

The

February
2007



Trainmaster

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



Pacific Northwest Chapter Timetable #535

Membership Meetings: Feb 16, Mar 16 7:30 PM, St. Mark's Lutheran Church, 5415 SE Powell Blvd.

- **February 16th 7:30 pm - Program:** The *P811Track Renewal Machine* video by Harsco Track Technologies & Vol. #2 *SP Shasta Route (Mostly Oregon)*, c.1950, rare footage of the Tillamook Branch, Coos Bay Branch, vast Brooklyn facilities, etc.
- **March 16th 7:30 pm - Program:** *Flangers, Spreaders & Steam Rotary Snowplows*, Southern Pacific Film Archives (Pentrex); 1950s rare SP footage of snowfighting on Donner Pass. Plus *Merci Boxcar* photos of the new display in North Bend, Oregon.
- **April 20th 7:30 pm - Program:** *Implementing Steam Heat on the 2006 Holiday Express II Consist*, George Hickok.

Board of Directors Meetings: Feb 8, Mar 8, Room 208, Union Station, 7:30 PM

Lending Library: Feb 17 & 24, 1:30 to 4 pm, check-out subject to **loan agreement.**

Notable Non-Chapter Events:

April 7, *Easter Saturday Brunch*, Elgin to Kimmel, 4 hours RT; May 13, *Mother's Day Brunch*, Wallowa to Kimmel, 4.5 hours RT; Eagle Cap Excursion Train; \$70 adult, \$60 senior, \$50 children; Reservations: Alegre Travel, 800.323.7330
May 18-20 *GorgeRail 2007*, Columbia Gorge Discover Center, The Dalles, www.dogcaught.com/gorgerail
May 26 - Sept 16 *Oregon Coast Scenic Railroad*, weekends and special events, Garibaldi - Rockaway Beach, 503.842.7972 or www.ocsr.net
May 26 thru Sept *Chehalis-Centralia Railroad*, 1916 Baldwin 2-8-2 steam engine runs, every Saturday and Sunday 12-mile departures @ 1 PM & 3 PM, every Sunday 18-mile to Ruth run departing @ 5 PM. Plus special events, lodging packages and dinner trains; more info: www.ccrta.com or 360.748.9593
June 3 - Sept 2 *Willow Creek Railroad*, every Sunday 11 AM to 3 PM, Antique Powerland Museum, Brooks Oregon, www.willowcreekrr.org
July 28-29 & Aug 4-5 *Great Oregon Steam-Up* featuring John Deere equipment, 7 AM to 6 PM, Admission \$8, 12 and under free, www.antiquepowerland.com, Brooks Oregon

HOLIDAY EXPRESS II **by Arlen Sheldrake**

Pictured is the *Gordon Zimmerman* baggage car at the Oaks Amusement Park boarding location. Also pictured are the Chapter's stairs on a carriage that rides on steel wheels and rail built by Dick Samuels. The various locomotive Engineers competed to accurately spot the baggage door with the fixed place boarding stairs. The pole to the left is new electrical



service provided by Oregon Pacific Railroad. Also pictured on the closed baggage door is a new "child proof" barrier built by Chapter member Rocky Regula. The banner on the Oaks Amusement Park former "Samtrak" platform advertising the Holiday Express to the thousands of Springwater on the Willamette Trail users was put up by Phil Barney

The 2006 Holiday Express II run on the Oregon Pacific Railroad out of Oaks Amusement Park was a resounding success for the sponsor the Oregon Rail Heritage Foundation.

Many thanks to the Chapter Carmen who installed steam heat in the consist and monitored the consist performance during each and every one of the 50 trips. Chapter Carmen included: Keith Fleschner, Pete Rodabaugh, George Hickok, Randy Rock, George Mickelson and Carmen in training Eileen Brazil and Doug Long (Doug is a new member).

