

The
July 2008



Trainmaster

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



PACIFIC NORTHWEST CHAPTER TIMETABLE #552

Board of Directors meeting: July 11 and August 8, Room 208, Union Station, 7:30 pm

Lending Library is open 1 pm to 4 pm the two Saturdays following the membership meetings

Archives work parties and Library on Mondays from 10 am until at least Noon

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

July 18 7:30 pm – Program: Antique Powerland Museum orientation video & *The History of the O&C* (or *Saving Oregon's Future*) video

August 15 7:30 pm – Program: *Logging Railroad Diesels*, Steve Hauff

September 19 7:30 pm – Program: *Alaska Railroad Recollections*, Bill Thomasson

October 17 7:30 pm – Program: *Willamette Shore Trolley*, Bill Binn

NOTABLE NON-CHAPTER EVENTS:

Through January 24, 2009 *The West the Railroads Made* exhibition, Washington State History Museum, Tacoma; more information: www.WashingtonHistory.org or 888.238.4373

Through September 28 *Oregon Coast Scenic Railway*, Garibaldi – Rockaway, weekends plus Friday & Monday during July and August; www.ocsr.net or 503.842.7972

July 15– 19 *Jim Fredrickson Country*, 2008 NPRHA Convention, Tacoma, WA, www.nprha.org

July 20– 23 *GNRHS Annual Convention*, Wenatchee, WA, www.gnrhs.org

July 26-27 & August 2-3 *Great Oregon Steam-Up*, Antique Powerland Museum, Brooks, OR, 503.393.2424 or www.antiquepowerland.com

September 10– 13 *28th National Narrow Gauge Convention*, Holiday Inn Portland Airport, www.28thnngc.com

October 17 *Westside Express Service* opens, Oregon's first commuter rail service, Beaverton - Wilsonville

December 5-6-7 & 12-13-14 *Holiday Express 2008*, Oregon Rail Heritage Foundation

May 9, 2009 *National Train Day*, www.nationaltrainday.com & www.orhf.org

MEETING SNACK SIGN-UPS

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

July = Jean Hickok

August = available

September = available

October = available

November = available

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

PNWC – NRHS MISSION

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

PRESIDENT'S RAMBLINGS – July

by Arlen L. Sheldrake

The June issue went to press early to accommodate travel schedules, so this month we're doing some catch-up...

The first *National Train Day*, May 10, sponsored by *Amtrak* (www.nationaltrainday.com), was a success at Portland's Union Station even though it wasn't one of *Amtrak's* nationally targeted sites. Many thanks to Scott Hurd, Portland Ticket Agent, for his Herculean efforts in getting the Portland celebration organized. Many of us will work with Scott to get more support for the Portland 2009 *National Train Day*.

Enclosed with this *Trainmaster* is an insert describing the FRA DOTX 217 Track Geometry Car (aka the Slow Order Machine) that was spotted April 4 in Guild's Lake Yard near the *Portland Terminal Railroad* office.

On May 8 *Central Oregon & Pacific Railroad* filed its first-ever System Diagram Map with the Surface Transportation Board placing 116.6 miles of the Coos Bay Branch and some related trackage in Category 1 status. A Category 1 line is one for which the carrier believes an abandonment application is planned within three years. A carrier must identify at least 60 days before filing an abandonment application any line segment that it considers to be Category 1.

An April 17 *BNSF* news release announced the maiden run of the first train with the latest generation electronically controlled pneumatic (ECP) brake system to use distributed power. ECP brakes, which have the potential to improve brake system performance and reliability and reduce maintenance requirements and fuel usage, utilize electronic signals to simultaneously apply and release brakes throughout the length of a freight train.

For the book of lessons learned: A May 6 *Railnews.co.uk* article noted that New Zealand, which sold their rail assets in 1993 to private corporations, will be buying them back. Prime Minister Helen Clark said: "Modernizing our transport sector is central to transforming our economy and making it truly sustainable. With rising fuel prices and growing awareness about the challenge of global climate change, many nations are looking to rail as a central part of 21st Century economic infrastructure. A modern rail system can lessen the carbon footprint of our wider transportation network, taking pressure off our roads and allowing our trucking and shipping businesses to operate more efficiently."

