

The
September
2007



Trainmaster

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



Pacific Northwest Chapter Timetable #542

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

- September 21st 7:30 pm – Program: *Rail Car Air Brakes*, George Hickok
- October 19th 7:30 pm – Program: *The Celilo Canal & the Portage Railroads*, Jerry Tanquist
- November 16th 7:30 pm – Program: *23 Years of Adventure – North America*, Trains Unlimited, Tours, DVD
- December 21st 6:00 pm – Potluck, *Train Toys for Tots*, Election

Board of Directors Meetings: September 13 & October 11, Room 208 Union Station, 7:30 PM

Lending Library: Sept 15 & 22, 1:30 to 4 pm, check-out subject to **loan agreement**.

Notable Non-Chapter Events:

June 3 – Sept 2 *Willow Creek Railroad*, Sunday 11 AM to 3 PM, Antique Powerland Museum www.willowcreekrr.org

July 18th *Daily Steam Trips Begin*, Mount Hood Railroad, Hood River, 800-872-4661 or www.mthoodrr.com

September 8 – 9 *Roots of Motive Power Festival* Historic Railroad & Logging Equipment Show, Willits CA,
www.rootsofmotivepower.com

December 7 – 9 & 14 – 16 Oregon Rail Heritage Foundation's *Holiday Express III*, location TBA

ALCO S-2 Moves!



The chapter's Alco S-2, former Portland Terminal Railroad #36, arrives at its new storage location. See pages 5 and 6 for more.

2007 Meeting Snack Sign-Ups

The following members have graciously volunteered to prepare the monthly (3rd Friday) membership meeting snacks funded by attendee contributions:

August = Tom Steeves

November = *available*

September = Anthony Hoard

December = Potluck

October = Betsy Johnson/Jerry Tanquist

To volunteer for *available* months, please contact Arlen at 503.223.7006 or email to: ASheldrake@comcast.net.
(Compiled by Arlen L. Sheldrake, President)

PRESIDENT'S UPDATE ~ September 2007 by Arlen L. Sheldrake

An advertisement in the Wall Street Journal in late July indicates that the **Mt. Hood Railroad** is for sale. Asking price is \$5.2 million. The privately owned MHRR has track from Hood River to Parkdale but the Dee to Parkdale section is still closed from 2006 flood damage. Beginning July 18th, twice a day six days per week (no Monday runs) excursions from Hood River to Odell are being pulled by former Grand Canyon Railway #18 steam locomotive.

The July 25th issue of *Willamette Week* newspaper issue had a special section on the Best of Portland. Among the many unique BOP's was **BEST "FOAM" CHUGGER** none other than **Maynard Orme**, former president, CEO and now president emeritus of Oregon Public Broadcasting. Maynard attributes his love of trains to watching troop trains leave his hometown of Fresno, California some 65 years ago. Maynard has been a Chapter member since 1989 and is an active supporter of the Oregon Rail Heritage Foundation's efforts to develop a permanent home for Portland's steam locomotives.

The 2007 Oregon Legislature passed HB 2278 and the Governor has signed a second round of investment in the state's transportation infrastructure through **ConnectOregon II**. *ConnectOregon II* is a \$100 million dollar investment in air, rail, marine and public transit; highway projects are not eligible for *ConnectOregon* funding. The funds, derived from lottery-backed bonds, will be distributed to projects throughout the state, with a minimum of \$10 million going to each of five regions grouped by counties similar to ODOT's five regions. Projects will be reviewed using the following considerations:

- Whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor;
- Whether a proposed transportation project results in an economic benefit to this state;
- Whether a proposed transportation project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system;
- How much of the cost of a proposed transportation project can be borne by the applicant for the grant or loan from any source other than the Multimodal Transportation Fund; and
- Whether a proposed transportation project is ready for construction.

Grants will require at least a 20% match. Visit www.oregon.gov/odot for more information.