Also deserving many thanks are the Car Hosts who provided on-board staffing: Rocky Regula, Dick Ordway, Charles Stevens, Gary Dennis, Pat Roby, Ken Peters, John Tucker, Al Baker, Jim Long, Ron McCoy, Christopher Bowers, Mike Oxborrow, Judy Oxborrow, Karl Wescott, Eileen Brazil, Kent Hutchens, Jim Hokinson, Marianne Bratt, Joe Mayer, Mark Reynolds, Joe Wright, Bill Hyde and Chuck McGaffey.

Chapter members working in other capacities included Al Hall who greeted most all of the passengers, Jim Fitzgerald, Todd Landwehr, Phil Marceau, Gus Kamp, Keara Watson, Jim Abney, Joe Wright, Carl Petersen, Arnie Holden, Harvey Rosener, Phil Barney, Laurel Lyon and Judy Hall.

Just under 9,000 people were entertained by what in many cases was their first train trip. Trips were run on two four-day weekends: December 7-10 and 14-17. The December 7th was a volunteer orientation trip and the December 14th was a Safeway Stores employee family trip. Six trips were operated on each of the Fridays and nine trips on Saturdays and Sundays. While there were some available seats on some of the first weekend trips, the second weekend was a complete sell out.

The consist included: Round end observation car (*Northwest Rail Museum*); 6800 Red River (*PNWC*); Gordon Zimmerman baggage car, Clackamas River sleeper and Plum Creek lounge (*Friends of SP4449*); and the Mount Hood #600 sleeper/lounge (*PNWC*). The Clackamas River was a last minute substitution due to the Chapter's 6200 coach not able to get back in time from Tillamook. The seating capacity of the consist was 225 although we boarded up to 240 on some trips.

The PNWC Rolling Stock/Carmen crew worked a bunch of hours before the first trip getting steam connections made on all the consist especially the Plum Creek. With some very cold weather the passengers appreciated the heat and the steam rising between the rail cars.

During the first weekend, locomotive power was provided by PRPA crews and the SP&S 700. On the second weekend, locomotive power was provided by the Friends of SP 4449 crews and the SP4449.

The owner of Oregon Pacific Railroad, our host railroad, Dick Samuels and General Manager Kelly Anable and their crews worked many, many hours getting the railroad in shape before the event and worked many hours during the event. Many infrastructure additions such as the electrical service at the boarding area and the ramp next to the trail bridge are examples of the improvements provided by OPR that made Holiday Express II a success.

A total of 192 volunteers worked many hours to bring Holiday Express II to the thousands of smiling parents, grandparents and children. All the volunteers I talked to went home very tired but also very happy.

Clarification for Pacific Northwest Chapter, NRHS Treasurer Correspondence:

I would like to let you know that I would like e-mail sent to the e-mail location:

pnwc.treasurer@gmail.com I will be reviewing chapter e-mail periodically.

Also, if you need to mail invoices, checks, etc, then you can mail to: Jean Hickok, PO Box 6212, Aloha, OR 97007. I will also periodically check Room 1, but the PO box would be the best.

Thank you. Jean Hickok PNWC-NRHS Treasurer

ELECTION NOTICE

An election will be held at the February 16th membership meeting to fill the remaining year, 2007, of Ralph Johnson's Board of Directors term. Ralph resigned effective December 31, 2006 due to medical concerns.

The Board of Directors has nominated the following candidates for your consideration:

- Eileen Brazil
- Al Hall

Both candidates have indicated a willingness to serve. Nominations were also solicited from the floor at the January 19th membership meeting but no one else expressed interest.

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Also at the February 16th membership meeting will be the Proposed By-Law Change vote which was missed in December to delete the By-Law sentence: "Members joining after June 1st of any year shall pay one-half of the dues for the balance of the year." This will bring the Chapter By-Laws into agreement with the NRHS By-Laws.

