

The
April 2008



Trainmaster

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



PACIFIC NORTHWEST CHAPTER TIMETABLE #549

Board of Directors meetings: April 10 & May 8, 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 :

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 – Annual Banquet: No host cocktails, 6 pm dinner: Stockpot Restaurant, 8200 SW Scholls Ferry Road, Beaverton.

May 16th 7:30 pm – Program: *Westside Express Service*, Chris Novonty, TriMet

May 30th – June 1st – Excursion: *Train Mountain Express*, Amtrak to Train Mountain weekend, information: www.pnwc-nrhs.org or 503.236.7826

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

April 13 – January 24, 2008 *The West Railroads Made* exhibition, Washington State History Museum, Tacoma. More information: www.WashingtonHistory.org or 888.238.4373.

May 10 *National Train Day*, www.NationalTrainDay.com

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

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 14 *Cruisin' Sherwood*, SP 4449 on live static display during auto show, Sherwood Oregon

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 first commuter rail service, Beaverton - Wilsonville.

December 5-6-7 & 12-13-14 *Holiday Express 2008*, Oregon Rail Heritage Foundation



MEETING SNACK SIGN-UPS

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

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 – April

by Arlen L. Sheldrake

How about that March issue of NRHS News! Thanks very much to Charles Williams, NRHS News Editor, for this excellent production. I hope PNWC members appreciate seeing some of our Chapter activities receiving national coverage.

The Summer 2006 NRHS Bulletin **Sleep Cheap!** article author Tom Smith is also a PNWC member who lives in Camas, Washington. Thanks, Tom, for a very interesting article.

The February 25th TriMet Westside Express Service **Safety Train** runs between Beaverton and Wilsonville using the PNWC Red River 6800 were supported by Chapter carmen Keith Fleschner and George Mickelson. The consist included Northwest Rail Museum's Round End Observation car and Friends of SP 4449 Gordon Zimmerman baggage and Plum Creek lounge cars. The consist was moved by Portland & Western Railroad the night of February 21st to their new Tigard yard, a very nice looking facility. The excellent packet of materials distributed to each passenger included a beautiful two-page description of the historic consist, ownership information, and an overview of the Oregon Rail Heritage Foundation. Look for this two-page brochure provided by TriMet in a future *Trainmaster* issue.

Doyle McCormack pointed out an interesting Web site: www.rypn.org. This is the **Railway Preservation News**, an on-line magazine of railway history and preservation. The interchange section has some interesting threads including a recent one on how to best display information on your Web site about your rail cars. Look for more information about this Web site in a future *Trainmaster* issue.

In late February a new book was released by Arcadia Publishing in their Images of Rail series. The book: **Willamette Valley Railways** by Richard Thompson; "Dedicated to G. Charles "Chuck" Bukowsky (1933 – 2004), who taught me to love trolleys everywhere." More than 200 historic images! Richard also authored the **Portland's Streetcars** Arcadia Publishing book.

On December 11th Portland & Western Railroad opened their new **Tigard Switching Yard** which will help clear the way for the Westside Express Service. The new four-siding yard in southeast Tigard was funded by \$2.95 million in *ConnectOregon* funds and \$738,000 from the railroad. The new switching yard concentrates the railroad's switching into one area which was previously done in downtown Tigard and near Fifth Street in Beaverton. The new switching yard features solar powered electric switches.

If you are into bridges and especially railroad bridges, the City of Salem Oregon Web site has a wealth of information about the **Union Street Railroad Bridge** which is being converted into a bicycle and pedestrian passage. Go to www.cityofsalem.net, click on Departments, then click on Urban Development Projects, then on Union Street Railroad Bridge. Excellent pictures from the HDR bridge structure evaluation, the National Register of Historic Places nomination submission forms and the design of the conversion project are included. This bridge constructed in 1912 was sold by Union Pacific to the City of Salem in 2003 for \$1. The bridge was placed on the National Register of Historic Places on January 11, 2006. With the permission of the Coast Guard, the lift span was permanently closed in 1980.

