

The

March
2008



Trainmaster

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



Pacific Northwest Chapter Timetable #548

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

Board of Directors meetings: March 13 & April 10, Room 208 Union Station, 7:30 PM

Lending Library open 1 pm to 4 pm the Saturday following the membership meetings.

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

- **March 28th 7:30 pm – Program:** *The American Freedom Train, Year in Pictures 1976*, DVD – note meeting date change.
- **April 18th 7:30 pm – Program:** *The Great Southern Railroad 1905 - 1936, The Dalles to Dufur to Friend, 41-miles*, by Jerry Tanquist
- **April 26th 5 pm** no host cocktails, 6 pm dinner: *Annual Banquet*, Stockpot Restaurant, Beaverton.
- **May 16th 7:30 pm – Program:** *Westside Express Service*, Chris Novonty, TriMet
- **June 20th 7:30 pm – Program:** *Federal Railroad Administration, an overview*, Phillip Marceau.

Notable Non-Chapter Events:

February 6 – April 27 *Puget Sound Passenger Trains*, White River Valley Museum, Auburn WA, 253-288-7433 or ww.wrymuseum.org

May 16 – 18 *GorgeRail 2008*, The Dalles OR, www.gorgerail.com

May 24 – September 28 *Oregon Coast Scenic Railway*, Garibaldi – Rockaway, weekends plus Friday & Monday during July and August. www.ocsr.net or 503.842.7972

June 16 – 22 *Lone Star Rails 2008*, NRHS Convention, Fort Worth TX www.lonestarrails2008.com

June 27-30 & July 4-6, *Day Out with Thomas*, Mount Hood Railroad, Hood River, www.mthoodrr.com / 866.468.7630

July 15 – 19 *Jim Fredrickson Country*, 2008 NPRHA Convention, Tacoma WA, www.nprha.org

July 20 – 23 *GNRHS Annual Convention*, Wenatchee WA, www.gnrhs.org

September 12 *Westside Express Service* opens, Oregon's Beaverton – Wilsonville commuter rail service.

S-2 #36 ARRIVES at ANTIQUE POWERLAND MUSEUM



Antique Powerland Museum Association, 2.18.2008: S-2 #36 is down on one truck under the museum trolley wire, and will be down on its second truck before nightfall.

On Sunday February 17th Grippin-Cascade Construction completed the highway move of the PNWC's Alco S-2 #36 locomotive from the rail siding at Hopmere to Antique Powerland Museum. Due to weight restrictions, the locomotive and trucks were moved separately. Many, many people participated in this move including Chapter members Eileen Brazil, Pete

Rodabaugh, Keith Fleschner, George Hickok, and Charles Stevens. Many non-Chapter members also provided essential help including: Charlie Philpot and Vern Yeager; Ed Bohm brought his truck and trailer providing essential help including transloading equipment at an I-5 weigh station. Initially the



S-2 was placed onto Oregon Electric Railway Historical Society trolley tracks and will be moved later this spring to the display track that stores the Flanger and Jordan Spreader. This later move will require the building of some additional track to connect the display track to the trolley mainline. Vern Yeager has agreed to lead this charge. Also be looking for work party announcements to cosmetically restore the S-2.

Trucks removed and ready for dollies at the S.S.Steiner siding in Hopmere 2.13.2008.

Meeting Snack Sign-Ups

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

March = *available* (3.28.2008)

April = *available*

May = *available*

June = *available*

July = *available*

August = *available*

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

PRESIDENT'S UPDATE – March by Arlen L. Sheldrake

The **Joseph Branch Centennial Celebration** is scheduled for September 21, 2008. The first passenger train to travel from La Grande to Wallowa occurred September 1908. Anyone wishing to contribute with stories about the early rail days in Wallowa County is asked to contact the railroad via email at maryann6972@eoni.com or call 541.866.3200 or mail to PO Box 416, Wallowa OR 97885. If you are interested in working on the celebration, please let them know. Bob Mumm is heading up the planning committee for the Joseph Branch Centennial Celebration. He has organized a committee and is looking for your ideas and help to make the event special; email: bmumm@ucinet.com. This information extracted from the Eagle Cap Excursion Train Web site: www.eaglecaptrain.com.

