

The



Trainmaster

July 2011

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



Final Push to Complete the Medco 4 Begins!



**Goal: Finish the Boiler Work by
the End of 2011**

Photo: Steve Hauff

The Southern Oregon Chapter, NRHS has been engaged in a long-term project to restore to operating condition the Medford Corporation (Medco) No. 4 Willamette geared steam locomotive. The Medco No. 4 is one of six surviving Willamette locomotives and the only one of these Oregon-built locomotives still left in Oregon. Since restoration began, \$74,000 and 5,200 volunteer hours have been invested in this project.

The restoration of the Medco No. 4 is now approaching a critical point. There is only a limited amount of work that can be finished before the boiler is rebuilt and placed on the frame. Once the work is accomplished this year, progress on the Medco No. 4 will end until we can raise the money we need to have the boiler work done. We need to raise at least \$20,000 in addition to funds currently on hand before the boiler can be sent out for rebuilding. An additional \$30,000 or more will be needed to finish the full restoration of the locomotive once the boiler is completed.

Currently, the biggest obstacle to the completion of the Medco No. 4 locomotive is the lack of funding. Unless \$20,000 is raised to rehabilitate the boiler, all work on the Medco No. 4 will come to an end this year. To help with funding efforts, one of the Southern Oregon Chapter members has offered to match any and all private donations made before August 1, 2011. Every dollar donated during this time will result to two dollars to the project.

To make a tax-deductible donation to this project, make your check out to SOC-NRHS, write "Medco 4"



On June 18, 1957, this photo of #4 was captured at Medco Pond. Photo: Harold F. Stewart, SOC-NRHS

on the memo line, and mail it to: Southern Oregon Chapter, NRHS; PO Box 622; Medford OR 97501.

Willamette Iron and Steel of Portland, Oregon only built 33 locomotives and as stated before, Medco No. 4 is one of six survivors. Another one of the six is now operational at Mount Rainier Scenic Railway in Elbe, Washington. No. 4 has three trucks and weighs 70-tons; it was construction number 18 and was delivered to Owen-Oregon Lumber Company in February 1925.

The No. 4 began and ended its career in the forests of the Cascade Mountains around the town of Butte Falls, east of Medford, Oregon. It became Medford Corporation (Medco) No. 4 in 1932 after the financially troubled Owen-Oregon Lumber Company went into receivership and was reorganized by its creditors as the Medford Corporation.

In 1959, the No. 4 was retired by the Medford Corporation and donated to the City of Medford. It was moved to Jackson Park where it was turned into a piece of playground equipment by Medford City Parks. By 1976 the locomotive had deteriorated considerably. It had settled into the dirt and was in danger of tipping over. The City of Medford considered the locomotive a liability and was prepared to give it to a museum group in Portland. Some local rail fans, who were to become the founding members of the Southern Oregon Chapter of NRHS, successfully made an appeal to the city to retain the locomotive in Southern Oregon. The Chapter became custodians of the No. 4 in 1977. It was rolled off its base which was then leveled and ballasted. After the No. 4 was replaced on its leveled track, it was fenced by the city to reduce vandalism and the risk of liability. It was moved to the Medford Railroad Park in 1986 where it remains on display.

In September 1998, the Chapter acquired the No. 4 from the City of Medford with the intent of restoring it to operating condition.

The Southern Oregon Chapter of the National Railway Historical Society was founded in 1976. It is a non-profit organization dedicated to the preservation and interpretation of the railroad history of Southern Oregon. The Chapter was directly responsible for the initiation and early development of the Medford Railroad Park and continues as a partner in the management of the Park in cooperation with the Southern Oregon Live Steamers, the Rogue Valley Model Railroad Club, Southern Oregon Large Scale Trains, the Morse Telegraphy Club, and the City of Medford.

This information extracted April 29 from the Southern Oregon Chapter's website: www.soc-nrhs.org with only slight modification by Arlen Sheldrake. Thanks to Larry Tuttle, Southern Oregon Chapter Secretary for his help with this article.

