

The



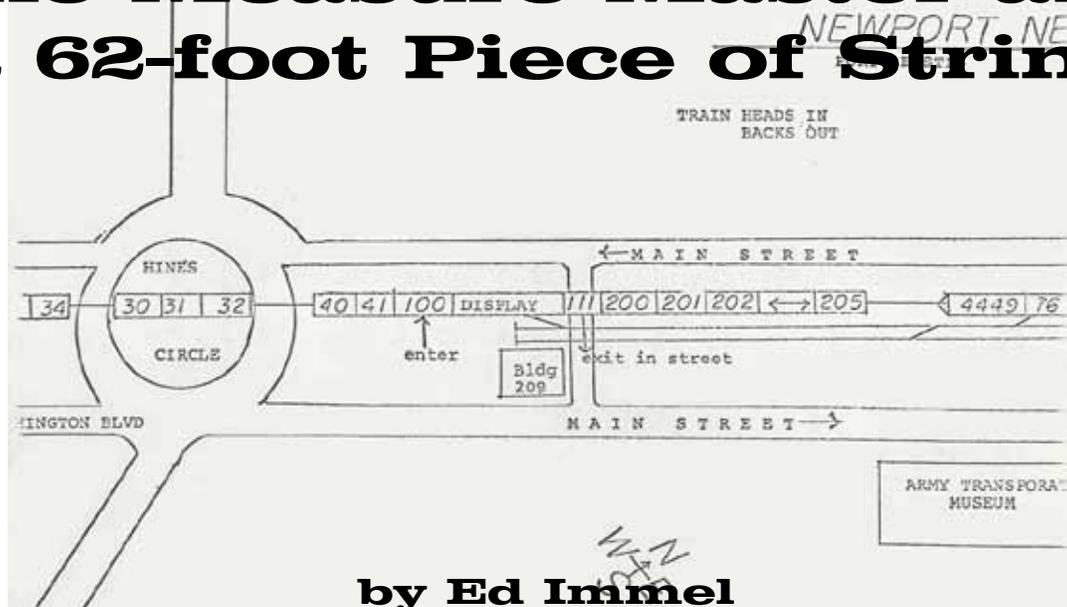
Trainmaster

April 2011

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



The Measure Master and a 62-foot Piece of String



Did you ever wonder why the American Freedom Train went to some cities but not others? In some cases it was the result of using the Measure Master MM12 “Mark II” and/or a 62-foot piece of string with a knot in the middle.

I had been hired by the AFT to work with the restoration of engine #4449 at the old Hoyt Street roundhouse in Portland. None of the AFT restoration crew had ever been to Portland so they did not know 82nd Avenue from Beaverton-Hillsdale Highway, let alone where to purchase parts and materials. I became the “gofer” for the restoration along with keeping the financial and payroll records. In fact, the first check I wrote was to pay the Portland Traction Company to remove the engine from Oaks Park.

In June, #4449 headed to California and then east to Chicago. My agreement with AFT management was that once the engine was safely in storage at EMD in LaGrange, Illinois my employment was terminated. Off I went, back to Portland, enjoying my sleeping car space on the Empire Builder.

I had settled back in Portland looking for a teaching job. However, one day in July I was contacted by AFT and they wanted to know if I was interested in

being the *advance man* for the train. With no hot employment prospects in view, I took the job.

For the next 18 months, I spent every night in a motel and ate every meal in a restaurant. The job also introduced me to the Measure Master MM12 “Mark II” and the 62-foot piece of string with a knot in the middle. We became good friends and I still have them today.

The Measure Master is a collapsible measuring wheel. It was obviously to measure distance. The 62-foot string with the knot in the middle was to determine degree of track curvature. Two people would hold both of the ends of the string against the inside of the rail while someone would measure the distance from the knot to the same point on the rail as the two ends. If it was 10 inches then there was 10 degrees of curvature. This became important since #4449 was limited to an extreme curvature of 18 degrees or less. The train itself was limited to 12 degrees of curvature

while on display.

