

# The

July  
2006



# Trainmaster

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



## Pacific Northwest Chapter Timetable #528

**Membership Meetings:** July 21, Aug 18, 7:30 PM, St. Mark's Lutheran Church, 5415 SE Powell Blvd.

### Programs at Upcoming Meetings:

- Future Date: Steve Amen, Director of Oregon Field Guide at Oregon Public Broadcasting

**Board of Directors Meetings:** July 13, Aug 17, Room 208, Union Station, 7:30 PM

**Lending Library:** July 22 & 29, Aug 19 & 26, 1:30 to 4 pm, check-out subject to loan agreement.

### Notable Non-Chapter Events:

July 20 - 22, SP&S Historical Society Convention, Eugene more info: [www.spsahs.org](http://www.spsahs.org)

July 21, Noon - 2:30, **Washington County Commuter Rail Project Open House**, Bridgeport Village (7455 SW Bridgeport Road, Tigard), Center Court Gazebo; more information: [www.trimet.org](http://www.trimet.org)

July 29-30 & August 5-6, Great Oregon Steam-Up, Antique Powerland Museum, Brooks Oregon. Gates open @ 7 AM, parade @ 1:30 PM, \$8 12 and older.

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

September 16-17, SP4449 Portland to Bend, roundtrip, more info: [www.sp4449.com](http://www.sp4449.com)

## GorgeRail 2006



Chapter members on hand to help out at GorgeRail 2006:  
(left to right) Bill Hyde, Judy Hall, Ron McCoy, US Forest Service (On Site Manager - Multnomah Falls) Aaron J Pedersen, Al Hall

## What's Wrong with this Picture?

By Al Hall

Absolutely nothing! In 2005 the PNWC received an invitation from the U.S. Forest Service to help support their *Columbia River Gorge History of Transportation* event which took place at Multnomah Falls on Father's Day weekend June 17-18.

We were all smiling in this picture because USFS on-site manager,

Aaron Pedersen, not only invited the PNWC back this year but for 2007 and beyond. That's because Mr. Pedersen was pleased with our knowledge of the area and the historical photos from

our archives that we displayed last year plus how we educated children and adults about railroad safety this year. As most of you are aware the UP trains often exceed 50 mph when passing by Multnomah Falls. For train watching it's a railfan's paradise but it also can be very dangerous for anyone who goes near the tracks. We counted over 30 trains that weekend.

Many of our chapter members contributed by sharing information with the public, as well as their knowledge, about local tourist railroads, railroads in general, Antique Powerland's *Steam-Up*, ORHF, and of course membership in the PNWC. In between we sold a few concession items.

Thanks to Darel Mack for transporting our Observation Platform Booth and to Ron McCoy for helping Darel assemble and dis-assemble it. Thanks to Judy Hall for manning our Operation Lifesaver table (in her engineer outfit) and Randy Rock (in his pink engineer cap) for helping Judy. Randy said he wanted to draw attention and he surely did!

Other chapter members who I thank and who helped make this weekend a success were Dr. Dave Van Sickle, Bill Hyde (Mr. reliable), Arlen Sheldrake, the Schuler's, Trent Stetz, Henry L from Belgium, and Chuck McGaffey and the Ordway's for their moral support. Julius Dalzell from APMA helped on Sunday. Al Hall "worked the crowd" as usual. My apologies if I omitted anyone.

Of note, a chapter member who I won't reveal occasionally was heard singing his rendition of *Smokey the Bear* but was told he needs to brush up on his lyrics and his singing (or we may not be invited back next year).

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## 2006 Meeting Snack Sign-Ups

The following members have graciously volunteered to prepare the monthly membership meeting snacks funded by attendee contributions:

July = available	October = Rosemary Scheel & Sara Ackerman
August = available	November = available
September = Diana & Daryl Mack	December = Everyone (annual Christmas Potluck)

To volunteer for *available* months, contact Arlen at 503.223.7006 or ASheldrake@comcast.net.