While not photographed very frequently, Willamettes do have a fireman's side, as shown in this picture of the 4-spot taken at Butte Falls. Photo: Goe/Labbe/Oso Publishing



Above and right: Medco's 4-spot rests in the Butte Falls engine house in June 1957. Photo: Goe/Labbe/Oso Publishing



Medco #4 sits at Butte Falls between runs. Photo: Ferguson/Labbe/Oso Publishing



The Willamette's frame is offset to the fireman's side. Restoration work has resulted in a frame that looks as good as when the locomotive rolled out of the Portland plant. Photo: Larry Tuttle, SOC-NRHS

Shown here without the line-shaft, the Willamette truck was of the cast style. The cast trucks tended to be more rigid, and required less maintenance, than the archbar design used on many Shays. Photo: Steve Hauff



Over the total production run, the Willamette truck changed several times. The spoked wheels are clearly shown in this fireman's-side view. Photo: Steve Hauff



With the exception of the Anaconda engine, all the Willamettes were oil-burners, although the design and capacity of the oil tanks varied greatly. On Medco's #4, the tank corners were angled to improve visibility through the rear cab windows. Photo: Steve Hauff



Left: The connection between the main frame and tender is a simple, though rather stout, pin. Photo: Steve Hauff

The girder frame precluded free access to the staybolts on the side of the firebox, so Willamette punched holes over the (theoretical) staybolt positions. Photo: Steve Hauff



On many of the locomotives, a series of hooks were installed along the left side of the frame, under the running board. Working photos of the locomotives show that these were used for the steam siphon hose, rerailing frogs, chains, cables and other assorted equipment. Photo: Steve Hauff

PNW SHORT LINES

by Arlen L. Sheldrake

This *Trainmaster* issue is being finalized early in June to free up the balance of the month to focus on the Cascade Rails 2011 convention in Tacoma.

Congratulations to the National Railroad Passenger Corporation on their 40th anniversary. I am reminded that the “Amtrak” name came from the blending of the words America and track. There is no schedule yet for the 40th anniversary Amtrak Exhibit Train visit to the PNW, but Fall is a probability. Watch the schedule at www.amtrak40th.com and sign up to be notified when the exhibit train will be in your area.

On May 21, the *Port of Kalama* celebrated the 140th anniversary of the first spike driven for the western part of the transcontinental Northern Pacific Railroad. The Northern Pacific Railroad chose Kalama for the terminus of their railroad because it offered deep-water anchorage and was far enough downstream to avoid winter ice on the Columbia River. Yes, winter ice on the Columbia River was a common winter occurrence before the dams. **May 16 *Seattle Times***

The Museum of the American Railroad broke ground on May 31 for their new facility in Frisco, Texas. The next step is grading the 12.34-acre site south of city hall near the Frisco Discovery Center, then the laying of 3,300 feet of track to hold the museum’s collection of 40 locomotives and rail cars currently stored in the Dallas Fair Park. This Frisco location is the home of the second Alco PA Doyle McCormack brought out of Mexico which had been stored in Lebanon Oregon. **May 18 *Dallas News***

During the week of May 16, *Sound Transit* dedicated the first of three tunnel boring machines that will dig tunnels from the University of Washington to downtown Seattle as part of the \$1.9 billion 3-mile University Link light rail project.

After a brief line outage, regular *Northwest Railway Museum* excursion service to Snoqualmie Falls resumed April 2. Track reconstruction to correct some unavoidable impacts caused by PSE’s Snoqualmie Falls Generating Station project were undertaken and the line has been reopened. Nearly 1,000 cubic yards of old ballast and sub-grade were excavated and replaced with geo fabric and new railroad ballast. Now, there is nearly three feet of ballast below the track that should stabilize the hillside. The Snoqualmie Falls power station in King County, Washington, built in 1898, was the world’s first underground power station and is still used to provide power to the Seattle area. It was designated an ASCE Civil Engineering Landmark in 1981.