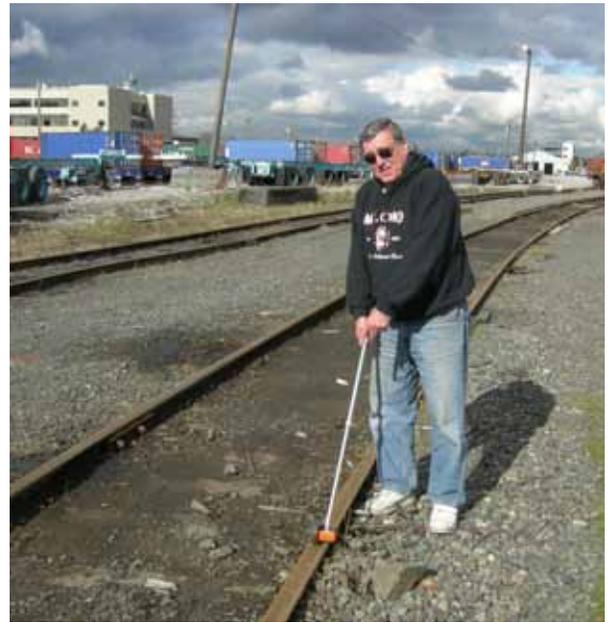
I soon found out that many railroads did not have accurate maps of industrial trackage or rails which were not a part of their regular system. For example, the Belt Railway in San Francisco was to handle the train. We were to display at the Presidio but that trackage was owned by the Army and they could not locate any track maps.

This resulted in my having to measure some curves in the middle of Marina Way in San Francisco. The railroad's manager and a train conductor held the string while I dodged four lanes of intense traffic in the middle of Marina Way.

The knot showed 22 degrees of curvature. The engine remained at the foot of Jefferson Street while the train was displayed at Crissy Field at the Presidio.

The worst curvature I ran into was trying to get the train (with an ex-Reading T-1 engine) on to the docks in Baltimore next to the USS Constellation, 28 degrees of curvature. I then understood why the B&O purchased their little 0-4-0T *Dock-side* engines for the harbor area. We ended up at the B&O Museum.

The American Freedom Train itself was 26 cars long and measured, with steam engine and tender, 2,084 feet long. However, all was not equal along the length of the train. Some parts of it had to be kept together while other parts could be placed elsewhere.



The train consisted of:

Steam engine, tender and crew car (PNWC 76)	193 feet
Three flat cars for support wagons	255 feet
A baggage car and baggage/dorm	148 feet
Two showcase cars	149 feet
13 display cars including entrance/exit and generator cars	969 feet
Sleeper, crew dining and support cars	370 feet
Total	2,084 feet



Inviolate were the 13 display cars that were mechanically and electrically connected. Each display car had a moving sidewalk down one side and the only way to pass through the train was from the entrance car. Not having 969 feet of continuous length meant the train could not stop in the town. Also, the showcase cars could only be so many feet from the generator car since they had to be electrically connected to the train's main generator.

The arrival of the train in a town meant that the three flat cars had to be cut out of the train so the wagons could be unloaded. Again, they had to be within a certain degree of curvature and needed at least 300 feet of track since the cars were unloaded by way of ramps. Sometimes that meant they would be spotted quite a distance from the display site. One of the nicest display sites was in St. Louis where the complete train (minus the three flat cars) was in a continuous line on a section of track along the Mississippi and centered on the St. Louis Arch. The tightest fit was in Milford, Connecticut, with four feet to spare.

Some of the display sites required a bit of ingenuity to make the train fit. Cumberland, Maryland called for the entrance to be on one side of the B&O canal while the exit was on the other side. In Memphis, Tennessee, temporary track was laid across a four-lane highway and into a large parking lot. Once the train was spotted, a section of the track was removed and traffic resumed. The same thing happened at Ontario, California where 2,000 feet of track was laid across the speedway and then removed once the train left.

The train was displayed at the Lone Star Brewery in San Antonio, Texas. To make it all fit, the display train was spotted on a spur off of the SP while the living quarter cars were across the grounds on a spur off of the Missouri Pacific.

Both the Measure Master and the 62-foot string have seen use since the Freedom Train. I used it when I was the trainmaster for the Royal Hudson's trip to Los Angeles in 1977.



