excursion. We also benefited from the generosity of longtime members who included the Chapter in their plans for disposition of their estates. All of this would be pointless if it were not for the careful stewardship of your Treasurer Ken Peters, and his fellow members of the 2005 Board, Jim Long, Dave Van Sickle, Keith Fleschner, George Hickok, Bill Hyde, Bob Jackson, Ralph Johnson, Arlen Sheldrake and the venerable Gerry Schuler. All of these fine members committed thousands of hours collectively, some of which giving support and guidance to me. These are very good people, and I hope you'll each find your own way to let them know they are appreciated.

There are some serious challenges that loom over the Chapter. We have been unable to find a new location for the non-working "S-2" locomotives, which we were asked to remove last summer. If we were pressed to take action, it could be financially traumatic to the Chapter. Vandalism has dramatically damaged the property of many local rail-oriented organizations, and the Chapter lost parts to metal thieves who struck NW Rail Electric. Our rolling stock remains highly vulnerable. This coming year I urge you to support President Sheldrake and the Board as they work to create a vision for the Chapter's future that will include realistic plans for protecting and restoring our rolling stock. 2005 will be viewed as a milestone throughout the distant future of your Chapter. I thank my fellow Officers and the Directors, and all the members for making this one of the most memorable years my life will have.

Submitted respectfully,
Ronald J. McCoy
President, 2004~2005
r.mccoy@comcast.net

The Chelatchie Prairie Railroad Association *(What's up with them?)*

By Doug Auburg, PNWC member and BYCX treasurer

The February issue of the *Trainmaster* contained a story of the railroad in Clark County that runs 33 miles from Vancouver Junction off the BNSF, through Vancouver, Brush Prairie, Battle Ground, Yacolt and finally to the Chelatchie Prairie. The railroad was an NP branch line until the late 1940's when it was purchased by International Paper and the line extended from Yacolt to their new mill site at Chelatchie Prairie. The mill closed in 1972 and the railroad has had a hard time since then. Customers on the line were few and have gotten fewer in the years since the mill closed. The railroad was finally sold to Clark County 15 or 20 years ago after being threatened with abandonment and salvage.

After its purchase, the County contracted with first with an operator who operated the Chelatchie Prairie Railroad and later to Chapter member Ed Berntsen as operator of the line. Ed named it the Lewis and Clark Railroad (LINC) and operated both excursion passenger and freight trains for a time. LINC passenger operations ceased in late 1995 when winter floods took the line out of service for nearly a year. In 1999, the Chelatchie Prairie Railroad Association (BYCX) was formed and obtained a sublease from LINC and the County to operate excursion trains on the line north of Battle Ground. The BYCX operated passenger excursions on the line through December, 2004.

In late 2004 Clark County awarded a 30 year lease to a new freight operator, the Columbia Basin Railroad, which is headquartered in Yakima, Washington. In late December, 2004 the CBRR signed their new lease and instructed the BYCX to cease operations until a new operating agreement could be negotiated.

2005 was a challenging year for the BYCX, CBRR and Clark County as all three parties tried to find a formula that would allow the BYCX to continue. Finally, agreement was reached in late November and documented in Memorandums of Understanding (MOU) between CBRR and Clark County and a second

MOU between the BYCX and Clark County. County attorneys are currently working on a 5 year lease to the BYCX that will follow the terms set out in the two MOU's. Under this lease, extensions beyond 5 years will be subject to future negotiations.

So, the BYCX is looking forward to at least 5 more years of passenger operations in north Clark County. Our rolling stock is stored near our engine house at Chelatchie. Our volunteer members are busily working on the restoration of an Alco 2-8-2T #16 (originally Crossett Western Co. #10 Wauna, Oregon). The boiler has been successfully retubed and work is now under way to put the locomotive back together for operation on the line. Our hope is to have it running by December for our annual Christmas tree trains. Restoration work is also underway on several passenger cars for use on the line. A full listing of BYCX equipment and other details can be found on the Association's website at www.bycx.com.

Ever since I have become involved with the BYCX I have pondered all of the things that the Chapter and the BYCX have in common and I have wondered what areas these two great organizations might find to cooperate for their mutual benefit.

(Note: Doug has been a PNWC member since 1976 and was Chapter President in 1987.)

