

The

June 2009



Trainmaster

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



PACIFIC NORTHWEST CHAPTER TIMETABLE #563

Board of Director's meetings: June 11 & July 9, Thursdays, 9320 SW Barbur Blvd Suite 200, 7:30 pm
(Note address for Board meetings; follow instructions posted on the door for entry.)

Lending Library is open two Saturday afternoons from 1:00 to 4:00 pm: the Saturday following the membership meeting (June 20) and also the following Saturday (June 27). It is also open every Monday morning from 10 am to noon. A wealth of material is available for PNWC member check-out.

Archives work parties on Mondays from 10 am until at least noon.

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

June 19th 7:30 PM – Program: *Oh Shay Can You See, Ephraim's Logging Locomotive*,
Steve Hauff

July 17th 7:30 PM – Program: *Sumpter Valley Railroad*, author Alfred Mullet

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

NOTABLE NON-CHAPTER EVENTS:

Now – Sept 27, *Saturday & Sunday Steam Excursions, Chehalis-Centralia Railroad*, www.steamtrainride.com,
360.748.9593

Now – Sept 27, *Saturday & Sunday Oregon Coast Scenic Railroad*, Garibaldi – Rockaway, www.ocsr.net,
503.842.7972

June 12-13, *Depot Days Centennial Celebration*, South Cle Elum, Washington, www.milwelectric.org

June 13-14, *Dunsmuir Railroad Days*, Dunsmuir, California (train focus returns)

June 18-21, *Milwaukee Road Historical Association Convention*, Butte, Montana, www.mrha.com

June 19-22 & 26-28, *Day Out With Thomas*, Mount Hood RR, www.ticketweb.com/dowt, 866.468.7630

June 20, *Steam Locomotive Oregon's 50th Birthday*, Washington Park & Zoo Railway, Oregon Zoo

June 25-27, *SP&S Railway Historical Society Convention*, Klamath Falls, Oregon, www.spshs.org

June 27-28, *Gorge Falls Fest*, 9 to 5, Multnomah Falls, U.S. Forest Service

July – August, *Oregon Coast Scenic Railroad* adds Monday & Friday runs

July 3, *SP 4449* departs Portland for Owosso and TrainFestival 2009; www.trainfestival2009.com

July 10-12 & 17-19, *Day Out With Thomas*, Northwest Railway Museum, www.trainmuseum.org, 866.468.7630

July 24-26, *Train Festival 2009*, Owosso, Michigan, www.trainfestival2009.com

July 25-26 & August 1-2, *Great Oregon Steam-Up*, Antique Powerland Museum, Brooks, Oregon,
www.antiquepowerland.com

August 10-16, *Steam on the Range*, NRHS Convention, Duluth, Minnesota, www.nrhs.com

August 29, *Tacoma Rail Train Rides & Open House*, 10 to 2, www.maritimefest.org / 253.396.3327

September 12, *GN Day in Skykomish*, Washington, seminar, more info: skykomishhistoricalsociety@yahoo.com

October 24, *7th Annual Autumn RR Slide Show*, McMenamins Olympic Club, Centralia, Washington,
www.autumnleafslideshow.blogspot.com

October 28 - November 1, *SP Historical & Technical Society Convention*, San Luis Obispo, California,
www.spshs.org

October 29, *The West the Railroads Made*, exhibit, Oregon Historical Society Museum, www.ohs.org

December 4-5-6, 11-12-13, *Holiday Express '09*, Oregon Rail Heritage Foundation, www.orhf.org

PNWC – NRHS MISSION

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

NOTES FROM A MEETING

Keith Fleschner, President

When readers, several years in the future, look back at this year's *Trainmaster*, I think they'll note the article in last month's issues concerning the roundhouse as the most important of the year. Major change is coming. The change is greatest for our ORHF partners, the Friends of the 4449 and the PRPA. But we will also be affected. We currently store three cars at the roundhouse: the 6200, 6800 and the Mt. Hood. They will have to find new homes. We have material stored at Brooklyn and it will have to be moved. As with all change, it's impossible to predict the effects. We need to continue our involvement in ORHF and be ready to assist our partners.

Thanks to all who helped with a very successful National Train Day at Union Station. **Arlen Sheldrake, Al Hall** and **Ron McCoy** deserve special mention. It's estimated that over 5,000 people came out to see the 4449 and the Mt Hood. **Randy Rock, Pete Rodabaugh, George Mickelson, Dave VanSickle, Ron McCoy, Christopher Bowers, Arlen Sheldrake** and **Ken Peters** spent many hours getting the car ready for tours. **Bob Slover** also helped us by casting some new Mt. Hood door plaques.