Again, it came in handy for the #4449's trip to Owosso, Michigan since we needed to know the length of the storage track at Whitefish, Montana. Recently, the string was used to determine the curvature of the trackage into the ORHF equipment storage site in NW Portland. The BNSF engineering department could not locate any accurate maps of the area that showed curvature.

I look upon the string and Measure Master as part of my life. Someday I might get up energy to tell the tales of how we actually made display sites work. No two were exactly alike.



In North America, curves are described by a degree of curvature which is defined as being the angle subtended by a cord of 100 feet. The conversion between radius in feet and degree of curvature, is given by the equation (approximately):

$$\text{Radius} = \frac{5730}{\text{degree of curvature}}$$

A sharper curve, one with a smaller radius, will have a higher degree of curvature.

Ed Immel is retired from the Oregon Department of Transportation where he worked in the Rail Division as the Rail Planner. He serves as the President of the Northwest Rail Museum and is Vice President of the Oregon Rail Heritage Foundation. Ed is a member of the Columbia River Chapter and was a member of the Pacific Northwest Chapter for a number of years writing many articles for *The Trainmaster*; he has been a member of NRHS since 1965. We welcome him back to *The Trainmaster*.

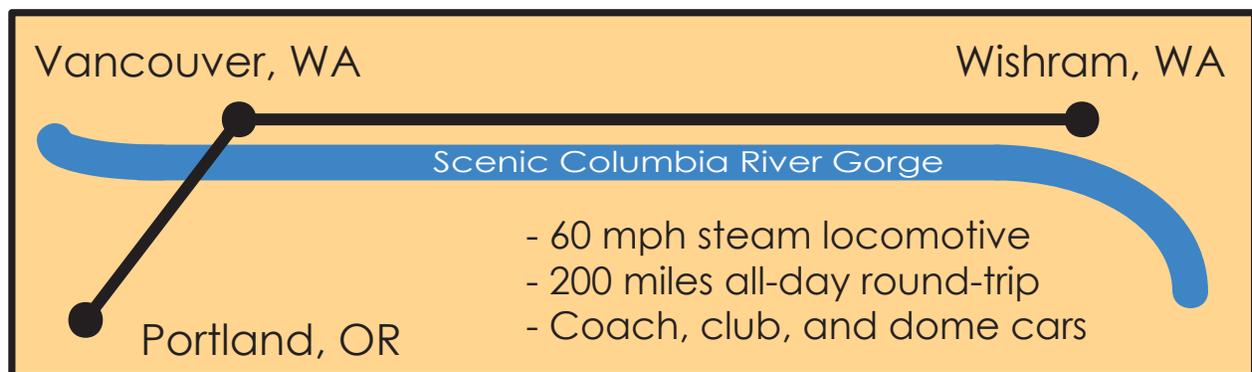
Portland American Freedom Train photos from the Hauff Collection.



Celebrating
70 YEARS
of
SP 4449

Join us for a ride in the beautiful
Columbia River Gorge behind SP 4449!

July 2nd and July 3rd, 2011



Departures from Portland Union Station and
Vancouver, WA with a lunch at Wishram, WA.
Coach: \$175 - Club: \$225 - Dome: \$275
See 4449.com for details.

Proceeds benefit non-profit Friends of 4449 Inc.



CASCADE RAILS 2011

NRHS 2011 Tacoma Convention Update

On March 3, the Pacific Northwest Chapter's crack mailing crew, Jean and George Hickok, put 550 Convention packets in the pre-sorted first class mail to those NRHS members signing up for the Advance Mailing Request (AMR). The deadline for AMR submissions was January 15.

This Convention mailing contained the 40-page Program Guide/Events Listing/Registration Information booklet, a 4-page registration/event order form, Convention hat/polo shirt order form and a card for requesting Tacoma/Pierce County, Washington travel information. If you sent in your AMR, you should have received your Convention packet the week of March 7.

Per NRHS rules, those signing up for the Advance Mailing Request get first shot at ordering Convention events. Convention registration/event ordering will be opened up April 1 to all other NRHS members.

This year NRHS has authorized a special promotional NRHS new membership to those wishing to attend the Convention. The \$25 membership rate provides a full calendar year of NRHS membership benefits and allows the joining member to register and order convention event tickets. This would be an excellent time for your friends and neighbors to join you in NRHS membership!