# It's Steam-Up Time Again!

By Al Hall

Everyone likes to have fun at Antique Powerland's annual *Great Oregon Steam-Up*, even me.

But it's not much fun if we don't have enough volunteers. Fortunately that has rarely happened and everyone gets a break to see other activities throughout the day. As volunteers we all get in FREE but we need to work and the more help we have in our booth the more we are able to help APMA.

Please advise Al Hall by July 4 if you want to volunteer in our Steam-Up concessions booth. The Steam-Up takes place July 29-30 & August 5-6. Show hours are 7:00 am to 6:00 pm. I need to know which day or days and at what times you are willing to work. Contact Al via email at [alhall@aol.com](mailto:alhall@aol.com) or at 503-699-5042.

As part of our team we also need able-bodied volunteers to help Julius Dalzell with the daily vehicle parade. We have done this each year and he sincerely appreciates our effort. The vehicle parade usually takes place between 1:00 pm and 3:00 pm but might start earlier due to the 75 to 100 Caterpillars that are expected to participate this year as the Caterpillar Machinery Museum celebrates it's 15<sup>th</sup> year.

Our booth will once again be located in the same location as it was the past few years. But every year it is a battle for me to keep us there because we are not an APMA member organization. I am able to justify our location for the following reasons:

#1 - I personally spend 4-hours each Steam-Up morning out by the entrance selling the annual Steam-Up buttons as visitors are entering the grounds. We also sell the buttons in our booth. Through our combined efforts we have sold over 2500 buttons the past three years which has resulted in \$2500 in revenue for APMA.

#2 - We are the Steam-Up Information Center.

#3 - We help Julius Dalzell (announcer) during the daily vehicle parade. He relies on our help each year.

#4 - PNWC member Randy Rock keeps the public address system working properly.



This year we need to do a better job promoting APMA membership. One of our tables will be solely dedicated to Steam-Up & APMA information. Our responsibilities include notifying the APMA office of any emergencies we are made aware of; notifying Julius Dalzell and the APMA office of lost items or lost people; promoting APMA membership; answering visitor questions; selling Steam-Up buttons throughout each day; logging information if a visitor or exhibitor wants to donate equipment to APMA; etc.

In between we hope to sell many PNWC concession items, promote PNWC membership and also promote our Tillamook Turn excursion in September. We also might need volunteers out by our Jordan Spreader and Flanger. Contact Eileen Brazil if you are interested ([ladydeere@yahoo.com](mailto:ladydeere@yahoo.com)).

As you can see..... we need lots of help.

Thanks for your consideration,  
Al

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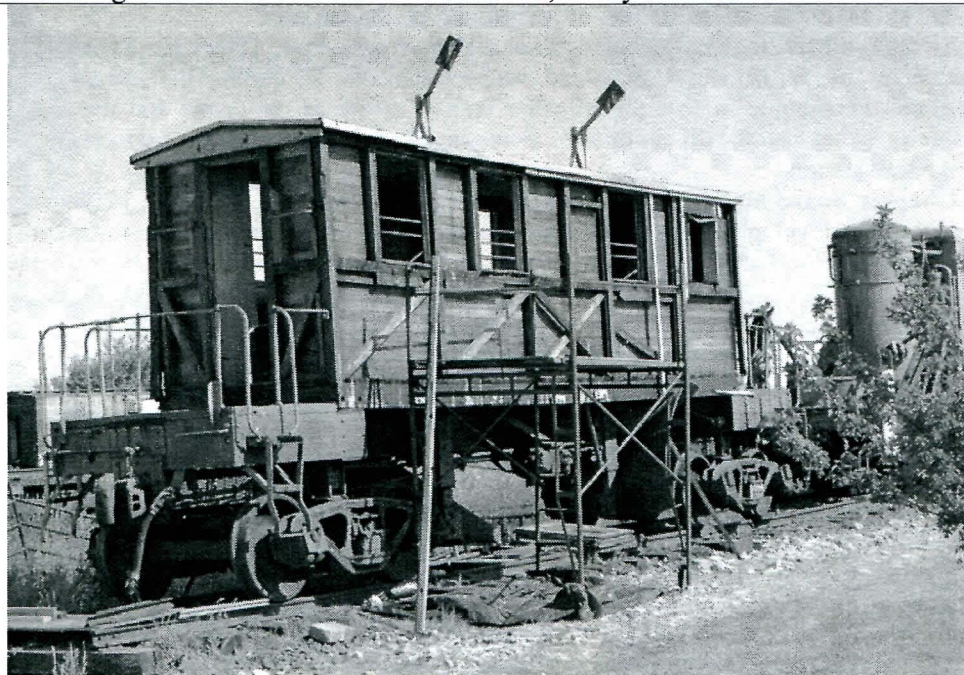
## 2006 Steam-Up Only Days Away