I was recently told that not a lot seemed to be going on at the Chaptel. Given the hours that the Board of Directors, I and many others spend on Chapter activities, I don't believe that. Though currently we are unable to mount the "all hands" excursions that many of us, myself included, remember so fondly, rest assured we haven't given up hope of doing them in the future. The lull in excursions does give us time to work on a variety of smaller projects. Now is a great time to get involved. Let me know if you'd like to help. One project I'd love to start is collecting oral histories, because every year we lose priceless memories.

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.

PNW SHORT LINES

by Arlen L. Sheldrake

The Spring 2009 issue of the *Oregon Historical Quarterly* included a review of *The West the Railroads Made* by Carlos Schwantes and James P. Ronda. Richard J. Orsi, California State University, East Bay, concluded his positive review with:

"Some of this book's contents will likely be familiar to serious students of railroad and western history, but the compelling narrative and stunning illustrations will appeal to all readers. Schwantes and Ronda are to be congratulated for having given general readers and scholars alike this thoughtful and beautiful reminder that not all truly revolutionary technologies are current ones, that in their century railroads worked a magic every bit as transformative of life and economy as today's computers. Perhaps there is something in that for all of us to learn." The companion exhibit opens at OHS Museum October 29, 2009.

Wallowa-Union Railroad is getting a much-needed shot of revenue with a three-year contract with *Union Pacific Railroad* to store idle rail cars at \$59,400 per month plus \$75 per car for the inbound and outbound moves. Cars will be stored on upgraded sidings between Wallowa and Joseph in northeastern Oregon.

During Depot Day at Boise, Idaho on April 19, new steam locomotive interpretive signs and an information kiosk were unveiled. The display was designed by Mark Baltes. The former *Union Pacific Railroad* depot, built in 1925, is now owned by the City of Boise and displays UP 2295, a 2-8-2 Mikado-type 1920 American Locomotive Company engine.

Randy Rock reports that the Mount Hood rail car lounge has 96 new 34-volt 5-watt ceiling lights after he recently completed a bulb replacement and fixture cleaning project that also removed many years of tobacco smoke and grime accumulation.

And speaking of lighting projects, **Doyle McCormack** has completed the rehabilitation of the 4449's Mars figure 8 headlight with a new 100-watt halogen lamp. This project makes this distinctive feature brighter and more reliable.

From *NRHS Bulletin* Second Quarter 1955 (Volume 20, number 2): “WELCOME PACIFIC NORTHWEST CHAPTER. We extend a hearty welcome into the fellowship of the National Railway Historical Society to the members and officers of the Pacific Northwest Chapter of Portland, Oregon. At the organization meeting of the chapter members held in the Union Station in Portland, on March 16th, Mr. Harley K. Hallgren was elected President of the Chapter, Mr. Stephen E. Donohoe, Vice President, and Mr. Charles J. Keenan, Secretary-Treasurer, and Director to represent the chapter on the national Board. Our very best wishes for success and enjoyment in the railroad hobby.” Thanks to **Ed Berntsen** for spotting this interesting historical note.

On April 20, the *Willamette Shore Trolley* announced the suspension of service until further notice on the former Jefferson Line between Lake Oswego and SW Portland. TriMet has received stimulus funding to bring the trestles on the shoreline up to a good state of repair. It is hoped that service might resume toward the end of August.

The first phase of the canopy building for displaying the DuPont Dynamite Train at DuPont Historical Society Museum in DuPont, Washington (207 Barksdale Avenue) was reported completed in April by Lee McDonald, President of the DuPont Historical Society. The canopy provides protection for the 1941 Plymouth 12-ton narrow gauge engine and five cars from the old DuPont Powderworks Plant. The second phase slated to begin in July will provide sidewalks, lighting and interpretive signage. (See insert and related picture in this issue.)

The May 2009 issue of *Railfan & Railroad* magazine has an excellent article written by Jeff Terry on the *Oregon Pony* located at Cascade Locks, Oregon. The *Oregon Pony* has a substantial number of firsts credited to it: first complete locomotive built on the west coast, first locomotive to operate on the first railroad in the Oregon Territory, first steam locomotive in the Pacific Northwest, and first locomotive put into regular service west of the Mississippi River and north of the California state line.