Fifty years after building the *Zooliner* (replica of the GM *Aerotrain*), H. Hirschberger Company, founded in 1901, is still in business as a family-owned and -operated company. Check out their Web site: www.hhirschberger.com and hit the History tab for a neat historic picture of the *Zooliner*. The great-great-grandson of the company founder is now a *WP&Z Railway* volunteer.

The *Friends of SP 4449* have announced that they are working on a 2009 calendar that will be available in June. This continues the tradition of alternating years with the *Pacific Railroad Preservation Association*. I'll have some of these 2009 calendars for sale at the July membership meeting.

A couple of things come to mind as I work to finish booking programs for the 2008 monthly membership meetings: 1) beginning not later than October 2008 someone needs to step up and do this function for 2009; and 2) we have some excellent programs available from our own membership. For 2008, our Meeting Program position has been vacant and I have tried to do two things: 1) book the programs many months in advance so members can plan ahead; and 2) find related topics of interest. This isn't a tough job and doesn't need to have a local presence but it needs one or more volunteers willing to take it on.

At the May membership meeting the members attending approved the Board-recommended 2009 dues changes: Chapter member dues are increased from \$15 to \$20 and Family member dues are reduced from \$6 to \$5. As noted at the meeting, this won't fix our deficit spending, but it will help.

The June-July-August *McMenamins Newsletter* has finally recognized one of the major attractions (IMHO) of the Olympic Club in downtown Centralia WA: "Head out to the patio! Watch the trains go by, enjoy a pint..."

Early in June you received a special *Trainmaster* issue commemorating the June 9 50th anniversary of the *Washington Park & Zoo Railway*. Many thanks to **Steve Hauff**, editor, who spent many hours putting this special issue together. Thanks also to **Jeff Honeyman** who did a major edit of the zoo railway history as well as submitting pictures. And thanks to **Glen Comstock** and **Bill Hyde** for searching the PNWC archives for materials and to Glen for digitizing many of the images. Did you notice the postal June 9 cancellation? Jeff also made this happen! A donation covered the \$548.36 cost for printing and mailing this 8-page special issue to the PNWC mailing list. The Oregon Zoo made copies of the 4-page color special *Trainmaster* issue for distribution to the public at the birthday party on June 14.

The April *Westside Commuter Express* update included: 1) Hilco appointed Larry Salci as the new CEO of Colorado Railcar; 2) first DMU is 88% complete, the trailer is 85% complete, both are expected to ship in early June; 3) Chris Novotny, our May membership meeting presenter, is making safety presentations to all area school audiences.

A WSDOT March 3 news release announced that *Amtrak Cascades* ridership set an all-time record in 2007 with the highest increase in ridership since service began, and the trend continues into 2008. Ridership in 2007 increased to 676,670, a 7.4% increase over 2006. January and February 2008 ridership is up over 13% compared to 2007. The ridership increase is expected to continue with the extension of the current Portland-Seattle-Bellingham service to Vancouver, B.C. in mid-2008.

The *Northwest Railway Museum* unveiled on May 24 their Conservation Restoration Center's first project, a 1945 wooden caboose. The restoration cost about \$35,000 and 4,400 worker-hours, according to museum Director, Richard Anderson. The caboose was built in Enumclaw by the *White River Lumber Company*.

On May 17 the PNWC sent a letter to Oregon State Representative, Andy Olson, promoting 2009 improvements to Oregon Law making it more difficult for metal thieves to sell their ill-gotten materials. Representative Olson worked to get the 2007 improvements approved.

The *Canadian Pacific* steam crew is working to restore an FP9A which will accompany the Empress 2816 4-6-4 instead of using a freight pool locomotive. The FP9A was built for CN in July 1958 as #6541.

The Tacoma area Pierce County Metro Parks Commission working with *Tacoma Rail* is launching a new once-a-month excursion train service that operates from Tacoma's Freighthouse Square to Eatonville, with bus transportation (about 6 miles) to *Northwest Trek*. A trial run was completed on June 7. *Northwest Trek* is a 600-acre natural environment featuring free-roaming North American wildlife.

The *BNSF Railway* Long Bridge project near Sandpoint, Idaho, begun in April, will continue through October. Support piers and pilings (more than 100 years old) are being replaced on about 650 feet of the railroad trestle on the north end of the bridge. Approximately 50 trains use this bridge daily.