More updates from TriMet on the **Westside Express Service** project: 1) 35 Portland & Western Railroad locomotives are receiving cab signal equipment, 2) delivery of the first DMU unit (#1001) from Colorado Railcar Manufacturing has slipped (3 months) to April 9th and now has again slipped from April to June; the other three DMUs are now supposed to be delivered by the end of August. Track and signal work construction is scheduled to be substantially complete May 31, 2008. First revenue run is still scheduled for September 12, 2008. On February 25th TriMet hosted a *Safety Train* event for local officials, law enforcement, and emergency responders. The consist for the *Safety Train* included the historic Red River PNWC 6800 coach, Plum Creek lounge, Gordon Zimmerman baggage, and Round End observation cars.

At the May 2008 Membership meeting the Chapter Board will be asking for membership approval to adjust the 2009 **Chapter member dues** from \$15 to \$20 and the family member dues from \$6 to \$5. The Chapter dues were last increased to \$15 in 1997.

Another fallen flag, **Artrain USA** has announced that the train will be retired (and the rail cars sold) and future tours will be via truck so that they can reach more communities. Some of us cherish the memory of the 2002 *Artrain* pulled by the SP 4449 when it visited downtown Hillsboro Oregon; an absolutely wonderful venue for displaying the train; one block west of the terminus of the MAX Blue line. Other Pacific Northwest communities visited in 2002 were Lewiston, Blaine, Deer Park, Kent, and Wishram. In 2006 *Artrain* visited Walla Walla, Eugene, Medford, Milwaukie, and Eugene. I don't know about you but a possible name change to *Artruck* just doesn't seem to work for me.

In late January **Greenbrier Companies**, headquartered in Lake Oswego, announced an agreement to acquire for \$83 million the operating assets of American Allied Railway Equipment Company and its subsidiaries. American Allied Railway and subsidiaries American Allied Freight Car Co. Inc. and American Allied Railway equipment Co., South LLC supply new and reconditioned wheelsets to freight-car maintenance shops and car manufacturing plants, and reconditions rail-car yokes, couplers, side frames and bolsters. With the addition of American Allied's three car facilities, Greenbrier's shop network will include 38 U.S. and Mexican car facilities, 12 wheel shops, 21 repair and refurbishments shops and five replacement part facilities.

The **Wallowa Union Railroad Authority** (WURR) is working to adopt a business plan that will help them renegotiate terms of their \$1.8 million loan which is what remains of the loan used to purchase the railroad from Idaho Northern in 2002. The business plan is being formulated by the Northeast Oregon Economic Development District and David Duncan, a Portland-based consultant from Portland who specializes in excursion trains. WURR operates the Eagle Cap Excursion train and some freight on the Joseph Branch.

Planning is under way to build a Collection Restoration Facility on Port of Tillamook Bay property by the **Oregon Coast Scenic Railroad (OCSR)**. OCSR is applying for a Transportation Enhancement Grant through the Oregon Department of Transportation. The 100-by-150 foot long building will be used to store OCSR equipment and be a site for in-house maintenance.

On February 2nd, the PNWC New Home Committee had the pleasure of meeting with Don Evans, CEO & President of the **West Coast Railway Museum** located in Squamish, British Columbia. This four+ hour meeting was very beneficial as Don shared the major planning and growing experiences of Canada's premiere railroad museum. We very much appreciate Don's trip to Portland for this meeting! More information about this dynamic organization: www.wcra.org. In addition to his WCRM duties, Don serves on the Board of the Association of Railway Museums.

The **Pullman "Pufferbelly" Train Depot**, which is privately owned, acquired a Davenport Locomotive Works 1920 steam locomotive from the House of Poverty Museum in Moses Lake. The 0-4-4T, construction #1768, coal fired locomotive joined in late January for static display three Pullman cars and a caboose already at the Depot. The private owner purchased the former BNSF Railway (originally Northern Pacific) depot in 1988.

