

# The

August  
2005



# Trainmaster

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



## Pacific Northwest Chapter Timetable #517

**Membership Meetings:** Aug. 19, Sept 16, 7:30 PM,  
St. Mark's Lutheran Church, 5415 SE Powell Blvd.

**There will be Pizza at the August membership meeting.**

If you know of any good program subjects for future call Ralph H. Johnson at 503-654-1930

**Board of Directors Meetings:** Aug. 11, Sept 8, Room 208, Union Station, 7:30 PM

**Lending Library:** Aug. 20 & 27, Sept 17 & 24, 1:30 to 4 pm, check-out subject to **loan agreement.**

**Great Oregon Steam-Up:** July 30 & 31, August 6 & 7 at the Antique Powerland Museum, Brooks, Oregon.

Come watch hundreds of pieces of antique machinery come to life, with a few items on static display as well. On July 23, a host of hardy chapter volunteers journeyed to Brooks and cleaned up our Jordan Spreader to get it ready for the event. Sharing the same track is an operating railroad steam crane, operated by the Western Steam Fiends. Don't forget the Oregon Electric Railroad Historical Society has continued to extend its streetcar track at the museum as well. Over 10 museums now share the grounds at Antique Powerland, and the facility continues to grow.

**Chapter Outing to Train Mountain:** Sept 9-11, 2005: see below for details

---

Convention ***souvenir video/dvd*** will be available soon. Order forms were in the convention goodie bag that each convention attendee received. The footage includes some 107 minutes of material. Contact Joe Harper at e-mail address [TRAIN671@aol.com](mailto:TRAIN671@aol.com) for information.

---

## Regional Vice President Vancancy

After giving much thought to it, I have decided it is time for me to retire from the RVP position at the end of this year. The National Nominating Committee would like recommendations for a replacement by mid June.

Nominations may come from any of the eight Chapters in this Region. If there is anyone in PNWC-NRHS that would like to serve in this position please let either Ron, Jim Long, or me know so the name can be submitted to the Nominating Committee. I will continue to serve out the rest of this year, and will assist whoever is my replacement to make a smooth transition. The Regional Vice President represents the National Organization to the Chapters, and a reciprocal duty to represent the Chapters to the National. The duties briefly are: to attend the RVP meetings which generally precede the Spring and Fall Board meetings, to attend the Board of Directors meetings, maintain contact with and provide information to the Chapters in the Region through phone calls, newsletters, and personal visits, etc. Assist Chapters that are having problems.

Gerald Schuler, Regional Vice President

---

## **Spend a day at Train Mountain** during their Fall Meet, September 9-11, 2005.

As of July 27, this trip is 75% full!!! Get your orders in now if you want to go!

UPDATE: A new, no-cost addition to this activity will be an optional side trip to the excellent logging and railroad museum at Collier Memorial State Park. This museum is recognized as one of the largest and best in the nation, and includes a large outdoor display covering many acres. For more information, please see the brochure at [http://www.oregonstateparks.org/images/pdf/collier\\_museum.pdf](http://www.oregonstateparks.org/images/pdf/collier_museum.pdf)

Enjoy the late summer daylight and early fall colors on this excursion aboard Amtrak's Coast Starlight to Southern Oregon. There we'll see and ride a huge variety of one-eighth scale locomotives and rolling stock operating on 25 miles of world-class trackage at Train Mountain Railroad Museum. Train Mountain holds the Guinness World Record for the largest miniature railroad, and their meets attract thousands of rail enthusiasts from around the US and Canada.

This Chapter activity is open to members and invited guests, and includes:

\* Round-trip coach travel on the Coast Starlight, \* Two nights lodging including continental breakfasts  
\* Shuttle bus to and from Train Mountain, \* Admission fee, boxed lunch and banquet dinner at Train Mountain

This is a special opportunity for members all along the west coast to enjoy a Chapter activity. From Washington to California, and all stops in between, if you can board the Coast Starlight, you can join the fun.

Prices are subject to change, but current price estimates (based on Amtrak travel from Portland) are:

\* One adult, with one bed: \$226 per person \* Two adults, with one bed: \$182 per person \* Two adults, with two beds: \$191.50 per person \* One senior, with one bed: \$212.50 per person \* Two seniors, with one bed: \$168.50 per person \* Two seniors, with two beds: \$178 per person

The above prices will be slightly higher for departures from Washington, and slightly lower from stations south of Portland. Prices are even lower from California, due to lower lodging costs.