The *Eagle Cap Excursion Train* departs Elgin at 10 am for a 3.5 hour round trip on the following limited 2011 dates: July 2, 16, 30; August 13, 27; September 10, 17, 24; and October 1, 15. These are sightseeing train rides along the scenic Grande Ronde and Willowa Rivers of northeast Oregon on the *Wallowa-Union Railroad* (WURA). Preliminary WURA plans for their new \$1.25 million depot/transportation center building in Elgin include a 1,100 square-foot meeting room, men’s and women’s restrooms with entrances from the outside, and a handicapped-accessible restroom. Other elements of the plan include a bus parking building and a 75-vehicle parking lot. *Connect Oregon III* is providing a \$1 million grant. Last fiscal year, railroad operations profited \$104,000 after operating at a \$405,000 deficit the previous year. ***Wallowa County Chieftain* and www.eaglecaptrain.com**

The Astoria Riverfront Trolley began their summer season May 30 with daily operations from noon to 7 pm through October 2.

The long-idle freight depot portion of the *Oregon and California Railroad* station built in 1889 and located just south of the Salem Amtrak station recently received a much-needed new Tyvek wrap and fence rehabilitation. The building is owned by the Oregon Department of Transportation and was added to the National Register of Historic Places on February 12, 2010. ODOT purchased the building from the *Southern Pacific Railroad* in the mid-1990s at the request of the City of Salem, but the city never raised the funds to purchase the building. ***Statesman Journal*, May 29, 2011**

One of the highlights of the Crook County Chamber of Commerce Annual Dinner, held May 14 in the Prineville Freight Depot, was the Mt. Emily Shay locomotive under steam. Martin E. Hansen reports that the Mt. Emily was toured by many Chamber members and provided some much appreciated heat to the otherwise unheated building.

Eugene Mayor Kitty Piercy and Portland developer John Russell are leading a group to write a plan for Oregon’s 105-mile segment of the 466-mile *Amtrak Cascades* line. Governor Kitzhaber is appointing the Oregon Rapid Passenger Rail Corridor committee to come up with a formal state plan. ***OregonLive.com*, May 9**

The city of Eugene was awarded \$1.5 million in Federal American Recovery and Reinvestment Act of 2009 (ARRA) funds on May 9 that will allow Eugene to complete the advance work for a new platform and siding, including the plan, design and engineering.

The *Canadian Pacific's* 2816 Empress Summer tour to Western Canada began June 11 in Moose Jaw and finishes August 5 in Calgary. In between these dates are a lot of opportunities to ride specific day segments. "Canadian Pacific's 2816 Empress steam train will take to the rails this summer making stops in more than 40 communities. Canadians are invited to experience rail history and ride one of the very few remaining preserved steam locomotives in operation today. Tickets can now be purchased through CP's designated steam program charitable partner, the Children's Wish Foundation, www.childrenswish.ca/cptrainride." The 2816 is a 4-6-4 class H1b Hudson locomotive. *Canadian Pacific website: www.cpr.ca*

The *West Coast Railway Museum* in Squamish has cosmetically restored the *Pacific Great Eastern* #714 Troop Sleeper "Bud Butterworth". The car is named for Butterworth, who was with the PGE/BCR for 37 years and was a longtime volunteer at the Heritage Park and also a founding member of the B.C. Rail Pioneer Association. He passed away November 11, 2004 at the age of 84.