The Chapter's **Alco S-2 #36** has now completed what many would have deemed impossible. From its former home in Northwest Portland, the locomotive was pulled onto the BNSF Railway interchange track by Portland Terminal Railroad, moved by BNSF Railway from Lake Yard to Portland & Western Railroad interchange track, and on Sunday July 5th moved by train crew Doyle McCormack and George Lavacot with Keith Fleschner driving the crew crummy to the S.S. Steiner siding in Hopmere. The train crew reported that the major brake, plain bearing and safety device work done by George Hickok, Pete Rodabaugh, Keith Fleschner with help from Charles Stevens performed beautifully. The next steps are to get additional track laid at Antique Powerland Museum and the Wayne Grippen highway move completed; then a cosmetic restoration. Joining the welcoming party at Hopmere were George and Jean Hickok. This was George's first drive following his heart by-pass surgery and it was great that he was able to see his and others hard work payoff.

Alco S-2 #36 SN 70215 built and delivered in 1943 to the Portland Terminal Railroad, one of the first diesel-electric locomotives in Portland. On December 14, 1974 #36 worked the Portland Terminal Railroad portion of the SP 4449 restoration move (OPR - SP - PTR - BN) from Oaks Park to Ninth Street Roundhouse. #36 was donated to the Chapter by RELCO in 1993.

During one of the many conversations with visitors to the Chapter's Maintenance-Of-Way exhibit at the Antique Powerland Museum Steam-Up was with a former Southern Pacific and FRA employee Dick Shank. Dick related that during his SP days he worked the Chapter's **Jordan Spreader** on the Toledo branch in 1968 and the Coos Bay branch in the 1950s clearing snow. He confirmed that the Jordan Spreader was normally kept in Ashland. Dick worked the Oregon Division of SP from 1949 to 1974, then worked for FRA until retiring.

As the August 3rd Portland Tribune article outlines the Portland Development Commission (PDC) desires to sell the **Portland Union Station**. PDC acquired ownership of Union Station back in Urban Renewal days that brought us all the track removals and condos. Now PDC wants to sell Union Station with its something like \$40 million in unfunded necessary repairs. We all need to watch what PDC does to ensure that our 111 year-old Union Station gets the needed repairs and that it retains its primary regional transportation hub focus. Some would argue that like Seattle, Portland should take ownership and go after enough funds to get the necessary fixes done. We know exactly what fixes are necessary; we just need the City leadership to "*gitter done*".

Ever wonder if highway bridges other than the Steel Bridge in Portland are owned by railroads? According to the August 10th *Oregonian*, the **Willamette Boulevard bridge** in North Portland is owned by BNSF Railway. A century old agreement allowed the railroad to carve out of the North Portland bluff a ravine to allow passage of trains – and then build a bridge over it. The 1906 City agreement with (Spokane) Portland and Seattle Railway Company allowed the railroad to sever 18 city streets, but required the railroad to build four bridges. The railroad agreed to maintain the four spans at their own expense. If you have walked across the bridge you might wonder why it appears that the bridge is maintained to different standards than a typical highway bridge.....now you know the reason.

A new addition to our member Lending Library is the book **The White Cascade, The Great Northern Railway Disaster and America's Deadliest Avalanche** by Gary Krist published in 2007. This is an excellent read and completely documents this 1910 disaster in the northern Cascades.

On August 9th George Vogt, Executive Director, **Oregon Historical Society** was given a tour of the Brooklyn Roundhouse and the Chapter's Mt. Hood sleeper/lounge. Tour guides included Doyle McCormack, Ed Immel and me. All agreed that a closer relationship between the organizations will be pursued. OHS also owns rail equipment in the form of the Mt. Emily Shay locomotive which is located on the City of Prineville Railroad.

The sale of the **Albany & Eastern Railroad** based in Lebanon has been de-railed. In addition the Lebanon Express newspaper reported June 12th that the railroad is suing two former employees for allegedly taking \$350,000 from the company and failing to repay a \$77,500 loan to the company.

The program handed out to each of the thousands of 2007 **Great Oregon Steam-Up** attendees contained a nice write-up about the Chapter thanks to the hard working Steam-Up volunteer and Chapter member **Al Hall**.

The need to identify a Chapter person to coordinate our display at **Antique Powerland Museum** now that we will have three (Flanger, Jordan Spreader and Alco S-2) railroad artifacts on display, **Eileen Brazil** was appointed to this position. We will continue to have individual project managers including Ken Peters working on the Jordan Spreader decking and Charles Stevens working on the Flanger.

