

# The

December  
2004



# Trainmaster

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



Chris Clutter of Ritzville, Washington sent us this photograph of SP#4449 moving east through Paha-Packard (between Lind and Ritzville, Washington) on its return trip from a special on the Montana Daylight train. ©2004 c l clutter, used by permission. For Arlen Sheldrake's report of this event, please see page 7, and a special report here at the bottom of page 1.

## Pacific Northwest Chapter Timetable #509

**Membership Meetings:** Dec 17, Jan 21, 7:30 PM, St. Mark's Lutheran Church, 5415 SE Powell Blvd.

**December Meeting Program:** Bylaws vote, Potluck

**BIG Auction/Raffle at December Meeting**

**(bring money)** Chapter officers election, Toy Trains for Tots (Bring a Train Toy or Children's Book, see page 3), Potluck

**Board of Directors Meetings:** December 9 & January 13, Room 208, Union Station, 7:30 PM

**Lending Library:** 1:30 to 4 pm, December 18, check-out subject to loan agreement.

**2005 Convention Committee:** Meetings will happen in December in Room 208, Union Station

### **Notable Non-Chapter Events:**

**Union Station Holiday Celebration** Dec 19 at Portland's Union Station

#### **A Whole Bunch of Softies**

Many of us know of the good work done by the Make a Wish Foundation. A few of us get the opportunity to see these good works in action. Rita and I got to ride the October 9-12 eastbound Montana

Rockies Rail Tours *Montana by Steam II* pulled by the SP 4449. On board our dome car was a 10 year old, his younger brother and his mother and father, all from Pennsylvania. The 10 year old has cancer that is currently in remission and his wish was to ride a train

powered by a steam locomotive, his wish was granted on the *Montana by Steam II*.

When Friends of 4449 Chief Mechanical Officer and 4449 Engineer Doyle McCormack heard about this 10 year old, Doyle invited the boy and his father to ride a portion of the trip in the cab of the 4449. Following the cab ride both father and son returned to our dome car with the biggest smiles one will ever see and with Daylight hats on their heads. The 10 year old told everyone for rest of the trip about his cab ride and whistle blowing experience.

We were doing the *Montana by Steam II* as part of a trip arranged by Alki Tours. After de-boarding the train in Billings we returned westbound via West Yellowstone, Craters of the Moon, and Boise. This two-day portion of the trip was on a nice excursion bus. The 50+ Alki Tours patrons insisted that our Make a Wish Foundation family occupy the front four bus seats on both days, no seat rotation for them.

Upon returning to Portland, I asked our friends at Pacific Railroad Preservation Association Patsy Kimzey and Dale Birkholz if I could have one of their outstanding 2004 PRPA calendars to send to the 10 year old. Without a blink, a calendar was in hand and off in the mail. Many other items have also been sent including Oregon Rail Heritage Foundation newsletters, color postcard, and poster along with 4449 postcards and a 4449 poster.

Chapter member Joe Harper chased and video taped the *Montana by Steam II* both ways. He has donated copies of his tapes to the Chapter for fund raising. After viewing Joe's excellent video log of the trip I asked him for permission to copy the two *Montana by Steam II* tapes and the *TrainFest 2004* tape for our 10-year-old railfan. Instead Joe asked for the young man's address and sent the three tapes (4 hours and 10 minutes of great viewing) to him.

So there you have it, a whole bunch of softies who found a place in their hearts for a young railfan and his family from far off Pennsylvania. Who says the spirit of giving is only a holiday event...by Arlen L. Sheldrake

### Farewell to David Goodheart

David Jesse Goodheart, 57, died suddenly of a massive heart attack Nov. 10, 2004 at his home in Chicago. David was born in Salem, Ore., March 4, 1947, to Jesse M. and Elsie Jones Goodheart. David loved trains as a child and as an adult turned this love for trains into a profession by operating the company called "Goodheart Productions." His company made videos of steam locomotives and other special railroad events. He visited 20 to 30 countries and areas all across the United States.

Thanks to Al Hall for bringing this to our attention.

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### Go By Train 2005 Update

Pre-registration figures as of November 17<sup>th</sup> for the 2005 NRHS Convention hosted by the Pacific Northwest Chapter continue to be outstanding. George Hickok reports that we have received 487 pre-registrations with an additional 298 family names representing a total potential attendee count of 785. The Convention Committee Chairs are still targeting 1000 registrations but this may be a low figure. 10 international attendees are among the 785 pre-registrations (3 = United Kingdom, 1 = Switzerland, 1 = Japan, 1 = Germany, 3 = Canada, 1 = Austria).

Chapter Member Kimberly Hickok has filled our long vacant Food Services Committee Chair position, subject to Chapter Board confirmation. Many of you know Kimberly and her energy and organization skills. Many thanks to Kimberly for stepping up to help!