While researching information on the *Aerotrain* for the *WP&Z Railway* golden anniversary, I found it interesting that both *Aerotrain* demonstrator trains are preserved: #1 at the *Museum of Transportation* in St. Louis and #2 at the *National Railroad Museum* in Green Bay. #2 was featured on the cover of the *Association of Railway Museums* Spring 2008 newsletter.

I am pleased to welcome Philip R. Selinger who was appointed May 19 to a vacant Community-At-Large position on the Oregon Rail Heritage Foundation Board of Directors. Phil recently retired from TriMet where, for the last ten years, he was the Project Planning Director. Other members of the ORHF Board of Directors: Doyle McCormack, ORHF President – Friends of SP 4449; Ed Immel, ORHF Vice President – Northwest Rail Museum; Dale Birkholz, ORHF Treasurer – Pacific Railroad Preservation Association; **Arlen Sheldrake**, ORHF Secretary – PNWC; Pat Tracy – Friends of OR&N 197, Steve Pixley – City of Portland; Greg Hellman – Brooklyn Action Corps; and Bob Melbo – Community-At-Large.

Many thanks to **Jim Long** for organizing the very successful *Train Mountain Express* excursion May 30 through June 1, 2008. Look for a future article describing this event enjoyed by 38 passengers.

Twenty years later: Remembering the Blue Goose

By Jon Stinnett, The Cottage Grove Sentinel, April 2, 2008

One day in late March, 1988, steam engine No. 19 powered up for a round trip into the Calapooya Mountains. The locomotive chugged past Laying Hill and the Indian Wedding Tree, muscled over the Row River and around Dorena Lake, eventually made an uneventful tumabout at the balloon track outside Culp Creek and headed back into Cottage Grove for the last time. There was no narrator to illuminate the occasion with words: there were no passengers to hear such a narration.

The spring of 2008 marks 20 years since the “Blue Goose,” the steam locomotive responsible for transferring its passengers into the annals of the Old West from its depot behind the Village Green throughout the 1970s and most of the Eighties, stopped offering rides into timber country. Today, even the tracks upon which the train rode are gone, pulled up and sold for scrap when the Oregon Pacific & Eastern closed in 1995. But the Goose lives on in Cottage Grove, if only in the mementos and memories of those who love her most and put their lives into her care throughout her storied run as one of the most unique tourist attractions in the history of Oregon.



(Photo by Henry W. Brueckman.)

The Goose lives on elsewhere, too.

After returning to her original home in Yreka, Calif., Old No. 19, who took her name from Goose Nest Mountain east of Yreka, picked up where she left off in 1970, when the train was transferred to Cottage Grove under a lease agreement. For 10 years, the Blue Goose, under the ownership of Willis B. Kyle, had operated passenger excursions on the Yreka Western line between Yreka and the nearby town of Montague.

The Goose got a boiler overhaul shortly after she returned to California in 1988. In 2006, the boiler was replaced again, which necessitated a three-year hiatus from passenger excursions. On June 7, 2008, the Blue Goose will embark on her third tourist season with her new boiler and a new paint scheme, according to Yreka Western Railroad’s director of sales and marketing, Sean Angel.

“We’re starting to build up to the numbers of passengers we saw before the three-year break,” Angel said. “At one time, we were seeing up to 15,000 passengers per year.”

The Goose operates Wednesdays and Sundays through the summer, with events continuing until December. She usually pulls a pair of vintage Harriman cars, a rare caboose that was once part of the Santa Fe Southern Railway, and a private parlor car. Plans for the future include a bar car and dinner train.

The Blue Goose now boasts a capacity of some 200 passengers, down from the 400-plus carried during her days in Cottage Grove, when she occasionally pulled as many as 11 cars and a yearly total of some 30,000 people. Passengers today enjoy breathtaking views of Mt. Shasta as they cruise toward Montague, where the train stops for an hour-long lunch. The round trip takes about three hours, and visitors from all over the United States and Europe still enjoy it, Angel said. Some of them have ridden before in a very different place.

“People from Cottage Grove sometimes show up and ride the train,” he said. “They always have a lot of stories to tell about riding it back then.”