Marketing to NRHS members has been going on for many months through the multiple issues of the *NRHS News*. The Convention Planning Team very much appreciates the support we have received from the *NRHS News* editor Charles Williams. Non-NRHS member marketing got underway in January at the SP&S Swap Meet in Portland and continued in mid-March with Convention booths at the Capitol City Lions 26th Annual All Scales Model Railroad Swap Meet in Chehalis March 12-13 and Winterail in Stockton, California March 11-12. *Cascade Rails 2011* will also have a booth at Gorge Rail in The Dalles on May 21.

The *Cascade Rails 2011* NRHS Convention sponsored by Tacoma Chapter will be the premiere rail fan event in the Pacific Northwest. If you haven't yet signed up or received a Convention packet, fill out the form in any recent *NRHS News* and send it in.

For more information about the Convention go to:

www.cascaerails2011.com



PNW SHORT LINES

by Arlen L. Sheldrake

To view the interesting 1958 22-minute *Railroaders* movie produced by the National Film Board of Canada go to: www.nfb.ca/film/railroaders. The movie is about winter railroading between Revelstoke and Field in the Canadian Rockies. Also on this site, *The Railrodder*, a 1965 25-minute movie starring Buster Keaton

While not rail-related, it is steam and a real unique PNW artifact. Take a look at a video tour of the Hull-Oakes Sawmill at www.garymkatz.com/OnTheRoad/HullOaks.htm. *Hull-Oakes Lumber is the last steam-powered commercial saw mill in the country, and they're one of the few mills capable of cutting large timbers up to 85' long. The mill has been on the National Register of Historic Places since 1996.* (From the "tour" intro.) Hull-Oakes no longer ships by rail and is located south of Corvallis, Oregon. Thanks to my brother Roger for this link.

The February 24 *Oregonian* had a two-page article "PAST to PRESENT on rails, Portland streetcars, which ran all over in the early 1900's, are making a big comeback" that highlighted Richard Thompson's extensive publishing on the topic as well as the "OPB Streetcar City", a 30-minute, episode of the *Oregon Experience* that first aired February 28. Richard is also a longtime volunteer for the Oregon Electric Railway Historical Association. I first met Richard in another lifetime when we both worked for Multnomah Education Service District. The *Oregonian* article noted that many of Richard's historic streetcar photographs came from the late Chuck Bukowsky's collection. Chuck was a long time PNWC member and passed away as we were working to organize the Portland Go By Train 2005 NRHS Convention sponsored by PNWC. Chuck, until his passing, was our convention hotel coordinator and gets credit for establishing the convention in a great (Lloyd Center DoubleTree) hotel.

The January 2011 issue of *The Train Collectors Quarterly* magazine features a two-page article, "The Not So Typical Christmas Story, An Experience 63 Years Ago," written by PNWC member Tom Steeves. One part of the feature is a copy of the December 12, 1947 *Oregon Statesman* newspaper article entitled "Boy Conceives Idea for Job as Train Operator" that describes 12-year old Tom's "work" during the Christmas holidays running a model train in the display window of a downtown Salem, Oregon department store.

As a side note to the February 25 closing of the Blue Heron Paper Company paper mill in Oregon City, one of the closing causes noted in the news was their inability to compete with the Chinese for domestic scrap paper. When we stored our two S-2 locomotives in NW Portland, the warehouse served by the spur received scrap paper in boxcars and the paper was transloaded to trucks for delivery to Blue Heron. Our S-2's had to move because they wanted to receive more boxcars loaded with scrap paper.

Interesting errors may be found in the new *Amtrak Cascades* Route Guide included in the March *Trainmaster* mailing. Oregon City has a nice description with a picture of the Willamette Falls. However, Albany also gets a picture from Oregon City of the "End of the Oregon Trail Sign" but if you look out the window in Albany one must have "picture based" vision to have "a view of the Oregon Trail Historical Site." Maybe this is just a test for us locals but it isn't nice to kid tourists.

Rumors are circulating that one of the improvements *Union Pacific* has in store for the Portland area is the connection of the Graham line to the southbound Brooklyn Sub, thus allowing trains coming in along the Columbia River to go directly south versus coming through the Albina yard. This new connection would be just east of the I-84/I-5 highway interchange.