Lovejoy Ramp Artist

By James Harrison



Photo by Arlen L. Sheldrake, 2.12.2006 @ NW 10th & Flanders, The Lovejoy Columns display

I am working on a project in Portland to restore some artwork done by an SP&S employee, a Mr. Tom Stefopoulos, the artist of the Lovejoy Ramp. His story has something of a cult following here in Portland, but in case you are unfamiliar with it, I'll give you a quick synopsis.

From 1948 to 1952, while working as a watchman for SP&S, Tom began a series of paintings on the pillars of the Lovejoy Ramp in Northwest Portland. In 1999, myself and others convinced the city of their cultural and historical merit, and the entirety of the columns were cut free from the ramp and placed in storage. Today the finest two columns with the bulk of Tom's paintings have been re-erected, and conservation of the

paintings is planned to begin in the spring of 2006.

We are actively hunting for those who can help fill in the blanks on Tom's story. We are searching for pictures, anecdotes, etc. – any and all information that can shed light on this unique artist in Portland's history. I'd appreciate it if you could help spread the word in your own community, and feel free to pass on my contact information to anyone who may have knowledge or old photos of Tom's work.

You can view some images of the work on my Website at www.lovejoycolumns.info by clicking on the Lovejoy Columns tab to the left. My email address is: jamesmharrison@hotmail.com.

Thank you very much for your consideration.

***Trainmaster* Editor Needed** By Arlen L. Shel Drake

Our long time *Trainmaster* Editor Glenn Laubaugh would like very much to retire from this position and devote his extra time to the Chapter's museum development. The duties of the Editor are, on a monthly basis, to take the materials submitted and format them into an electronic document and submit them to our printer Oregon Quality Printing. Once printed it is picked up and distributed by our crack distribution crew of George Hickok (mailing labels), Darel Mack (folding, taping), Janet Larson/Maxine Rodabaugh (labeling & bulk mailing).

The *Trainmaster* Editor in consultation with the President determines what goes into each *Trainmaster* edition. Most years the Chapter publishes 12 issues but sometimes like with the *Go By Train 2005* NRHS Convention, a special issue is published. The *Trainmaster* is our primary tool of communicating with our just under 300 Chapter members and it is mailed to approximately 100 other NRHS Chapters.

The Editor is not responsible for generating printable material. This is the responsibility of each Chapter member, Committee Chair and certain Chapter Officers such as the National Director and Secretary.

If you have an interest and some word processing, layout, and computer skills we want to hear from you. Please contact either Glenn (glaubaugh@nwrail.com) or Arlen (rita_sheldrake@msn.com).

Glenn's many years of successful *Trainmaster* publication needs to be rewarded by a well deserved retirement!!!!

U.S. Railroad Regulatory Scheme At the Beginning of the 21st Century A Thumbnail Summary of How Federal Law Trumps and Preempts State and Local Governance of Railways

The Interstate Commerce Commission Termination Act of 1995 abolished the ICC, established the federal Surface Transportation Board as the successor to the ICC, and revised the Interstate Commerce Act, all effective January 1, 1996. The STB, which is administratively linked to the U.S. Department of Transportation, was given **exclusive** jurisdiction over **construction and operation** of rail lines that are part of the interstate rail network, including carriers that operate only in one state. Previous ICC and court precedents regarding the ICC's preemptive authority apply to the STB's authority.

Under the commerce and supremacy clauses of the United States Constitution, direct regulation of interstate commerce by the states (and their derivatives) is prohibited. State and local government, therefore, has been preempted with respect to regulation of railroads in many fields because railroads transport commodities between states. Preemption, however, does not withdraw from states the power to regulate activity that could be considered merely a peripheral concern of federal law, such as imposition of appropriate public health and safety regulation. But local regulation is preempted when it stands as an obstacle to the accomplishment and execution to the full purposes and objectives of Congress regarding interstate commerce. A key element in this preemption doctrine is the notion that to be stricken down local regulation must cause an "unreasonable burden." Not all state and local regulations that affect interstate commerce fail. Only those that "conflict with" federal regulation, "interfere with" federal authority, or "unreasonably burden" interstate commerce are preempted. In short, where state and local law can be applied without interfering with federal law, local regulation can successfully stand. It is difficult to draw the line between what type of regulation is, and is not, preempted without a specific example. One example would be an attempt by a community to restrict hours for train operation. Such an exercise would go too far as it would both interfere with the federal licensing program (the STB's *exclusive jurisdiction over operation*) and *unreasonably burden* interstate commerce (by limiting to certain hours when a railway could run its trains).