In late February I enjoyed a visit with member **Ted Ahlberg** in his new home in Vancouver. Ted has downsized from the home he shared with departed wife Cora Jackson in Beaverton and is in the process of selling his home in Vancouver. Due to driving limitations, Ted is no longer able to work the Lending Library.

Our **Concessions/PR team** led by **Al Hall** continues to attend many venues bringing in some much needed revenue. One of the additional major benefits of their efforts is excellent outreach and publicity for both the PNWC and the Oregon Rail Heritage Foundation. Without fail each time PNWC has a booth, we have ORHF outreach materials. Each time we have a booth; the Concessions team hypes the PNWC and provides interested folk with our excellent membership application brochure. On March 1st I received a call from one of the PNWC booth Camp Withycombe swap meet visitors who wanted a membership application for his father. A continuing well done and thanks to our Concessions/PR crew.

During the week of March 1st **Jim Long** got the Chapter Web site (www.pnwc-nrhs.org) updated with current calendar information. The position of Chapter Web site manager has been vacant for many months.

Thanks, Jim!

From TriMet's **Westside Express Service** January update: 1) 27 out of 35 Portland & Western project related locomotives have now received cab signal installations; 2) a temporary occupancy permit is expected for the maintenance facility located in Wilsonville; 3) Colorado Rail Car is experiencing financial challenges and TriMet has retained professional financial oversight services to monitor cash flow and production to ensure delivery of the DMUs. It should be noted that TriMet is now touting the opening to be Fall 2008 instead of the previously touted September 12th. Stay tuned on this one. . .

Some really good news from Genesee & Wyoming Inc., the proposed trip to the June 14th **Cruisin' Sherwood** has been approved for the **SP 4449**. The SP 4449 will be in downtown Sherwood on live static display as a focal point for Operation Lifesaver and Oregon Rail Heritage Foundation outreach activities. We owe Bruce Carswell, Portland & Western Railroad, and Genesee & Wyoming a big thank you!

The **Seattle Times** newspaper reported that beginning February 27th the 42-mile rail line between **Snohomish and Renton** will be split in two. BNSF Railway will remove one mile of track around the Wilburton Tunnel in south Bellevue as part of the State of Washington's I-405 widening project. The last trains on the complete line were run on February 26, 2008. Boeing trains are now being routed through Seattle and Tukwila and finally to Renton.

The Associated Press on February 11th reported that **FEMA** is exploring the expanded use of trains as a method to get people with physical impediments out of harm's way in advance of hurricanes across the Gulf Coast. Could we be back to some form of Hospital Train? As a pet owner, I appreciate the new evacuation planning that will now no longer make me choose between my pet and evacuation.

On Wednesday March 5th the Chapter acquired a used **Blueprint Cabinet** from Tektronix. Thanks to Jean Hickok for arranging for the inexpensive purchase and thanks to all involved in the moving process: Al Hall, Bill Hyde, Mark Reynolds, and George Hickok. Bill Hyde's Archive crew will put this new cabinet to good use storing our many blueprints and maps.

NRHS Governance Study: The purpose of this study is to make recommendations to the NRHS Board of Directors on the future system of governance of the Society. In order to be effective, this study must include a review of the governance systems used by other national or large regional non-profit organizations. Committee members appointed by NRHS President Greg Molloy: Steve Wasby, Cape Cod Chapter, Walter Zullig, New York Chapter, Bob Bitzer, Washington DC Chapter, Bill Chapman, At-Large National Director, John Fiorilla, NRHS General Counsel, and Arlen Sheldrake, Pacific Northwest Chapter. I am pleased to serve on this Committee and work to restructure the National Board of Directors. NRHS, a 16,000 member organization, is currently governed by a 180 member Board with at least three meetings per year. Let me know of organization models that could work for NRHS.

Effective April 1st we are no longer paying to store the Observation Platform Display! Thanks to Eileen Brazil we now have a secure and free storage location. See the article on page 11.

Our friends at the **Chehalis-Centralia Railroad** are working very hard to put together a schedule for 2008 after the early December 2007 massive flood. While the Railroad rolling stock and engine house were spared damage, the rails are another story. The Port of Chehalis hasn't yet figured out how to get the railroad going west back into operational shape.