In May, track rehabilitation got underway for the Issaquah Valley Trolley Project with a \$135,274 track refurbishment contract to Coast Rail. A leased trolley from Yakima is being restored by way of a \$220,000 contract awarded to Advanced Construction, a Mukilteo-based business. *Issaquah Press, May 31*

Simpson Timber Company will upgrade three grade crossings in Shelton, Washington with a \$15,000 allocation from the Grade Crossing Protective Fund. Flashing incandescent lights will be replaced with light-emitting diode lights, and they will also upgrade power-off lights, install electronic bells and replace the cross-buck signs. Simpson will do a similar upgrade to the crossing in Dayton, Washington. *Progressive Railroading*

Remember the September 2010 "Go By" *Trainmaster* article? Here is a new one: the 2011 Willamette Jetboat Excursions brochure includes a 'photo-shopped' Portland Union Station clock tower with GO BY JETBOAT replacing the GO BY TRAIN sign. Has anybody seen a GO BY TRUCK? www.willamettejet.com

On June 1, the Oregon International Port of Coos Bay launched a call for rail safety program volunteers in conjunction with Oregon Operation Lifesaver Inc. The Port is partnering with OLI in offering presentations to schools, businesses and community groups in towns along the rail line that once again will see trains after not seeing a train since September 2007. The first train is expected to run in late June or July.

A June 2 visit to Tillamook found the Tillamook Depot with a County Notice of Violation of Tillamook County Development regulations order posted, Stop Work or Use as of April 5. Work to re-install the roof has been suspended. Hopefully this stop work order will be resolved soon. As previously reported, the *Oregon Coast Scenic Railway* has moved the depot from downtown Tillamook to the Blue Heron French Cheese Factory on Highway 101 in north Tillamook.

John Ritchie, whose father was featured in the June *Trainmaster* lead article, asked if he could have 12 copies so that he could share them with the other members of the Barriger Board of Trustees. Copies were also provided to other key, non-member folk who helped with the content of this 16-page issue.

Union Station Update

We are almost complete with our coring work at the Main Concourse rotunda walls, including the installation of grout and steel in those holes. We eliminated some of the holes due to the discovery of additional steel in the wall. All of the core drilling is complete; all that remains is grouting a few of the remaining holes. The grouting process goes quickly and is quiet. We expect to be complete with that work by the end of next week.

Many third floor tenants have noticed periods of increased noise as we've been removing existing metal roof tiles and installing underlayment. That work is very noisy but is going quickly. We have completed the roof demolition and underlayment installation at almost all of the roof areas except the north high roof. We anticipate starting installation of new roof tiles at these areas shortly. Tile installation will start at the roof section just south of the clock tower and move counterclockwise around the high roof, while we are addressing special situations in other areas.

The sandstone repairs at the building base and window sills will be starting up soon, along with ongoing exterior window repairs. If windows are open when work needs to occur at those windows, construction workers may request that tenants close windows while the work is being done. Closing windows allows the window contractors to address all necessary repairs at the window, and helps keep dust from the work out of tenant spaces. If tenants need any assistance to close their windows, such as moving heavy window HVAC units, please feel free to ask the contractor making the window closure request, or contact Dispatch for coordination with the City's project manager. We appreciate your support of our efforts!

Project Managers Report, from Ron McCoy, May 20, 2011

Rail-Related Oregon Transportation Enhancement Proposals

As noted in the February *PNW Shortlines*, three of the eighty-five Transportation Enhancement project proposals received by the Oregon Department of Transportation for the 2013-2015 funding cycle are rail-related. The following project descriptions for these three were extracted from the full proposals, all proposals are available at: www.oregon.gov/ODOT/COMM/nr10122001.shtml.

#4 Astoria Railroad Depot Restoration

TE Funds Requested: \$1,134,576. Applicants: City of Astoria and Columbia River Maritime Museum.

The brick Astoria Railroad Depot (built 1924) was given to the Maritime Museum by the Burlington Northern Railroad in 1987. Anchoring the easternmost boundary of Astoria's Downtown Historic District, it is a fine representation of public masonry of the 1920's. The Depot has not been significantly altered since its construction in 1925 and remains a significant historical architectural asset to the community. The Nisqually earthquake of 2001 caused considerable structural damage, requiring it to be brought up to current seismic and ADA standards before it can be fully opened to the public.