One of the closest people to the Blue Goose throughout its run was Laurie Caldwell. Caldwell began her association with the Goose as an office fill-in in 1972, the same year the train was featured in the film “Emperor of the North.” It wasn’t long before she handled all of the train’s finances, in addition to many of the menial duties involved with operating a passenger train. Caldwell, who was one of the last people out the door when the Goose stopped running, remembers the shaky financial situation that eventually led to the train’s removal.

“There was a lot of expense involved,” she said, “especially with liability insurance. The margin of profit on a passenger train is never much. There had to be a lot of money behind it.”

But to dwell on the negatives is to miss the point. Caldwell also remembers the many jobs offered the youth of Cottage Grove by the Goose before fast food restaurants came along. She recalls fondly how quickly Cottage Grove took to Ernest Borgnine while he filmed here in ’72, the thrilling staged heists of the train by the Lemati Gang, the remarkable sound of that glorious steam whistle blasting throughout the hillsides on a summer afternoon, and so much more.

“It was an unforgettable part of our lives,” Caldwell said. “We all have so many stories.”

One person who’s never short on stories is Keith Stiff. In 1983, Stiff became narrator for the Blue Goose. Four times weekly he told the story of Cottage Grove and the OP&E, of the scenery unfolding as the Goose cruised down the line.

Stiff looks like a railroad man, with distinctive features etched around a mischievous grin. Ask him about the Goose, and he’ll talk your ear off. He kept a copy of the narration he offered passengers through the summer. Written by OP&E biographer Fred Stindt, Stiff took it upon himself to augment the story as he saw fit. The pages are yellowing now, but to hear him begin reading, “Our 35-mile roundtrip will take us into the foothills of the Cascade Mountains...” is to go back in time.

Stiff kept another folder, this one entitled “alternate stories.” That he used to spice up his regular presentation. Sometimes the material leaned more toward the risqué, as with this historical nugget:

“Saturday night generally brought another type of fun to the region. During Prohibition, Row River inhabitants were happy with homebrewed “White Lightning,” which always had a stimulating effect on any gathering. For those unskilled in the brewing art... there were always moonshiners and bootleggers willing to part with their products for between \$9 and \$20 per gallon, depending largely on the clarity of the booze in question. Those who have sampled such wares agree it wasn’t bad.”

Stiff’s daughter, Debbie Monsive, inherited her father’s love of storytelling. She’s currently compiling a history of the Blue Goose, which she says her father speaks of fondly.

Brother/sister duo Fonda Norris and Dan Sabin worked as closely with the Goose as anyone. Until Stiff’s arrival, Norris narrated the Goose’s story nine times per week. She also managed a rowdy bar car, stocked the gift shop for its weekend opening and did whatever else the railroad asked of her.



(Photo by Cottage Grove Sentinel.)

“I’d get done opening bottles on a Saturday,” Norris said, “and my hands would be as raw and mangled as hamburger.”

Dan Sabin’s first “real job” after high school, maintenance for old No. 19, found him performing tasks that today are considered more history than job description. Sabin’s vision of the Blue Goose doesn’t jibe with the Hollywood western’s glamorization of steam travel. He remembers, in his own eloquence, “damn hard work,” in addition to many of the quirks that made the train so special.

“Railroading is a hard, dirty, hot, heavy job.” Sabin said. “Everything is big and unwieldy, and steam makes everything that much hotter.”

Sabin worked seven days a week, forgoing any summer vacations, during passenger season. When the Goose shut down, he struggled mightily to regroup.

“I just sat there stunned for a few months,” he said. “It was my steady job. Come summer, with no train to work on, I didn’t know how to act. I raised my family there. I met my wife on that train, and my kids were born while I worked there. I let my son drive a diesel locomotive when he was three years old.”

In the days since the Goose moved south, its Cottage Grove fans have struggled to keep its memory alive.

“We’ve lost just about everybody,” Norris said. “We still see each other occasionally, but most of us have moved on.”

The Blue Goose offered Cottage Grove a proud face to show the world for almost 20 years. She functioned as a gathering place, a tourist attraction and livelihood for thousands throughout her historic run. The real story of the Goose, though, lies behind the motion pictures, behind the ads in “Sunset” magazine and behind its written history. The story of the Goose is a story of Cottage Grove, and the Sentinel wants to hear your side of the story. Send us your recollections of an afternoon on old No. 19. Tell us about the wild times surrounding “Emperor of the North.” Explain why you loved (or hated) that distinctive steam whistle. We would love to compile those stories to share at a later date and bring the Goose back to life, if only in print.