By Al Hall

Circle your calendars and find your chair and sunscreen as Antique Powerland's *Great Oregon Steam-Up* is right around the corner. This year's show takes place the weekends of July 29-30 and August 5-6. Show hours are 7:00 a.m. to 6:00 p.m. each day. Admission is \$8.00. Children 12 and under are free. Senior Discount Day is Sunday, August 6, when admission is only \$6. Parking is free. Powerland's "people movers" provide free transportation around the 62 acres of this vast complex.

Caterpillar is the featured equipment at 2006 Steam-Up and opening weekend will be the International Caterpillar Meet. I've heard the Antique Caterpillar Museum at Powerland is the only Cat Museum in the world and visitors will be coming from as far away as South Africa, Australia and Europe to attend this event. Planned activities include the daily parade, in which 75+ antique Caterpillar's will participate. In the late afternoon *The Old-Time Fiddlers* will be entertaining at the Cat Museum where a barbecue will also take place. Because of the additional visiting Caterpillar's this year the parade will begin at 12:00.

New at Powerland is Oregon Electric Railway Museum's 100+ year-old, double-decker Blackpool trolley from England. It was previously operated on the Willamette Shore Trolley. It is quite a sight to behold and rides will be available both weekends. The Northwest Vintage Car & Motorcycle Museum will have many restored cars on display on their newly planted lawn. Plus a fully-restored 1932 Ford Texaco fuel truck has just taken residence inside their 1930's replica Texaco filling station. The Dezotell Building's new addition on the west end is completed. The architecture replicates a 1906 Southern Pacific Railroad Depot. Threshing exhibitions will feature a beautiful, newly restored 1913 Holt Combine.



Chapter's Flanger, Under Restoration. Photo by Arlen L. Sheldrake, 6.21.2006

Newest of all is your chapter's Flanger which was moved to Powerland earlier this year to take place along side the chapter's Jordan Spreader and the Steam Fiends' steam crane in the maintenance-of-way exhibit. Chapter members Eileen Brazil, Charles Stevens and a few other members are working diligently to have the Flanger's new siding and windows installed in time for Steam-Up.

Antique Powerland invites everyone to come out and enjoy what America once was.



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## President's Update, July 2006 – by Arlen L. Sheldrake

With the wheel work on the 6800 taking longer than expected, the Chapter was pleased to find out that the Port of Tillamook Bay charter for the Southern Appalachia Railway Museum on June 6<sup>th</sup> didn't need the 6800. The passengers were accommodated with seating in the Chapter's 6200 and Northwest Rail Museum's round end lounge car. Barring any other unforeseen problems, the 6800 will be ready for the next POTB charter for RailsNW on July 15<sup>th</sup>. The Rolling Stock crew continues to greatly appreciate being able to work on the Chapter rail cars at the Brooklyn Roundhouse facility. Unless you have experienced the problems of working on rail cars at various sidings where water, parking, electrical power, restrooms, and various tools are not available and require a multiple mile trip, you can't appreciate the many benefits of the Brooklyn Roundhouse and the volunteers that are there both daily and every weekend.