Included in this newsletter is an insert describing the exciting May 30th – June 1st **Train Mountain Express** excursion organized by our Excursion Chair Jim Long. For more information: www.pnwc-nrhs.org or 503.236.7826. Visitors rave about their visits to the world's largest miniature railroad.

The **Los Angeles Times** on March 3rd reported that the disastrous January 19th slide spanning 3,000 feet of Union Pacific Railroad mainline on Coyote Mountain north of Chemult and 15 miles east of Oakridge is having a very positive affect on the **Oakridge, Oregon** economy. All rooms for rent are booked solid as are spare rooms.

in private homes to construction workers as the slide work continues; restaurants open early and close late; the laundry is working 12-hour shifts. Normally winter is the quiet time for Oakridge with summer being the busy outdoor recreation period. Nearly every business in Oakridge has benefited from the major repair effort. The slide is estimated to cover 20 acres and was 200 feet deep, a total of 2.3 million cubic yards.

Please join me in thanking our retiring *Trainmaster* Editor **Glenn Laubaugh** for his many years of grinding out the monthly *Trainmaster*. Glenn has more than earned his honorable retirement from this task. At the same time please welcome our new *Trainmaster* Editor **Steve Hauff**. Steve lives in Port Angeles and joined the Chapter in 2004. I really appreciate Steve responding to our Help Wanted advertisement.

Rita and I returned on the March 19th from a very enjoyable **Copper Canyon** trip with Caravan Tours. The March 10th – 18th roundtrip was out of El Paso and included train rides between Creel and El Fuerte on day 3 and El Fuerte and Barrancas on day five aboard a first class *Chepe*, Ferrocarril Chihuahua Pacifico Railroad train. The Copper Canyon and the railroad are both great attractions to visit.

ANNUAL REPORT 2007

Pacific Northwest Chapter

The 52nd year for the just under 300 members of the Pacific Northwest Chapter was active as we moved forward on multiple projects. Our major accomplishments for the year included:

- First Collections Policy adopted.
- In partnership with the Northwest Rail Museum we commissioned the Perrydale Station Condition assessment. The Perrydale Station may be the oldest remaining station in Oregon.
- Rail moved the historic Alco S-2 from Northwest Portland to Hopmere near Brooks, Oregon.
- Completed replacing the siding, painting, and lettering the Flanger on display at Antique Powerland.
- Completed *A Strategic Action Plan* (ASAP) with consultant Howard Lovering's assistance.
- Membership adopted moving forward with the "land based destination museum" ASAP suggested option.

In addition to these major projects, PNWC continued to provide essential basic services to our membership including:

- *The Trainmaster* monthly newsletter totaling 136 pages for the year.
- Concessions group generated record profits with Chapter/NRHS outreach in multiple forums.
- Major progress being made to catalog our extensive Archives holdings.
- A new Chapter outreach brochure was produced.
- Fourth annual "Train Toys for Tots" garnered a record 143 train toys for the U.S. Marine Corps program.
- Oregon Rail Heritage Foundation third annual *Holiday Express* pulled by SP 4449 using PNWC volunteers and equipment thrilled 9,238 passengers.
- Leon Speroff, author of *Deschutes River Railroad War*, was the speaker for our Annual Banquet attended by 55 members and friends.
- Protection of our rolling stock assets continues to consume lots of volunteer time.

PNWC – NRHS MISSION

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

2008 PNWC Annual Banquet

When: Saturday, April 26
Location: Stockpot Broiler at Red Tail Golf Course
 8200 Scholls Ferry Rd.
 Beaverton, OR
Time: 5:00 PM Social Hour, 6:00 PM Dinner, 7:00 PM Program
Program: 25-year pin presentation; Jack Holst Award winner;
 The Greenbrier Companies

This year the chapter banquet will once again have delicious food prepared by a chef, easy access, plenty of parking, plus a GREAT PROGRAM. What more could you want? This year's program will be provided by **J.D. Pavek, Director Fleet Management, The Greenbrier Companies**. Greenbrier is an international supplier of transportation equipment and services to the railroad industry. We anticipate this will be another highly attended banquet. As you are aware our banquet is also open to guests and because space is limited seats will be in demand. Be sure to make your reservations early. **Cutoff date is when banquet is sold out or April 19, whichever comes first.** Make your reservation now!