An interesting private varnish round trip has been announced on the Convention web site, [www.nrhs2005.com](http://www.nrhs2005.com), using the Kitchi Gammi Club and Mount Vernon sleeper/lounge cars. The trip originates in New York June 26<sup>th</sup> then to Philadelphia, Washington DC, Chicago then on to California behind the Amtrak Zephyr. The cars then join the *Pacific Northwest Express* from Sacramento to Portland operated by Trains Unlimited Tours. Following the Convention the cars return to New York on July 15<sup>th</sup> using the Empire Builder and Lake Shore Ltd. Roundtrip double occupancy cost is \$3995 (7,600 miles), one-way fares are available. More information: [www.virginiarail.com](http://www.virginiarail.com) or 540-966-4408 between 9 AM – 9 PM Eastern time.

The *Pacific Northwest Express* operated by Trains Unlimited Tours departs Sacramento on July 2<sup>nd</sup>. The planned route includes the former Western Pacific to Keddie, the BNSF Highline to Klamath Falls, and the Inside Gateway from Chemult Junction to Wishram Washington arriving in Portland on July 4<sup>th</sup>. Transportation south-bound (*Cascade Rail Adventure*) behind the Amtrak Coast Starlight to Oakland will also

be available on some of the cars. More information on both trips: [www.trainsunlimitedtours.com](http://www.trainsunlimitedtours.com) or 800-359-4870. The *Pacific Northwest Express* is the official Convention in-bound trip.

In addition to many very interesting events being planned, Portland will be hosting some good-looking private varnish. Also coming to Portland are the New York Central 3 and Pine Tree State. These cars will be on a 23-day trip that includes the Convention. Routing from New York is on Amtrak and Canada's VIA. Information on this trip from Lovett Smith, 203.775.2509 or [lsmith21@snet.net](mailto:lsmith21@snet.net).

When asked to help by one of our hard working Convention Committee Chairs, please step up and be a part of our 50<sup>th</sup> birthday NRHS Convention.

Arlen L. Sheldrake, 2005 NRHS Convention Chair

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# This Christmas Santa Needs



## TRAIN TOYS FOR TOTS

Santa's Helpers Al Hall and Keith Fleschner are asking each PNWC member to please bring a new **Train Toy** or **Train Book** to our **December 17th** membership meeting. These gifts will be donated to the Marine Corps **Toys for Tots** Christmas donation program on behalf of the PNWC-NRHS. Toys must not be wrapped.

By doing this we hope to develop an early interest in trains in those youngsters who receive your kind donations. Tell your family, neighbors and friends. Their donations will also be gratefully appreciated. Let's make it a very Merry Christmas. Thank you.

Contact Al Hall with questions.... 503-699-5042

[train4449@aol.com](mailto:train4449@aol.com)

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## Elections Statements for 2005 Chapter Operating Year

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### **Ron McCoy, Candidate for President**

2004 was a tough year to be a first-term President. A Director of the Board passed away before I even had my first meeting, and shortly after that another Director had to step down for health reasons. The Chapter has faced two rounds of scrambling to relocate our rolling stock which lack a permanent home, and now we have only one, maybe two, revenue-generating cars out of over a dozen! A tough year indeed, but there are many reasons for optimism.

Thanks to our volunteers who committed hundreds of hours, one railcar (the 6800) is in significantly better condition now than it has been in at least a decade, and others have had some repairs. I pledged to make boosting membership a high priority, and to set a good example I have brought at least four new members to the Chapter. It looks like our membership will be up by ten percent over last year. We had a great picnic with a return to the Zoo Railway for the first time in over a decade. I led the effort to update our bylaws and hopefully you will approve those amendments at the December elections.

My decision to run again is based on the following: 1.) I believe I did a fair job in my first year. 2.) I believe I can do an even better job next year. 3.) I believe that your Board of Directors will do all it can to make 2005 a memorable and decisive year in the history of the Chapter. 4.) Many members who I greatly respect have encouraged me to run again.

I believe the most important job of the President is to set goals and to keep our Board and Membership focused on the objectives. My goals for 2005 are, 1) Ensure the success of the 2005 Convention, 2) Clearly define what we want our Chapter to achieve in the next five years. 3) Create realistic plans to have a home for our rolling stock, 4) Build on the possible benefits after the convention such as a boost in membership and funds. If you vote for me, please also plan to get involved yourself. Volunteer, donate or preferably both!

Thank you for your support!

### **Jim Long, Candidate for Secretary**

"2005 promises to be a very busy year for the Chapter. With your support, I hope to play a supporting role in helping the President and Board of Directors make the most of a year that will present many opportunities. I would appreciate your vote."