Cottage Grove Sentinel: www.cgsentinel.com, 541.942.3325, cgnews@cgsentinel.com, PO Box 35, Cottage Grove OR 97424.

This article was spotted by Kent Hutchens who also secured the Sentinel’s permission to reprint.



The Oregon Pony

The Oregon Pony was the first locomotive to be built on the Pacific Coast and first locomotive to be used north of the California-Oregon state line. It was built at San Francisco in 1862 by the Vulcan Iron Foundry, total wheelbase 7 feet, total weight 9700 lbs., length of the fire box 33 inches, width of fire box 18 inches. Total cost \$4,000. Originally built to burn wood and thought to have had larger tender when used at the Cascades. Later changed to burn coal and tender reduced to present size. It left San Francisco March 24, 1862 on the Steamer Pacific and arrived in Portland March 31st. It was transferred to a new wharf boat built by Ruckel and Olmstead and towed by one of their river steamers to their 4.5 mile portage railroad at the Cascades which they had built on the Oregon side between Bonneville and Cascade Locks. The railroad consisted of rail made of 6 X 6 timbers placed 5 feet apart and 4 wheel cars were drawn by mules, 3 or 4 of them driven tandem, before the arrival of the Pony. After the Pony arrived, strap iron was put on the rails.

Mr. Theodore A. Goffe, who supervised the building of the Pony at San Francisco, accompanied the locomotive to its destination and became its first engineer on its first run on May 10, 1862. Incidentally, Mr. Goffe was on hand at the Lewis and Clark Fair in 1905 when the Pony was on exhibition to tell folks how he built it and ran it. Ruchel and Olmstead received \$20 per ton for transporting freight from one end of their portage to the other. Forty cubic feet by measurement counted as one ton. They handled 200 tons a day from Bonneville to Cascades.

April 20, 1863 was the date the Pony made its last run on the Cascades portage and on May 11, 1863 it was moved to The Dalles and the wheels were changed for use on the new 14 mile Celilo portage where the railroad had a 5 foot gauge. There is no evidence that the Pony ever actually operated on the Celilo portage. It stood at The Dalles for three years when it was sold to David Hewes of San Francisco for \$2,000 and was shipped out of Portland on the Steamship Montana on October 18, 1866. Hewes was a grading contractor in San Francisco. He called the locomotive the Oregon Pony. Col. Henry Dosch of Portland worked as a timekeeper for Hewes in San Francisco and discovered the Pony in use there. He was instrumental in having it brought to Portland for exhibition at the Lewis and Clark Fair in 1905.

In 1904, the warehouse in San Francisco where the Pony had been kept was destroyed by fire and the Oregon Pony was reduced to a mere skeleton, but Mr. Hewes spent \$2,000 to rebuild it as nearly as possible like the original and then donated it to the State of Oregon.

After it had been exhibited at the Lewis and Clark Fair, it was stored until 1931 when a suitable pedestal was erected in front of the recently remodeled Union Station where it has stood ever since, except when it was borrowed by the Cenaqua Celebration at Vancouver, Wash. from August 7 to 13, 1950.

From a fact sheet on the Oregon Pony furnished by Harley Hallgren.

The Oregon Pony currently resides in Cascades Locks, Oregon in the Marine Park



Penny Postcard: Oregon Pony, Union Station, Portland, OR, ca 1940, photo by Eddy. From the private collection of Lyn Topinka.

Article from the February 19, 1962 Trainmaster, Walt Grande, Editor

WHITE PASS VISIT

In late May, your ever-adventuresome editor and his better half braved the briny deep on a trip to the *White Pass and Yukon Railway* in Skagway, Alaska. It was a grueling trip and our survival is a testament to our hearty constitutions. From the moment our ship (MV Ryndam, Holland America Lines) left the dock in Vancouver, we knew rations would be short (we were limited to 8 or 9 meals a day, plus snacks). We suffered in our accommodations too, the cabin was only serviced 3 or 4 times a day. Rough duty, this cruising.