Oregon Pacific Railroad (OPR) announced on August 16th the purchase of ex-Cedar Rapids & Iowa City "CRANDIC" SW-8 #91 for use on the Molalla Division. This locomotive is historic in that it was the first diesel purchased in 1953 to dieselize the former electric operation. She was sent to General Electric in 1990 where she was completely remanufactured into a SW-900 and has been out of service and used primarily as the shop switcher since 1998. The 91 is moving west on the UP at this time and will be painted OPR red and white upon arrival at Portland, renumbered 901, and immediately sent to Canby. Ex-Oregon Pacific & Eastern SW-8 #602 and OPR SW-8 #803 (ex-T&NO #13) are for sale.

American Steel, LLC, a distributor of steel products, has purchased ten acres in the new Canby Pioneer Industrial park where they are constructing a 200,000 square foot facility served by the OPR and will move their entire operation from Portland to Canby, 20 miles south of Portland. Since they will need a daily switch (somewhere between 40-50 cars a month) it was necessary to acquire an additional highly dependable unit to assign to the industrial park. (This information from the Altamont Press discussion board submitted by Dick Samuels, Owner, OPR.)

In early August the **Port of Vancouver Washington** officially broke ground for its \$56 million West Vancouver Freight Access Project which is designed to provide relief to mainline congestion and improve access to port facilities. The project will also expand sidings, storage track and provide space for building unit trains in whole before they leave the Port.

At the August 17th membership meeting it was determined to form a Chapter committee to evaluate the plans for putting a **Public Market** in Portland's Union Station. The Committee will make recommendations to the Chapter membership. If you are interested in serving on the Committee, email me asheldrake@comcast.net or call 503.223.7006.

Many thanks to new member Tom Steeves for the outstanding snack spread at the August membership meeting.

August 17th inquiry to PNWC@PNWC-NRHS.ORG: "I have a photo postcard of the **P.E.E. Depot Forest Grove Ore** and can't determine what the P.E.E. stands for. Any help will be appreciated, Chuck Finley." Answer from postcard expert Mark Moore: "Known for their bright red color, the Red Electrics began service from Portland on January 17, 1914. Originally called the **Portland Eugene and Eastern Railroad**, the name was changed to Southern Pacific on July 1, 1915. Information from my website: www.pdxhistory.com." 1,208,175.

PERRYDALE STATION CONDITION ASSESSMENT COMPLETED

By Arlen L. Sheldrake

The Historic Preservation Northwest (HP-NW) condition assessment of the Perrydale Station located in the small community of Perrydale in Polk County Oregon was completed on July 30, 2007.

Late last year conversations between Ed Immel, Northwest Rail Museum (NRM) and Arlen Sheldrake, Pacific Northwest Chapter, NRHS (PNWC) resulted in the two agreeing that we would forever regret if we didn't make one more attempt to save what many believe is the oldest remaining railroad station in Oregon. It came to our attention that Benton County Oregon had recently completed as assessment of the Monroe station and the assessment was done by a company named Historic Preservation Northwest of Albany Oregon.

After Ed and Arlen made a winter trip to Perrydale to visit the station and talk to the property owner, it was decided to ask Historic Preservation Northwest to take a look and make proposal to do a condition assessment. In February David Pinyerd and Bernadette Niederer, HP-NW met with Ed and Arlen at the station for an initial look. Based on that visit David generated a proposal that was accepted by both NRM and PNWC with the organizations agreeing to split the study cost.

On July 30th the HP-NW study was completed and the 31-page report submitted. The summary:

“Our physical examination of the Perrydale Station found it to be a structure nearing failure. Polk County has already labeled it “condemmed.” The recent undermining of its southeast corner accelerated the building’s deterioration exponentially. The removal of doors and breaking of all window glass has assisted in the deterioration but not to the extent that contact with the ground has hastened its decay. The metal roof has protected its walls ably but the foundation system has failed.

The building is required to be moved off its current site. Keeping the setting rural and near railroad tracks, and performing long overdue maintenance are the keys. The best solution for the building is to pick it up, move it to a new location, and restore it. The second best solution would be to dismantle the building and re-erect it elsewhere when the time is right, similar to what was done in Scio. The third best solution would be to use portions of the building as part of an interior exhibit on railroading. The least favored solution would be to demolish the building and recycle its parts.