### **Gerald A. Schuler, Candidate for National Director**

The nominating committee has selected me to run for another term as your National Director. I have previously served in this position and on many other Chapter committees and Board positions. The National Director is the representative between our Chapter and the National Office. Since being elected to this position I have attended all except two of the National Board meetings and written reports on them for information to the Board and members via the Trainmaster. My other responsibilities include preparing the Annual Report for the Bulletin, maintaining good relations between the two offices, and carrying out the wishes of the Board. As before, if reelected, I will comply with the National requirements for this position and continue to work with the other Chapter and Board members to gain the support of the railroads for our Chapter activities. As you know, establishing a home for the Chapter equipment and working to develop a Railroad Museum in the Portland area are both high priority projects. In the year 2005 we have another major project to plan for hosting the Convention in Portland. I solicit your vote to continue our mission.

Thank you,

### **Candidate for Treasurer, Kenneth I. Peters**

It has been a challenge to become a proficient treasurer over the past 11 months. The experience by in large has been a good one. It has certainly been worth the effort. The best part of being treasurer has been to observe the generosity and dedication of many of the chapters members. Unfortunately I have also seen that the chapter does not have enough monetary and human assets to adequately deal with our archives, library and rolling stock. This issue will be the hardest challenge of being treasurer next year.

### **Candidate for Director at Large: Arlen L. Sheldrake**

I would like your vote to serve the Chapter membership and join the Chapter Board of Directors. If elected to this 3 year position I will continue to be active in Chapter affairs and work with fellow members of the Board to move the Chapter forward on the many and varied issues as we celebrate our 50<sup>th</sup> year. As a recent

President, Secretary, and relatively new member joining in 1989 I bring some experience and expertise to the Board. Thank you for your consideration.

**Candidate for Director at Large: Ralph Johnson**

We did not receive Ralph's statement by the time required to get the information into the Trainmaster.

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**Rail Fan Tips & Security Advisory**

Rail fans display a great interest in the overall operation of trains and locomotives. They enjoy taking pictures, making videos or just watching railroad operations. However, such recreational activities and hobbies often occur near vital infrastructure and pose significant security concern. Today, the rail Fan's first responsibility must be safety and security.

In the aftermath of September 11, 2001, the rules of behavior for rail enthusiasts have changed. A new Transportation Security Administration (TSA) has been created to protect the nation's transportation system and its infrastructure in order to ensure the free movement of people and commerce throughout North America. TSA is working closely with the U.S. Department of Transportation, the Association of American Railroads, Operation Lifesaver, railroad police and local law enforcement to protect the nation's rail transportation system.

TSA and its partners urge rail fans to adhere to the following guidelines:

- Do not trespass on railroad property or rights-of-way – it is illegal and dangerous, and will be viewed by law enforcement as a security risk. Remember, railroad property may extend 200 feet on either side of the tracks.
- Do not enter private property without permission.
- Avoid taking pictures of military trains and equipment.
- Never walk out on a railroad bridge or trestle.
- Stay out of railroad tunnels.
- Do not climb on railroad property such as signal bridges, cabinets or other structures.
- Never climb on or crawl under railroad cars or equipment.
- Only take photographs or view trains from public locations.
- When taking pictures from public railroad crossings, stay at least 15 feet away from the nearest rail. This rule applies for staged "photo run-bys" as well.
- Obey all highway-rail grade crossing signs and signals.
- Cooperate fully with railroad police or other law enforcement officers when contacted.
- If suspicious activities are noted, report it to railroad or local law enforcement officers. **DO NOT TAKE ANY FURTHER ACTION!**

By following these guidelines, rail fans can enjoy their hobby and help maintain the security of our nation's rail transportation system.

*Operation Lifesaver, February 2004.*

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**Painting Donated**

Citizen volunteers and passenger rail transportation were honored at a special event, *Union Station – the Next 100 Years*, at Portland Union Station, Friday, October 29, 2004 at 4:00 pm in the main passenger lobby. Impetus for the occasion was the unveiling of an original oil painting of Union Station flanked by the two working steam locomotives owned by the City of Portland. The painting was commissioned by Rail Sensation Events, Inc. (RSE), a nonprofit citizens' group, for the station's one-hundredth birthday in 1996 and was painted by nationally renowned railway artist, J. Craig Thorpe.

RSE and the coalition of rail groups (*Association of Oregon Rail and Transit Advocates (AORTA)*, *Pacific Northwest Chapter – National Railway Historical Society (PNWC)*, *Pacific Railroad Preservation Association (PRPA)*) it represents are donating to the City the painting and a plaque commemorating citizen volunteers who have helped preserve and enhance passenger rail facilities, equipment and service. The

groups have also provided an architecturally compatible oak cabinet to permanently house the painting and plaque in the main waiting room.