MONROE DEPOT IN PERIL by Arlen Sheldrake



North end of Depot, Benton County 2006 photo provided by Chris Bentley

The 1912 depot in Monroe Oregon, southern Benton County, needs to be moved or it will be destroyed according to a Corvallis Gazette-Times newspaper January 15, 2007 article.

Further investigation finds that Benton County hired *Historic Preservation Northwest* of Albany, Oregon to do a condition assessment of the building resulting in a 31-page *Condition Assessment, Railroad Station, Monroe, Oregon* May 26, 2006 document. The report found that the building is structurally sound, worth saving and will be relatively easy to move.

From the report: "In 1908, Stephen Carver's Corvallis & Alsea River Railroad Company extended railroad tracks thirty miles south from Corvallis to Monroe, Alpine and Glenbrook. Originally he intended the railroad to continue to Alsea and on to the Pacific Coast; however, the Panic of 1909 prevented Carver from securing adequate credit to complete the railroad in this way. In 1911,

Alvadore Welch purchased the line from Carver and renamed it the Portland, Eugene & Eastern Railroad Company. Welch also procured the streetcar systems of Salem, Albany, West Linn and Eugene with the bold idea of using these lines as the nucleus for an electric railroad between Portland and San Francisco. This plan, however never came to fruition, and in 1912, Welch sold the line to the Southern Pacific.

Southern Pacific's acquisition likely led to the construction of the current station around 1912, though *The Southern Pacific in Oregon* book by Ed Austin & Tom Dill, 1987, notes that the station was used as a train order station from 1915 to 1960. The station is a standard Southern Pacific general issue design. Identical stations were constructed along the route. The station originally consisted of a passenger station, restrooms, and a ticket agent's counter in the southern third of the building and a baggage room in the northern two-thirds of the building. Shortly after 1963, Southern Pacific tore down the dilapidated passenger third of the station leaving the baggage portion of the building intact."

On page 183 of the Ed Austin/Tom Dill excellent book is a picture of the Depot showing the removed passenger portion of the Depot.

Currently the Monroe Depot is being used by Wilbur-Ellis, a major farm supplier, to store farm chemicals; they want to replace the building with a modern warehouse. Wilbur-Ellis owns the building and the land it sits on. Benton County would like to move the Depot approximately 100 yards north to property where the Corvallis-Benton County Public Library wants to build a new library for Monroe. The Depot would be saved and incorporated into the design of the new library or serve as a meeting room attached to the new library.

Benton County needs \$20,000 right away to save the building. Please send your tax deductible donations in check form to: Benton County Oregon, Attention: Ms. Chris Bentley, Associate Planner, 360 SW Avery Avenue, Corvallis OR 97333.

If you would like a copy of the 2.5MB (31-page) *Condition Assessment* report, send an email message to ASheldrake@comcast.net so stating and I will send it electronically.

2007 Meeting Snack Sign-Ups

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

February = Diana & Darel Mack
March = *available*
April = Jim Hokinson
May = *available*
June = *available*
July = *available*

August = available
September = *available*
October = *available*
November = *available*
December = Potluck

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

SP&S Historical Society Swap Meet Once Again Proves Successful for Chapter

By Al Hall

One table, two tables, three tables, now four? Yes, at the January 20, 2007 SP&S Swap Meet we needed four tables to display our vast array of concessions items. This past year we decided to increase the number of events we were selling at, hoping to sell more of our inventory and create some much needed storage space. But we always seem to find more "stuff" hiding in our archives labeled "surplus." A few months back we discovered a box of duplicate 11 x 14 logging locomotive photos to add to our offerings. In addition we

brought along for the first time our 1940-1960 SP&S employee timetables. Those two items alone almost filled one table. We also had lots of other “paper” treasures.