According to May 5 King 5 news, July 3 will be the last day of operation for Coast Engine and Equipment Company (CEECO) in Tacoma, Washington. After 60 years in business, CEECO is calling it quits, laying off its 112 employees, and closing the only full-service, one-stop rail car/locomotive shop in the region.

PORTLAND - THE GO BY CITY

by Arlen L. Sheldrake

While the official nickname for Portland is the Rose City, I would suggest that “Go By” is creeping into the Rose City domain.

In May 1948, neon signs were placed on Portland’s Union Station clock tower. Two sides in blue say UNION STATION, the other two in canary yellow flash GO BY TRAIN. There is a whole story about these visual icons being extinguished in 1971 and then being rehabilitated and returned to service in 1985 as a result of the “See the Neon Be On!” community fund raising campaign led in part by the PNWC. But that is another story...

To provide factual evidence of the “Go By” creeping throughout the city, I present three current Portland examples:

- Go By Streetcar located at NW 11th & Lovejoy.
- Go By Cab located at NW 16th & Lovejoy.
- Go By Bike located at 10950 SE Division

I have not yet found a Go By Truck or Go By Plane or Go By Boat or Go By Tram, but they may exist or, if not, they can’t be long in coming.



A UNIQUE MOUNT HOOD FEATURE

by Arlen L. Sheldrake

While the PNWC-owned Mount Hood sleeper/lounge, SP&S 600, built in 1950, has many unique features, I think the Farnsworth radio in the lounge is one of the neatest.

The external profile of the 600 is distinctive in that a radio antenna runs the full length of the roof making the 600 pretty easy to spot in pictures and videos.

In the lounge sits the original Farnsworth console radio. The console has no speakers, utilizing instead speakers built into the

lounge ceiling. This radio features push button pre-sets for the radio stations on the 600's routing between Spokane and Portland. These labeled pre-sets are:

Top row of buttons:

KPOJ, Portland
KEX, Portland
KGW, Portland
KOIN, Portland
KVAN, Vancouver
blank
KPKW, Pasco
KUJ, Walla Walla

Bottom row of buttons:

KFIG, Spokane
KPPY, Spokane
KGA, Spokane
KHQ, Spokane
blank
KIRO, Seattle
KJR, Seattle
KOMO, Seattle

The Philo Taylor Farnsworth story is interesting as he has been called the forgotten father of television. The Jefferson County Historical Museum in Rigby, Idaho where Farnsworth grew up, features a Farnsworth exhibit displaying some of the earliest works of this great inventor.

For more information:

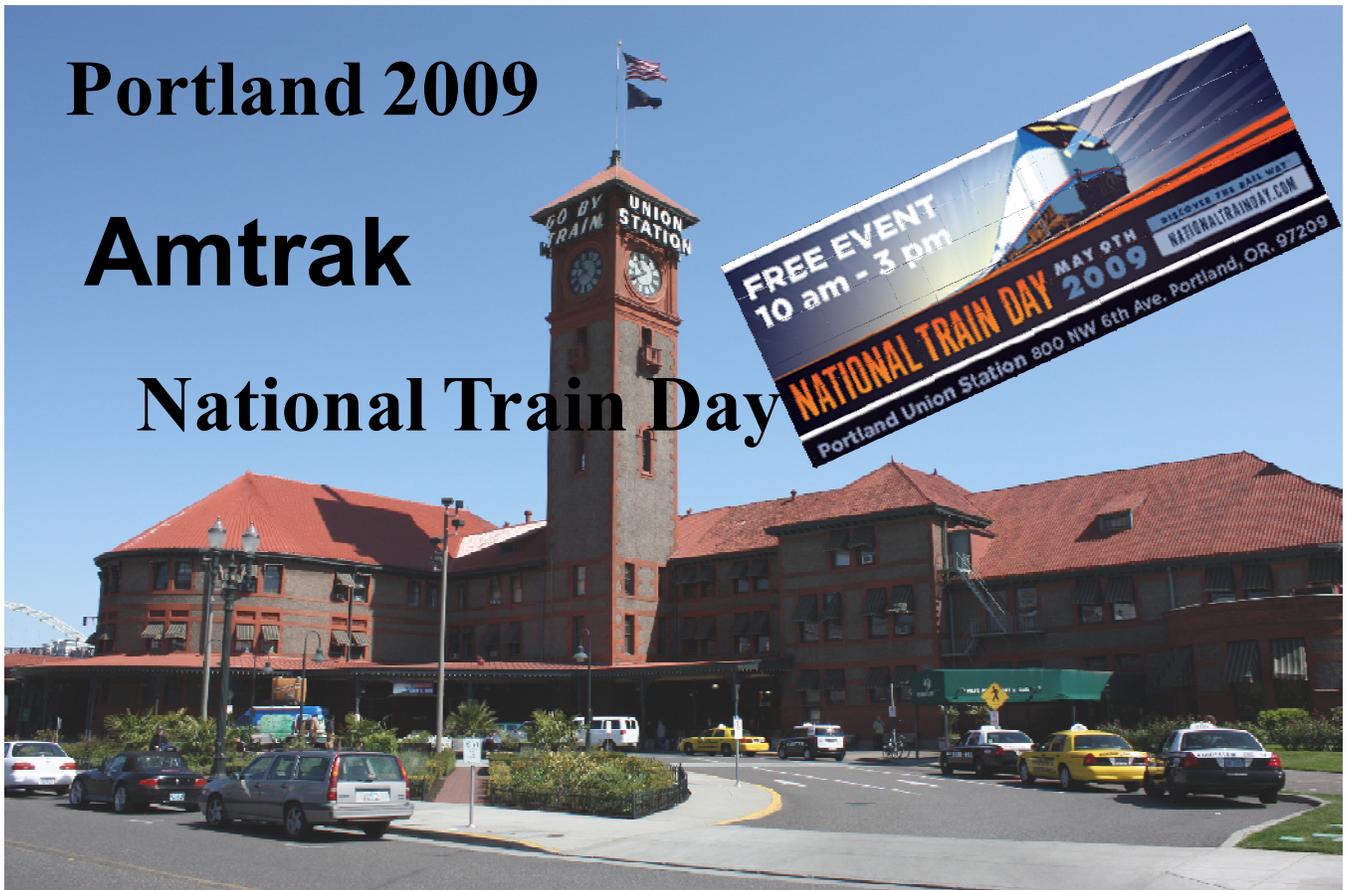
(www.blacksmithinn.com/museum)