“This gift is being made in honor of Richard Carlson, who was an active leader in these rail groups and who, among other things, led the successful effort in 1985 to restore the historic ‘Go By Train’ signs on the station’s tower,” said RSE’s president, Dan McFarling. “Rich died in 2002, at the age of 72, of pancreatic cancer.”

Coordinator Fred Nussbaum said of the event, “An impressive roster of dignitaries each briefly addressed the participants at this event on topics including continued historic preservation needs of the station and related structures, required structural upgrading and the future of passenger rail service. The speakers included U.S. Representatives Earl Blumenauer and David Wu, State Representative Mitch Greenlick, Amtrak District Manager Tony Buscemi, City of Portland Commissioner Jim Francesconi, City of Albany Mayor Chuck McLaran, Discovery Institute Cascadia Corridor Project Director Bruce Agnew, Regional Arts & Culture Council Executive Director Eloise Damrosch, Jonathan Hutchison, ODOT Rail Division, and artist J. Craig Thorpe.

All the speakers commented on the importance of passenger and freight rail, not only in the past, but in the present and especially in the future.

Attendees included members of Rich Carlson’s family and Chapter members Ron Carlson (Rich’s brother), Ron McCoy, Gerald & Olive Schuler, Jim Long, Ralph Johnson and Arlen Sheldrake. The station is now in its 108<sup>th</sup> year and, with sixteen arrivals and departures serving over half a million passengers per year, is the nineteenth busiest Amtrak station in the country. The event theme, “*Union Station – the next 100 years,*” was chosen to also focus attention on the remaining preservation needs of the station and capital improvements needed to improve the convenience and safety of passengers, employees and tenants at the station. A close look at Union Station will find lots of dry rot, an ancient electrical system, a building and clock tower in dire need of seismic upgrades, and various plumbing problems.

This is the last act of RSE. Assets of the organization are being transferred to the Oregon Rail Heritage Foundation and RSE is being disbanded.

Next time you are visiting Portland’s Union Station, take a look at the painting and plaque (wording follows) located on the lobby wall to the right of the ticket counter. Also take a moment to appreciate the RSE commissioned cabinet built by Hardwood Design, Forest Grove, to match the other woodwork in Union Station.

### **Commemorative Painting and Plaque Dedicated at Union Station 10/29/04**

This painting was commissioned by Rail Sensation Events, Inc (RSE, Inc.), a non-profit, volunteer organization, for the 1996 centennial celebration of Portland Union Station. RSE, Inc. worked with AORTA, PNWC-NRHS, and PRPA to produce events celebrating the past, present and future of rail transportation.

This painting was donated by these organizations to the City of Portland in 2003 for permanent display at the station for public enjoyment. This gift celebrates this city’s and the Pacific Northwest’s success in preserving and enhancing passenger rail transportation and the importance of citizen’s involvement in that accomplishment. This gift is also made in the memory of Rich Carlson (1929 – 2002), a long-time leader in the above citizen groups.

The building and platform shelters are on the National Register of Historic Landmarks. The shelters were built in 1904 and were saved from demolition in 1990 by the same citizen groups. The neon “Go By Train” signs were added in 1948 and are both historically significant and effective in attracting attention to this architectural gem. In 1985, Rich Carlson led a successful citizen effort to restore the neon signs (which had been turned off in 1971).

The rail equipment shown in the painting represents the railroads or their successors operating at the station during its first century: Baldwin steam locomotive SP&S 700, UP’s “City of Portland” observation car,

Amtrak's "Coast Starlight" with "Genesis" diesel-electric locomotive and Lima steam locomotive SP 4449. Both steam engines are now owned by the City of Portland and are maintained and operated, respectively, by PRPA and Friends of the 4449.

The station was purchased from the railroads by the Portland Development Commission in 1987 and has been extensively refurbished. The station is now operated by the City of Portland, which is continuing to renovate it, with major help from donations and volunteer efforts.

Without the help and support from the following, this yearlong effort would not have been successful: Amtrak, Regional Arts & Culture Council, Tom Dethloff, and J. Craig Thorpe. Planners for this donation and function included: Gerald Schuler, RSE Treasurer & PNWC, Dan McFarling, RSE President & AORTA, Arnold Holden, PRPA, Fred Nussbaum, AORTA, and Arlen Sheldrake, PNWC.

This article developed by Fred Nussbaum and Arlen Sheldrake.

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### **Montana By Steam II** by Arlen L. Sheldrake

Combine good weather, beautiful scenery, multiple coaches, multiple domes, and a newly painted/skirted beautiful steam engine and you have Montana Rockies Rail Tours (MRRT) *Montana By Steam II*. This October 9-12 eastbound excursion was an absolute delight.

