

The

March
2007



Trainmaster

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



Pacific Northwest Chapter Timetable #536

Membership Meetings: Mar 16, Apr 20 7:30 PM, St. Mark's Lutheran Church, 5415 SE Powell Blvd.

- **March 16th 7:30 pm – Program:** *Flangers, Spreaders & Steam Rotary Snowplows*, Southern Pacific Film Archives (Pentrex); 1950s rare SP footage of snow fighting 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.
- **May 18th 7:30 pm – Program:** *The Fabulous & Extensive PNWC Archives*, Bill Hyde.
- **June 15th 7:30 pm – Program:** *An Introduction to Railroad Safety*, Keith Fleschner.
- **July 20th 7:30 pm – Program:** *A Life Time of Railfanning* (slide show) by Gerald Schuler.

Board of Directors Meetings: March 8, April 12 Room 208, Union Station, 7:30 PM

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

Chapter Annual Banquet: April 28, See Page 4

Notable Non-Chapter Events:

March 19th, *Oregon Rail Heritage Foundation*, Board of Directors mtg, 7 PM, 3911 SE Milwaukie Ave

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 behind a Heisler steam locomotive, Garibaldi – Rockaway Beach, 503.842.7972 or www.ocsr.net

May 26 – Nov 10 *Eagle Cap Excursion Train*, runs each Saturday plus some others out of either Elgin or Wallowa OR, Alegre Travel, 800.323.7330 or www.eaglecaptrain.com

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.cerra.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

June 9 *Cruisin' Sherwood*, SP 4449 visits downtown Sherwood Oregon for live static display.

June 16-17 *Family Fun Days In The Gorge!*, 9 AM – 5 PM, Multnomah Falls, US Forest Service.

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

PRESIDENT'S UPDATE ~ March 2007 by Arlen Sheldrake

The January 20th *The Seattle Times* newspaper reported that the 24-member Puget Sound Regional Council (PSRC) rail-corridor advisory committee recommended that the 47-mile **Renton to Snohomish** rail corridor be converted into a trail. King County Executive Ron Sims wants to buy the corridor as part of a complicated land swap and convert the line to a trail within King County limits and a trail-rail combo from Woodinville to Snohomish. The PSRC on January 19th approved this plan. A local group, *All Aboard Washington*, protested the decision. No matter what decision is made on this plan, if you want to ride the ***Spirit of Washington Dinner Train***, do it before June 30, 2007 and enjoy the historic Wilburton Trestle for possibly the last time. More information: 800.876.7245 or www.spiritofwashingtondinnertrain.com.

For those thinking that the Coast Starlight is the only passenger train getting "stabbed" by Union Pacific, think again. Rita and I boarded the **Sunset Limited** in Los Angeles on January 24th and arrived four hours late (2:30 AM) in San Antonio on the 26th. Lots and lots of UP freight traffic in both directions. The Los Angeles 1939 Union Station remains a beautiful and busy wonder to behold! If you fly into Los Angeles International Airport, for a \$3.50 one-way fare you can bus directly between LAX and Union Station.

Tunnel problems continue for Oregon's shortline railroads. Portland & Western Railroad discovered on January 29th a fire shooting out of the west portal of the **Cornelius Pass Tunnel** (Tunnel #1). The fire was burning in the wood lagging between the concrete lining and the natural rock face of the bore. The location of the fire makes it virtually inaccessible because of the concrete. The tunnel is 4,103 feet in length and is located at the apex of the grade over the Tualatin Mountains (West Hills of Portland). The fire reportedly started about 300 feet east of the west portal and progressed to between 1,000 and 1,500 feet east of the west portal. The cause of the fire is unknown at this time; in the past vandals have started other fires. The Oregon Department of Transportation owns the tunnel and the right of way. The rail line is owned and operated by P&W which is responsible for tunnel maintenance. This line is a critical link for P&W's Astoria line and the rest of their 540-mile system and is the normal route for P&W's interchange traffic from the Port of Tillamook Bay Railroad to BNSF Railway. In 2004, one commodity, 10,000 carloads of intrastate saw logs passed through this tunnel moving between Rainier and Roseburg.