Next to that table we had our DVD Player/monitor (donated by Joe Harper) along with an assortment of Joe Harper’s DVDs. Joe Harper himself drove down from Centralia to help our sales efforts and the DVDs proved to be a big seller. By the way, if you desire a video of most any steam excursion or operating steam locomotive in the U.S., China or New Zealand, Joe has probably been there, ridden on it, behind it, made a video of it and sent it to us to sell. I can’t say enough about what he has contributed to help our chapter’s concessions sales. On the same table we had Orchard Supply Calendars (thanks to Joe) and chapter member Trent Stetz’ photo calendars that he also donated for us to sell.

The next table was filled with new books, old books and map books. Old books remain as popular as ever, one of which sold for \$125.00. But since our “old book” inventory was running low it caused us to search for new books to sell. So starting last year we began selling new books. Thanks to authors Dan Rehwalt, Jesse Burkhardt, Gordon Zimmerman and Leon Speroff, we had signed copies of their books. We also continue to sell Walt Grande’s wonderful book, “The Northwest’s Own Railway”... which I consider to be the best railroad book ever written. Dave Cooley’s railroad map books are also popular.

Our last table was filled with you name it. “Want a pocket watch buddy? How about some Tuvalu Stamps? SP&S place mats? What about some railroad pins? I know.... how about a collection of items from our 2005 Go By Train convention?”

Many items we presently have to sell or have sold in the past have been donated by chapter members. On Saturday alone Ted Ahlberg donated 4 books by Jeff Keenan, Al Baker donated a train coaster set and a train puzzle, and Joe and Trent donated the calendars. Much of our revenue is achieved due to these generous donations. I ask all of our members to please consider donating your train books or other railroad items to your chapter.

We saw many friends in the rail community at the show who stopped by to say “hi.” A few I recall were Dave Brown and Ed from ORHF/Friends of ‘49, Kelly Anable & Dick Samuels from OPRR/ORHF, Pat Tracy from Friends of ‘49, Dave Cooley of Sonrisa Publications, Author Steve Hauff, Duane Cramer and Bruce Barney with SP&SHS. Our tables were located next to our friends Terry & Patsy Kimzey, Jon LaTendresse and Dave Ross with the PRPA. Chapter members Walt Ainsworth and Terry Parker had their own tables and were selling up a storm.

As always, I want to recognize those who helped set up, man our tables and load up at end of day. These hardy souls were there from 7:00 AM to 4:00 PM. Without their help our involvement would not have been possible. Glen Comstock, Bill Hyde, Joe Harper, Jim Hokinson, Leonard Morgan, Trent Stetz Charles Stevens, and of course my wife Judy. Bill Hyde and Glen Comstock helped me load and unload my truck at Union Station..... and they do it every time! Jim Hokinson was also of much help and contributed to our sales. As those of you who were there know he arrived early along with most everyone else. As volunteers our only reward is the thanks we get and knowing the contribution of our time and effort is appreciated. Jim contacted me beforehand to advise me he was available to help which I sincerely appreciated.

My main concern is burning out my concessions team. Many of these members overlap concessions duties with their other chapter responsibilities some of who are board members and who also occasionally help the rolling stock crew. Hey, some of them are actually still working! I truly appreciate their sacrifice of time and effort. If you’d like to help at our next event please give me a call.

President Arlen Sheldrake and Ted Ahlberg have another story from the swap meet but I'll leave that for them to share with you.

PRESIDENT'S UPDATE ~ February 2007 – by Arlen L. Sheldrake

Be sure to attend the February 16th membership meeting if you are interested in 1950 era Southern Pacific operations in Oregon. The 60 minute **SP's Shasta Route Volume 2** video with coverage of the Brooklyn Roundhouse, Tillamook Branch, and Coos Bay Branch is excellent. Thanks to Al Hall for the loan of his video tape.

The Seattle Times on December 17th reported that the Seattle City Council on December 11th approved the purchase of **King Street Station** from BNSF Railway for \$1. This represents a \$10 to \$14 million market value contribution by BNSF Railway. This purchase paves the way for major renovations with \$10 million from Seattle's Proposition 1, \$3.6 million from the State of Washington, \$4.1 million from Sound Transit, \$250,000 from the South Downtown Foundation, and \$8.6 million from the Federal Government.