NARP, AAA and Child discounts are available also. Please inquire for specific pricing, specifying the age of each person in your party, and how you wish to room together.

This package price covers everything except your meals while onboard the Coast Starlight. Passengers are free to bring their own snacks, buy food in the Sightseer Lounge, or enjoy a meal in the full-service diner.

To ensure that we get the best rates and fares, this trip will require advance reservations. Contact Jim Long at

503-313-7382 or e-mail [pnwc@pnwc-nrhs.org](mailto:pnwc@pnwc-nrhs.org) to learn more about this trip and reserve your space. Please provide a phone number, the number in your party, your choice of lodging arrangements, and indicate where you will board the Coast Starlight.

**Remember, space is limited, so make your plans and get on board now!**

---

## **CONVENTION HEROS**

Many, many volunteers helped deliver a very successful 2005 NRHS Convention. These people worked very hard during the Convention week, July 4-10, doing things such as Car Hosting, packet stuffing, registration, Bus Hosting, trip narration, car cleanup, and many other tasks. Other volunteers worked months before the Convention getting the Chapter rail cars ready and other working on the Convention since 2002.

The following list of people and organizations filled critical key roles for the Convention and were directly responsible for the Convention's success:

**Ed Immel:** Lewis & Clark Explorer, Mount Hood Railroad, & Wishram double header.

**Darel Mack:** Port of Tillamook Bay Railroad, Car Host Manager & Observation Platform display renovations.

**Keith Fleschner:** Roundhouse Night Photo Shoot, Volunteer Coordinator, and Safety Officer.

**Al Hall:** Roundhouse Tour.

**Ron McCoy:** Mount Rainier Scenic Railway, tickets, & signs.

**Judy Hall:** Bus Transportation.



**Terry Parker:** Rail Events Trip Guide.  
**Jim Long:** Convention Web site.  
**Bill Hyde:** Concession items & vendor sales.  
**George Hickok:** Finance, Treasurer & Ticketing.  
**Jean & Kimberly Hickok:** Food.  
**John Tucker:** Hotel & Banquet.  
**Jim Loomis:** Registration  
**Glenn Laubaugh:** Publicity  
**Chuck McGaffey:** Non-Rail Events & information desk.  
**Ed Berntsen:** Seminars  
**Bill Bain:** Banquet MC & Chapter 50<sup>th</sup> Anniversary  
**Doyle McCormack** & Friends of SP 4449  
**Jim Vanderbeck** & Pacific Railroad Preservation Association  
And **Portland & Western Railroad, BNSF Railway, Union Pacific Railroad, Lloyd Center DoubleTree Hotel, Amtrak.**

The entire rail community came together with the focus of giving the NRHS Convention attendees an experience in Portland that they would remember for their lifetimes. This was accomplished with many outstanding events. Probably the most memorable will be the SP&S 700 / SP 4449 double-headed trip to Wishram. Also highly successful and enjoyable were the Lewis & Clark Explorer, Mount Hood Railroad, Oregon Zoo, Sternwheeler *Rose* with Bridge Lecture, Willamette Shore Trolley, Port of Tillamook Bay trip, Roundhouse Tours, Roundhouse Night Photo Shoot, Chapter/PRPA/Friends of SP 4449 concession sales, and the Columbia Gorge Tour.

Thanks to everyone who contributed to making this an enjoyable experience for our attendees!

Arlen L. Sheldrake, *Go By Train* 2005 Convention Chair

---

## Is the Pacific Northwest Railfan Heaven?

By Dave Wohlwill, Pittsburg PA

I had a great time at the NRHS Convention last week. First, I want to thank the Pacific Northwest Chapter of NRHS, Friends of the SP 4449, Pacific Railroad Preservation Association, BNSF Railway and all the others who made Wednesday's (July 6<sup>th</sup>) excursion a success. Much of my trip was spent in the Pony Express car – very nice.

I also enjoyed the Port of Tillamook Bay Railroad excursion, the Roundhouse Tour, Chris Skow's slide show on the Western Pacific, Kenneth Johnsen's presentation on the Yakima Valley Transportation Company and the Banquet. The Great Northern placemats were a nice touch and the food was delicious. Doyle McCormack and Steve Lee were entertaining speakers. The goody bag assembled by the Chapter was wonderful too, as it included an excellent Rail Events Trip Guide and even an SP Oregon Division Timetable!