From a passenger's perspective the SP 4449 and Friends of 4449 crew performed flawlessly. On the first day the SP 4449 pulled the 20 car consist without help, on the second and third days, a nicely washed MRL diesel was added behind the two tenders to help on the hills.

The first train day was Sandpoint to Missoula, the second was Missoula to Bozeman, and the third was Bozeman to Billings.

The eastbound trip was sold out with a total of 267 passengers and 24 MRRT staff (not counting the Friends of 4449 staff). The size of the consist required two spots for de-boarding passengers at most locations. Lots and lots of animal life including bison, elk, moose, eagles, ducks and mountain goats. The scenery and fall colors made naps seem unnecessary as one didn't want to miss what was around the next curve. Communities such as Livingston Montana have very interesting depots. Montana Rail Link, the host railroad, provided lots of freight action without much if any delay to our passenger train.

As with *Montana By Steam I*, J. Craig Thorpe was commissioned by MRRT to produce an excellent painting that has been made into a poster and lapel pin.

The MRRT staff has perfected the art of good passenger service. Attendants met every need beginning with an arm on each side of the stairs to assist boarding and de-boarding and a carpet on the ground. Meals in the dining car were excellent. Daily runbys were well staged and organized. Equipment was clean, functional and seemed to be well maintained.

One of the most touching events during the trip had to do with a family traveling in our dome car from Pittsburgh Pennsylvania. Their eldest son Josh has cancer, which is in remission, and they were traveling compliments of the Make A Wish Foundation. The 4449 crew made Josh's trip a very special adventure by giving Josh and his father Greg a cab ride. Josh's mother was overwhelmed with emotion. Josh was on cloud 9 for the remainder of the trip.

MRRT contracted with the Pacific Railroad Preservation Association for the SP&S 700 pull of the *Montana By Steam I*. We all owe MRRT a big thank you for giving the rail fan community and the citizens at large the opportunity in 2002 and 2004 to see the City of Portland's steam locomotives in action. To all of those chasing this trip, take a moment and send a check to the Friends of 4449 (I'm *sure* those chasing in 2002 sent a check to PRPA) to help support the continuing locomotive maintenance. For all that desire continued steam locomotive operations, support MRRT in any way that you can, they have many excellent trips. It is operators such as MRRT who run lots of trips who can spread the high insurance costs. Montana Rockies Rail Tours can be contacted at: 800.519.7245 or [www.montanarailtours.com](http://www.montanarailtours.com).

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### **A RIDE ON THE THUNDER MOUNTAIN LINE** by Tom Smith

One of the best kept secrets in tourist railroading today is Idaho's Thunder Mountain Line, which offers its riders a scenic ride that rivals the Silverton train. It's been running since 1989, yet is barely known outside of

its local area. I made the trip in September, and found it exceeded any expectations I had. Beautiful scenery, mountain railroading, a friendly staff, and elderly EMD cab units are a hard combination to beat!

If you are like me and like to sit down with an old *Official Guide* taking imaginary trips, one schedule that always fascinated me was a Union Pacific mixed train that ran from Nampa to McCall, Idaho, on UP's Idaho Northern branch. Legendary rail photographer Henry R. Griffiths exposed quite a bit of film on this line in steam days, so if you have viewed Griffiths's photography, you have probably seen photos taken on this branch which existed primarily to serve timber-related businesses. Over the years some of the track at both the north and south ends of the branch have been abandoned and removed, and Union Pacific has exited by conveying the entire line to the shortline Idaho Northern & Pacific.

The IN&P connects with the Union Pacific mainline at Payette, Idaho, and between there and Emmett there is a small amount of freight traffic. On the remaining 73 miles of the branch, however, there is none, and the IN&P is keeping it active with an excursion train operating under the name Thunder Mountain Line. Using former Long Island commuter coaches, open air cars, and former MBTA "FPI0" cab units (rebuilt for Boston commuter service at Paducah from GM&O F3's), the Thunder Mountain Line takes its passengers on an incredibly scenic ride through the Payette River Valley.

Horseshoe Bend, MP 49.7 on the railroad, and about 30 miles northwest of Boise, is where most trips originate. Their schedule calls for weekend round trip excursions from Horseshoe Bend to Banks (MP 64.1). An additional weekend train is scheduled from the north end of the line at Cascade, MP 99.2 and the end of track, to Smiths Ferry (MP 83.0) and back. However, the trip you should take is the monthly "Cascade Limited" which covers the entire distance between Horseshoe Bend and Cascade. It takes about 5 hours for a one-way trip with a bus return, and offers spectacular views of the Payette River, 2 tunnels, several bridges, and ranch lands. One of the tunnels is reported to be the shortest rock tunnel in the USA, at just 37 feet.