On December 20th the **Wallowa-Union Railroad** completed the agreement with the State of Oregon to purchase the three RDC units formerly used by the State on the three year (2003-2005) Lewis & Clark Explorer train between Linnton and Astoria. After some truck work at the Brooklyn Roundhouse, the RDCs will be transferred to WURR. Funds for this purchase came from WURR's successful *Connect Oregon* grant titled *Eagle Cap Excursion Passenger Equipment Replacement* in the amount of \$533,000. This purchase includes ORRX 31, a RDC-3 built in July 1956 which was originally GN 2350 and then BC Rail #31; and two RDC-1s, ORRX 10 & ORRX 11 formerly BC Rail #10 & #11. The RDCs are expected to begin service on the Eagle Cap Excursion Train beginning this year (www.eaglecaptrain.com or 541.963.900 or 800.323.7330). The 2007 train schedule will be available in late February or early March. This is drop dead gorgeous country and very much worth a visit!

The new \$140,000 clock tower which is the final element in the **Albany Oregon Transportation Center** (Amtrak Depot) restoration project is nearing completion. The 60-foot tall tower features four clocks and the word Albany spelled out in evening illuminated letters. The Greater Albany Rotary Club contributed \$40,000 for the four clocks. Next up for renovation is the former Railway Express Agency building just north of the Depot which will be completed in two years according the Corvallis Gazette-Times December 25th article. Stop by and visit this beautiful restoration and check out some of Albany's many historic buildings.

Dodging a Bullet: On December 22, 2006 at approximately 1730 PT on the Stampede subdivision near Easton, Washington, a single engine without cars on train W-TACTAC2-22A, a BNSF Railway work train rolled eastward down a 0.82 percent grade for approximately eight miles before a second engine caught and coupled in to the runaway engine at 38 miles per hour and brought it to a stop. The runaway engine passed a total of six road crossings before it was stopped, four non-gated crossings and two gated crossings. BNSF Railway local management has determined there was a failure to properly secure the engine. (*Source = FRA*)

Rail service to Coos Bay returned January 8th after about a month of closure caused by failures in **Tunnel #15** (near Florence). Crews began repairs to rotten wooden tunnel timbers in November but before repairs could be completed a 35 to 40-foot section collapsed in late November. Central Oregon & Pacific Railroad is still recovering from the \$18 million (\$10 million was covered by insurance) repair bill for the arson-damaged tunnel on their Siskiyou line. CORP is part of the RailAmerica group of railroads.

If you missed the showing of Brian McCamish's excellent 60-minute DVD on *Farewell to Steam 50th Anniversary* at the January 19th membership meeting, the Pacific Railroad Preservation Association is selling this DVD for \$10 as a concessions item. PRPA's Web site www.sps700.org or catch their concessions trailer at the *Great Oregon Steam-Up* or other venues.

The **Columbia River Crossing** (I-5) project continues to move forward with the November 2006 Task Force acceptance and agreement to move forward to public review of the staff recommendations. The staff recommends advancing the replacement bridge option for further analysis: A replacement bridge would:

- Carry all types of traffic over the Columbia River: vehicle, freight, public transit, bicycle and pedestrian;
- Avoid the need for a lift span;

- Have five or six travel lanes in each direction, with lanes dedicated for vehicles getting on or off the freeway or for short distance travel between downtown Vancouver and Hayden Island;
- Improve traffic flow and reduce the number of crashes by meeting modern highway standards;
- Maintain a lifeline across the Columbia River in the event of major earthquake;
- Be located upstream (east) or downstream (west) of the existing I-5 bridge.