In a bit of international news, Sify.com India Limited reports that 221 million Chinese traveled by train during their 40-day 2011 spring festival, up 8.3 percent over 2010. A new one-day record was established February 19 with 7.13 million passengers travelling via rail on that day.

WSDOT reported in February the completion of the Stanwood Siding Upgrade project that included extending the siding and improving two grade crossings. The extended siding will decrease *Amtrak Cascades* delays, thus improving on-time performance.

An email from the Yaquina Pacific Chapter says that their museum/trail project proposal with the Port of Toledo didn't make it into the final round of the ODOT Transportation Enhancement Grant process. 31 projects representing \$37 million are still in the running for the \$15 million or so in available funds.

The Frisco-bound PA (article in March *Trainmaster*) received new tie-down chains on March 3. Seems BNSF wanted heavier tie-down chains than those found onboard flat cars so Doyle and crew did another trip to Lebanon and, using chains supplied by Brian Fleming, re-chained the PA and trucks.

The San Luis Obispo Railroad Museum is making progress to convert the former *Southern Pacific* freight building into a museum. More information go to www.slorm.com where you can download their newsletter *Coast Mail*. (I know, California isn't in the PNW but this is a neat town and it is SP-related.)

The *Oregon Coast Scenic Railroad* crews are well into preserving the Tillamook Depot. In early March, the depot was up on moving beams. The highway move to the Blue Heron French Cheese Company in north Tillamook was scheduled for March 13. Look for a future *Trainmaster* article on this outstanding project. Also, check out the new OCSR color logo at www.ocsr.net.

For those into SP #4449 models, check out the KATO Precision Railroad Models 126-0311 American Freedom Train #4449 N Scale model. It is a nice compliment to my HO model of the same locomotive, also in AFT livery. The Oregon Rail Heritage Foundation recently received a nice donation check from the folks at KATO.

Be watching for the Friends of 4449 to begin selling tickets for their July 2 & 3 Portland – Wishram trips. These will be fund-raising trips to help finance the 1472 (15-year) service day inspection due in 2013. For more information: www.4449.com. The plan is to use the same consist as is being used on the *Cascade Rails 2011* Convention mainline trips.

Rita and I are heading out (March 17 – April 15) for some warmer weather so the May *Trainmaster* will be without PNW Short Lines. This column will be back for the June issue.

Largest Turntable on the West Coast?

by Glenn Laubaugh

Quick now: what was the largest turntable ever installed in North America? Or even the largest one ever installed on the West Coast?

Of course, that also depends a bit on what is meant by “largest.” The turntables installed in Wyoming to handle the *Big Boys* of the Union Pacific were certainly very long, but they might not necessarily have the heaviest load rating ever put on a turntable. There might be a turntable out there designed for larger rail equipment than a *Big Boy* - just not necessarily longer.

With that question in mind, I present to you what is proudly declared the “Marine Railway Dry Dock No. S 4295, Point Hope Maritime Ltd., Capacity 1200 Long Tons, with Turntable and Spur Transfer” on the monument sign just off Harbour Road on the west side of Victoria, British Columbia, Canada. 1200 Long Tons is 1344 standard USA tons. The “Marine Railway” appears to be approximately 20-foot gauge, completely dwarfing standard railway trackage. The turntable is equipped to handle ships hauled out of the water on this very oversize railway track, and serves as the primary means of rotating them as well as providing a method of switching them from any one of the several spur tracks branching off the turntable. Also note that the turntable is equipped with four sets of ring rails, though the ring rail at the center of the turntable is nearly hidden.

The monument sign also says the railway and turntable were the product of Crandall Dry Dock Engineers, Inc. of Massachusetts, USA, and installed in 2006.

The ship on the far left side of the photograph must be rolled onto the turntable and rotated into place before it is rolled down the ramp and into the water. The ramp is located towards the center of the photograph, and hidden behind the open-sided dry dock and work platform in the center of the photo. Also note that in the center of the photograph, inside the work platform area, is one of the vastly oversized flatcars used to move the ships around in the ship yard. The flatcar is equipped with cribbing for supporting the hull of the ship.