If you have questions please contact Al Hall at 503-699-5042. Or email Al at: alhall@aol.com

Directions:



From I-5 take Hwy 217N (exit 292A) towards Tigard / Beaverton. Take Scholls Ferry Rd exit (exit #4 towards Progress). Turn right onto SW Scholls Ferry Rd. The Red Tail Golf Course and Stockpot Broiler entrance is 1/4 mile on your right.

From Hwy 26 take Hwy 217S. Take Scholls Ferry Rd exit (exit towards Progress). Turn left onto SW Scholls Ferry Rd. The Red Tail Golf Course and Stockpot Broiler entrance is 1/4 mile on your right.

Each dinner is \$25.00 per person, including gratuity. Entree includes salad, beverage and dessert.
 Each person may choose one of the following entrees: Please list below all names of those you are paying for and each entrée.

Names: _____

<u>Qty</u>	<u>Choice of Entrée</u>
_____	U.S.D.A. highest quality Prime Rib of Beef
_____	Pan Seared Breast of Chicken, Sautéed Wild Forest Mushrooms, Roasted Shallot Gloss Du Vin
_____	Caramelized Herb Filet of Salmon, Roasted Garlic Mashed Potatoes Passion Fruit Beurre Blanc – Julienne of Vegetable

Make check payable to: PNWC-NRHS

Mail check and choice of entrée to: PNWC Banquet
 c/o Al Hall
 17112 Kelok Rd
 Lake Oswego, OR 97034

SISTER ORGANIZATIONS

ABOUT THE WEST COAST RAILWAY ASSOCIATION

Don Evans, CEO & President

The West Coast Railway Association (WCRA) is a non-profit society incorporated in 1961 under the Societies Act of British Columbia, and is a registered charity. Its mandate is the Preservation of British Columbia's Railway Heritage. It is one of the larger non-profit societies in the province, having over 1,500 active members who restore, preserve and maintain vintage locomotives and railcars as well as administer and volunteer in the Association's activities. Its operations have grown to also support a paid staff of 15.

In carrying out its mandate, the Association has assembled the second largest collection of heritage railway rolling stock in Canada, now numbering over 95 pieces, as well as a significant collection of other railway artifacts. These are the nucleus that the group uses in telling the story of what the railway meant to the formation of Canada, the settling of the West, and the development of B.C. Also portrayed is the vital transportation role that the railways perform today. The collection includes 80 pieces in the heritage exhibit collection, and 15 pieces in the operating collection maintained to Transport Canada standards for occasional excursion operation, leases and charter trips.

The Association is developing its major heritage attraction, the West Coast Railway Heritage Park. Having celebrated its 10th anniversary in 2004, the home of the world famous Royal Hudson steam locomotive showcases a working railway based community and yard with operable trains and railway related artifacts. Located in Squamish on a 12-acre site, the Heritage Park opened its first phase in 1994 and continues its development. Last year, 40,000 guests visited, bringing the total since opening to more than 375,000. Currently the Heritage Park is undergoing major construction of its third phase, comprising of CN Turntable Plaza (to open 2008) and the Roundhouse & Conference Centre at the Park (to open late 2008). To date, the Heritage Park has created more than 137 person years of employment and has contributed over \$10 million to the local economy. When completed in approximately ten years, the Heritage Park will have seen a \$17 million investment, will employ 16-20 persons year round, and host 80,000+ visitors annually.

The Association also operates the Locomotive 374 Pavilion in Vancouver where historic CPR locomotive 374, which pulled the first train into Vancouver in 1887, is open daily to the public in a special pavilion at the Roundhouse Community Centre.

The Association is also a rail tour operator, using this endeavour to introduce the public to rail travel as well as to raise funds for its heritage projects. Many unique rail tours are offered, from day trips to Vancouver Island to extended tours of northern British Columbia. In 2004, the Association partnered with Rocky Mountaineer Vacations to introduce their North Coast Explorer, a cruise ship shore excursion out of Prince Rupert. The relationship has continued with RMV's new Whistler Mountaineer train, where WCRA's open observation car and a vintage locomotive operate to the delight of guests.