Five Chapter members helped with the first **Port of Tillamook Bay Railroad** trip of the season on Tuesday June 6<sup>th</sup>. The Rolling Stock crew of Keith Fleschner, George Mickelson, and Pete Rodabaugh made the before daylight trip to Banks to get the cars ready and rode the 8:30 AM to 6 PM trip to Tillamook making sure that everything functioned correctly. The Concessions Crew of Charles Stevens and Jim Long were on board selling POTB purchased snacks with all sales receipts coming to the Chapter. This was a very long day for everyone.

The Chapter has now developed a one page flyer for **attracting new members**. One side of the flyer explains what the Chapter is about and on the back is an application form. Pick up a couple copies the next time you attend a membership meeting or Chapter function and encourage your rail fan friends and relatives to join. Anyone interested in developing this into a tri-fold brochure??

On June 11<sup>th</sup> the Chapter's Mt. Hood sleeper/lounge rail car was used by the **Oregon Rail Heritage Foundation** to entertain 22 VIPs in Lake Oswego with the SP 4449 and the GN F7 #274 on the points at each end. This special was arranged by Chapter member Tony Marquis with lots of support from the Friends of SP4449 and Northwest Rail Museum volunteers. Thanks to George Mickelson for providing the Mt. Hood rail car mechanical support.

The **Eagle Cap Excursion Train** folk will soon announce extended excursions to Elgin. According to the Web site, [www.eaglecaptrain.com](http://www.eaglecaptrain.com), the contract is in place and the final details are being worked out. The Willowa Union Railroad trips are an excellent summer activity. More information on their Web site or 541-963-900 or 800-323-7330.

It not too early to begin your Holiday shopping; the Chapter will again be collecting your donated **Train Toys for Tots** this December. Any new book or toy with a train orientation/theme is appropriate. Let's break 100 gifts this year and make the 2006-Holiday brighter for many less fortunate children!

Again on May 31<sup>st</sup> and June 8<sup>th</sup> **graffiti vandals** visited our rail car storage site in Beaverton. Vandalized this time were the Pullman 1917 baggage-dorm rail car #76 and the 1925 SP box car #5335. Contact me if you would like to join Al Baker and me in periodically checking this site (503.223.7006 or [ASheldrake@comcast.net](mailto:ASheldrake@comcast.net)).

Six-term Albany, Oregon Mayor **Chuck McLaran** has decided to not seek a seventh term. Chuck has been a strong advocate for passenger rail service in the Willamette Valley and was instrumental in getting the Albany depot beautifully restored. Albany is somewhat unique in that the Mayor's term of office is two years and the council member's term is four. The good news is that Chuck will continue to reside in Albany. Next time you are traveling I-5, stop in and check out the Albany Amtrak station.

Many, many thanks to the 22 **Chapter Board members and Committee Chairs** who spent a combined 200+ hours with our excellent consultant Alice Parman developing the draft Vision document that was slightly modified at the June 9<sup>th</sup> special membership meeting. The conclusion of this Visioning process is *The End of the Beginning!* Now we need to turn our VISION into a reality.

Many thanks also to **Jim Long** for stepping up June 8<sup>th</sup> to fill our vacant Excursion Committee Chair position. Jim has immediately immersed himself in the planning for our upcoming public excursions on the Port of Tillamook Bay on September 16<sup>th</sup> and 17<sup>th</sup>. As of this writing, the plan is to do a full run Banks Depot to Tillamook Depot or Tillamook Depot to Banks Depot; a train ride one way and a bus ride the other; each day sold separately. The Chapter will begin ticket sales sometime in July, watch for information on: [www.pnwc-nrhs.org](http://www.pnwc-nrhs.org). Ticket sales are expected to be brisk as the Chapter is known for running excellent excursions.