Congratulations to **Portland & Western Railroad** staff members for being honored the second year in a row for an injury-free safety record. "In our business, we are moving massive pieces of equipment over 500 miles of track located in some of the most challenging terrain. Going two years without an injury is a remarkable feat," said Bruce Carswell, P&W President.

As our neighbors to the north in British Columbia celebrate their 150th birthday, look for more information about the **CP BC Spirit of 150 Train** which will run on CP rails in June. The train will be pulled by the 2816 Empress and include two vintage passenger coaches, a vintage business car, a heritage baggage car converted into a traveling museum and a vintage stage car. The train will spend the month of June visiting communities along the Canadian Pacific route in British Columbia. The Montreal Locomotive Works December 1930 built class H1b Hudson-type steam locomotive 2816 is the only surviving model of this type. **BC150** is a celebration of the 150th anniversary of the founding of the Crown Colony of British Columbia in 1858. More information: www.bc150.ca.

On February 1st BNSF opened the redesigned North Yard at its **Seattle International Gateway (SIG)**. The new facility has been redesigned with six new tracks totaling 7,800 feet and is served by the new wide-

span electric rail-mounted cranes, a first on BSNF. An article on these energy efficient “green” cranes was in the October 2007 *Trainmaster*.

The Oregon Coast Scenic Railroad (OCSR) is looking for people interested in working as **Train Crew members** for the 2008 season. They have openings for conductors and firemen with eventual openings for engineer. Contact Aaron Zorko, a.zorko@ocsr.net or 503.842.7972, not later than early April if interested or for additional information. OCSR runs on the Port of Tillamook Bay Railroad generally between Rockaway and Garibaldi on the beautiful Oregon coast. OCSR is working to expand both their 2008 schedule and crew size.

On February 9th the Friends of SP 4449 Inc. selected Dave Brown as President, Todd Landwehr, Secretary/Treasurer, and Board Members Phil Barney, Ed Bohm, and Pat Tracy.

For all of us who enjoy the Oregon Public Broadcasting series **Oregon Field Guide**, the January 31st Sumpter Valley Railroad piece was excellent. Be on the lookout for the October rollout of a segment featuring the Brooklyn Roundhouse, Doyle McCormack, and the Oregon Rail Heritage Foundation.

~ ~ PNWC – NRHS MISSION ~ ~

To preserve and interpret Pacific Northwest railroad history and historical artifacts for the education and enjoyment of current and future generations.

properly research its history and configurations. Over the coming months, a detailed Condition Assessment Report will be prepared. Some stabilization work will also be performed to help ensure the *Messenger of Peace's* preservation.

This information extracted from The Souder, the official publication of the Northwest Railway Museum, Volume 51, November 2007.

The BLM invites public involvement and comment on how they are managed. Check out BLM's Western Oregon Plan Revisions at: www.blm.gov/or/plans/wopr. These are your public lands.

This article was originally printed in the Lebanon Express newspaper on August 12, 2007. Permission to re-publish was received from author Aaron Horton on September 3rd.

in these pictures and article.

ale. The *Timbertown USA* Willamina folk are working on developing a plan to restore and operate the Goose. The banner on front of the Goose reads: Willamina's Galloping Goose 1921 – 1928; the current location is west end of Main Street next to the railroad in downtown Willamina where these pictures were taken.

The author remembers his father's many tales about riding a MHRR Railbus during his early years living in the small community of Mt. Hood near Parkdale.

THE LEGACY OF THE PNWC 76 LIVES ON

The PNWC #76 is an 80-foot heavyweight baggage-dorm built by Pullman as a 12 section 1 drawing room sleeper in 1917. It was rebuilt into a baggage mail car in 1947 and then into a baggage-dorm in 1966. PNWC commonly refers to this car as the “*museum car*” since it saw service for PNWC in this way. BN donated the car as SP&S #76 to PNWC in 1971; three axle trucks, roller bearings, 82' long, weighing 152,349 pounds. Last used by BN on passenger trains between Portland & Spokane through May 1, 1971.