A major achievement occurred in September 2006, when the rebuild of the famous Royal Hudson #2860 steam locomotive was completed and she was prepared for entry to active service once again. After an unveiling in steam September 28, 2006, the classic locomotive returned to service with a sold out gala excursion to White Rock on April 15, 2007. Plans for the Royal Hudson include making appearances at other special events, as well as to steaming for special events at the Heritage Park.

Also in 2006, West Coast Railway (WCRA's operating arm) leased the former BC Rail shops complex in Squamish from BCR Properties and established it as the base to maintain the WCRA's operating fleet, as well as enter into some railway educational training and contract maintenance work as new fundraising initiatives for the society. Plans are for this facility to develop into a new Museum of Railway Technology at some future date.



SISTER ORGANIZATIONS

(cont'd) The Association has won many awards over the years, including two preservation awards in 1990 for its restoration of the 1890 built Canadian Pacific business car British Columbia. In 2001, the association was presented with an Outstanding Achievement Award from the Heritage Society of BC for the preservation of CPR locomotive 4069 and open observation car 598. Most recently, in 2007, the Tourist Railway Association (TRAIN) awarded its Locomotive Preservation Award to WCRA for the return to steam of Royal Hudson #2860.

The award it holds most dear, however, is the 1994 Volunteer Achievement Award from the Heritage Society of British Columbia - recognizing its volunteer workers who put in 10,000 hours to successfully open the Heritage Park that year. The efforts continue and grow, with over 24,000 hours in 2006, totaling more than 293,000 hours since 1994. (More information is available on the extensive Web site: www.wcra.org.)



NORTHWEST RAILWAY MUSEUM

By Jim Kelly

Over the next month or so, 10,000 people will travel to a history museum in Snoqualmie to ride the Santa Train. Next summer, another 16,000 will head out to the museum to catch popular children's television character Thomas the Tank Engine when he visits.

A visit to Northwest Railway Museum (NRM) has become a tradition for many King County families, but the museum, which is the largest and most comprehensive railway museum in Washington State, offers much more than just children's pro-

gramming.

Railroads played a significant role in the development of King County and Washington State, and the Museum owns and operates a 5-mile interpretive railway and the 1890-built and fully restored Snoqualmie Depot. The Museum also manages a collection of 75 large artifacts, including locomotives, passenger and freight cars and special maintenance vehicles such as snow plows. It incorporated in 1957 and began offering public programs in 1967. But its real transformation began a little more than ten years ago with the arrival of Executive Director Richard Anderson.

Under Mr. Anderson's leadership the Depot restoration was completed, and planning began for the construction of a Conservation and Restoration Center (CRC), a specialized building for repairing and maintaining the historic rolling stock. The CRC, located 1.5 miles east of downtown Snoqualmie, was completed in August of 2006.

The next project on the horizon is the construction of a Collection Storage and Exhibit Center with a library and archives. Working with the cities of North Bend and Snoqualmie in a complicated trade of land, NRM has managed to secure a four-acre site immediately next to the Conservation and Restoration Center on which it can build the Storage and Exhibit Center.

The cities of North Bend and Snoqualmie understand the benefits of the economic activity generated by this local jewel and work collaboratively to support the museum in a variety of ways that have enabled it to grow.

NRM is a model for how heritage museums grow and operate. It isn't easy managing a local heritage museum. There are far fewer dollars available for heritage activities than there are for the arts. Volunteers are the life force behind most heritage museums and fortunately NRM has nearly 200 devoted and engaged volunteers contributing more than 14,000 hours to do everything from sorting archives to working on care of the collections and serving as engineers. The keys to success for heritage are programming, participation and politics and Northwest Railway Museum nails all three. You simply have to check it out. So go, and enjoy a day in the country.