Visitors to Victoria may view this impressive turntable, as well as the other activities of the shipyard at Point Hope Maritime Ltd., from a small observation area built into the sidewalk on Harbour Road just north of its intersection with Esquimalt Road. There are three benches (equipped with cup holders even!) built into the observation area.



2011 PNWC Annual Banquet

When: Saturday, April 16
Location: Stockpot Broiler Restaurant at Red Tail Golf Course
 8200 Scholls Ferry Road
 Beaverton, OR
Time: 5:00 PM Social Hour, 6:00 PM Dinner, 7:00-8:30 PM Program
Program: 25-year Pin Presentation
 Jack Holst Award Winner
 Doyle McCormack presents: "The Journey," his quest to locate a PA diesel, bring it back from Mexico and restore it.

Contact Al Hall with questions at: 503-699-5042
 email: albhall@comcast.com

Directions:



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

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

Each dinner is \$30.00 per person which also includes gratuity. Entree includes delicious vegetables, fresh garden salad, beverage and dessert. Each person may choose one of the below entrees. Please list all names of those you are paying for and each person's choice of entrée.

Qty	Choice of Entrée	Name
_____	U.S.D.A. highest quality Prime Rib of Beef	_____
_____	Pan Seared Breast of Chicken	_____
_____	Caramelized Herb Filet of Salmon	_____

Make check payable to: PNWC-NRHS

Mail check and above information to: PNWC Banquet
 c/o Al Hall
 17112 Kelok Rd.
 Lake Oswego, OR 97034

PNWC – NRHS MISSION

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

Pacific Northwest Chapter - Lending Library

OPEN

April 16 and 23 (Saturdays), 1 to 4 pm & every Monday 10 am to Noon

Union Station Annex, 503 NW Irving

library@pnwc-nrhs.org

503-226-NRHS

When is a Mike not a Mike?

What does D-16SB mean?

Can you picture an 0-3-0?

**If you want the answers to these questions and more,
don't miss the April membership meeting.**

FEBRUARY MINUTES

**Pacific Northwest Chapter – National Railway Historical Society
Membership Meeting – February 18, 2011**

The meeting was called to order by President Fleschner at 7:30 with the Pledge of Allegiance.

The minutes of the November and December, 2010 meetings were announced. Al Hall moved to approve the minutes and Arlen Sheldrake seconded and the membership voted to approve.

The Treasury report was given by George Hickok. Doug Auburg moved to accept the report and Bryan Ackler seconded. The report was accepted by the membership.

George Hickok showed the new directory and received a round of applause. He reported the total cost was only seventy dollars as all work was done with volunteer labor.

The hat (cap) was passed for donations to cover the seventy dollars and one hundred fourteen dollars sixty six cents was raised. George reported that a donation had already been given to cover the cost so the received money would be added to the S-2 restoration fund which now stands at \$23,726.66. More funds are needed to cover the projected cost of forty thousand dollars.

New members were announced; Doug MacDonald and Alexie Peters.

The Semaphore Restaurant will be closing at the end of February, 2011 and the space will be the Milwaukie light rail station.

A reminder to all that National Train Day is May 7 and volunteer help will be needed.

Al Hall reminded everyone of the annual banquet being held again at the Stockpot Restaurant on April 16. The cost is thirty dollars per person. The guest speaker will be Doyle McCormack.

Arlen Sheldrake announced that members continue to help with the Tacoma convention. Also that Camp Six is closing and the Tacoma Chapter will be moving.

Keith Fleschner said he and Phil Barney will finish the flanger soon.

On July 2 and 3, 2011 the 4449 is planning a trip to Wishram.

Al Hall reminded everyone of the Loggers model train show at Camp 18 on March 5 and the Willamette Model train swap meet, 33rd and Marine Dr. on March 12.

The meeting was adjourned at 8:09 and snack was served by Lila Stephens and staff.

An interesting and informative program on the Chelatchie Prairie Railroad was presented by Doug Auburg.

Respectfully submitted by Jim Hokinson, Secretary.



If you'd like to help restore the Chapter's S-2, make a donation to the restoration fund.

Add your support to this worthwhile project.