The Perrydale Station gives the opportunity for a community to reuse what is believed to be the oldest railroad station in Oregon. Right now it is being used to store some outdoor furniture and stray animals. For nearly 100 years the building was the hub of the Perrydale community. Rehabilitated, the Perrydale Station could return to being a fixture within a new community.”

The next stage is to find a home and the estimated \$32,000 to move the building and erect a proper foundation at the new location. Another estimated \$50,000 would be needed to restore the building. The full HP-NW report which contains a lot of history about the station, some excellent historical photos and lots of information about restoring the building is available electronically by sending an email message to asheldrake@comcast.com requesting the report. The 31-page report is 4 MB in Adobe pdf format. You may also pickup a paper copy at the September membership meeting.

For more information about Historic Preservation Northwest, see their Web site: www.hp-nw.com.

Stay tuned, there may be a fund raising effort launched soon! Wouldn't *you* contribute to saving what is believed to be Oregon's oldest remaining railroad station?

Flanger Update, Help Still Needed:

by Charles Stevens

Our Snow Flanger is looking better and better! Thanks to Glenn Laubaugh, Chuck McGaffey and Carol Stevens for helping clean it with TSP solution in preparation for painting. Thanks also to Tom Steeves who helped with caulking all the joints to assure weather-tightness.

And particularly special thanks goes to Matt Miovac who did such a good job on fabricating and assembling the two bay window structures and Phil Bzrney who fabricated beautiful White Oak windowsills and donated not only his time but the Oak as well!

We are looking for someone who knows roofing to work with us on a consulting basis to help reroof our Snow Flanger properly. We also need a person to do a small amount of sheet metal fabrication (no welding, just shearing, punching and bending) for us. If you are knowledgeable in either of these fields or know someone who is, please call Charles Stevens at 503-692-6611 or e-mail xenophon@teleport.com As usual, we offer lots of support and a fun playing environment!

S-2 FUTURES DETERMINED

Article & photos by Arlen Sheldrake

Many hours of work have been and are being expended to save the Chapter's two ALCO S-2 locomotives (#36 built 1943 SN70215 and #39 built 1949 SN76582). Every known and suggested idea has been explored. The team of George Hickok, Keith Fleschner, Pete Rodabaugh, Mark Reynolds, Charles Stevens and Arlen Sheldrake has spent many long hours working on the equipment, working to find alternative storage sites, and working on transportation schemes. This journey has been an emotional roller coaster.

The owner of the S-2 storage spur has requested that they move because his building tenant wants more space for incoming freight cars. Our landlord has been very accommodating as we worked to find new homes for the S-2s and make them movable by rail.

All railroads require that equipment moving on their rails meet certain minimum requirements. Operating brakes and other safety appliances such as steps are not optional, they are required. When the Chapter received these two locomotives from RELCO in 1993 as a donation, they were in bad shape and missing some safety items. These locomotives worked very hard their entire lives on the Portland Terminal Railroad. In some cases parts were missing because they had been pulled for use on other locomotives; in both cases they are just tired.

Pictured are the newly built steps on the S-2 #36 and #36 arriving at Hopmere.



The Oregon Electric Railway Historical Society has graciously agreed to allow the Chapter to store the #36 locomotive at their Antique Powerland Museum (APM) site on a rail extension connected to the same display track with the Chapter's Jordan Spreader and Flanger and the Steam Fiend's steam crane. After the S-2 arrives in Hopmere, Wayne Grippen will begin a highway move on dollies from Hopmere to APM. Once the S-2 is located on the display track we will need to begin getting the #36 up to acceptable display standards.

On August 5th the team of Doyle McCormack, George Lavacot and Keith Fleschner using Doyle's Nickel Plate Alco #324 RSD-5 successfully moved the #36 on rails from Linnton to Hopmere. The crew reported that the S-2 brakes and plain bearings operated perfectly. On hand to welcome #36 to Hopmere included Jean & George Hickok, Joe Harper, Jim Hokinson, Garry Johnson, and Eileen Brazil. The Wayne Grippen highway move to Antique Powerland Museum is expected to happen later this fall after additional display track is added.

We have not found a home for the second S-2 locomotive #39 so it will be scrapped. This is not the end we had hoped for but this is the only possibility that is now available.