Although in 2005 the Federal Railroad Administration promulgated new regulations affecting public road crossings at grade, Oregon (through the Department of Transportation, Rail Division) does regulate the length of time trains may

obstruct public crossings to 10 minutes between 6 a.m. and 10 p.m., and 15 minutes between 10 p.m. and 6 a.m. The limit does not apply to a train continuously moving in one direction. Monetary fines are assessable for violations. Oregon also regulates railroads in other areas not subject to federal oversight, such as minimum clearance of structures over and beside tracks, quality of walkways for railroad employees and certain caboose and locomotive sanitary facilities.

Contributed by Bob Melbo, Oregon Department of Transportation Rail Division

It Works.....More Help, More Sales!



Photo by Arlen Shel Drake

Pictured, right to left: Jim Hokinson, Al Hall, Bill Hyde

The Chapter's crack concessions sales team of Bill Hyde, Leonard Morgan, Mark Reynolds, Jim Hokinson, Trent Stetz, Chuck McGaffey, Judy Hall, and leader Al Hall had many collectible items on display which resulted in record sales at the January 21st SP&S Railway Historical Society sponsored Swap Meet at the Airport Holiday Inn. Many of our Chapter members attended the annual event which attracted close to 500 shoppers.

PNWC-NRHS Membership meeting minutes November 18, 2005

Chapter President Ron McCoy called the meeting to order at 7:34 pm, and led the membership in welcoming new member Darryl Harrington, and several guests: Mr. and Mrs. Robert Campbell, Joshua Palshikar, Sebastian Salway, and Dave Larson. Other new members not in attendance included Joann Chambers, Charlene Lichtmann, and John Weimer.

Approval of the minutes from the October membership meeting was postponed to give members more time to read the Trainmaster.

All convention volunteers were invited to a volunteer appreciation banquet at the Beaverton Elks Lodge on December 4.

Treasurer Ken Peters reported on some significant financial events:

the purchase of a replacement brake valve for one of the Chapter's S2 switchers, and the imminent payment to contractor Wayne Grippen for moving the flanger onto a display track at APMA. Joe Harper's sales of the "Go By Train 2005" convention DVD have netted just over \$1000 for the Chapter. Contact Joe to purchase your copy if you haven't already!

Jim Loomis is heading up the 2005 Elections Committee. Due to late submittal of some candidates' elections statements, the Committee will be making a mailing no later than November 25 to publish the candidates' statements.

The Rolling Stock Committee continues to take steps (!) toward making the S2's eligible for movement. Needed are stairs, and brakework.

Chief Mechanical Officer Pete Rodabaugh has located the vintage brake valve needed to repair the steam brake systems on these vintage diesel engines. The Mt. Hood wheelsets approved for purchase by the membership at the September meeting are awaiting final shipping arrangements. George Hickok spoke about an opportunity for the Chapter's ex-GN, ex-CB&Q car number 1220 to make a return to service.

The Port of Tillamook Bay would like to have an observation car to lease for its excursion operations. The Chapter Board has been asked by the POTB to consider the possibility of refurbishing the 1220 to create a covered open-air car. Rick Banton and Chuck McGaffey made a motion to begin a dialogue with the POTB regarding the modification of the 1220 as an open-air observation car, with the Chapter to retain full title to the car. After brief discussion, the motion passed.

Ron was pleased to announce that the long-awaited movement of the flanger has finally been completed! On November 11, contractor Wayne Grippen completed the move of the flanger from Hopmere spur to the Antique Powerland display track, where it will become part of the Chapter's Maintenance of Way exhibit. The next step is to begin much-needed cosmetic restoration of the wooden exterior, along with interpretive signage for both the flanger and the Jordan Spreader.

Because the December membership meeting and holiday potluck falls on a night when the Oregon Rail Heritage Foundation's "Holiday Express"

trains will be running, Ron asked for the membership's consensus on hold the December meeting in a meeting hall at OMSI. OMSI has graciously donated the use of the auditorium at no cost to the Chapter. Besides the annual potluck and elections, the December meeting will feature an announcement of the preliminary results of the

2005 NRHS Convention, the "Toys for Tots" toy drive, plus of course the Holiday Express operations going on. After discussing the alternatives, and the logistics of having the potluck and elections meeting at OMSI, the membership agreed to hold the December meeting at OMSI.