Portland 2009

Amtrak

National Train Day



by Arlen L. Sheldrake

The May 9 celebration is now history and the many volunteers are getting some much-deserved rest. Planning (maybe plotting is a more accurate term) for National Train Day (NTD) 2009 started soon after the first NTD in 2008.

Amtrak's first NTD on May 10, 2008 in Portland was an effort lead by Station Agent Scott Hurd with almost no budget, no official Amtrak support and some willing volunteers. It was a pretty good celebration but a group of us, including Al Hall and Donald Leap (AORTA) along with Scott, decided that 2009 would be better.

Each of us worked on promoting NTD to whoever would listen and sometimes to those who didn't want to listen. After a few months, we got Rose Blackson, the local Amtrak marketing person, on-board and things began to happen. One of our first discussions was with Doyle McCormack, asking him if the 4449 would be available. He quickly said yes and the details started taking shape.

As most of us know, there isn't a lot of rail space at Union Station so we decided to put together a short consist that might be attractive and interesting to the general public. We quickly decided that the Mount Hood sleeper/lounge with its history of service on the *Empire Builder* between Spokane and Portland would be a good example of passenger service in the 1950's. The next thought was a caboose, so we asked Bruce Carswell, as primary owner of the GN X-40, if the caboose would be available. He readily said yes, as did the PNWC for the Mount Hood, so we had our consist.

The next issue was cost. The daily use fee for the 4449 is \$2,000 plus fuel. Doyle estimated the fuel cost to be \$1,000. The \$2,000 goes into a City of Portland fund for locomotive maintenance expenses. Amtrak agreed to pay the locomotive fee and the Oregon Department of Transportation Rail Division agreed to pay for the fuel.



While the expenses for hiring the entertainers and buying the advertising are very apparent, many expenses aren't. Let me walk you through some what it took to bring off NTD in Portland:

- Amtrak corporate charter operations provided approval for the display train movement. (Thanks to the local Amtrak Road Foreman of Engines, Laddie Vitek, and to Pete Cozzi for the excellent move times.)
- Amtrak pilot engineer/conductor for both the "to & from" moves.
- Restroom attendant for each restroom.
- Three additional security guards.
- Renting the tents/chairs/tables including setup and tear down.
- Moving and returning existing waiting room benches.
- Renting the audio system.
- Signs directing traffic to the Station Place Smart Park garage.
- Printing of posters and providing handout materials.
- Doughnuts for multiple planning meetings.
- Coffee, doughnuts & bottled water plus pizza for the volunteers.
- Lots and lots of hope for good weather (this really paid off as we had excellent weather).