For more photos, see the next page -> -> -> -> ->

S-2 MOVE, Linnton to Hopmere, AUGUST 5, 2007

A collection of photos by Keith Fleschner



S-2 #36, P&W 1201 and Nickel Plate Alco #324 RSD-5 @ Linnton



Consist crossing the Willamette River @ Wilsonville



1201 dropped @ St. Marys, consist @ Donald



Conductor George Lavacot, Engineer Doyle McCormack



WELCOME TO HOPMERE !

A Lifetime of Rail Fanning

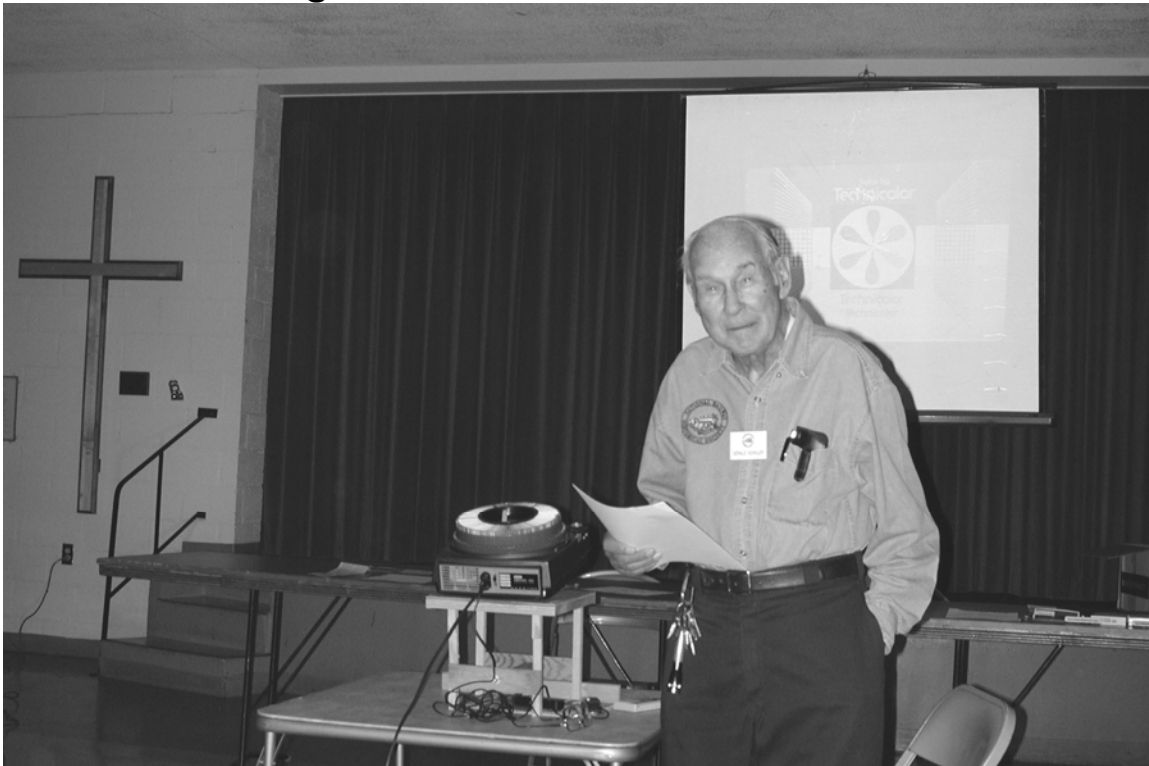


Photo by Jim Hokinson

At the July 20th membership meeting Gerald Schuler, with the assistance of Olive, presented a slide show of his experiences growing up around trains and his many, many trips attending NRHS Board of Directors meetings representing both the Chapter as National Director and the Region as Regional Vice President.

Gerald selected some of his favorite slides from his vast collection of 18,000 to show at the meeting. A few slides were from his very young years growing up in the Vernonia area as well as very early shots of Sullivan Gulch in Portland.

TRASH TALK by Tom Smith

Have you ever watched a BNSF garbage train making its way through the Columbia River Gorge and wondered where all that garbage was going? I have, and on a recent drive through the Gorge decided to find out. At Roosevelt, Washington, where the garbage trains are unloaded, we turned off Highway 14 toward Roosevelt Grade Road which runs up the side of the hill. I had often observed garbage trucks going up and down this road, and had wondered if it was safe to drive. It is a public road, and is now an easy drive since a private road for the garbage trucks direct to the landfill was recently opened.