Reluctantly I need to add to the Chapter **HELP WANTED** list the need for an Activities Committee Chair. Ron McCoy needs to resign from this position due to work pressures. Ron has done many outstanding activity functions for the Chapter members!! The Activities Committee puts together functions focused to Chapter members such as the Annual Banquet and picnics. Let any Board member know if you are interested. Thanks Ron for your years of enjoyable Activities!

After 18 months of deliberation an integrated transportation investment model has been developed for five counties (Coos, Curry, Jackson, Josephine, and Douglas) in Southern Oregon. This model will now be used to focus investments in air, rail, transit and marine transportation infrastructures including possible container movement from the Port of Coos Bay on the Central Oregon and Pacific Railroad. The Oregon Department of Transportation provided study funding and staff support. The study has been characterized as a springboard for a long-term regional strategy for transportation and economic development. This information extracted from The Mail Tribune's (Medford) February 5th newspaper.

On November 27th a joint letter from Congressman Earl Blumenauer and Portland Mayor Tom Potter was sent to Jim Young, President and Chief Executive Officer of Union Pacific Corporation, asking for the donation of land near OMSI to the **Oregon Rail Heritage Foundation**. This land would be used for a home for the City's three steam locomotives. On January 12, 2007 Mr. Young responded including: "As you know, we have been very supportive of ORHF and have allowed it to store its locomotives at our Brooklyn Yard, free of charge for approximately 18 years. Following your letter of February 6, 2006 (*earlier letter from Congressman Blumenauer*), we thoroughly reviewed the possibility of donating the parcel to ORHF and determined that we were not in a position to donate such a valuable piece of property. We have again reviewed your request and determined that we are unable to donate this property to ORHF. As we have offered in the past, we remain open to selling the parcel to ORHF." While this is disappointing news, ORHF now knows how to move ahead. Stay tuned! The efforts of Congressman Blumenauer and Mayor Potter are greatly appreciated! While Mr. Young is incorrect in thinking the locomotives belong to ORHF (they are owned by the City of Portland), he is correct that Union Pacific Corporation (and Southern Pacific) has been a very, very accommodating host at the Brooklyn Yard (for more than 18 years). For those of you visiting the site near the detoured Water Avenue east of OMSI; all the construction work is part of the MLK Viaduct replacement project. They are laying drainage lines for the new MLK Viaduct which will also handle drainage from the Ross Island Bridge.

The Fourth Quarter 2006 issue of ***Northwest Passage***, the Union Pacific Railroad Portland Service Unit newsletter, features an excellent two-page spread on the City of Portland's locomotives and the groups working

to maintain them. According to Doyle McCormack, two free lance writers dropped in to the Brooklyn Roundhouse a while back and indicated they wanted to write an article about the locomotives, the restoration efforts/groups and the ORHF efforts to build a new locomotive home. Getting the word out to each Portland area UP employee is very much appreciated.

Printed in this issue of *The Trainmaster* is a **draft Collection Policy** developed by the Board of Directors with input from Eileen Brazil that is recommended for approval at the March 16th membership meeting. If approved this will be the Chapter's first Collection Policy.

In case you ever drive on NW Yeon in Portland and wonder about those two burned out derelict passenger cars sitting on Portland Terminal tracks, here is some information recently gathered: one is the former GN heavyweight coach 973 (now NCBX 973) before it went into BN work service. The other was former GN business car A-26 (now NCBX 826). Both are owned by out of town interests and not any local person or organization.

Have you ordered your Chapter shirt yet? Enclosed in this *Trainmaster* is another slightly revised order form which makes clear where to send your order. As soon as 20 shirt orders are received, an order will be placed with our vendor Oregon Screen Impressions. Many thanks to Glenn Laubaugh for his expertise in getting the sizing chart imbedded into this form! What should our next apparel item be?

A couple **Washington County Commuter Rail** update items from the December monthly report: The final design issues for the Lombard rail extension to the Beaverton Transit Center are close to resolution. The unusable crossties from the concrete tie replacement project will be transported by rail and disposed of at a co-generation plant in Everett, Washington.