Through the extraordinary efforts of **George Hickok**, *Go By Train 2005* NRHS Convention Financial chair, **Bob McCoy**, our Chapter and Convention auditor, and Treasurer **Ken Peters** we are very close to closing the books for the 2005 NRHS Convention.

Beginning July 1<sup>st</sup> a new **Seattle to Portland** southbound afternoon train #513 along with a new northbound Portland to Seattle mid-afternoon train # 516 will be added to the Amtrak schedule. Previous information indicates that this will utilize all the existing Talgo trainset availability and that any additional expansion will take a major equipment order.

## 4449 WOWS SHERWOOD



Photo by Arlen L. Sheldrake from Ed Bohm's stairway platform in downtown Sherwood.

In spite of being hours behind schedule, the SP4449 arrived in Sherwood Oregon on June 10<sup>th</sup> to a welcoming crowd of *Sherwood Cruisin'* attendees. For this visit to Sherwood, Ed Bohm built a stairway which allowed hundreds of *Cruisin'* attendees to tour the 4449's cab. This outing was an opportunity to get the word out about the Oregon Rail Heritage Foundation and the need to build a facility to house Portland's three locomotives. Included in the consist was the Chapter's Mt. Hood sleeper/lounge which was used to entertain some ORHF invited VIP guests in Lake Oswego on June 11<sup>th</sup>. Chapter member Tony Marquis was instrumental in organizing the June 11<sup>th</sup> event. Note that the rail siding in historic downtown Sherwood was removed earlier this year. This is the second year that the sponsors of the *Sherwood Cruisin'* have invited the 4449 to attend. Harvey Rosener, Chapter member, is the Friends of SP4449 organizing contact with the *Cruisin'*.



Photo by George Mickelson, 6.11.2006 in downtown Lake Oswego.



**VISION DOCUMENT REVIEWED** by Arlen L. Sheldrake

The June 9<sup>th</sup> special Chapter membership meeting to review the Vision document was attended by approximately 40 members. Our consultant Alice Parman, Ph.D., led the session beginning with general comments about the document and then going through the document page by page.

The draft Vision document was mailed to all Chapter members in late May with an enclosed invitation to the special meeting. This special meeting was also advertised in the May issue of *The Trainmaster*.

The 200+ hours of Board members and Committee Chairs hard work on developing the Vision document was apparent and appreciated as no major changes were suggested at the June 9<sup>th</sup> meeting. Some changes were suggested to clarify some areas and issues as well as the removal of some statements that were not necessary to the document. All suggestions were considered and documented.

Copies of the final Vision document were available at the June 16<sup>th</sup> membership meeting and member copies not picked up at the meeting were mailed the week of June 19<sup>th</sup>.

Many thanks to everyone involved in this process. This is step #2 in a long number of steps to move us forward into the 21<sup>st</sup> Century. If you are wondering what step #1 was, it was the decision to start moving forward on this Vision process and hire Alice. As Charlie Philpot, President of Antique Powerland Museum, recommended, we have been very pleased with Alice's expertise and efforts.

*Step #3 is developing and adopting a Chapter Mission Statement!*

Your active participation will be needed at each of these succeeding steps. As Alice has noted, everything the Chapter does will flow from the Mission Statement making this seemingly simple development something we need to work very hard to carefully develop.

**PNWC-NRHS**

**Membership meeting minutes**

**April 21, 2006**

Chapter President Arlen Sheldrake called the meeting to order at 7:32 pm, and welcomed member Brian Morse of Columbia City, and several

guests: Eugene and Florisa Trapp of Portland, and Constance Harrington of Bromsgrove, England, "mum" of Chapter member Darel Harrington.

Recent new members included Arnold Holden of Terrebonne, Oregon, and Judge William Riggs and wife Diane of Wilsonville.

A motion by Maxine Rodabaugh and Darel Mack was passed to approve the February minutes as published in the April *Trainmaster*.