It is a steep twisting drive to the top of the hill, but offers several spectacular panoramic views of the Gorge. A couple of miles inland and one comes to a sign for Rabanco's Roosevelt Regional Landfill. Dodging a procession of loaded and empty garbage trucks, and what seemed like hurricane force winds, we made our way to the office where we signed in and were given directions to a gazebo built on top of a hill overlooking the landfill. As protection against the wind, it is fully enclosed and has displays and information on how the landfill is managed. It also overlooks an electric generating plant powered by methane recovered from decaying garbage which generates 10 megawatts of electrical power. But you won't see a speck of garbage or even a seagull. Each day only the surface being worked is exposed. When the last truck dumps its load about 3PM, the operating area is covered over. The topsoil around the overlook was already being tilled for a return to agricultural use.

The folks in the office were very friendly and took the time to answer our questions, explain how the landfill works, and gave us company literature. Over 80,000 containers of garbage from as far away as Ketchikan, Alaska arrives at Roosevelt annually. The landfill accepts non-hazardous residential, industrial and construction solid wastes. And if you think garbage trains are a low priority

for a BNSF dispatcher, every day there are 34 trucks waiting to be dispatched at Roosevelt to take the garbage containers to the landfill. They are dependent on the railroad. The garbage must get through!!

So when you entertain out of town visitors and get tired of showing them the same old waterfalls, scenic highways, snow covered volcanoes and power dams, try something new and different - - visit the Roosevelt Landfill!!! But don't wait too long; in 30 years they expect to be out of room and it will close down.



Washington Grain Train

By Ted Ahlberg

The Grain Train program started in 1994 with the purchase of 29 hopper cars with money from Federal funds. The 29 cars were repaired for use as Grain Train cars to transport grain from eastern Washington to west coast ports. The financial success of this first Grain Train provided money to eventually acquire an additional 60 hopper cars making a total of 89.

One big advantage of the Grain Train is the reduction of wear and tear on our local roadways. These cars are easily visible because they are painted a bright yellow with GRAIN TRAIN on the sides. This has been a very successful program.

THE MERCI TRAIN

The Merci Train was a train of 49 French railroad boxcars filled with tens of thousands of gifts of gratitude from at least that many individual French citizens. They were showing their appreciation for the more than 700 American boxcars of relief goods sent to them by (primarily) individual Americans in 1948. The Merci Train arrived in New York harbor on February 3, 1949 and each of the 48 American states at that time received one of the gift laden boxcars. The 49th boxcar was shared by Washington D.C. and the Territory of Hawaii.

Parades and ceremonies of welcome were conducted in state capitols and major cities of almost all the states. The largest and most attended was in New York City where more than 200,000 people turned out to welcome that state's assigned boxcar.

A description of all of the gifts that were in the boxcars would fill many books, and the stories of the origins of those gifts would fill many more. The boxcars themselves were antiques by 1949, having been built between the years of 1872 and 1885, which means that those still surviving today are more than 120 years old.

This site (www.mercitrain.org) has a photo of each of the remaining boxcars and pictures of some of the more than 52,000 gifts that the train originally delivered to America. To view photos of any of the surviving box cars, click on the "Existing Merci Boxcars" in the red link list at the left, and then click on the links to the individual states. In addition to the photographs of the cars, the viewer will also find significant facts about each state's boxcar, photos of gifts (if any are known), and the location, address and local contact information.

The Merci Train played an important, but little known (today), role in the historical friendship that has existed between our two nations since before America gained its independence. In fact the French people fought with us to achieve that status, and also gave us another gift which has become an important symbol of American's freedom around the world; the Statue of Liberty. It is the author's hope that his work about The Merci Train will revive interest in the story and remind the people on both sides of the Atlantic that international friendship is an important commodity, and well worth the effort it requires to preserve it.

This information was extracted with permission from the Web site: The Merci Train, www.mercitrain.org, in May 2007. The material and Web site were developed and are maintained by Earl R. Bennett Sr. who resides in Zephyrhills, Florida.