In addition to the NRHS Convention events, I rode the Portland Streetcar, the MAX light rail lines to Hillsboro and the Expo Center, the Lewis & Clark Explorer train, the Astoria Riverfront Trolley and the Cascade trains between Seattle and Portland. What a great time!!!!!!

Oh yes, while riding the MAX Expo Line I caught a glimpse of the SP F-unit entering Albina Yard on Friday afternoon.

Perhaps those of you who live in the Pacific Northwest have a different opinion, but this *Eastie* thinks you live in railfan heaven as you have the following:

- Two large operable (and very nice looking) steam locomotives.
- Several preserved diesels such as an F-40, SDP-40F, a GN F-7 and of course, the PA! And... there is also an ex-SP&S FA!
- A medium-sized city (Portland) with not one, but two rail transit systems.

- The Willamette Shore Trolley, Portland Vintage Streetcar, Seattle Waterfront Trolley and Astoria Trolley (did not have the time to ride the first two).
- Lots of locomotives still painted in BNSF's attractive Heritage 1 scheme – nice for someone who never saw an in-service GN engine.
- The beautiful Portland Union Station (Vancouver WA has a handsome station too).
- From the rider's perspective the Cascade trains are really cool.
- Competent dispatchers who thread the Cascade trains around the heavy freight traffic on the Portland - Seattle line.
- Interesting short lines (Portland & Western and Port of Tillamook Bay).
- Beautiful scenery through which to run all those trains.
- Friendly people!
- 

Again, thanks to all who made it happen.

*(This message was spotted by Jim Long on [www.trainorders.com](http://www.trainorders.com). The author, as well as staff at trainorders.com, provided permission for publication in The Trainmaster.)*

---

## **2006 PRPA Calendar**

After a one-year hiatus, the Pacific Railroad Preservation Association calendar is back. The 700 crew has put together another dynamite calendar that shows the SP&S 700 just where you like to see her – out and about in the beautiful scenery of the Pacific Northwest and Montana. Between the classic lines of the 700 and the great scenery, you'll find much to like about each month's photo.

Besides 2006, the calendar includes September – December 2005 (together on one page facing a full-page “*beauty shot*”), so you don't have to wait until January 2006 to get use from this calendar.

The only remaining question is how many to get – remember they make excellent gifts.

The calendars are only \$10 each, shipping and handling for one is \$2, for each additional calendar add \$1. For other PRPA concessions items see the Web site: [www.sps700.org](http://www.sps700.org). Send your check made out to PRPA to: PRPA Concessions, 23440 NW Pubols Road, Hillsboro OR 97124-9349.

---

## **The Great Southern Rail Road (1905-1936)**

Wasco County, Oregon

By Jerry Tanquist

John Heimrich was a man with a dream that was inspired by Billy Nelson. The dream was to build a railroad from the Columbia River to central Oregon, and eventually on to California. Heimrich was a very successful business man and entrepreneur in Seattle, in the late 1890's. Among other thing, he financed gold-seeking expeditions headed for the Klondike.

In 1904 he incorporated the Great Southern Railroad in the state of Washington for the purpose of:  
 “Constructing and operating a railroad from some point near The Dalles Oregon, southerly through that state and to San Francisco; and northerly Through the state of Washington to such point as the company might desire.”

Board members were John Heimrich, his son J.G. Heimrich, Billy Nelson, Julius Meier (of Meier and Frank), and T.H. Johnston, a Dufur banker and businessman. Heimrich, Sr, provided the major funding, and named his son, J.G. to be General Manager and in charge of construction. J.G. moved to The Dalles. Construction began in 1904. The route went east from The Dalles, about 2 miles, and then followed 15 Mile Creek to Dufur, for a total of 30 miles. Service began in September 1905.

His plan was to build on to Bend and tap the potential rail business from that part of Oregon. California was also part of the grand scheme. But Heimrich was totally thwarted by the railroad construction along the Deschutes (1909-1911) of James Hill, and Edward Harriman. And Heimrich's dream of reaching Central Oregon was over. Nor did anything ever come of extending the line into Washington State.