Treasurer Ken Peters reported that April 1, 2006 Chapter Banquet finished just slightly in the black, thanks in part to a donation by Chapter member Joe Harper. Ken reviewed the Chapter's checking balance, and said that all Chapter payables are current. Ken announced he will be attending a tax workshop in late May.

Jim Hokinson reviewed his progress on the volunteer time recording project, and had forms available for volunteers to log their hours. Filled-out forms can be returned to Jim at any meeting, or mailed to his home address in your Chapter directory, or even by email.

Twenty-two board members and committee chairs attended a very productive all-day session with consultant Dr. Alice Parman on April 8th. All Chapter members will be invited to a town hall meeting on June 9th to review and comment on the draft vision document.

The Chapter board has recommended establishing a \$5000 budget for preliminary expenses related to finding a permanent home for the Chapter.

A motion by Gerald Schuler and Darel Mack to establish such a budget was passed by the membership.

Arlen said that plans are moving ahead for a Chapter excursion on the Port of Tillamook Bay railroad in mid-September.

Keith Fleschner will be taking over George Hickok's extensive duties as mechanical support lead for the Chapter's rolling stock leases to the POTB.

The 6200 and 6800 are contracted to the Port for 14 trips this season, and Keith said that all are invited to the work parties at the Brooklyn roundhouse to perform wheel work, cleaning, and miscellaneous repairs prior to movement of the cars to POTB.

Laura Hogsett of the POTB has very graciously agreed to donate snack items to the Chapter for sale on board a June 6 excursion sponsored by the Southern Appalachian Railway Museum. Jim Long and Charles Stevens will be staffing this event, along with the usual PNWC mechanical trio of Pete Rodabaugh, Keith Fleschner, and George Mickelson.

Arlen thanked Judy Ordway for providing the evening's refreshments. Without self-sustaining donations and volunteers to purchase and prepare refreshments, there will be no food at regular membership meetings. There are still opportunities to volunteer for a few months of 2006.

Eileen Brazil is working with Glenn Laubaugh on taking over the responsibilities of Trainmaster Editor. Glenn has performed this job well for many years, and recently announced his desire to step down from the position.

Eileen is also the flanger project lead, and her assistant Charles Stevens reported that new cedar siding is expected in mid-May. The Chapter is looking for the loan of a bandsaw for cutting the siding to length.

Arlen reminded members who have not yet renewed for 2006 to make sure their dues are paid. The renewal

deadline has been extended to June 1, but after that date, non-paying members will be dropped.

Chapter member Jerry Tanquist has agreed to review a book soon to be released by Arnica Publishing entitled "The Deschutes River Railroad War," written by Dr. Leon Speroff. Jerry reported that the book is a worthy addition to the libraries of railroad historians, and is replete with numerous photos and footnotes.

Mount Hood Railroad engineer Leonard Morgan had the railroad's 100th Anniversary commemorative pins for sale for \$5, and sold out all he had.

John Willworth had videos for Chapter members on such topics as SP&S Cabooses, Cumbres & Toltec, Santa Fe's Mojave Mainline, and more.

Other information shared at the meeting:

The 4449 and SP&S 700 each have separate events the weekend of June 10-11.

The 4449 will be at the Cruisin' Sherwood event, and the 700 will be pulling excursions on the Springwater line at Oaks Park.

Ken Peters said that the Blackpool tram number 48 will make its farewell run on the Willamette Shore line May 6.

Jerry Tanquist said an old water tower on BLM land, formerly part of the Deschutes route, needs preservation. Contact Jerry for details.

Ed Ackerman mentioned the Train Mountain Triennial Meet coming up June 23 through July 2.

Arlen adjourned the meeting at 8:15.

Chapter member Jerry Tanquist presented an excellent program on the history of railroading in and around Wasco County, with the aid of hundreds of historic photographs of the Great Southern Railway, Columbia Southern, Deschutes Railroad, Oregon Trunk Railway, and others.