Make a gift to the Pacific Northwest Chapter. Then make a matching gift to the Oregon Cultural Trust and claim 100% tax credit. It's that simple. Learn more or donate online at: www.culturaltrust.org

**Oregon
Cultural
Trust**

775 Summer Street NE, Suite 200
Salem, OR 97301
(503) 986-0088
CULTURAL.TRUST@STATE.OR.US

S2 #36 Restoration Fund

DONORS

Golden Spike level: \$1000 and up

John & Lois Sheldrake♥, James & Valinda Hokinson, Autzen Foundation, George & Jean Hickok, Arlen & Rita Sheldrake, Pacific Power Foundation, Gordon Zimmerman, Tom Steeves, Bill & Doris Field♥

Misc. Anonymous

Rail level: \$500 to \$999

Darel & Diana Mack, Al & Judy Hall, Mark & Carolyn Reynolds, Steve & Mimi Cogswell, Maxine Rodabaugh

Cross-Tie level: \$100 to \$499

Friends of SP 4449, Judson Parsons, Todd Landwehr, Al Baker, Dale Reynolds, Chuck McGaffey, Thomas Barrett, Bill & Teresa Hyde, Ron McCoy & Christopher Bowers, Jerry Tanquist, Michael Bryans, Kent Hutchens, Kenneth Vannice, Roger Sackett, Roberta Ballard, Fred Gullette, Bob Slover

Tie Plate level: \$50 to \$99

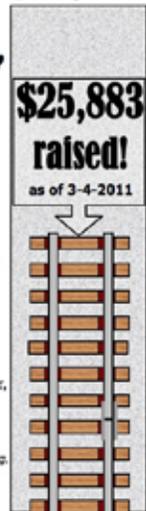
Doug & Tammy Auburg, Robert Wenzel, Mark Whitson, Phil Barney, Rolf Schuler, Raymond DeBuse, Chuck McGaffey

Steel spike: \$1 to \$49

Jean & Laurie Heeter, Monica Windley, Thomas Vandegriff, George Nickelson, Gerald & Olive Schuler, David Larsen, Keith Pydman, Thel Stutz, Ted Ahlberg♥, Jim Long, Dennis Seast, Olive Schuler

♥= In Memoriam

**Target
\$40,000**



Chapter Officers

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jim Hokinson	503.635.4826
National Director	Edward M. Berntsen	253.383.2626

Chapter Directors-at-Large

Randy Rock	2010-2012	360.574.9083
Al Baker	2010-2012	503.645.9079
Ron McCoy	2009-2011	503.310.4811
Christopher Bowers	2009-2011	503.577.0063
Jean Hickok	2011-2013	503.649.5762
Trent Stetz	2011-2013	503.582.6406

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Karl Westcott	503.658.4943
Concessions	Al Hall	503.699.5042
Chapter Rep., Oregon Rail Heritage Foundation		

	Keith Fleschner	503.516.9272
Chapter Home	George Hickok	503.649.5762
Elections	Jim Loomis	503.253.3926
Excursions	Jim Long	503.313.7382
Flanger Restoration	Ron McCoy	503.310.4811
	Eileen Brazil	503.647.5667

Library	Bob Weaver	503.654.4274
Meeting Programs	Al Baker	503.645.9079
Membership	Diana Mack	503.723.3345
Rolling Stock	George Hickok	503.649.5762

	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.771.8545
Car Rental Agt	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
Webmaster	Jim Long	503.313.7382
	Mark Whitson	503.533.7005

The Trainmaster is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members.

Articles which appear in *The Trainmaster* does not express the official position of the organization on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source, except in cases where the article originated in a third party publication and special permission was given to *The Trainmaster* to print the article here. Please address contributions and correspondence to:



Attn: *The Trainmaster* Editor
PNWC-NRHS, Union Station, 800 NW 6th Ave Rm 1
Portland OR 97209-3794
Voice: 503.226.6747 Fax: 503.230.0572
Chapter email: pnwc@pnwc-nrhs.org
The Trainmaster email: trainmaster@pnwc-nrhs.org

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

ISSN: 0041-0926

Editor	Steve Hauff	360.457.8653
Circulation	George Hickok	503.649.5762
Mailing/Distribution	Jean Hickok	503.649.5762
	George Hickok	503.649.5762
TM Laison	Arlen Sheldrake	503.223.7006

PACIFIC NORTHWEST CHAPTER TIMETABLE #585

Board of Director's meetings: April 7 and May 12, Thursdays, 9320 SW Barbur Blvd Suite 200, 7:30 pm (Note address for Board meetings; follow instructions posted on the door for entry.)