Despite the rigors of our travel, we arrived in Skagway in relatively good shape. We disembarked on a comparatively unusual day, when only a single cruise boat was in town. Unexpectedly, the sky was clear, and the temperature hovered in the mid-60s. In my capacity as editor of this fine journal, I had coordinated with the *WP&Y* to access the engine house and yard area, generally off-limits to tourists. Cody Jennings of the *White Pass* arranged for Carl Mulvihill (*WP&Y* historian) to take me in tow around the Skagway shop area. Carl's knowledge of the *White Pass* is encyclopedic and as we wandered along, I learned much about the equipment and operation of the railroad.

The #73, 2-8-2, was in the shop, it's superheater tubes stacked on the floor. Likewise, the #114, last of the Alco, aka Montreal, aka Bombardier, C-C units was being repaired. Most of the rest of the diesel fleet was ready to go. The lash-ups for the three trains being run while we were there consisted of a pair of the venerable General Electric shovel-noses flanking one of the Alcos. Just outside the engine house, the #69, a Baldwin 2-8-0, simmered, being kept warm for its haul up the hill. The #69 is an impressive narrow gauge consolidation. Its husky boiler rests on an outside frame which carries 42" drivers. Purported to be the largest 3'-gauge locomotive turned out by Baldwin when she left the plant in 1908, the #69 is a formidable piece of slim-gauge power. (For you *Rio Grande* fans, she would have been classed C-24, slightly smaller than the largest *Crystal River* 2-8-0, and only mildly smaller than a Mudhen.)

The coach yards are a clash of historical equipment and modern reproductions. Among the literally dozens of cars, can be found examples of narrow gauge cars from Arizona, the San Francisco Bay area, and the Sumpter Valley, along with modern steel-sheathed cars, and cars to meet the requirements of ADA.

If you have not visited the *White Pass and Yukon*, you should. Join the nearly half a million people that annually ride this piece of living history. For information, try the *WP&Y* website: www.whitepassrailroad.com (Ed. note: Disguising the trip to the *WP&Y* as a cruise to Southeast Alaska worked pretty well in my household.)



The trains still meet the boats. In the above photo, taken in 1936, a steam-powered, five-car *White Pass* train departs the Skagway dock for the climb over the summit. In the photo to the left, taken only a few weeks ago, remarkably similar cars are being backed on to the dock, now led by a trio of diesel units. (Above: PC&F photo, TTSL collection. Left: Steve Hauff photo.)

TRAIN VISITOR CENTER

Portland State University architecture students presented 14 conceptual models for a new facility to house the City of Portland's three steam locomotives as their project for this six credit architecture degree course. Those attending this very interesting evening included Oregon Rail Heritage Foundation (ORHF) representatives Matt Baccitich, Carl Petterson, Doyle McCormack, Ed Immel, and Arlen Sheldrake and a bunch of reviewers from the ranks of professional architecture including ORHF volunteer Gustaf Kamp.



The Architectural Design Studio IV, V, VI three-course sequence is usually taken by junior level students pursuing a degree in architecture. Each of the courses carries six credits



and must be taken in sequence. (Professor Jeff Schnabel.) Course description: Intermediate level studio investigations of architectural design based upon supporting human activities, structure, and theory. Includes individual criticism, lectures, and seminar discussions.

The student models and presentations were quite varied and creative, offering many unique solutions to the public display/working shop environment that is needed to replace and enhance the activities currently taking place at the Brooklyn Roundhouse.

This activity was prompted by a call from Jeff to Ed Immel asking if there was interest in a student project relating to replacing the Brooklyn Roundhouse. Ed encouraged Jeff and a student tour took place. Ed was very impressed with the student interest and especially their interest in the fabric and design of the historic Brooklyn Roundhouse.

Many thanks to Professor Schnabel and his Architecture 382 students for their efforts and interest in preserving railroad history.

Some of the student projects will be available for viewing at Holiday Express 08 during the two weekends of operation: December 5-6-7 & 12-13-14.

TRI-MET'S NEW DMU



(Photos from Chris Novotny.)