Jerry told us where he believes the oldest continuously-operated stretch of track west of the Mississippi is, and explained the long and convoluted chain of railroad successions in the Columbia Gorge, all the way back to the Portage Railroad built at Cascades in 1862.

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, '06) 503.646.5034  
**Secretary:** Jim Long ('03, '04, '05, '06) 503.313.7382  
**National Director:** George Hickok 503.649-5762  
**President 2005:** Ron McCoy 503.244.4315

#### Chapter Directors-at-Large

**Gerald Shuler** (finish out 2006 term) 503. 285.7941  
**Ralph Johnson** (05, 06, 07) 503.654.1930  
**Jim Hokinson** (finish out 2006, 07 term) 503.635.4826  
**Mark Reynolds** (06, 07, 08) 638.7411  
**Charles Stevens** (06, 07, 08) 503.692.6611  
**William D. Hyde** (04, 05, 06) 503. 666. 5530

#### Committee Chairs

**Activities:** Ron McCoy 503.244.4315  
**Archives:** William Hyde 503.666.5530  
**Auditor:** Bob McCoy 360.459.3251  
**Meeting Programs:** Ralph Johnson 503. 654.1930  
**Concessions:** Al Hall 503.699.5042  
**Car #76 Restoration:** Keith Fleschner, 503.516.9272  
**Elections:** Jim Loomis 503.253.3926  
**Excursions:** Jim Long 503.313.7382  
**Car Host:** Darel Mack 503. 723.3345  
**Flanger Restoration:** Eileen Brazil 503.647.5667  
**Library:** Irv Ewen 503.232-2441  
**Membership:** Diana Mack, 503. 723.3345  
**Museum:** Glenn Laubaugh, 503. 655.5466  
**Rolling Stock:** vacant, contact President, above  
**Chief Mechanical Officer:**  
Peter Rodabaugh, 503. 771.8545  
**Car Rental Agent:** Bob Jackson, 503. 231.4808  
**Safety Officer:** Keith Fleschner 503.516.9272  
**Chapter Rep., Oregon Rail Heritage Foundation:**  
Arlen Sheldrake 503.223.7006  
**Webmaster:** Mark Whitson 503.533.7005



#### **The Trainmaster** is the official news-

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**Tillamook  
Excursion!!!  
See Insert for  
Details!!!!**

**Please note correspondence containing  
address changes on the exterior of the  
envelope for fastest processing.**

The *TRAINMASTER*  
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# The Tillamook Turn

One-day scenic rail excursions  
September 16 Banks to Tillamook  
or  
September 17 Tillamook to Banks

Take a trip on one of Oregon's most scenic railways, traveling over the Coast Range summit deep into Tillamook rainforests and all the way to the Pacific Ocean, riding between Banks and Tillamook, September 16 or 17, 2006.

The Tillamook Branch line was Southern Pacific's most northerly route, and was originally built by the Pacific Railway and Navigation Company. Due to the abundant winter rains that make much of the line a lush rainforest, the railroadmen quickly nicknamed the PR&N the "Punk, Rotten & Nasty." Today, it's an excursion experience that is unmatched for the variety of excellent scenery. Sharp horseshoe curves, high trestles and numerous tunnels all add up to an exciting rail adventure you won't forget.



## *Spectacular vistas and scenery*

You'll enjoy breathtaking up-close views of all the magnificent scenery this special corner of Oregon has to offer, from the forested Coast Range mountains, to the narrow, rocky canyons of the remote Salmonberry and Nehalem Rivers. See the old steam engine water tower at Enright, the awesome trestles at Big Baldwin and Wolf Creek, and the sands of the Pacific Ocean at Rockaway Beach and Garibaldi.

Our vintage railcars offer large, panoramic viewing windows that allow passengers to take in all the sights along the route. For an even more vivid experience, immerse yourself in your surroundings by riding in one of two open cars, where you'll feel the fresh air and sun on your face as we criss-cross over rivers and streams, over trestles and through tunnels.