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

April 15: *Locomotive Classification Systems*, Steve Hauff

April 16: *Annual Banquet*: 5 pm Social Hour, 6 pm Dinner

Program: Doyle McCormack, *The Journey*; his quest to locate an Alco PA diesel, bring it back from Mexico and restore it

May 20: *The Pennsylvania Railroad*, Al Baker

June 17: *Trains In War*, a video

Forward program ideas to Al Baker, 503.645.9079 or albaker33@comcast.net

NOTABLE NON-CHAPTER EVENTS:

April 23, *Bunny Express*, Mount Rainier Scenic Railroad, www.mrsr.com / 888.STEAM11

May 7, *Amtrak's National Train Day*, "The Kid in You", www.nationaltrainday.com, Portland Union Station

May 8, *Mother's Day Lunch Train*, Oregon Coast Scenic Railroad, www.ocsr.net / 503.842.7972

May 8, *Mother's Day Brunch*, Mount Rainier Scenic Railroad, www.mrsr.com / 888.STEAM11

May 19-21, *SP&SHS and WPRRHS Joint 2011 Convention*, Bend, Oregon, www.wprrhs.org

May 21, *Gorge Rail 2011*, Columbia Gorge Discover Center, 9 am-5 pm, The Dalles, Oregon, www.gorgerail.com

May 28-30, *Opening Weekend & Flea Market*, Sumpter Valley Railway, www.svry.com

June 9-13, *White Pass Railfan Week*, White Pass & Yukon Railroad, Skagway, Alaska, www.extra2200south.com

June 10-12, *Dunsmuir Railroad Days*, www.dunsmuir.com

June 20-26, *Cascade Rails 2011*, NRHS Convention, Tacoma, Washington, www.cascaderails2011.com

July 4, *Fireworks Spectacular Train*, Oregon Coast Scenic Railroad, www.ocsr.net / 503.842.7972

July 7-10, *Milwaukee Road Historical Association Annual Convention*, Austin, Minnesota, www.mrha.com

July 13-16, *Northern Pacific Railway Historical Association Convention*, Carlton, Minnesota, www.nprha.org

July 15-17, *SP&S Historical Society Convention*, Spokane, Washington, www.spsps.org

July 16-20, *Great Northern Railway Historical Society Annual Convention*, St. Cloud, Minnesota, www.gnrhs.org

July 21-24, *Train Festival 2011*, Rock Island, Illinois, www.trainfestival2011.com

July 27-30, *27th Annual Convention*, *Union Pacific Historical Society*, Spokane, Washington, www.uphs.org

July 30-31 & August 6-7, *Great Oregon Steam-Up*, Brooks, Oregon, www.antiquepowerland.com

Aug. 19-21, *73rd Snoqualmie Railroad Days*, www.trainmuseum.org

Sept. 8-10, *Southern Pacific Historical & Technical Society Annual Meeting*, Portland, Oregon, www.sphts07.org

January 2012, Brooklyn Roundhouse, vacated and steam locomotives moved

MEETING SNACK SIGN-UPS

All months are available. This is one area where the Chapter really needs your help. To volunteer, please contact Keith at 503.516.9272 or email to: keithfleschner@msn.com.

Bill of Lading

The Measure Master.....	Page 1	February Minutes.....	Page 10
#4449 to Wishram.....	Page 5	Oregon Trust.....	Page 11
Cascade Rails 2011.....	Page 6	S-2 Fund.....	Page 11
PNW Short Lines.....	Page 7	Officers, Committees & Contacts.....	Page 11
Largest Turntable.....	Page 8	Calendar.....	Page 12
Annual Banquet.....	Page 9	Snack Sign-up.....	Page 12
Mission Statement.....	Page 10		
Lending Library.....	Page 10		