Some of us have an understanding of how much discussion these listed expenses can generate in a large organization. NTD is an Amtrak marketing event. Many of the associated costs are normally paid from budgets other than marketing; let the discussions begin.

To get the consist ready for NTD, it took the efforts of many volunteers. Volunteers with the Friends of SP4449 worked on getting the 4449 ready, including a pre-trip wash and an arrival wipe down as well as doing the 24-hour watch for multiple days. Lots and lots of work was done by many PNWC members on the PNWC Mount Hood sleeper lounge. Exterior work was coordinated by Keith Fleschner and Pete Rodabaugh and included work on the vestibule, rust removal and exterior touch up painting. Lots of interior work coordinated by Randy Rock included the replacement of 96 lights in the lounge and deep cleaning throughout. Replica door name plates for the Mount Hood were crafted by Bob Slover. Members of the Pacific Railroad Preservation Association, the caretakers of the X-40 caboose, gave it a wash and cleaned the interior.





Early on, we knew that two-way traffic in the Mount Hood would not work so we decided to have tours enter the Mount Hood vestibule and exit the caboose. Doyle said that he would ensure that the Hood vestibule was located next to the tender. The next challenge was walking from the Mount Hood to the caboose as the Hood has a vestibule only on one end. Without some type of bridge this was impossible. Again, another volunteer, Ed Bohm, stepped up and offered to build a temporary bridge and he was assisted late into Friday night by Phil Marceau.

The next issue was where to park the consist. Amtrak said that Union Station track 1 would be available. With a measuring wheel (what stories it could tell as it was purchased for the 1975-76 AFT romp) borrowed from Ed Immel, it was determined where to park the consist and paint marks were placed (generating some interesting questions from various Amtrak personnel) for the front and rear locations.

PNWC had two booths at NTD. Inside the building, Al Hall and our concessions crew staffed a booth next to our semi-permanent Observation Platform display. Outside next to the consist along with ORHF, Willow Creek Railroad, and Friends of SP4449, the PNWC had an outreach booth managed by Ron McCoy that utilized our new display panel. Free handouts included surplus *TRAINS* magazines (300+ distributed), a two-sided page describing area railroad attractions developed by Bill Hyde, and a neat color two-page Empire Builder/transcontinental railroad history sheet developed and provided by Trent Stetz (it will be a *Trainmaster* insert in a couple of months). Each of the *TRAINS* magazine giveaways had a nice "compliments of PNWC" label developed by Ron McCoy and printed by Christopher Bowers.

Many people also helped with the NTD event marketing. Your May *Trainmaster* included an Amtrak-provided insert describing the event. In order to get this to you in a timely manner, the *Trainmaster* deadline was moved up a week and our folder/taper Diana Mack agreed to include the insert. Other PNWC members sent out the Portland NTD flyer to some media outlets and their neighbors.

The first 700 attending families received an Amtrak *Empire Builder* tote bag of materials provided by the various event participants. PNWC provided 700 membership recruitment brochures for these bags. After the two plus hours it took ten volunteers to stuff all the materials in the bags, some worried that if we didn't get good attendance we would have to take apart all these bags. Not to worry, the bags were exhausted very early on as the attendance was estimated at 4,000 to 5,000.

With a resounding success under our belts for NTD #2, planning is beginning on NTD #3. We'll build on our successes and make some other adjustments. Many thanks to everyone who made NTD 2009 in Portland a resounding success.

The photos for this article came from many chapter members, who took literally hundreds of photos during the day's activities. My sincere thanks to all of them for supplying a photo record of the event.

APRIL MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – April 17, 2009

President, Keith Fleschner called meeting to order at 7:41 PM

New Member attending tonight is Clyde Kellay. Welcome.

April Trainmaster has February Membership Meeting Minutes – Motion to approve by Leonard Morgan.

Al Baker, 2nd the motion. Approved by members attending.

Treasurer's Report – March interest earned \$.21 for month. Paid usual bills. Banquet cost paid, the amounts received and donation received results in a positive \$15. We still have a few membership renewals coming in, but the bulk has been received. We are working on contacting those that have not renewed yet. We have received some additional renewals. Arlen Sheldrake moved to approve Treasurer's report. Ralph Johnson 2nd the motion. Approved by members attending.

Thank you to Al Hall for the banquet. Thank you to Bruce Carswell presented a very good program.

Congratulations to Gerald and Olive Schuler receiving their 25-year pin.