*Photos courtesy of and Copyright © 2005 Bob Harbison  
<http://www.railroadforums.com>*

## *Professional, courteous hosts*

Nothing helps you appreciate the present more than relating it to the past. You'll find your car hosts to be friendly, courteous and knowledgeable about the history of the rail line you're travelling, and the vintage railcars that carry you along in your journey. Whether you're riding in a Budd-built stainless steel coach, or "going Pullman" in a Pullman-Standard sleeper/lounge, you'll find lots of on-board resources to help you explore the nostalgic history of rail transportation throughout the region.

## *Classic comfort and style*

Rail travel has always been the most civilized way to travel. From the moment you step aboard and settle into your comfortable, reclining Coach Class seat, or find a club chair in the Premium Class lounge and observation cars, you'll be transported back to a time when rails spanned the miles and the generations to bring America together. In addition to a complimentary lunch, you'll find on-board snacks and souvenirs for sale. Premium Class passengers will enjoy many special upgrades. Bring your friends, or make some new ones, as you chat with fellow passengers enjoying a trip back through time.



# Order Form

(please print legibly)

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State ZIP \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_

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

Special dietary needs? (circle one) Yes No

How many tickets?

\_\_\_\_ Premium Class seats @ \$199 each

\_\_\_\_ Coach Class seats @ \$119 each

Which day do you want to travel?

\_\_\_\_ Saturday, Sep. 16 excursion from Banks to Tillamook (and evening motorcoach shuttle to Banks)

\_\_\_\_ Sunday, Sep. 17 excursion from Tillamook to Banks (with morning motorcoach shuttle to Tillamook)

This trip is slightly over 9 hours by rail, and 70 minutes by deluxe motorcoach. Saturday's trip will have an evening motorcoach return trip to Banks. Sunday's trip will have a morning motorcoach from Banks to the train at Tillamook. All passengers must park at the depot in Banks. A map and directions will be provided with your order confirmation.

PLEASE NOTE: We regret that, due to their vintage nature, **our railcars are not accessible to those with wheelchairs or severe mobility impairments.** Passengers will be expected to be able to climb stairs to board and de-board the train, and to be able to walk on uneven ground or gravel. For the comfort of other passengers, as well as forest fire safety, **there will be no smoking permitted anywhere on the train.** Cancellation requests received on or before August 19 will be honored. **After that date, we cannot provide any refunds for canceled tickets.**

Please make your check payable to PNWC-NRHS and mail it along with this completed form to:

PNWC Excursions  
2202 SE Tenino St.  
Portland, OR 97202-6846

Have questions?

Call (503) 313-7382 or email [pnwc@pnwc-nrhs.org](mailto:pnwc@pnwc-nrhs.org).



## Who is the PNWC-NRHS?

The Pacific Northwest Chapter of the National Railway Historical Society was formed in 1955, and is an all-volunteer 501(c)(3) charitable and educational non-profit Oregon corporation. The Chapter's objectives are to preserve the history of railroading in the Northwest, to educate the public about the Northwest's rich railroad history, and to encourage rail travel. After more than fifty years we are still going strong, with over 250 members, a remarkable library and archives, and over a dozen pieces of rolling stock. Our members range in age from 16 years old to over 90 years young.

## Why choose PNWC Excursions?

The PNWC has been operating excursions practically since its inception in 1955. Many members in the Chapter's history have been dedicated rail professionals who worked hard to provide exceptional value, and that tradition continues today. We think you'll find that PNWC Excursions are the most enjoyable, most well-organized, and **most affordable** rail excursion you'll ever experience. We invite you to try us and see for yourself!

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800 NW 6th Ave. Union Station Room 1 Portland, OR 97209

# The Tillamook Turn

## One-day rail excursions

September 16 Banks to Tillamook  
or  
September 17 Tillamook to Banks



A non-profit fundraiser benefitting:

The Pacific Northwest Chapter  
National Railway Historical Society