In addition to scheduled runs, there are also a number of special trips offered, including dinner and brunch trains, and murder mystery trains. Some of the coaches are equipped with tables and chairs. There are also "River and Rails" trips in which rafts are carried aboard the train, and then launched for a whitewater rafting excursion.

Schedules tend to vary, so it would be best to check ahead of time before your visit. Information can be obtained from their toll-free number, 877-432-7245 or from their website, [www.thundermountainline.com](http://www.thundermountainline.com).

## **PNWC-NRHS**

### **Membership meeting minutes**

**October 15, 2004**

Chapter President Ron McCoy called the meeting to order at 7:36. One guest was welcomed, Gerald and Olive Schuler's daughter Louise Denbrook, along with new member Al Baker. Al got interested in the Chapter after traveling on a recent Chapter excursion on the Port of Tillamook Bay line. Seven other new memberships were announced: Bonnie Adams, Philip and Ruth Kohl, Peter Lerton, Brian Morse, Michael and Bette Van Buskirk, Karen Yoerger and Carol Schaafsma, and Scott and Myrtice Young.

Arlen Sheldrake moved to approve the minutes of the June and July membership meetings. Darel Mack seconded the motion, and the motion passed.

Keith Fleschner updated the membership on the Chapter's recent loss of its lease on prime rolling stock storage. The Mt. Hood, the 6200 and the 3300 have been relocated to a temporary home, while the Chapter's cabooses and Davenport switching locomotive remain. The Davenport will likely have to

be moved by truck. Discussion continues to build on finding a permanent home for the Chapter's rolling stock collection. Al Hall suggested that the Chapter board consider adopting a resolution that would dedicate a percentage of the Chapter's revenue toward finding a permanent home. Keith thanked Arlen for some brush control around the Chapter's flanger. The regular monthly rolling stock work party was called off because Keith and George Hickok will be staffing the 6800 while it travels on an excursion operated by the Port of Tillamook Bay.

Chapter Treasurer Ken Peters said the Chapter's checking account had a quiet month. Keith spoke briefly about a new effort by Michelle Cooper to file a grant application for funding to move the Chapter's flanger to its permanent display track at the Antique Powerland grounds in Brooks. Ron expressed the Chapter's thanks to Ms. Cooper for her pro-bono efforts.

Convention Chair Arlen Sheldrake said that pre-registration numbers are approaching 300 potential attendees. He thanked Jim Long for his work

updating the convention web site (<http://www.nrhs2005.com>). Canadian Pacific steam locomotive 2816, "The Empress" has been invited to attend the convention. The next Convention Chair meeting will be Wednesday October 20 at 7 pm in Union Station room 208.

Ron said that members should expect to receive a full copy of the proposed by-laws revisions recently completed and approved for submittal to a vote of the membership. Such a vote could happen in December, just prior to the annual Chapter officer and board elections.

Speaking of which, more nominations are needed for 2005 Chapter officers and two director positions. Contact Jim Loomis at 503 / 253 - 3926.

Ron said the Activities Committee is still looking for a chairperson. This is a great position for people who enjoy planning trips and itineraries, whether for six people or sixty. Contact Ron if you're interested in this fun assignment.

Archives Committee chair Chuck McGaffey had a large selection of old chapter newsletters received by exchange from other chapters around the nation, which were made available to members for their personal libraries. He also reported that local authors and Chapter members Steve Hauff and Glen Comstock have been busy creating a digital archive of the Chapter's Jack Holst collection of Climax locomotive information.

The October Unsung Hero award went to Bill Hyde, in recognition of his hard work in the Chapter's archives, and his extensive knowledge of local rail history. Ron read a recent email message received by the Chapter expressing gratitude and specifically mentioning Bill Hyde's research.

In other news...

The original oil painting by J. Craig Thorpe commemorating the 100th anniversary of Portland Union Station will be dedicated on Friday, October 29th at 4 pm at Union Station. This painting, commissioned by Rail Sensations Events, will be familiar to anyone who has seen the postcards which carry a reproduction of the image of the SP&S 700, the 4449 and an Amtrak train standing in the passenger yard with the Union Station tower in the background. Local dignitaries, rail advocates, and Seattle-area artist J. Craig Thorpe are expected to attend. All Chapter members were encouraged to attend.

Ron noted that earlier this year, Chapter member and Amtrak Engineer Jim Abney donated a set of ten pieces of Empire Builder stemware as a fund-raising item, and Joe Harper donated five tickets to the Chehalis-Centralia Railroad.