John Willworth had videos from the lending library available, including titles on the UP Feather River line, the Wisconsin Central, and the Frisco 1522, among others. Library Committee Chair Irv Ewen said that he would be staffing the library hours on the 19th, and Jim Loomis on the 26th. The lending library is always open the two Saturdays following each month's membership meeting, from 1:30 to 4:00 pm.

Ron presented the "Unsung Hero" award for November 2005 to the Hickok

family: George, Jean and Kimberly. While each member of the Hickok family fully deserves independent recognition for their individual contributions, there are also countless benefits brought to the Chapter and the Society that are only made possible by the collaboration & support that exemplifies the Hickok family.

The meeting was adjourned at 8:47 and members enjoyed refreshments provided by Al and Judy Hall. Afterwards, Mark Reynolds provided an informative look at magnetic levitation technology, or "mag-lev" for short, as demonstrated by Siemens on a test course in Germany, and in revenue service on a 31 kilometer route (almost 20 miles) in Shanghai, China, where trains travel the length of the route in 7.5 minutes, for an average speed of over 240 km/h, or nearly 160 mph. Top speed is claimed to be over 400 km/h (250 mph).

Mag-lev technology is suitable for at-grade or elevated routes, and can be used on much steeper grades than conventional rail. Mark's presentation showed how acceleration and braking are controlled by the voltage and frequency of an alternating current applied to the guideways, creating a frictionless propulsion system which can regenerate braking energy and return it to the power grid.

Respectfully submitted,

Jim Long

Secretary, PNWC-NRHS

PNWC-NRHS Membership meeting minutes

December 16, 2005

Chapter President Ron McCoy called the meeting to order at 7:33 pm, at the Oregon Museum of Science and Industry.

Ron thanked Darel and Diana Mack for organizing the annual holiday potluck. He announced that on account of the Chapter Board and Officer elections, there would be no program. But Ron invited Al Hall to talk about the Chapter's "Train Toys for Tots" presentation.

Al credited Keith Fleschner for initiating the first annual "Train Toys for Tots" drive in December 2004, which raised 82 train-related toys for needy children. While Ron counted the

toys, Al said that everyone was hoping to beat last year's total of 82 toys donated.

When Ron finished counting, the final tally for 2005 was 85 toys!

Al and Ron presented the toys to USMC Sergeant Chris Poe, to be distributed as part of the Marine Corps' "Toys for Tots" drive.

Oregon Rail Heritage Foundation volunteer Gus Kamp thanked Chapter members and the Chapter as a whole for volunteer manpower and rolling stock donated to the "Holiday Express" fundraiser for ORHF. On the night of the meeting, many Chapter volunteers had to come and go during the meeting to and from the Holiday Express loading platform, located in the Oregon Pacific Railroad yard across the street from OMSI. Ridership was high, and all the passengers and the Chapter members who volunteered to car host enjoyed themselves.

Not everything came up roses for the ORHF excursions, however. Ron said he had just returned from spending many hours at the Springwater derailment site, and talked about the extraordinary volunteer efforts on the part of Oregon Pacific Railroad, ORHF member organizations, and donated labor that all came together to get the Holiday Express back on track.

Convention Committee Chair Arlen Sheldrake gave a presentation on preliminary results of "Go By Train 2005." He said that 1220 pre-registration forms were received, which netted 650 registration orders representing 800 attendees. With thanks to George Hickok, who could not be in attendance, Arlen presented a check to Chapter President Ron McCoy in the amount of \$85,000 as payment of the bulk of the Chapter's proceeds from "Go By Train 2005." Ron thanked Arlen and all the countless volunteers, from the Chapter, the PRPA, Friends of the SP4449, and all the organizations who played a role in the success of the 2005 NRHS Convention.

The Rolling Stock Master Plan committee will be meeting in early February to begin reviewing the current state of Chapter rolling stock, with an eye toward the future. This committee will make recommendations to the Chapter membership about how the Chapter can plan to make best use of its resources with regard to the rolling stock the Chapter owns, maintains and operates.

Another exploratory committee also will be meeting early in 2006 to begin discussions with the Antique Powerland Museum Association to determine whether there is a potential for future expansion of the Chapter's presence at APMA. Currently, the Chapter has a railroad Maintenance-of-Way exhibit at the APMA grounds in Brooks, Oregon. Chapter member Eileen Brazil gave an update on the MoW exhibit, and said she is working on obtaining materials for refurbishing the wooden flanger, and is also designing interpretive display signage for the exhibit as a whole.