National Train Day – May 09, 2009 10am-3pm at Union Station. The 4449 will be there. Bruce's caboose and the Mt Hood will be on display for guided tours. We will be giving out surplus Trains Magazine. AMTRAK is supporting the NTD event by Rose Blackson, AMTRAK Marketing. Will have booths both inside the station and outside. There will be a special parking deal available for the event, 2 hours in parking garage north of station in the Smart Park.

S2 #39 scrapping project – we are still making progress. We had equipment to remove more scrap from site this last weekend and using a locking scrap container.

Keith has been working on Mt Hood to get ready for NTD. The Mt Hood was last painted after the Louisiana trip. It's been since about 1986. He is working on repairs and making progress on sprucing up the paint. Thanks to many of our members that have been working on this. Thank you for all your help.

Lending Library – Bob Weaver. Lots of good things going on. Members should go down to the Library and see what's going on. See Trainmaster for schedule.

Excursion tickets – Meadows & Lake Kathleen Railroad, May 16, 2009 – There's still room for further reservations. This is a rare opportunity on 40 acres private fifteen-inch gauge railroad for an affordable price. Check our website for information and make your reservations.

S2 #36 Fundraising. We have reached \$7,627.55 now. Keep your donations coming in for this project.

Zoo Railway Day – Check our website calendar. June 20, 2009 10am-2pm is the Oregon Zoo's steam locomotive's 50th birthday.

Thank you to Jean Hickok for snacks this evening. Asking for volunteers for snacks.

The 3951 San Diego Steam Special trip for May 3rd, 2009 was cancelled due to lack of sales.

Electronic picture frame was donated and Ron loaded pictures to show chapter members of different events, showing what we've done. This will be displayed at membership meetings and other events.

Thank you Ron for doing this. You have some great pictures.

Thank you to Ron McCoy for the new Chapter logo on display at Amtrak Union Station - Union Station tower, NRHS logo, Chapter logo and Chapter's name.

Program – Al Baker – tonight – 30-min video of passenger trains and other two short videos, a slide show of the history of our Chapter and early Chapter members and a 4 minute video of WES Safety. Future Programs: May – Ed Immel will present - German narrow gauge in Slovakia. June – “Oh, Shay Can You See” – Logging locomotive by Steve Hauff. July – Sumpter Valley Railroad by Alfred Mullet. He will have some of his books at the membership meeting and he will be available to sign them too.

4449 will be departing in July to go to Owosso, Michigan for Train Festival 2009. The consist for the trip to Owosso, and the return, will be provided by, and tickets sold by APRCO. The Association of Private Railcar owners. Sales are brisk for sale of rides in the private rail cars.

Meeting adjourned at 8:23pm.

Respectfully submitted by Jean Hickok, Secretary

FROM THE PNWC ARCHIVES



Above: Buxton Station in the 1920's. The station is long gone, but a siding remains at the site. *Photo by R.H. Sawyers, Walt Grande collection, PNWC-NRHS Archives*

Below: Banks Station in 1923. *Photo by Coffield, Walt Grande collection, PNWC-NRHS Archives*



S2 #36 Restoration Fund

DONORS **GOAL \$40,000**

Golden Spike level: \$1000 and up

John L. & Lois E. Sheldrake♥, Rita & Arlen Sheldrake, Jim Hokinson, Gordon Zimmerman

Rail level: \$500 to \$999

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

Roberta Ballard*, Al Baker, Chuck McGaffey, APMA Anonymous*

Tie Plate level: \$50 to \$99

Phil Barney, Robert Wenzel, Thomas Barrett

Steel spike: \$1 to \$49

Ted Ahlberg♥, Doug Auburg, NTD Anonymous, Thomas Vandegrift*

(♥= In Memoriam * = non-member)

\$8674

raised

as of 5-14-09



A railfan was admiring the S-2 kicking cars around during her days at Northern Pacific Terminal. "Wow, what a beauty. Look at the Alco haul!" A nearby wino overhearing the comment and admiring his bottle, responded, "Ish not jush alcohol, it's a tender Thunderbird... vintage Wednesday."

If you'd like to help restore the Chapter's S-2, and stop these really bad jokes, then 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

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Secretary	Jean Hickok	503.649.5762
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Jim Hokinson	2008-2010	503.635.4826
Ron McCoy	2009-2011	503.310.4811
Christopher Bowers	2009-2011	503.577.0063
William D. Hyde	2007-2009	503.666.5530
Al Baker	2007-2009	503.645.9079

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