This article was originally published in the 4Culture November 2007 Newsletter issue. 4Culture is the King County Washington cultural services tax-exempt Public Development Authority organized to support, promote, and fund cultural institutions in King County Washington; Jim Kelly is the Executive Director. Permission was received by Arlen Sheldrake to republish this article. More information about NRM: ww.trainmuseum.org or 425.888.3030. (Snoqualmie Depot photo supplied by Northwest Railway Museum for this Trainmaster article.)

RAILWAY NEWS



Left: SOUNDER - The January 4th *Photo of the Week* from Sound Transit featured taking their Special Seahawks Sounder trains right to the game and back. The trains arrive at Seattle's King Street Station, a short walk away from Qwest Field as you can see in this photo. More information about SoundTransit: www.soundtransit.org.

Right: MUCK OUT, ROCK IN - Union Pacific Railroad work train is pictured February 10, 2008 working the massive Frazier Slide. Note how UP's mainline deadends in front of the locomotive. Picture forwarded by Tom Smith. As of March 19th the reopening date of the line is still undetermined.



Below: Carman George Mickelson staffing the Red River vestibule passing downtown Tigard under Highway 99W.



TRIMET WESTSIDE EXPRESS SERVICE SAFETY TRAIN - On February 25th Portland & Western Railroad operated a Safety Train for TriMet over the Westside Express Service commuter rail 14-mile route between Beaverton and Wilsonville. The morning trip was for elected officials, city and county officials, school safety personnel and members of the business community. The afternoon trip was for local law enforcement and other first responders. The TriMet invitation: "In the fall, Oregon's first Commuter Rail service, the Westside Express Service (WES), will begin operating between Wilsonville and Beaverton along the Portland and Western Railroad. With the addition of passenger service, this rail corridor will change dramatically with 32 additional trains each weekday and faster train speeds. Education, engineering and enforcement are critical to the ongoing

success of this corridor. As a key partner in this new commuter rail service, please join us for a tour in vintage railcars provided by the Oregon Rail Heritage Foundation." Portland & Western Railroad provided front and back locomotives since the train didn't have time for turning at wyes. The rail cars were provided at no charge by members of the Oregon Rail Heritage Foundation (ORHF). Northwest Rail Museum provided the Round End James Gilmore; the Friends of SP 4449 provided the Plum Creek lounge and the Gordon Zimmerman baggage cars; and PNWC provided the Red River 6800 coach. On board PNWC Carmen were Keith Fleschner and George Mickelson. TriMet provided a nice two-page handout to all passengers describing the historic rail cars and the purpose of ORHF. Mother Nature provided a cloudy but rain free day. PNWC members Randy Rock, Pete Rodabaugh and Keith Fleschner worked many hours to get the consist ready for the Safety Train.

HELP NEEDED

by Arlen L. Sheldrake

As we begin 2008 the following areas need your help. This is an all volunteer organization; we have no paid staff. Unless members are willing to step up and offer their help, essential activities just can't and won't get accomplished. The old adage "someone should" only works if "someone does". In most cases, extensive expertise isn't needed nor is abundant physical capability. If any positions are of interest or you would like additional information, please contact any Chapter Officer or Board Member. If we are to move forward and develop a home, we must demonstrate to potential funding organizations that we have an active membership. Express your interest to any Chapter Board member or officer!

RAIL CAR CLEANERS: Both interiors and exteriors of our passenger rail cars need periodic cleaning. Activities range from exterior power washing, to window cleaning, to wiping down seats to mopping floors. Any expertise level is appreciated. This activity generally happens in the greater Portland area.

MEETING PROGRAM COORDINATOR: Solicit program ideas and schedule programs for the monthly membership meetings (except for December). This job could be shared by multiple volunteers each taking particular months and be done from any location.

RAIL CAR REPAIR: All willing hands, with any and all expertise levels welcomed. Also many, many areas of expertise (electrical, plumbing, welding, air conditioning, metal fabrication, roofing repairs, window and shade repair, etc.) are needed to work on our rail cars. In addition, there is always a need for people willing to learn tasks requiring expertise as well as doing tasks requiring little skill like removing what seem to be a thousand screws from each window being replaced. This activity generally happens in the greater Portland area.