Wearing his ORHF Representative hat, Arlen said that the efforts put in to operating the Holiday Express event, as well as overcoming the Springwater derailment speak highly of ORHF's strength as an organization, and of its partnerships with OMSI and the Oregon Pacific Railroad. Copies of ORHF's winter newsletter were available at the meeting.

Part of the evening's business was to approve the 2006 budget proposed by the Board of Directors. On a motion by Ed Ackerman, seconded by Rick Banton, the proposed 2006 budget was approved.

Eileen Brazil took a moment to thank outgoing president Ron McCoy for his service. Ron accepted a round of applause, and recapped a few highlights that Chapter volunteers have accomplished during the last two years: an increased awareness and involvement of the membership in rolling stock maintenance and other issues; a redesigned Trainmaster newsletter and web site; a renewal of the ties to the Washington Park & Zoo railway, site of the 2004 Chapter picnic; and continued improvements in general relations with railroad organizations in the region.

Ron also spoke about the creation of the "Unsung Hero" award, an award which each month recognizes a Chapter member whose volunteer spirit deserves commendation. Because the inaugural award was bestowed in February 2004, Ron retro-actively awarded the "Unsung Hero" award for January 2004 to Library Committee Chair Irv Ewen. Irv coordinates volunteers to staff the lending library in Union Station Room 1 on the two Saturdays following each month's membership meeting, and frequently staffs the library himself.

Ron presented the December 2005 "Unsung Hero" award to Arlen Sheldrake, for his service as past president, Convention chair, and daily service as the Chapter's representative to ORHF and the greater Portland area rail community.

In other news:

Eileen Brazil continues to work on inventorying Chapter items which are stored off-site in members' homes. If you are helping to store Chapter items, please contact Eileen at 503-647-5667 or by email at pnwc@pnwc-nrhs.org.

Judy Hall said that Chapter member and Oregon Public Broadcasting volunteer Ralph Johnson got an on-air mention of thanks for providing OPB CEO Maynard Orme with a train-themed tie during a recent pledge drive segment featuring railroads.

Ed Ackerman said that 1/8th-scale enthusiasts are getting ready for the 2006 triennial meet at Train Mountain in Chemult this June. Registration for this meet goes up the longer you wait, so visit <http://www.trainmountain.org> for details if you want to attend this huge international event.

Although there was no membership program that evening, Ralph Johnson announced that the January program would be Ed Immel's presentation on steam in China, and February would be Steve Amen of OPB's "Oregon Field Guide."

Terry Parker had details on an O-gauge open house in Aloha.

Elections committee chair Jim Loomis announced the final tallies of the elections for Chapter Director-at-Large and Officer positions for 2006. President: Arlen Sheldrake; Vice-president: Keith Fleschner;

Treasurer: Ken Peters; Secretary: Jim Long; National Director: George Hickok; Directors-at-Large: Charles Stevens (2006-2008); Mark Reynolds (2006-2008); Jim Hokinson (2006-2007); and Gerald Schuler (2006).

Ron adjourned the meeting at 8:36 pm.

Respectfully submitted,

Jim Long
Secretary, PNWC-NRHS

Chapter Officers

President: Arlen Sheldrake 503.223.7006
Vice President: Keith Fleschner 503.516.9272
Treasurer: Kenneth I. Peters ('04, '05)
Secretary: Jim Long ('03, '04, '05, '06) 503.313.7382
National Director: George Hickok 503.649-5762

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Gerald Shuler (finish out 2006 term) 503. 285.7941
Ralph Johnson (05, 06, 07) 503.654.1930
Jim Hokinson (finish out 2006, 07 term)
Mark Reynolds (06, 07, 08)
Charles Stevens (06, 07, 08)
William D. Hyde (04, 05, 06) 503. 666. 5530

Committee Chairs

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Archives: Chuck McGaffey 503.223.2227
Meeting Programs: Ralph Johnson 503. 654.1930
Concessions: Ted Ahlberg 503.579.2131
Al Hall 503.699.5042
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Excursions: Kerrigan Gray 503.735.1206
Darel Mack 503.723.3345
Car Host: Darel Mack 503. 723.3345
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Membership: Diana Mack, 503. 723.3345
Museum: Glenn Laubaugh, 503. 655.5466
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Memorial Funds: Gerald Schuler, 503.285.7941
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Chief Mechanical Officer:
Peter Rodabaugh, 503. 771.8545
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Soon!!!! See
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