And the following Transit Options would be explored and would be paired with expanded express bus service to connect suburban Clark County and downtown Portland:

The Bus Rapid Transit option would: (to learn more about BRT, www.gobrt.org)

- Connect with the existing Yellow Line MAX near the Expo Center and local bus service in Vancouver;
- Provide reliable transit service when buses have their own dedicated lane.

The Light Rail option would:

- Extend TriMet's Yellow Line MAX service from the Expo Center to north of the downtown Vancouver area;
- Meet the projected demand for public transit until 2030;
- Provide reliable travel times in the project area with a dedicated transit right of way.

So much for my thinking that the Yellow Line extension was a given. Public input is being accepted until February 27, 2007. Additional information: www.ColumbiaRiverCrossing.org. This is going to be one big project. Anyone else remember the days of paying the 20 cent toll? You could trigger the gates with 18 pennies; only poor college students in the early 60s would know or attempt this.

Please see the **HELP NEEDED** article in this issue of *The Trainmaster*. We have many positions that need filling in order to keep the Chapter moving forward. Please contact any Board Member or Officer if any interest or questions.

Many thanks to the retiring members of the Chapter Board of Directors: Chapter Secretary Jim Long, Chapter Treasurer Ken Peters, Board Member Gerald Schuler, and 2005 President Ron McCoy.

HELP NEEDED by Arlen Sheldrake

The following areas need volunteers. 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.

Rail Car Cleaners: Both interiors and exteriors of our 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.

Membership 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.

Chapter Secretary: Perform the duties of a Chapter Board member and produce Board and Membership meeting summaries.

Newsletter Editor: Edit the Chapter newsletter, *The Trainmaster*, and sent it to the printer. For information contact acting editor Glenn Laubaugh.

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.

Flanger Restoration: Once dryer weather returns this spring, work to replace the exterior siding and other restoration tasks will get underway. Contact either Charles Stevens 503.692.6611 / xenophon@teleport.com or Eileen Brazil 503.647.5667 / ladydeere@yahoo.com.

Lending Library: Help catalog and check out to members the extensive collection in our Lending Library.

Car Host Manager: Using the list of trained and experienced Car Hosts, schedule Car Hosts to work Chapter excursions and other functions such as the Oregon Rail Heritage Foundation Holiday Express.

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.

Chapter Photo Album: A willing person to organize a Chapter photo album of Chapter functions and activities during the year.

Book Review by Ted Ahlberg: *A Song of Yamhill*, by Gordon Zimmerman

I have just recently finished reading Gordon Zimmerman's book called *A Song of Yamhill* and it is my recommendation to be a "Must Read" for anyone interested in Northwest Railroads and their histories. To realize Yamhill, Gaston and Carlton, Oregon towns and areas were railroad centers in the early 1900's is extremely interesting and informative. Gordon has done an extremely good job of explaining by dates and descriptions the railroad history of Yamhill County and surrounding areas. I highly recommend this book to all Chapter members.

Book Review by Ted Ahlberg: *Fares Please*

Another book I have recently read is *Fares Please* by John Labbe about the early days of streetcars in Portland is fabulous with dates and detailed descriptions of early street railroads in Portland. The many small streetcar companies that existed in Portland and their eventual combination into the final city transportation system had a great deal of history and it is very well documented in Labbe's book. For local railroad history and information the *Fares Please* is outstanding.

GLADSTONE (OR) RAILROAD BRIDGES: O&C, SP, & UP By Kenn Lantz

First Bridge: 1869, wood deck truss, 380'. Washed out, replaced and the line opened 20 miles to New Era on December 15, 1869. A picture is in "*Railroads in Southern Oregon*" by Bert Webber, page 23. Stone piers are extant immediately upstream from the old dam on both sides of the river.

Second Bridge: 1876, wood Howe Truss covered bridge about 1000 yards downstream. Pictures dated 1887, 1889, 1890 and 1891 exist of this bridge and have been viewed by the author.