Probably the most notable achievement of this rail car is that it traveled the continental United States in 1975-1976 as the crew/tool car on **American Freedom Train**. Some believe this is the most widely traveled baggage car in history.

Through the efforts of people like Todd Schannuth, the legacy of the American Freedom Trains continues. Todd's company, Accuen Media, has developed a complete set of HO scale decals (28 different 8.5” x 11” sheets) for the 26 car train including the PNWC #76. On another page in this issue of *The Trainmaster* you will find the datasheet describing the PNWC #76 decals. An entire set of decals sells for \$299.95 and can be

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ordered on Todd's Web site: www.accuen.com or you can order decals for specific American Freedom Train cars. Todd indicates that decals for other model scales are available by contacting him directly: TSchannuth@aol.com. Even if you don't order anything, Todd's Web site, www.accuen.com is worth a visit if you have any interest in this historic undertaking.

In addition to the decals, you can also order the two DVD set, *American Freedom Train: The Year in Pictures 1975 & 1976* for \$29.95. Each year is a separate DVD and is about 1-hour in length. These are the excellent and professionally done videos shown at the February and March PNWC membership meetings.

Todd is also working on a video covering the 1947-1948 Freedom Train which was pulled by an Alco-GE PA-1. This train visited Oregon and Washington in March and April 1948, some 60 years ago. The completion of this video will be announced in *The Trainmaster*.

(This article written by Arlen Sheldrake with the kind assistance of Todd Schannuth; the PNWC #76 datasheet is published with Todd's approval. The PNWC #76 decals are being added to the PNWC inventory files.)

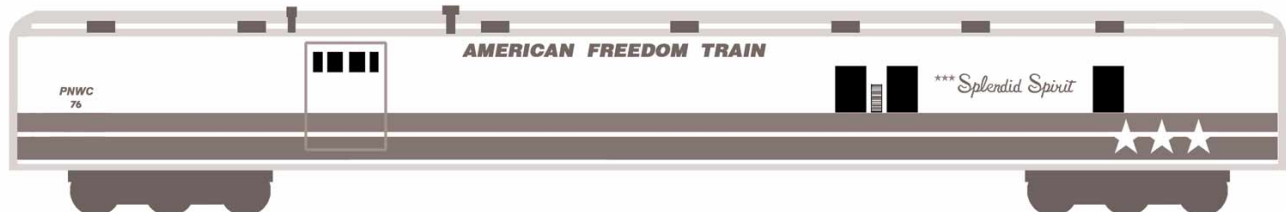
1975-76 AMERICAN FREEDOM TRAIN TOOL CAR # PNWC76 DATASHEET
Copyright © 2007 Todd Schannuth www.accuen.com

The Daylight locomotive came from Oregon with a former SP&S 6-axel 80' heavyweight baggage/dorm car for use as a tool car -- which was used to help service all three steam locomotives of the AFT. The 'PNWC' in its number is short for Pacific Northwest Chapter (of the Railway Historical Society). It joined the train with the 4449 in Chicago, but it wasn't until the Birmingham stop that the car was finally lettered 'American Freedom Train'. Between Harrisburg, PA and the stop at the Pentagon it had the name 'Splendid Spirit' on its side.

The PNWC76 was an 80' car. Most commercial HO baggage car models are 70' cars. These decals will cover either length. The small baggage door was almost always toward the locomotive. A thin stripe of white was left below the blue stripe to match the paint on the 4449's tender (locomotive 610's tender, too). This was the only car with such a stripe. This displaces both red and blue stripes upward a bit and they do not (did not) line up perfectly with the other cars because of it. The "Splendid Spirit" lettering was only on the car for a short time in mid 1976.



Pictured above is the right side of the train (engineer's right) -- the side without the offset doors on the display car ends. This is the "shadowbox" side.



Pictured above is the left side of the train (engineer's left) -- the side with the moving walkway, as evidenced by the offset doors on this side of the display car ends. This is the "flat panel" side.

www.HighDefTrains.com



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Volume I covers the UP 844's Portland Rose trip from Wyoming to Oregon. 65 minutes of footage, plus expanded onboard and bonus material.