Restoration will proceed in three phases. During Phase 1, the exterior brick façade will be stabilized and restored to its historic appearance. Cracked masonry and footings will be repaired and upgraded utilities will be brought to the building. East wing windows and doors will be restored or replaced. Only the interior of the east wing (workshop space) will be restored during the first phase. An ADA-compliant restroom will be installed, along with utilities appropriate for a workshop. This phase will be privately funded, with much of the interior work being done by the Historic Preservation Program of Clatsop Community College.

Transportation Enhancement Program funds are being requested only for Phase 2. This phase will involve substantial seismic upgrades, roof repairs and completion of all work on both wings. Remaining windows and doors will be restored or replaced, new HVAC systems installed, and utilities run to both wings. Two ADA-compliant restrooms will be installed in the west wing.

Phase 3, including building canopies and site finishing, will be privately funded.

Phase 1 work will begin in 2011 and be completed by May, 2012 in time for the Museum's 50th anniversary. Phases 2 and 3 will commence in late 2012 and be completed in 2013.

#28 Dillard Depot Restoration Project

TE Funds Requested: \$422,083. Applicant: Douglas County Museum

The Douglas County Museum department of Douglas County, Oregon is seeking funds to restore the last standing Oregon & California Railroad depot (constructed in 1882). Funds will be used to replace all decayed wooden building components, strip/sand/paint the entire structure, and replace wooden decking and hand rails. Improvements to the station will include: all new energy efficient LED lighting; sealing the environmental envelope to make it usable year 'round; ceiling and wall insulation; weather stripping/sealing; and the installation of a new HVAC system. To protect original artifacts within the structure, UV protective film will be applied to all windows. Interpretive changes will include the acquisition and restoration of a period appropriate, ideally original, O&C boxcar on newly-installed tracks on the north side of the station and new hands-on, family-friendly exhibits within both the depot and adjacent boxcar. To meet current ADA accessibility standards, ramping and a new entry door inset within the open bay door casement will be constructed. Improved perimeter fencing and landscaping will also be a component of this project.

#116 Toledo Transportation Museum with Waterfront Path

TE Funds Requested: \$974,869. Applicants: Port of Toledo and Yaquina Pacific Railroad Historical Society

The Toledo Transportation Museum with Waterfront Path will complete an identified transportation loop in the city of Toledo. The project is for the construction of a transportation museum adjacent to Yaquina Pacific Railroad Historical Society's (YPRHS) current museum and outdoor display. The project is also for paving of the Waterfront path as identified in the Toledo Waterfront Connectivity Plan.

The Port of Toledo adopted the Toledo Waterfront Connectivity Plan in December 2009. This plan was a joint project in cooperation with ODOT, Portland & Western Railroad, and the City of Toledo. It identifies measures to improve connections between the Waterfront area with downtown Toledo and the greater transportation network. TE funds will be used to design and construct a 2,792 square foot transportation museum. The museum will be located on Port property and leased by YPRHS. It will be operated by YPRHS, which has 19 years of operational experience in its current location. The museum design will be modeled after Toledo's original train depot and will be built near its previous location to display YPRHS' collection of memorabilia reflecting Toledo's working waterfront's role as an intermodal transportation hub in Lincoln County.

YPRHS has committed to providing the non-TE eligible funds that may be necessary to release the portion of the property used for the museum from State Park Local Government Grant limitations. A discussion with State Parks staff has indicated that the amount necessary will be determined upon approval of the TE grant.

TE funds will also be used to: pave the Waterfront Path; construct a portion of sidewalk and a crosswalk; install interpretive signage, benches and lighting; and the restoration of native landscaping. The path begins at the parking lot at Butler Bridge Road, crosses to the Transportation Museum, and runs along the waterfront of Depot Slough to NW 1st Street. At its intersection with NW 1st Street, it is necessary to construct a portion of sidewalk and a driveway to meet with the existing sidewalk. The Port of Toledo owns all but one parcel necessary to complete this project. The owner of the outstanding parcel is agreeable to granting an easement, and the cost has been included in the requested TE funds. The Port will donate the remaining easements as its matching contribution. (Note: YPRHS is a chapter of the National Railway Historical Society and currently has a very nice display next to the Post Office in downtown Toledo. The display includes a restored 1907 caboose, a 1923 Railway Post Office car, and a 1922 steam locomotive (www.yaquinapacificrr.org).