Beginning this month in the **Notable Non-Chapter Events** calendar you will find a listing for the Oregon Rail Heritage Foundation Board meetings. As a member of the PNWC you are invited to attend these meeting since the PNWC is one of the seven member groups who are part of this organization. Any PNWC member who would like to be included on the email agenda and minutes distribution list, please send an email to me so stating (asheldrake@comcast.net) and you will be added.

Benton County reports February 12th that the **Monroe Depot** will be moved during the month of March thanks to donations and a loan from the Board of County Commissioners. Send your tax deductible donations made out to Benton County to: Ms. Chris Bentley, Benton County Community Development, 360 SW Avery Avenue, Corvallis OR 97333-1139. This action has ensured the preservation of the Depot but the loan needs to be repaid.

HB 2278 introduced by Governor Theodore Kulongoski is winding its way through the Oregon Legislature. It would provide \$100 million in lottery funds for **Connect Oregon II** to improve Oregon's air, rail, public transit, highway and marine transportation infrastructure. A public hearing was held January 29th.

The McMinnville *News-Register* newspaper reports that the City Council approved the expenditure of \$5,000 toward the estimated \$30,000 cost for a feasibility study of the proposed **Yamhill Valley Tourist Train**. Other cities along the proposed route such as Newberg are also being asked to kick in for the study according to rail proponent Matt Simek.

At the February 16th Chapter Membership meeting **Eileen Brazil** was elected to serve the remaining year (2007) of Ralph Johnson's Board position. Congratulations Eileen! Also the Members approved the By-Laws change eliminating the half year option.

Despite lots of work, the Chapter's two **S-2 ALCO** locomotives remain in Northwest Portland. Many hours have been expended on two fronts: 1) getting the locomotives in shape for rail movement, and 2) developing disposition alternatives. Scrapping continues to be an option but it is the last and least desired alternative. S-2 #36 SN 70215 was built/purchased in 1943; #39 SN 76582 was built/purchased in 1949; both spent their lives on Portland Terminal and were donated to the Chapter by RELCO in 1993.

2007 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*

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.

2007 PNWC Annual Banquet

When: Saturday, April 28

Location: Stockpot Broiler at Red Tail Golf Course
8200 Scholls Ferry Rd.
Beaverton, OR

Time: 5:00 PM Social Hour, 6:00 PM Dinner

Program: Leon Speroff, Author, Deschutes River Railroad War

This year your chapter has for you a new location, delicious food prepared by a chef, easy access, plenty of parking, plus a GREAT PROGRAM. What more could you want? Many of you who purchased **Deschutes River Railroad War** have wanted to meet **Leon Speroff**. Here's your opportunity to hear Leon tell his story. Oh the challenges he must have endured in completing this highly popular book. We anticipate this will be our most highly attended and best banquet in quite a while. As you are aware our banquet is also open to guests and because space is limited seats will be in demand. Be sure and make your reservations early and don't forget to bring your book and Leon will "personalize" it for you.

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 ½ mile on your right.

From Hwy 26 take Hwy 217S. Take Scholls Ferry Rd exit (exit #4 towards Progress). Turn left onto SW Scholls Ferry Rd. The Red Tail Golf Course and Stockpot Broiler entrance is ½ 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:

Qty

Choice of Entrée

- 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

- Al Hall

DISASTER AT MP 15



The Mount Hood Railroad, a 101 year old passenger and freight railroad, located in the Hood River Valley is on the verge of losing its long term viability.

In November 2006 major flooding of the Hood River occurred due to the unprecedented calving of Elliot Glacier located on Oregon's majestic Mount Hood. The resulting flood caused severe damage to the railroad's track at three different locations. Two of the damaged areas have been repaired at a cost of \$78,000 funded operational funds. The third location, Mile Post 15, requires much more extensive repairs. The picture accompanying this article shows the 150 feet of track now suspended in the air 65 feet above the ground. Until repairs are made to the hillside and track and the Hood River is returned to its normal channel, passenger trains cannot reach the railroad's terminus point in Parkdale. MP 15 is south of the former mill at Dee.

The Hood River depot, 22 miles of track and a four acre destination park at the railroad's terminus in Parkdale have been designated as a National Historic Linear District by the U.S. Department of the Interior. The railroad carries freight for the lumber and fruit industries and over 70,000 passengers each year on scenic rail tours aboard the Excursion Train and Dinner/Brunch Trains.