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*High Definition Blu-ray BD-R disks will not play in a DVD player! Make sure your Blu-ray player supports BD-R media before ordering!

Dear Friends of David,

February 1, 2008

Thank you to all of you at the Pacific Northwest Chapter, NRHS for your very generous donation to the memorial for David at Brooklyn Botanic Garden.

It touched me more than I can express to find that the cause he held so dear on the West coast was making a donation to the cause he held so dear on the East coast!

We have had such an outpouring in David's memory that we are going to be able to fund not just a bench in his memory, but a small shelter with two benches, which is wonderful.

Your kindness and support, and your cards and good wishes have meant so much to our family through this long ordeal. Six weeks after the accident, David was doing so well, walking with a walker and talking with his same good humor, even reading train magazines – we were sure he was going to make a good recovery. Then something happened – we will never know what, as the Doctors couldn't figure it out and he began a downward spiral. We had such high hopes that it makes his loss even harder.

David's memory will live on in the hearts and minds of all of you who knew and loved him – talk of him often.

Thank you again for your wonderful generosity.

signed/ Darcy Marentette

Note: The Chapter sent \$100 to the Brooklyn Botanic Garden to commemorate David's life.

DAVID BOOTH MARENTETTE

Extraordinary person and SP 4449 volunteer, February 7, 1939 – December 17, 2007, RIP

#102 SURVIVES DECEMBER 2007 FLOOD

The community of Vernonia Oregon is still struggling to recover from the disastrous flood of early December however the #102 Shay locomotive on display in downtown Vernonia seems to have survived.



This photo was taken on January 20th. The information sign reads:

“The Shay No. 102 was originally built in about 1912 by Lima Locomotive Works of Lima, Ohio. It had many owners and was sold (in 1928*) by Western Cooperage to the Oregon-American Lumber Co.

Some workers called the Shay “the crummy,” others called it “the work pickup” or “the truck,” meaning that it wasn’t usually hauling logs. But whatever else needed to be hauled or moved or done, the Shay could do it. A small flat car was attached behind it for hauling gravel for ballast, railroad ties oil, or for carrying men back and forth to work.

No. 102 was acquired by Long-Bell Company in 1953. When International Paper bought out Long-Bell, it donated the Shay to Vernonia.”

The excellent book* *The Oregon-American Lumber Company: Ain’t No More*, by Edward J. Kamholz, Jim Blain, and Gregory Kamholz, Stanford University Press 2003, reports that the original number of this locomotive was #2 and was changed to #102 in 1938. #102 moved under steam to its current Bridge Street display site, called Shay Park, in June 1958.

Photo and article compiled by Arlen Sheldrake

ALASKA RAILROAD, September 15-18, 2008. Announcing a four-day charter passenger train to cover the entire Alaska Railroad, including all of the branch lines. Each day will feature rare mileage, visits to various railroad facilities, and several photo runbys. The train will consist of coaches and dome cars with lunch provided each day in the dining car. The charter includes visits to several railroad museums, a private steam charter at Fairbanks Pioneer Park, and numerous other special opportunities. The trip, designed for the rail enthusiast, is sponsored by the Southern Appalachia Railway Museum of Oak Ridge, Tennessee. For details and a reservation form check out the Web site: www.southernappalachia.railway.museum.



The Pacific Northwest Chapter, National Railway Historical Society is proud to be one of seven member organizations of the Oregon Rail Heritage Foundation. If you would like to receive the ORHF, twice per year, newsletter, sign-up on the ORHF Web site: www.orhf.org or send a note to: ORHF, PO Box 42443, Portland OR 97242-0433.

12.5.2007 EMBARGO CONTINUES

The December 5th embargo declared after the wind and flood damage to the Port of Tillamook Bay Railroad continues awaiting the report of the Governor's task group. The damage estimate is in the \$25 million range. It is estimated that 14,000 railroad ties are in the drink. One of the difficulties is that the POTB is still working to pay off the loan for repairing the 1996 flood damage.