In February, the Transportation Enhancement Advisory Committee approved a list of 31 finalists. Only project #4, Astoria Railroad Depot Restoration, from these three was included in the 31. On April 4, the TE Committee met and selected projects to recommend to the Oregon Transportation Commission for their approval in May. On May 18, the Oregon Department of Transportation announced the Oregon Transportation Commission's approval of 14 new projects selected from the 100 applications. The Astoria Railroad Depot Restoration project did not make this final list.

While none of these three projects were funded, the thinking of the sponsors is worth noting as they work to preserve or develop railroad history in Oregon.

(Note 2: During the public comment period, the PNWC Board submitted strong support comments for these three proposals.)

Article compiled by Arlen Sheldrake with assistance from Kent Hutchens and Tom Chandler.

Pacific Northwest Chapter - Lending Library OPEN

July 16 and 23 (Saturdays), 1 to 4 pm & every Monday 10 am to Noon
Union Station Annex, 503 NW Irving
library@pnwc-nrhs.org
503-226-NRHS

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.

PNWC – NRHS MISSION

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

MAY MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – May 20, 2011

Meeting was called to order at 7:31 by President Fleschner.

Al Hall led the Pledge of Allegiance.

The Chapter greeted a guest from the Harrisburg, Pennsylvania Chapter of NRHS.

The March minutes were opened. Ken Vannice made a motion to approve the minutes and Mark Reynolds seconded the motion. The assembly approved the minutes.

In the absence of the Treasurer, no Treasurers report was given.

Al Hall requests volunteers for Steam-Up. Advertisements will be in the newspaper, radio and Channel Eight television.

President Fleschner reminded everyone that there is no meeting in June due to conflict with the conference.

The 4449 trip to Wishram is selling well, there are some seats left on the Sunday trip.

Some more car hosts are needed for excursions at the Tacoma convention.

The new ORHF newsletter is out and quite informative.

Al Hall reported that there were over seven thousand attending the National Train Day in Portland, and we had very good sales.

The meeting was adjourned at 7:49.

Lunch was provided by Lila Stevens, again. We need others to sign up.

Al Baker gave a very interesting and informative program on the Pennsylvania Railroad. He had many of his PRR models on display.

See you in July.

Respectfully submitted; Jim Hokinson, Secretary.

The 2011 Great Oregon Steam-Up

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7:00am-6:00pm**

2nd weekend also features:

- Oregon National Guard Appreciation Days
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Fun for the entire family!

Timber sports, trolley and miniature train rides, steam and all types of vintage tractors, trucks, cars & motorcycles, fire apparatus, steam sawmill, logging equipment demos, operating hit & miss and stationary engines, blacksmithing, harvesting, flour milling, tractor pulling, kids' pedal pulling, youth passport program, collectibles swap meet & flea market, vendor sales, great food, bluegrass music and a BIG parade!

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RV Dry Camping - \$12 (call ahead), Free Parking, Free People Movers
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NOTES FROM A MEETING

Keith Fleschner, President

As you read this, many of our members are in panic mode (at the Convention), plying their duties organizing, herding, problem-solving, or just plain making it happen, or in recovery mode if their Convention duties are completed. Without the assistance of sister Northwest Chapters, the Convention could not have happened, and we owe a special thank-you to those from PNWC who were able to take the time to help.