In 1913 construction of The Great Southern continued on to Friend, following Pine Creek. The stated goal was to extend the railroad south another 20 miles to reach the timber country and to handle the wheat from Tygh Valley and Juniper flat. Friend became the end of the line and with the arrival of the railroad it became a flourishing community. The total length of the line was 41 miles.

The right of way was not fenced and where ever the route crossed through a cattle fence or property line there was a cattle guard. Sidings were added every few miles and grain warehouses constructed at most of these sides. Grain was hauled in burlap sacks by horse and wagon to these warehouses and stored until they could be loaded onto box cars. With the coming of WW I, burlap was not available so grain elevators were built to accommodate bulk wheat at Dufur, Boyd, and Rice.

1921 was the peak year for railroad revenue. The return on investment was 4%. About 75% of the tonnage was agricultural products and 25% was timber. The railroad had a mail contract and carried passengers. With the extension to Friend in 1913, the last stage coach service out of Dufur was ended.

The decline of the railroad:

A number of factors contributed to its decline (as well as other railroads), beginning in the mid 1920s and culminating in the closure of this line in 1936.

The times were changing: roads and highways were being built; people had automobiles and farmers had trucks. The nation was in an economic depression and no money was available for right of way repair or to pay railroad crews; The Great Southern fell into bankruptcy, but it didn't die quietly.

A family court fight ensured in the midst of the bankruptcy. Rose Hull, JG's sister was entitled to half of the family inheritance. The father's estate stipulated that it wouldn't be divided for 15 years after his death in order to provide for the operation of the railroad. The senior Heimrich died in 1913; 1925 would have been the year to divide the estate. Their mother, Elizabeth, died in 1930 and Rose then asked for her share of the inheritance from her brother. The sad fact was the money was gone trying to keep the railroad afloat. The case was settled in a Portland court in the sister's favor in 1931 but there was nothing to collect. The rolling stock of the railroad was sold off for about \$35,000. It all had to go to pay for back taxes, so it was a hollow court victory.

Rose Hull and her husband Steven took over control of what was left of the railroad in 1931 and they made a valiant attempt to save it. They had secured a contract, in 1932-33, to harvest one quarter million board feet of standing timber in the National Forest just west of Friend. Construction on a rail extension into the forest began in 1933 but the line was too deep in debt and the times were too hard and it faltered and failed. The line was officially closed in 1936. The right of way was quick-deeded back to the farmers, the rail was torn up and the glorious dream came to a dreary end.

*(Jerry Tanquist is a new member of the Pacific Northwest Chapter and resides 10 miles east of The Dalles at Fairbanks, along the route of The Great Southern.)*

## **Significant Portions of McCloud Railroad to Disappear**

Starting with a petition on June 28, the McCloud Railway Company filed to abandon all trackage east of McCloud, and cease common carrier operations on the remaining parts of the railroad. The surface transportation board expects to issue an approval or denial by October of 2005.



In 2004, the railroad handled only 1,820 carloads. Continued operation of the line would require significant investments, and the money simply isn't available. Approximately 80 miles of track would be abandoned, according to the Surface Transportation Board filing.

---

## **PNWC-NRHS, Membership meeting minutes**

### **July 15, 2005**

Chapter President Ron McCoy called the meeting to order at 7:34, and congratulated the membership on the successful completion of Go By Train 2005 national convention. He thanked Convention Chair Arlen Sheldrake for three years of hard work and planning and gave out ice cream treats to everyone in attendance.

New members for the month included: Thomas Cherek, Sr.; Charles W. Stevens; and Robert B. and Debbie L. Wagar.

Due to the publication schedule of the convention issue of the Trainmaster, approval of the May minutes published in the July Trainmaster was postponed.

Arlen Sheldrake spoke again and thanked the countless volunteers who contributed to the success of the convention. He extended special thanks to Ed Immel, Darel Mack, Keith Fleschner, Ron McCoy, Terry Parker, Jim Long, Bill Hyde, George Hickok, Jean & Kimberly Hickok, John Tucker, Jim Loomis, Glenn Laubaugh, Chuck McGaffey, Judy Hall, Ed Berntsen, Bill Bain, Doyle McCormack and the Friends of the SP 4449, and Jim Vanderbeck and the Pacific Railroad Preservation Association.