Third Bridge: 1902, steel through truss built on covered bridge stone piers after they were encased in concrete. Two parallel chord through spans with one pony truss span on the south end.

Fourth Bridge: 1955, pony deck girder, 550'. This line change reduced curvature from 11 degrees to 1 ½ degrees, shortened the line by 474' and eliminated a 20 MPH slow order.

An additional railway bridge, for light freight and interurban electric passenger service, was constructed in 1893 and remained in service into the 1960s. It still sits near downtown Gladstone, and is thought to be the oldest bridge of any sort still standing in the Portland area.

ORDER FORM

You now have the opportunity to order a distinctive Pacific Northwest Chapter identified shirt!

Port Authority – Denim Shirt

6.5-ounce, 100% cotton denim, stonewashed; double-needle stitched, button-down collar, patch pocket, back pleat, button-through sleeve placket and adjustable cuffs.

The shirt will come with the Chapter logo stitched on the right side and PACIFIC NW CHAPTER with NRHS under it and your name on the left side. The orders will be placed as soon as we have received the requests for the minimum of 24 shirts. Shirts are being sold at cost.

Sizes available: Item S600 – Adult sizes XS – 6XL
 Item L600D Ladies sizes XS – 6XL
 Item TLS600 – Tall sizes LT – 4XLT

Your price when ordering S600 or L600D shirts including embroidery is **\$36.00**

Your price when ordering TLS600 shirts including embroidery is **\$42.00**

| Adult Shirt Sizes | XS | S | M | L | XL | 2XL | 3XL | 4XL | 5XL | 6XL |
|---|---------|--------|--------|---------|---------|---------|---------|---------|---------|---------|
| Regular/Tall Chest Measurement | 30-32 | 34-36 | 38-40 | 42-44 | 46-48 | 50-52 | 54-55 | 57-58 | 60-61 | 63-64 |
| Regular/Tall Neck Size (for woven shirts) | 13½-14 | 14-14½ | 15-15½ | 16-16½ | 17-17½ | 17½-18 | 18-18½ | 18½-19 | 19-19½ | 19½-20 |
| Regular Sleeve Measurement | 30½-31½ | 32-33 | 34-35 | 35-36 | 36½-37½ | 37½-38½ | 38½-39½ | 39½-40½ | 40½-41½ | 41½-42½ |
| Tall Sleeve Measurement | - | - | - | 36½-37½ | 38-39 | 39-40 | 40-41 | 41-42 | - | - |

Please stitch the following name on each shirt (if no name imprint, deduct \$4.50): _____
 (please use a separate sheet for each unique name and size; write in BLANK for no name stitching & deduct \$4.50 from the price of each shirt ordered)

Please order the following shirts: item: _____ size: _____ quantity: _____

Signature of Chapter member ordering _____ Email address _____

Printed name _____ Telephone number _____

My check in the amount of _____ to PNWC-NRHS is attached (no cash, no plastic) and send to the address on the top of this page.

_____ I will pick up my shirt(s) at a Chapter meeting.
 _____ I would like the shirt(s) shipped and will pay the additional cost.

One More Local Steam Locomotive Up and Running

CHELATCHIE PRAIRIE RAILROAD

<http://www.bycx.com/>

is now offering steam powered excursions behind their steam locomotive. They have a 2-8-2T that was originally built for the Long-Bell lumber company in 1929. It has spent its entire life in Western Washington. The first test trips with this locomotive were operated in January of 2007, and the plan to have a full schedule this year, with some trips operating as early as February 17 and 18, which will operate out of Yacolt. It has been the desire of this group to return a steam locomotive to this line for quite some time, and now that dream has been completed.

PNWC-NRHS

Membership meeting minutes December 12, 2006

Chapter President Arlen Sheldrake called the meeting to order at 7:20 pm. Several guests were in attendance, including Jeralyn Morgan, Carol Stevens, and Sue Harrington.