When traveling this summer take a look the Merci Boxcars. Here are the locations for the western states:

Oregon – Coos Bay Historical & Maritime Museum, 1220 Sherman Avenue, North Bend

Washington – Sarg Hubbard Park, 111 South 18th Street, Yakima

Idaho – Old State Penitentiary, 2445 E Old Penitentiary Road, Boise

California – 3509 N First Street, Fresno

Nevada – Nevada State Railroad Museum, Carson City

See the May issue of *The Trainmaster* for a picture of Oregon's Merci Boxcar and more information.

Union Pacific New Regional Public Affairs Organizational System Announced

Omaha, Neb., August 02, 2007 – Union Pacific today announced a new regional public affairs organization that will place more resources in the states and communities in which North America's largest railroad operates. The regional public affairs offices will be collocated with the company's existing three operating regions and will have responsibility for community relations, state government relations, public relations, public partnerships and philanthropic programs.

PACIFIC NORTHWEST CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY MEMBERSHIP MEETING MINUTES July 20, 2007

The meeting was called to order at 7:30pm by President Arlen Sheldrake. We welcomed new member Tom Steeves, and greeted guests; Chuck Morris and Arlene Young.

A motion was made by Ralph Johnson to approve the June meeting minutes. The second was made by Gerald Schuler. The minutes were approved.

The Treasurers report was made by Jean Hickok. She reported that the semaphore has been paid for. The semaphore has been delivered to Antique Powerland. Jean also reported that George is recovering slow but sure and that his spirits are good.

Also reported is that longtime member, since 1971, Cora Jackson has died and contributions are being accepted for the floral arrangement at her service.

Al Hall is missing from the meeting tonight because of an emergency appendectomy. Irv Ewing is out of the hospital and doing well.

George Hickok has resigned as interim Secretary and as National Director. These positions need to be filled. George does recommend closing the convention accounts but some research needs to be done.

Charles Stevens reported that the siding is on the flanger and the trim is almost all on. The flanger has been primed and he would like a painting party about August 18 and/or 19. He also requested more help for the information and passport stamp booth at Steam-up.

Keith Fleschner reported that the move of the S-2 is being arranged, and that work is being done on the 6800 car, repairing the vestibule end rust and replacing the steps. He said the Lionel Operating Train Society (LOTS) trip on the POTB went well

The next meeting of the Strategic Action Plan Committee is August 1.

Pres. Sheldrake reported that the Perrydale station preservation report is almost done and it is believed it can be saved and moved to Rickreal. It is believed to be the oldest remaining station in Oregon. The LOTS convention toured Brooklyn Yard so Arlen Sheldrake and Ed Immel opened our passenger cars for their inspection.

There is now a steam engine operating on the Mt. Hood Railroad. It is a 2-8-0 consolidated, formerly of the Grand Canyon Railroad # 18.

Darel Mack reported that the Chapter show observation platform is now in a storage building. He also presented a dozen wood chocks to Keith to use while working on rail cars.

The 2007 Oregon Rail Heritage Foundation *Holiday Express* will either be run out of Oaks Park or out of Roy.

President Sheldrake distributed chapter shirts. They are very nice.

John Watson moved and Ron McCoy seconded the motion to adjourn.

Keith Fleschner provided snacks for the break.

A very entertaining presentation was made by Gerald and Olive Schuler, a slide show on "A Lifetime of Railfanning."

Respectfully submitted, Jim Hokinson, Secretary Pro Tem.

PACIFIC NORTHWEST CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY MEMBERSHIP MEETING MINUTES AUGUST 17, 2007

President Arlen Sheldrake called the August membership meeting to order at 7:30p.m. Three new members were announced; Kenneth McCormick, Charles Morris, and Dr. Allen Pike.

The July minutes were not submitted in time to make the Trainmaster, so were not voted on.

Our Treasurer was not present due to new in-laws visiting from Europe. A brief report was provided from data provided by Jean. There is \$180.00 in the Cora Jackson Memorial Fund.

On August 5, the S-2, #36 was moved to Hopmere which is just west of Antique Powerland. We need to obtain thirty ties and ballast to build a section of display track on which to park the S-2. Then the S-2 can be moved after October 1, when the hop season is over, by Wayne Grippen. We owe a big thanks to George Hickok, Keith Fleschner, Pete Rodabaugh and Charles Stevens for preparing the S-2 for the move. Also a big thanks to Engineer Doyle McCormack and Conductor George Lavacot.