Keith Fleschner and Al Hall have agreed to spearhead a Christmas toy drive to benefit the United States Marine Corps "Toys for Tots" program. Chapter members are encouraged to bring train-oriented toys to the November and December membership meetings. Toys should be new in their original packaging, and not gift-wrapped.

Kent Hutchens said the Eugene passenger depot renovation is complete, featuring period replica oak benches and interior architectural highlights. The depot is now open again, after several months of temporary facilities in a modular building.

Arlen Sheldrake reported on his recent trip behind the 4449 from Sandpoint to Billings on a Montana Rocky Mountain Railtours excursion. Especially touching was hearing that thanks to the Make-A-Wish Foundation, a terminally ill child and his father got to enjoy a cab ride in the 4449 with engineer Doyle McCormack.

Al Viewig said that Chapter member Bill Thomasson is in the hospital, and would appreciate visits and phone calls.

The meeting adjourned at 8:38 to snacks and beverages prepared by Cora Jackson. The evening's program was canceled when it was learned that Carlos Banks of Tri-Met's Washington County Commuter Rail project did not appear as planned.

Respectfully submitted,  
Jim Long.

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## **PNWC-NRHS**

### **Membership meeting minutes**

**November 19, 2004**

Chapter President Ron McCoy called the meeting to order at 7:33, and Al Hall led the membership in the Pledge of Allegiance. New members Glen Comstock and Steve Hauff were introduced, along with guest and long-time Central Coast Chapter member John Bauer from Salem.

Ron said that Chapter membership had grown perhaps 10% so far in 2004, and read the names of three of the newest members: Kevin & Laura Murphy, of Happy Valley, Oregon; Richard Cook of Pacific Grove, California; and Thomas H. Smith of Camas, Washington.

Arlen Sheldrake moved to approve the minutes of the September membership meeting as published in the November Trainmaster. Ted Ahlberg seconded the motion, and the motion passed.

Keith Fleschner gave a Rolling Stock update. He said the 6800 had completed a good season of service on the POTB railroad, and a recent work party to winterize cars featured fresh-baked cookies from the galley of the Mt. Hood. Keith said that there is a possibility the Chapter's "Davenport" switching locomotive may find a home as a display piece. Ron added that Pete Rodabaugh continues his work to explore possible sites for a permanent home for the Chapter's rolling stock. A work party was announced for November 20 (the Saturday after the membership meeting), with refreshments sponsored by Chapter member Joe Harper. Thanks Joe! As always, the work parties are fun events where many hands make light work. All ages, interests, and skill levels are welcome.

Chapter Treasurer Ken Peters said that the Chapter would be facing a new monthly expense of \$20 per month for hosting its web site at <http://www.pnwc-nrhs.org>. The service provider that had been providing web service as a donation to the Chapter is now charging for this service. Ron also suggested that the Chapter would be wise to put a larger percentage of future income towards the expense of rolling stock maintenance, to ensure that Chapter cars remain serviceable.

Members are encouraged to bring new, unwrapped train-oriented toys and books to the December holiday potluck and meeting on December 17. Keith Fleschner and Al Hall are organizing a Chapter toy drive to benefit the U.S. Marine Corps' "Toys for Tots" campaign. Bring a toy or book that will kindle a young child's love of trains!

The Chapter's grant application to the Meyer Memorial Trust has been acknowledged, and the Chapter is now awaiting the results, which are expected in the next few months. Any funds obtained from the grant will be used to move the wooden-bodied flanger to the Chapter's Maintenance-of-Way exhibit at the Antique Powerland grounds in Brooks.

Arlen Sheldrake reported that the 2005 NRHS Convention currently has upwards of 480 registration forms received, representing over 780 potential attendees. He thanked Kimberly Hickok for volunteering to serve as the Food Service Committee chair. Trains Unlimited Tours will be operating an in-

bound excursion July 2-4 from Sacramento via the Western Pacific and BNSF Gateway through Klamath Falls and Bend, over the Oregon Trunk and the BNSF Fallbridge Subdivision to Portland. Visit <http://www.trainsunlimitedtours.com> or call 1-800-359-4870 and mention the Pacific Northwest Chapter when you book! Rail-related Events Committee Chair Kerrigan Gray said that final decisions on events for the Convention will be made soon, and encouraged anyone with ideas to attend the upcoming committee meeting.

Ron said members should have received the October 29th mailing of the proposed by-laws as revised by the By-Laws Committee. He encouraged the membership to approve the revisions, to bring the by-laws up to date. The by-laws will be voted on at the December 17 potluck meeting.