FLANGER AND S-2 RESTORATION: Once dryer weather returns this spring, work to finish the window and lower body restorations on the Flanger and cosmetically restore the historic S-2 #36 at the Antique Powerland Museum site. Contact Charles Stevens 503.692.6611 / xenophon5@verizon.net.

LENDING LIBRARY: Help catalog and check out to members the extensive collection in our Lending Library. This Committee is also in need of a Chair. Periodic visits to our office would be needed.

MEETING SNACKS: Pick your month to prepare membership meeting snacks. A printed suggestion sheet is available. Funding comes from member contributions from the previous month.

ACTIVITIES COMMITTEE CHAIR: Develop and implement plans for activity functions for Chapter members and their families. Activities have historically included functions such as the Annual Banquet, a trip to Train Mountain, and picnics at the Oregon Zoo and Antique Powerland Museum. Activities are intended to be fun and financially break even. This activity could be done from any location

CAR HOSTS: Additional Car Hosts are needed to provide on-board passenger safety and enjoyment. New Car Hosts work with more experienced staff. To add Holiday Express 08 capacity in 2008 we will need more Car Hosts. If interested contact Karl Wescott: karlw@wescottsauto.com or 503.658.4943.

SOME 2007 PNWC HIGHLIGHTS

by Jim Hokinson



Keith Fleschner, PNWC Member of the Year.



SP&S Swap Meet Sales Team at the Holiday Inn.



The Flanger re-siding is unveiled.



The S2 #36 is moved closer to Powerland.



Kent Hutchens prepares for Holiday Express III.



2007 Train Toys for Tots is a success.

CHAPTER HAPPENING

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	2008-2010	503.647.5667
Jim Hokinson	2008-2010	503.635.4826
Mark Reynolds	2006-2008	503.638.7411
Charles Stevens	2006-2008	503.692.6611
William D. Hyde	2007-2009	503.666.5530
Al Baker	2007-2009	503.645.9079

Committee Chairs

Activities	Vacant	
APMA Site Mgr.	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	503.623.3345
Museum	Glenn Lumbaugh	503.655.5466
Flanger Restoration	Eileen Brazil	503.647.5667
Meeting Programs	Vacant	
Rolling Stock	Vacant - contact President	
Chief Mech. Officer	Peter Rodabaugh	503.771.8545
Car Rental Agt	Bob Jackson	503.231.4808
Library	Irv Ewen	503.232.2441
Excursions	Jim Long	503.313.7382
Car Host	Karl Westcott	503.658.4943
Safety Officer	Keith Fleschner	503.516.9272
Webmaster	Eileen Brazil	503.647.5667

The Trainmaster is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in *The Trainmaster* does not express the official position of the organization on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source, except in cases where the article originated in a third party publication and special permission was given to *The Trainmaster* to print the article here. Please address contributions and correspondence to:



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 Website: <http://www.pnwc-nrhs.org>
 ISSN: 0041-0926

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FREE STORAGE SECURED - The PNWC owns a Chapter member-built replica of a rail car observation platform display. This display requires storage space of approximately 5' X 10'. For many years, the observation platform was stored in a member's garage. When the member wanted his garage back, the Chapter was unable to find another free storage, so a 5 X 10 storage unit was rented at \$82.65 per month. The display requires either a large pickup or trailer for transport and at least two people are needed to load/unload and erect. The display is most effective during multiple day events such as the Go By Train 2005 NRHS Convention. The Chapter Board put out another call for a free storage site for the display with the understanding that if one was not found, the Board would be forced to scrap the display as the almost \$1,000 per year in storage unit rental was deemed excessive. Thankfully, Eileen Brazil has offered to store the display under cover on her property in North Plains. Thank you very much, Eileen.



Photos from Ron McCoy. (That's Ron on the ladder.)

Bill of Lading

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- RAIL CAR CLEANERS
- MEETING PROGRAM COORDINATOR
- RAIL CAR REPAIR
- FLANGER AND S-2 RESTORATION
- LENDING LIBRARY
- MEETING SNACKS
- ACTIVITIES COMMITTEE CHAIR
- CAR HOSTS

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