S-2 #39 is to be scrapped

Keith Fleschner reported that there will be work parties on Saturday to prepare the 6200, 6800 and the Mt. Hood cars for the Holiday Express.

Al Hall reported that the Steam-up was a success with over twenty thousand attending. Our concession sales were very good and the passport program was a great hit with kids and their parents.

President Sheldrake reported that the Portland Development Commission wants to sell Portland Union Station to have it developed as a public market. He asked if the Chapter should get involved and make a study of the proposal. The membership voted that we should. Let Arlen know (503-223-7006 or asheldrake@comcast.net) if you want to be on the committee.

The Strategic Action Plan is out and the committee will be studying the draft submitted by consultant Howard Lovering.

President Sheldrake noted that there has been some interest in the position of National Director. He will be filling in by attending the national meeting.

Eileen Brazil has volunteered for and accepted the position of our Chapter Antique Powerland Museum Site Coordinator.

The Board of Directors is the Nominations Committee for upcoming elections. If you are interested please contact any Board member. Nominees are to be announced at the September business meeting and the election will take place at the December meeting.

The Perrydale report is finished and available. You can get a copy by e-mail, with color, or pickup a printed copy at the September membership meeting.. The consultants think the station can be saved. Now a new location must be found for the station that is considered to be the oldest remaining train station in Oregon.

The Chapter now has a storage unit in Milwaukie that is being used to store the observation platform that used to occupy the Mack's garage.

Charles Stevens reported that the siding and trim are on the flanger and the windows are almost done. It has been prepared for painting and the painting party is planned for Sunday August 26. As soon as the painting is done then it will be lettered. He reports that the roof is good for now but will need to be fixed next year.

John Willworth reports that the lending library has many videos that can be checked out so avail yourself of them.

Ken Peters reported that the new decking is being done on the Jordan Spreader

Doug Auburg reported on a new movie that was just filmed, for children, about a train adventure. It was filmed in the Gorge, at the office of the Columbia Gorge Model Railroad, in Astoria, and points between. It was also mentioned that maybe an excursion could be made when Tri-Met is ready to open the new tracks.

The meeting was closed at 8:20pm.

Tom Steves, a new member, provided the snacks for the evening.

Al Hall gave a very interesting program on the past, present and future of the Chapter.

REMINDER, Report your volunteer hours to Jim Hokinson. Now that we are heading forward on our New Home project and will be applying for grants it is necessary to be able to show an active membership.

REMINDER, If you have any photographs of Chapter activities for 2005 or 2006 or 2007, please contact Jim Hokinson. He is assembling Chapter photo albums. Your photos can be scanned and returned. The photo albums being used take 4"X6" photographs.

Chapter Officers

President: Arlen Shelldrake 503.223.7006

Vice President: Keith Fleschner 503.516.9272

Treasurer: Jean Hickok 503.649.5762

Secretary: vacant, see page 5

National Director: see page 5

Chapter Directors-at-Large

Eileen Brazil: (finish out '07 term) 503.647.5667

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 (07, 08, 09) 503.666.5530

Al Baker (07, 08, 09) 503.645.9079

Committee Chairs

Activities: Vacant

Archives: William Hyde 503.666.5530

Auditor: Bob McCoy 360.459.3251

Concessions: Al Hall 503.699.5042

Chapter Rep., Oregon Rail Heritage Foundation:

Arlen Shelldrake 503.223.7006

Chapter Home: Eileen Brazil 503.647.5667 / Al Hall 503.699.5042

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Flanger Restoration: Eileen Brazil 503.647.5667

Meeting Programs: vacant

Rolling Stock: vacant, contact President, above

Chief Mechanical Officer:

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Library: Irv Ewen 503.232-2441

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The chapter is a volunteer organization, and to function it needs the help of those who are members. Please consider what **you** are able to **do**.

Please sign up for meeting snacks (page 1) or rolling stock help, or flanger restoration (page 4), or meeting programs. There are a lot of volunteer needs in many areas of the chapter.

Needed: Chapter National Director and Secretary. See Page 5 of the August Issue.

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

The *TRAINMASTER*
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