Annually the Mount Hood Railroad employs seventy staff. Each year railroad passengers have an economic impact of approximately \$6 - \$7 million in tourism dollars on Hood River County. The railroad is one of the last surviving railroads of its type in Oregon. Of the 584 logging railroads built in the state from the 1880's to 1959 only five are still functioning in some capacity.

The cost to rebuild the embankment at MP 15 and relay the 150 feet of track is \$930,000 and includes design, engineering, permitting, construction and materials, and geotechnical and construction inspections. Tenneson Engineering Corp. and David Wilson Construction have been retained to conduct the repair work. Permits and engineering plans were started in December 2006 with the goal of completing the MP 15 repairs as close to the normal opening of April 4, 2007 as possible. The repair construction time is estimated at 60 working days.

As of February 14th funding for this repair hasn't been found. Even though the shareholders of the privately owned railroad haven't received any money for their initial investments, the railroad is classified as a for-profit entity thus making it difficult to raise funds through grants and FEMA. The Oregon State Parks Trust has agreed to act as a fiduciary sponsor and receive donations on the behalf of the railroad toward the needed repair work.

With repair plans in limbo because of funding, the Mount Hood Railroad in 2007 will initially be offering two hour Excursion trips to Odell pulled by a 1910 steam engine. This engine formerly ran on the Grand Canyon Railway. Three hour diesel powered Brunch Trains to Dee will also be offered. You

can help; MHRR needs your support! Talk to your friends and neighbors about taking a trip to Hood River and riding the Mount Hood Railroad. More information: www.mthoodrr.com or 800.872.4661.

Much of this information extracted with permission by Arlen Sheldrake from a February 14th email message from Michelle Marquart, MHRR General Manager and the MHRR's three page flood repair grant document. The photo in this article was supplied by the Mount Hood Railroad.

***draft* COLLECTION POLICY for March 16th approval**

1. The mission of the Pacific Northwest Chapter is:

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

2. **Library Collections** are comprised of materials whose primary purpose is for research and member loan, subject to the completion of a loan agreement. Acceptable material will generally be related to Pacific Northwest railroad history and will include manuscript and printed records, photographic negatives and materials, prints, maps, ephemera, and other historical source materials.

Literary Rights: Unless otherwise restricted by copyright or by the donor and agreed to by the Pacific Northwest Chapter (PNWC) at the time of acquisition, all literary rights are conveyed to the Pacific Northwest Chapter. The PNWC cannot assume responsibility for misuse of literary or copyright restrictions by users of unrestricted material beyond normal professional library ethics and standards. Material placed in the Library is primarily for research and member loan and, unless restricted, will be used for these purposes.

Library material may on occasion be used in Museum exhibitions or other educational programs.

3. **Museum Collections** are used for exhibit, research, and educational purposes. Acceptable material will consist of artifacts of cultural, historical, or technological significance in the illustration of Pacific Northwest railroad history. The PNWC reserves the right to determine when and how such material will be used. Because the PNWC has a flexible exhibit policy for educational and preservation purposes, artifacts on exhibit can be expected to change frequently. Items loaned to others must have a signed loan agreement.

4. Gifts to the **Library** and **Museum** are considered outright and unrestricted donations to be used in the best interests of the Pacific Northwest Chapter. Usually accepted gifts are considered extremely important or the best available at the time acquired. However, no individual or institution can predict or govern the changing attitudes of future generations, nor guarantee permanency beyond the best available preservation procedures.

It is sometimes impractical to evaluate all materials at the time of acquisition. Upon periodic evaluation, some material may be declared expendable. In addition, certain material already in existing collection may become expendable by acquisition of better examples. Expendable material includes surplus, duplication, and non-relevant material as well as material of deteriorated condition or limited use. Such material will be used in the best interests of the PNWC, including but not limited to, sale and exchange programs to acquire other needed materials.

5. Donations may be tax deductible. However, the Pacific Northwest Chapter cannot appraise donations for tax purposes. For the protection of the donor, a qualified tax accountant should be consulted and any necessary appraisals completed before title to the material is conveyed to the Pacific Northwest Chapter.