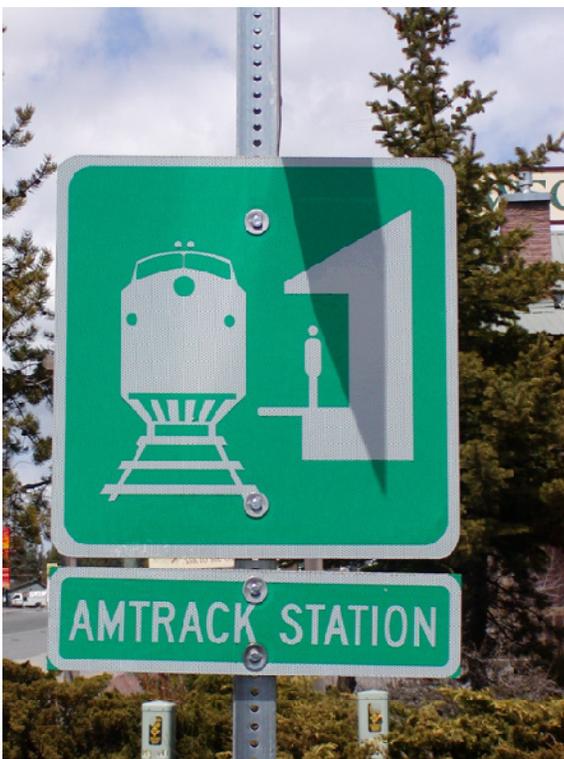
ODDS & ENDS



Above: It is truly amazing how a backhoe can climb onboard a hopper car; no crane is needed but a skilled operator most definitely is. (Photos forwarded by Kent Hutchens.)

Right: Don't forget to attend the Steam-Up!

Below: Without being overly critical... It is unfortunate that no one at ODOT took the time to check the spelling of "Amtrak" before making this station sign for Chemult. (Photo by Ron McCoy.)



38th Annual Great Oregon
STEAM-UP
 2008
 July 26/27 August 2/3
 7:00 AM to 6:00 PM

EVERYTHING OPERATES!

2008 Feature: **CASE III**

Big Parade and Exhibits
 Vintage Tractors, Engines and Machines
 Antique Trucks, Cars, Street Cars, Fire Apparatus

Demonstrations, Activities
 Street Car and 1/8th Scale Live Steam Train Rides,
 Harvesting, Kids' Pedal Tractor Pulling,
 Youth Passport, Blacksmithing,
 Tractor Pull, Models, Historic Depot,
 1930's Service Station, Swap Sales, Flea Market,
 Live Country Music, Food-Concessions

Antique Powerland
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 I-5 Exit 263, west 1/4 mile

2nd Weekend: Oregon National Guard Appreciation Days Photo by Dan Morris

Admission
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Rolling Stock	Vacant - contact President	
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S-2 #36 MOVES... With a little help from her friends

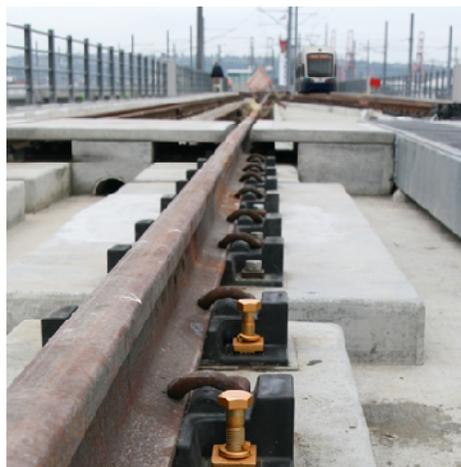


(Photo by Glenn Laubaugh)

On May 24 volunteers with the *Oregon Electric Railway Historical Society* used their #401 40-ton freight motor built by Baldwin-Westinghouse to move the PNWC #36 S-2 to a temporary storage site at Antique Powerland Museum. Moving the S-2 to its permanent location along with the flanger and Jordan Spreader awaits the completion of track work so that it can be a rail move.

SOUND TRANSIT

During the week of May 30, Sound Transit Board members fastened the final track bolts that connect more than 14 miles of continuous link light rail tracks. Light rail tracks now stretch from downtown Seattle to the Sea-Tac International Airport area. Service is scheduled to begin between downtown Seattle and Sea-Tac in 2009.



Bill of Lading

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CHAPTER HELP NEEDED

- RAIL CAR CLEANERS
- MEETING PROGRAM COORDINATOR
- RAIL CAR REPAIR
- FLANGER AND S-2 RESTORATION
- LENDING LIBRARY
- MEETING SNACKS
- ACTIVITIES COMMITTEE CHAIR
- CAR HOSTS

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