Photos by the Port of Tillamook Bay in early December 2007.

Many, Many thanks to Arlen Sheldrake for putting together the February Trainmaster. A new editor, with time available to edit this publication, is sorely needed. Please contact the president for details.

**PNWC – NRHS Membership Meeting
Minutes
October 19, 2007**

CTO: 7:32pm

New Member Introductions: Two new members were announced: Andrew Austin, Sherwood and Rolland Grischow, Damascus.

Minutes: The minutes as published in the Trainmaster were approved as printed.

Treasurer's Report: Jean Hickok read the financial report. Details are available to members upon request to her.

Strategic Action Plan. It was announced that the SAP will be mailed out to member and sister organizations very soon. It will be the topic for the November Membership Meeting. Call president Sheldrake if you have any questions.

Brooks Display. We need to buy track to extend the display siding to make room for the Portland Terminal RR Alco S2 switcher. Once the track is in place a house mover will be used to move the locomotive from Hopemere siding to Antique Powerland for placement on this track. There will be a work party tomorrow.

Rolling Stock Committee Report. Work is underway to prepare our contributions to the Holiday Express train. The 6800 will receive sheet metal work, sheet vinyl replacement on the entry ways and a general cleaning. The 6200 & Mt. Hood will join the 6800 in the train. Contact Randy Rock if you would like to help with these projects. The Chapter will be looking for volunteers to help with the Holiday Express event.

Snack Signup Sheet. We need members to volunteer to do the snack preparation for 2008 meetings. Arlen announced that a signup sheet is available at the front table and that it has many vacancies. Ron McCoy is working with Daryl Mack on the December meeting potluck. The dinner will start at 6:00 instead of the normal 7:30 meeting start.

Elections. Jim Loomis announced that we have a full slate of officers and listed them.

Alco S2 scrapping Status. The other Portland Terminal S2 is being prepared for scrapping. The scrapper wants the asbestos removed before he will scrap the engine. So we need to find an asbestos contractor to do this work.

Membership. Renewals should be coming in the mail soon. National dues are increasing by \$11.00.

NRHS Bulletin. National has now completed printing of 2005 Bulletins in its effort to catch up. Publications will continue on an accelerated basis until they are current.

Library Committee. John Wilworth presented a list of videos available for loan this evening.

Antiques & Collectables Show. Al Hall announced that we have a booth at the A&C Show on October 27 & 28. The booth and tables are free to us. So the Chapter will be able to display a lot of our railroad menus this year and will offer some surplus materials for sale (mostly books). Ron McCoy donated books and puzzles for this effort.

RR Toys for Tots. Gifts will be received at the December meeting by a Marine Recruiter. Al Hall is coordinating for the Chapter.

National Board Meeting. George Hickok announced that Ed Berntsen is representing the Chapter at the National Directors Meeting. The National wants a final report on the 2005 National Convention. The last report (end 2006) had a balance of \$7,000. Itemized income and expenses since this time. \$2238 remains that will be divided 80/20 between us and National or \$1790.50 for us and \$447.63 for National. The convention bank account is now closed. Total proceeds were \$137,432.63, for which National was sent \$30,486.52 and the Chapter retained \$106,946.11.

Mt. Hood Railroad Sale Status. 42 days of Polar Express are almost sold out. Potential buyers (15 different organizations) are looking at the railroad.

Harris Canyon Water Tower. The only water tank left on the Oregon Trunk. The Oregon Fish & Game Agency manages the property which is owned by BLM.

Meeting Adjourned. 8:27pm

Respectfully Submitted, Doug Auburg, Acting note taker

**PNWC – NRHS Membership Meeting
Minutes
February 15, 2008**

Call to order 1931 hours; Pres. Sheldrake presiding

Welcome Members, Guests and new Members. Al Baker introduced his guest John Kuypers, a counselor with SCORE (Counselors to America's Small Business;

www.scorepdx.org) who may help us move ahead with our New Home Development. Three new members were announced: Col. Geoffrey McCarthy, USAF Retired of Portland; Nick Skellenger and mother Ena Mae Palmer of

Beavercreek; and Jame Vogland of Lake Oswego. Please remember to sign in.