PNWC MEMBER SHIRT 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 first name on the left side. Orders will be placed with our vendor Oregon Screen Impressions as soon as we have received requests for the minimum of 24 shirts. Shirts are 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 first 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 first 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:

Shirt Order, PNWC-NRHS, 800 NW 6th Avenue Room 1, Portland OR 97209.

_____ I will pick up my shirt(s) at a Chapter meeting.

_____ I would like the shirt(s) shipped and will pay the additional shipping cost.

ALL STEAMED UP by George N. Hickok

Once again the Chapter Rolling Stock Crew took on the challenge of utilizing train line steam to heat all of the cars for the 2006 Holiday Express trips.

Major accomplishments for this year included:

1) Repair of the steam line under the Chapter RDC #6905. Although we did not use the car, major progress has been made in getting the steam back into serviceable condition.

2) Steam heat reactivated in the former coach (now lounge) *Plum Creek*. Pre-trip inspection found the steam equipment intact above the floor, including the baseboard radiators on both sides and the overhead heat coil. The supply lines, control valves, and some of the return lines had been cut off below the floor of the car. Control equipment and wiring inside the car appeared to be intact.

The car does not have a steam line, so steam hose was used to provide “pass thru” for the train line steam. A tee was placed near the middle of the car for steam supply. Two electric control valves were installed under the car, along with plumbing to connect the valves to the supply and the existing radiator connections above the car floor.

After several days additional work, the thermostatic controls inside the car were repaired, and the car ran for several days in unattended automatic mode using the original thermostat controls.

3) Repairs to the overhead heat and heat controls in the sleeper/lounge *Mount Hood*. We were able to get the basic controls for the steam heat working. This allowed the overhead heat to function, as well as providing thermostatic control for the majority of the steam heat on the car. This is the first time the original thermostatic controls have worked in the car for many years.

Overall, the project was a success. There was steam heat in all the cars, with significant improvements to the controls in some of the cars. Without the controls, the heat tends to be either too little or too much, and requires constant attention to regulate the input.

What doesn't show here is the progress in understanding the underlying technology involved. Portions of the Vapor documentation have been scanned and will be made available on a CD ROM for future reference. The controls and associated wiring on several of the cars has been investigated. For both the plumbing and the wiring, a great deal has been learned about what is connected to what and where. Several of the basic mysteries about how this stuff works, or in some cases doesn't work, have been clarified.

Projects for 2007 include:

- Complete steam line repair on the RDC and test the system heating system. Apply the same repairs to the second RDC #6911.
- Complete repairs to the electric admission valves in the *Mount Hood*.
- Install a permanent steam line under the *Plum Creek*.
- Re-install 32 volt blowers in both overhead blast heaters in the *Gordon Zimmerman* baggage car.
- Reconnect the second overhead blast heater and wall radiator unit in the *Gordon Zimmerman*. Also resolve questions about the unused steam connections in the electric locker.
- Repair the leak in the overhead heat plumbing in the *Round End* observation lounge car.
- Investigate the heat controls in the *Round End*.
- Repair the steam line connectors under the *Zimmerman* to reduce leakage at the swivel joints.
- Fix the control rod on the steam valve at the rear of the *Round End*.
- Investigate upgrades to the *Little Boy* auxiliary steam generator car.

This list is not in any particular order. The intent is to provide some sort of an overview of what might be accomplished in the future.

Thanks to everyone who helped make this a success. In particular, all of the folks from other organizations who contributed materials, supplies, technical support, encouragement, and thanks when it actually worked.

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.

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.

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.

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

Chapter Membership Meeting – 19 January 2007

President Arlen Sheldrake called the meeting to order at 7:33 PM. Al Baker, new Board Member and Jean Hickok new Treasurer were introduced. Thanks were given to Ken Peters for his three years of service as Treasurer.

The October 28th Minutes as published in the January *Trainmaster*, Keith Fleschner moved, Jim Hokinson seconded to approve, passed without objection.

Treasurer Report: Ken Peters reported for December – Income \$1,803.83; Expense \$1,757.38; Assets \$236,139.02. The donation by the Chapter to the PRPA and Friends of 4449 for support of our operation at Brooklyn Roundhouse was acknowledged.