Al Hall said the Chapter's concessions committee had an excellent week of sales, and he thanked the Archives Committee for making a large amount of surplus and non-relevant material available for concessions sales. Proceeds from a DVD being produced and sold by Joe Harper will help boost sales even further. Phone Joe at 360-807-8383 to find out how to order your copy.

Membership Chair Diana Mack estimated current Chapter membership at a recent high, perhaps 350 members or more.

Ron said the Chapter's rolling stock has also benefited from the convention. The 6200 now has newly-turned wheels, good for many more miles. Although the stainless steel Budd car wasn't allowed to run on the Lewis & Clark Explorer, it did run well on the Port of Tillamook Bay. Ron thanked Pete Rodabaugh, Keith Fleschner, George Mickelson and George Hickok. No work party will be held on July

16, but contact Ron at 503-244-4315 to join in the donuts and fun.

At the convention banquet on July 8, NRHS President Greg Molloy presented Chapter President Ron McCoy with a certificate acknowledging the Chapter's 50th Anniversary. This certificate will be framed and hung in the Chapter's office at Union Station.

Jim Long said the Chapter's Train Mountain activity is filling up nicely, and will be a good way to have fun after all the hard work of the convention. Chapter members and guests will enjoy a trip on the Coast Starlight to Klamath Falls to spend the night and rise the next morning to board a motorcoach to Train Mountain in Chiloquin.

After spending the second day at Train Mountain and enjoying a banquet dinner, the group will return to Klamath Falls for the night and board the Coast Starlight on the third day to return home. Phone Jim at 503-313-7382 to find out more or to reserve a spot.

Copies of the special convention issue of the Trainmaster were available from Maxine Rodabaugh at the meeting. Ron thanked Glenn Laubaugh for publishing the Trainmaster during a busy time, in addition to Glenn's work as Chair of the Publicity Committee and general assistance during convention registration and events.

Ken Peters said that the Chapter checking account is still bracing for the cost of the flanger move to the Antique Powerland grounds at Brooks. Donations for the Chapter's Maintenance-of-Way exhibit at APMA are always appreciated, and tax-deductible.

Ron said the June event at Multnomah Falls went well, with a crowd estimated in the thousands over two days. He thanked Al and Judy Hall, Dick and Judy Ordway, their grandson Eric Bell, Randy Rock, Mark Moore, Ralph Johnson, Kenn Lantz, Jim Long and Gerald and Olive Schuler for volunteering time. Al Hall also thanked the US Forest Service for setting up a tent and tables.

Library chair Irv Ewen said that Jim Loomis will be staffing the library on July 16 and 23. The Chapter Library in Room 1 is open 1:30-4:00 pm on the two Saturdays immediately following the monthly membership meetings. Library privileges are free for

members who have a signed library agreement form on file.

Other items of note included the Rails Northwest excursion from Eugene to Coos Bay and return on July 23 and 24, and the annual Steam-Up at Antique Powerland on July 30-31 and August 6-7. Al Hall is seeking volunteers to help set up and staff the Chapter's booth at APMA. This is always a fun time, and having lots of people to staff means that everyone has plenty of off-duty time to see all there is to see at Steam-Up. Contact Al at 503-699-5042 if you want to pitch in and have fun. Al also said that APMA will honor the Oregon National Guard this year by offering free admission to all active Guardsmen (and women!). Ron gathered names of volunteers to go to APMA a week ahead of Steam-Up to help clean and power-wash the Chapter's Jordan spreader, and perhaps do some painting prep work on the flanger.

Ron presented the "Unsung Hero" award for July 2005 to Diana Mack.

#### Chapter Officers

**President:** Ron McCoy (04, 05) 503.244.4315  
**Vice President:** David Van Sickle ('04, '05) 503.297.3807  
**Treasurer:** Kenneth I. Peters ('04, '05)  
**Secretary:** Jim Long ('03, '04, '05) 503.313.7382  
**National Director:** Gerald Schuler 503.285.7941

#### Chapter Directors-at-Large

**Ralph Johnson** (05, 06, 07) 503.654.1930  
**Arlen Sheldrake** (05, 06, 07) 503.223.7006  
**George Hickok** (finish out term for 2004,05) 503.649-5762  
**Bob Jackson** (03,04,05) 503.231.4808  
**Keith L Fleschner** (04, 05, 06) 503.632.0267  
**William D. Hyde** (04, 05, 06) 503.666.5530  
**NRHS Regional Vice President:** Gerald Shuler, 503.285.7941