Reminder – Please renew your membership if you have not renewed already.

February *Trainmaster* is late, January minutes will be approved next month. Thanks to the backup editor for getting the *Trainmaster* out on short notice.

Treasurer Report – J Hickok, See report for details. Payment of \$3,500 for S-2 move and 6200 wheelsets \$2,000. Johnson, Hokinson to accept report, passed.

S-2 Update: #36 at Hopmere: House mover has locomotive on the house dollies ready to move, scheduled for Sunday 2/17. Environmental work on #39 is in progress so unit can be scrapped.

Rolling Stock Update: TriMet plans have changed, WES Safety Train will run on Monday, February 25. Chapter donating cost for the use of the 6800 consistent with other partners providing equipment. Will be two runs, one in the AM for VIPs and one in the PM for safety and law enforcement officials.

Excursion Budget: Recommended from the Board - Jim Long is proposing a public excursion to Train Mountain. Proposed dates are May 30 thru June 1, 2008. Maximum of 90 people. Matson, Johnson approve budget for the excursion not to exceed \$23,000. Passed.

Dues Increase: Board has recommended regular membership change from \$15 to \$20, and Family membership from \$6 to \$5. Will be voted on at the May

meeting per the bylaws. Researching when the Chapter raised dues to \$15.

Observation Platform: Was discussed at the last Membership and Board meetings. Still looking at alternatives to scrapping. Suggestion to put something in the *Trainmaster* (including a photo) regarding availability.

Membership Meeting: Snacks tonight provided by the Macks. Please consider signing up to provide snacks at a future meeting. Remember the March Membership meeting will be one week later than usual on March 28.

Program tonight: “The American Freedom Train, year in pictures 1975” which includes the PNWC #76.

New Home Committee – A Hall – Next meeting Sunday Feb 24 at Room 208 Union Station at Noon. Last meeting was with Don Evans from West Coast Railway Association in Squamish BC Canada was very informative.

Help Needed – List in the *Trainmaster*. We will be calling members looking for people to help out.

Chapter Annual Banquet – A Hall – April 26 at the Stockpot Broiler in Progress, details in the *Trainmaster*. No host cocktails at 5:00 PM, dinner at 6:00 PM with program to follow. Thanks to Al Hall for organizing this.

See *Trainmaster* for details on concessions and other activities.

Adjourned 2013 hours for snacks and program to follow. Respectfully submitted, George Hickok, Secretary

Chapter Officers

President: Arlen Sheldrake 503.223.7006

Vice President: Keith Fleschner 503.516.9272

Treasurer: Jean Hickok 503. 649. 5762

Secretary: George Hickok, 503.649.5762

National Director: Edward M. Berntsen, 253.383.2626

Chapter Directors-at-Large

Eileen Brazil: (08,09,10) 503.647.5667

Jim Hokinson (08,09,10) 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

APMA Site Manager: Eileen Brazil 503.647.5667

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 Sheldrake 503.223.7006

Chapter Home: Eileen Brazil 503.647.5667 / Al Hall 503.699.5042

Elections: Jim Loomis 503.253.3926

Membership: Diana Mack, 503. 723.3345

Museum: Glenn Laubaugh, 503. 655.5466

Flanger Restoration: Eileen Brazil 503.647.5667

Meeting Programs: vacant

Rolling Stock: vacant, contact President, above

Chief Mechanical Officer:

Peter Rodabaugh, 503. 771.8545

Car Rental Agent: Bob Jackson, 503. 231.4808

Library: Irv Ewen 503.232-2441

Excursions: Jim Long 503.313.7382

Car Host: Karl Wescott 503.658.4943

Safety Officer: Keith Fleschner 503.516.9272

Webmaster: Eileen Brazil, 503.647.5667



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Attn.: Trainmaster Editor

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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**.

Chapter Help Needed:

Trainmaster Editor
Rail Car Cleaners
Membership Meeting
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Full Article in February Issue!

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