Ron went on to thank Elections Committee chair Jim Loomis for his preparations for the Chapter officer elections which will also be held on December 17. Two positions on the Board of Directors and the entire slate of Chapter officers are up for election. The current candidates for office are: Ron McCoy, President; Dave Van Sickle, Vice-President; Ken Peters, Treasurer; Jim Long, Secretary; Gerald Schuler, National Director; Ralph Johnson, Director at Large; and Arlen Sheldrake, Director at Large.

Ron presented the "Unsung Hero" award for November to Judy & Al Hall, in recognition of their many years of service to the Chapter. Both Judy and Al have put in untold hours working with a variety of committees including concessions and excursions, and as Chapter officers and directors. Says Al, "We do it because it's a lot of fun."

In other news:

Ron announced that Darel Mack has volunteered to take over the long-vacant position of Activities Committee chair. Thanks, Darel!

Two United States Congressmen and several Chapter members were among the fifty or so who attended the October 29th dedication ceremony for J. Craig Thorpe's painting commemorating the centennial of Union Station. The painting now hangs on the north wall of the waiting room, above a plaque dedicating the painting to the memory of Chapter member Rich Carlson.

Gerald Schuler pointed out that the December 17th potluck and elections meeting would begin an hour earlier than usual, with dinner at 6:30.

Al Hall said that Joe Harper has provided the Chapter with copies of two videos he produced. One is of the Ohio Trainfest and the other covers the 4449's 2004 Montana trip. Look for these to be made available via a raffle

sometime in the future. Sadly, Al also noted the passing of railroad video producer David Goodheart, who produced the video of the SP&S 700's homecoming excursion.

Kent Hutchens brought photos of the recently-completed renovation of the Eugene Amtrak depot. Ted Ahlberg invited folks to browse through his 1926 copy of Moody's Manual of Investments & Security Rating Service, which held financial data on virtually every railroad which was a going concern at the time.

Ron adjourned the meeting at 8:25. After members refreshed themselves with snacks prepared by Cora Jackson, Port Angeles author and rail historian Steve Hauff presented an entertaining look at the history and applications of Climax geared locomotives. With their unique gear drive and truck design that enabled them to haul hefty loads up grades in excess of 12%, these locomotives carved a distinct niche in railroading history.

Respectfully submitted,  
Jim Long

**Help continues to be needed for the upcoming Portland National Railway Historical Society Convention in 2005. Please contact Convention Chair Arlen Sheldrake at 503.223.7006 if you are interested in helping out in any way with convention planning and operations.**

#### Committee Chairs

**Activities:** Ron McCoy 503.244.4315  
**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

#### Chapter Officers

**President:** Ron McCoy (04) 503.244.4315  
**Vice President:** David Van Sickle ('02, '03, '04) 503.297.3807  
**Treasurer:** Kenneth I. Peters ('04)  
**Secretary:** Jim Long ('03, '04) 503.313.7382  
**National Director:** Gerald Schuler 503.285.7941

#### Chapter Directors-at-Large

**Ralph Johnson** (finish out 04) 503.654.1930  
**Darel Mack** (02, 03, 04) 503.723-3345  
**George Hickok** (finish out 2004,05) 503.649-5762  
**Bob Jackson** (03,04,05) 503.231.4808  
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**NRHS Regional Vice President:**  
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#### The Trainmaster is the official news-



letter 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:

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**<http://www.pnwc-nrhs.org>**  
(Internet service donated to the chapter by EasyStreet On-Line Services, Beaverton, Oregon)

**ISSN: 0041-0926**

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

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

#### **Mailing & Distribution:**

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

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.

**Membership in our Organization is available.**  
**\$35 total - \$15 for Chapter, \$20 for National**

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

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Painting Donation and Dedication  
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Elections statements (pages 4-5)  
Officers, committee chairs, and  
their phone numbers (page 11)

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Holiday Celebration,  
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**Bylaws Vote,  
Potluck,  
Chapter  
Elections, and  
Toy Train Drive  
at December  
Meeting (see  
pages 1 & 3)**

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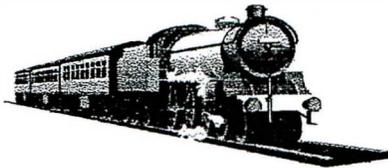
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Christmas  
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# TRAIN TOYS FOR TOTS

Santa's Helpers Al Hall and Keith Fleschner are asking each PNWC member to please bring a new **Train Toy** or **Train Book** to our **December 17th** membership meeting. These gifts will be donated to the Marine Corps *Toys for Tots* Christmas donation program on behalf of the PNWC-NRHS. Toys must not be wrapped.

By doing this we hope to develop an early interest in trains in those youngsters who receive your kind donations. Tell your family, neighbors and friends. Their donations will also be gratefully appreciated. Let's make it a very Merry Christmas. Thank you.

Contact Al Hall with questions.... 503-699-5042

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