The Printer that is producing the *Trainmaster* has been sold, the new vendor appears to be doing a fine job for us.

Chapter Logo Shirt – Being made by Oregon Screen Impressions has our new logo. Order forms are available and will be published in *The Trainmaster*.

Programs – Need more programs. February will be Harsco Track Technologies P-811 track refurbishment machine, also video on Southern Pacific branch lines in Oregon.

Snacks – Nothing tonight, nobody signed up. Thanks to the Macks for agreeing to do February. Other dates available.

Membership – Renewals are doing well. Thanks to National for getting the paperwork out on schedule so that the renewal notices could get to the memberships on time, and back to the Chapter on time.

Alco S-2 discussion – Fleschner presented the current situation: Pac Trust, landlord for the property has asked for removal sooner rather than later. We owe them an answer on our plan for removal 2/1.

The locomotives have plain bearings. AAR rules prohibit interchange, moving them at all is a challenge. There are also issues with missing safety equipment, including steps. They are also very heavy and off rail movement is only possible using house moving equipment, and costs would limit distance they can be moved.

First priority is to get the locomotives off the spur to satisfy the landlord's request. It may be necessary to divest ourselves of ownership. It is even possible scrapping will be the only outcome, although it is not the option we would prefer. Options for storage, even short term, are very limited. We are facing a hard deadline and must these or we could face legal action.

History: one was built in 1943; the other was built in 1947. They may have been the first diesel locomotives in Portland.

The Board recommendation was discussed: Jim Long moved, Eileen Brazil seconded that the two recommendations from the Board be approved – Authorization to spend up to \$5,000 for repairs and movement and also for permission to dispose including the possibility of the units being scrapped.

Discussion – Board has and will continue to explore options. Motion passed by unanimous vote.

Ralph Johnson board resignation – Board has nominated Eileen Brazil and Al Hall to fill out the remaining term for 2007. No nominations from the floor, notice to be published in *The Trainmaster* and election to be held at February membership meeting. We still need a Secretary...

By Laws change to eliminate half year membership was not voted upon at December meeting, notice will be published and vote held at February meeting.

Proposal to rent a storage unit for the Observation Platform – Authorize expenditure not to exceed \$800 for a storage unit for calendar year 2007 – Roger Matson moved, John Willworth second; motion passed.

SP&S Swap Meet is this weekend – Al Hall reported on our plans, we have many interesting items to offer for sale including 20 copies of a map

of the Sumpter Valley Railroad. Holiday Inn on Columbia, doors open at 10:00 AM.

Help Needed article – will be published in *The Trainmaster* in February, we have many volunteer opportunities.

Holiday Express II – Just under 9,000 passengers, about twice as many passengers as last year, steam heat was a great success, heating controls fixed in Plum Creek and MT Hood. Event was a great success for all parties, special thanks to the Chapter Rolling Stock committee who got Steam Heat to work in all of the cars. Food provided to the volunteers was outstanding and very much appreciated.

Lending Library – John Willworth brought several materials to show and for checkout.

Lending Library will be open the next two Saturdays, 1:30 to 4:00 PM.

Program tonight is a video by Brian McCamish - SP&S 700 Return to Steam, June 10, 2006.

Adjourn 8:34 PM.

George N. Hickok – Acting Secretary

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

Eileen Brazil: (finish out '07 term) 503.647.5667
Jim Hokinson (finish out 2006, 07 term) 503.635.4826
Mark Reynolds (06, 07, 08) 638.7411
Charles Stevens (06, 07, 08) 503.692.6611
William D. Hyde (07, 08, 09) 503.666.5530
Al Baker (07, 08, 09) 503.645.9079

Committee Chairs

Activities: Vacant
Archives: William Hyde 503.666.5530
Auditor: Bob McCoy 360.459.3251
Concessions: Al Hall 503.699.5042
Chapter Rep., Oregon Rail Heritage Foundation:
Arlen 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: vacant, contact President, above
Safety Officer: Keith Fleschner 503.516.9272
Webmaster: Mark Whitson 503.533.7005



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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.

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.

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