Arlen introduced Al Hall to talk about the Chapter's Third Annual "Train Toys for Tots" toy drive. Al thanked everyone who contributed the 77 toys which were collected at the meeting. The toys were turned over to Staff Sergeant Lopez and Corporal Danielson of the United States Marine Corps as a donation to USMC's "Toys for Tots" benefit for needy children.

Arlen encouraged all the eligible members in attendance to obtain and cast a ballot. Elections Chair Jim Loomis oversaw the elections, with assistance from Trent Stetz. Arlen extended the Chapter's appreciation to long-time board member

Gerald Schuler, who could not be in attendance, and to former President Ron McCoy, who will both be leaving the board at then end of 2006.

On a motion by Darel Mack, seconded by Jim Long, the membership approved the Chapter's mission statement as distributed in the December Trainmaster. The mission will help lay the groundwork for planning the future growth of the Chapter, and its archives collections policy. The Chapter's proposed budget for 2007 was also adopted by a vote of the membership.

Treasurer Ken Peters reported that recent Concessions income has helped defray part of the Chapter's monthly expenses.

Arlen acknowledged that the Chapter Board has accepted the resignation of Ralph Johnson. Per the Chapter by-laws, an election to fill the vacancy will be held early in 2007. Interested parties are encouraged to express their interest and get involved.

Membership Chair Diana Mack was distributing membership renewals at the meeting, and mailing them to other members.

The 2006 Holiday Express trains have been selling well, with something over 6000 seats sold as of December 12. Some of the remaining runs were sold out. Arlen thanked the Rolling Stock crew, car hosts, and other Chapter volunteers that lent their support to this fund-raiser for the Oregon Rail Heritage Foundation.

After tabulating the ballots, the Elections Committee announced the officers for 2007: Arlen Sheldrake, President; Keith Fleschner, Vice President; Jean Hickok, Treasurer; George Hickok, National Director; Al Baker and Bill Hyde, Directors at Large.

December is the Chapter's traditional holiday potluck, but Arlen reminded everyone that the meeting snack duty sign-up sheet for 2007 is wide open.

Arlen also announced that there would be a work party at the Brooklyn yard in preparation for the second weekend of Holiday Express runs. Contact Arlen or Keith Fleschner if you are interested in lending a hand.

Al Hall said the Chapter's upcoming concessions events would include the SP&S swap meet on January 20 at the airport Holiday Inn.

Arlen adjourned the meeting at 8:04 pm.

Respectfully submitted,

Jim Long
Secretary, PNWC-NRHS

Chapter Officers

President: Arlen Sheldrake 503.223.7006
Vice President: Keith Fleschner 503.516.9272
Treasurer: Jean Hickok 503.649.5762
Secretary: vacant, see page 5
National Director: George Hickok 503.649-5762

Chapter Directors-at-Large

Vacant Position as of Jan, 2006: (05, 06, 07) see page 5
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: Ron McCoy 503.244.4315
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
Car #76 Restoration: Keith Fleschner, 503.516.9272
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: vacant, contact President, above

Safety Officer: Keith Fleschner 503.516.9272

Webmaster: Mark Whitson 503.533.7005



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Attn.: Trainmaster Editor

**PNWC-NRHS, Room 1, Union Station, 800 N.W. 6th Avenue,
Portland, Oregon 97209-3794**

Voice: (503) 226-6747, Fax: (503) 230-0572

Chapter E-Mail: pnwc@pnwc-nrhs.org

Trainmaster E-Mail: trainmaster@pnwc-nrhs.org

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Janet Larson (503) 253-7436

Darel Mack (503) 723-3345

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Please sign up for meeting snacks (page 4) or rolling stock help, or flanger restoration, or meeting programs. There are a lot of volunteer needs in many areas of the chapter. See page 7 for various needs.

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

The *TRAINMASTER*
Pacific Northwest Chapter
National Railway Historical Society
Room 1, Union Station
800 N.W. 6th Avenue
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