#### Committee Chairs

**Activities:** Darel Mack 503.723.3345  
**Archives:** Chuck McGaffey 503.223.2227  
**Meeting Programs:** Ralph Johnson 503.654.1930  
**Concessions:** Ted Ahlberg 503.579.2131  
**Car #76 Restoration:** Keith Fleschner, 503.632.0267  
**Excursions:** Kerrigan Gray 503.735.1206  
Darel Mack 503.723.3345  
**Car Host:** Darel Mack 503.723.3345  
**Finance:** See *Vice President*  
**Library:** Irv Ewen 503.232-2441  
**Membership:** Diana Mack, 503.723.3345  
**Museum:** Glenn Laubaugh, 503.655.5466  
**Public Relations:** Gerald Schuler, 503.285.7941  
**Memorial Funds:** Gerald Schuler, 503.285.7941  
**Rolling Stock:** vacant, contact Ron McCoy  
**Chief Mechanical Officer:**  
Peter Rodabaugh, 503.771.8545  
**Car Rental Agent:** Bob Jackson, 503.231.4808  
**Safety Officer:** Keith Fleschner 503.632.0267  
**2005 NRHS Convention Chair:**  
Arlen Sheldrake 503.223.7006  
**Chapter Rep., Oregon Rail Heritage Foundation:**  
Arlen Sheldrake 503.223.7006

In addition to serving as Membership Chair, Diana is a behind-the-scenes force felt during many other functions, such as the annual banquet, picnic and holiday potluck events. It is rumoured she also plays a role in the workload of her husband, Darel.

Before adjourning, Ron polled the membership and found support for having a pizza dinner at the August membership meeting. He reminded everyone to sign in, and to contribute to the refreshments fund that allows Cora Jackson to continue to provide a good selection of snacks at membership meetings. He adjourned the meeting at 8:32 pm.

The evening's program consisted of an impromptu slideshow of convention photos by Ron McCoy. Ron said that anyone who has convention photos they wish to share can email them to [pnwc@pnwc-nrhs.org](mailto:pnwc@pnwc-nrhs.org) for possible inclusion in the convention photo gallery at <http://www.nrhs2005.com>.

Respectfully submitted,  
Jim Long



**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* do 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, correspondence, and exchange copies of newsletters to:

**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](mailto:pnwc@pnwc-nrhs.org)**  
**Trainmaster E-Mail: [trainmaster@pnwc-nrhs.org](mailto:trainmaster@pnwc-nrhs.org)**  
**<http://www.pnwc-nrhs.org>**

**ISSN: 0041-0926**

**Editor:** Glenn Laubaugh, (503) 655-5466

**Circulation:** George Hickok (503) 649-5762

**Mailing & Distribution:**

Maxine Rodabaugh (503) 253-4241

Janet Larson (503) 253-7436

Darel Mack (503) 723-3345

**T-M Deadline:** 20<sup>th</sup> of previous month on most months.

**Membership in our Organization is available to anyone with an interest in railroad history. Rates are: \$35 total - \$15 for Chapter, \$20 for National**

**Please be sure to inform the membership chair at Membership Services, PNWC-NRHS, P.O. Box 2384, Portland, OR 97208-2384 of any changes in the status of your address.**



**Inside this Trainmaster,  
you will find:**

Regional Vice President Needed

(page 1)

Convention Heros (page 2)

Is the Northwest Railfan Heaven?

(page 3)

PRPA Calendar (page 4)

**Spend A Day at Train Mountain!**

**Activity Announcement Page 2**

Great Southern Rail Road History

from a chapter member who lives  
there (page 4)

McCloud Railroad to nearly vanish

(page 5)

**Spend a Day at  
Train Mountain!!  
Chapter Outing to  
the Largest Live  
Steam Model  
Railroad in the  
World! Page 2!!!!!!**

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

NON-PROFIT  
ORGANIZATION  
U.S. Postage  
**Paid**  
Portland, OR  
Permit No. 595

The *TRAINMASTER*  
Pacific Northwest Chapter  
National Railway Historical Society  
Room 1, Union Station  
800 N.W. 6th Avenue  
Portland, OR 97209-3794

**Address Service Requested**