Summer time is particularly busy for the Chapter. Many of our members who are just coming off their Convention duties are also involved in the 4449 trip to Wishram. On the heels of that excursion, we have the Chapter presence at the Great Oregon Steam-Up. And in the midst of all these events, all the regular Chapter functions still occur: library, archives, equipment maintenance, and *Trainmaster*, to mention a few. We are blessed with a great number of loyal PNWC volunteers - but we could always use more. Contact me if you'd like to help.

Our *Trainmaster* Editor has informed me that the August issue is going to be devoted largely to the Tacoma Convention. If you have photos or text concerning the Convention, send them ASAP to:

trainmaster@pnwc-nrhs.org

Have a great summer!



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

Add your support to this worthwhile project.

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

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S2 #36 Restoration Fund

DONORS

Golden Spike level: \$1000 and up

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

Rail level: \$500 to \$999 Darel & Diana Mack, Al & Judy Hall, Mark & Carolyn Reynolds, Steve & Mimi Cogswell, Maxine Rodabaugh

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

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

Tie Plate level: \$50 to \$99

Doug & Tammy Auburg, David Larsen, Robert Wenzel, Mark Whitson, Phil Barney, Rolf Schuler, Raymond DeBuse

Steel spike: \$1 to \$49

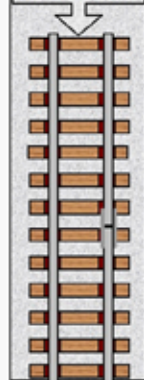
Brian & Laurie Hester, Monica Winkley, Thomas Vandoght, George Mickelson, Cecid & Olive Schuler, Keith Rydman, Trent Beta, Ted Ahlberg♥, Peter Baker, Jim Loop, Dennis Sencot, Olive Schuler

♥= In Memoriam

**Target
\$40,000**

**\$31,432
raised!**

as of 6-1-2011



Chapter Officers

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jim Hokinson	503.635.4826
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Al Baker	2010-2012	503.645.9079
Ron McCoy	2009-2011	503.310.4811
Christopher Bowers	2009-2011	503.577.0063
Jean Hickok	2011-2013	503.649.5762
Trent Stetz	2011-2013	503.582.6406

Committee Chairs

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

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

Library	Bob Weaver	503.654.4274
Meeting Programs	Al Baker	503.645.9079
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Rolling Stock	George Hickok	503.649.5762

	Keith Fleschner	503.516.9272
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The Trainmaster is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members.

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ISSN: 0041-0926

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PACIFIC NORTHWEST CHAPTER TIMETABLE #588

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

Membership Meetings: St. Mark's Lutheran Church, 5415 SE Powell Blvd. 7:30 pm:

July 15: *Trains In War*, video

August 19: *NW News Reels, Scenes of SP&S & UP in Northwest Oregon*, John Davis

September 16: *Cascade Rails 2011 Recap*

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

NOTABLE NON-CHAPTER EVENTS:

Sundays, May-October, *Shady Dell Train Park*, 11:30 am-5 pm, near Molalla, Oregon, www.pnls.org / 503.829.6866
July 2-3, *SP 4449 Portland-Wishram trips*, all day with lunch at Wishram, Oregon, www.4449.com
July 4, *Fireworks Spectacular Train*, Oregon Coast Scenic Railroad, www.ocsr.net / 503.842.7972
July 7-10, *Milwaukee Road Historical Association Annual Convention*, Austin, Minnesota, www.mrha.com
July 8-10 & 15-17, *Day Out With Thomas*, Northwest Railway Museum, www.trainmuseum.org
July 9, *Rails to Ales Brewfest*, 4-10 pm, Cascade Rail Foundation, South Cle Elum, WA, www.RailsToAlesBrewfest.com
July 13-16, *Northern Pacific Railway Historical Association Convention*, Carlton, Minnesota, www.nprha.org
July 15-17, *SP&S Historical Society Convention*, Spokane, Washington, www.spsps.org
July 16-20, *Great Northern Railway Historical Society Annual Convention*, St. Cloud, Minnesota, www.gnrhs.org
July 21-24, *Train Festival 2011*, Rock Island, Illinois, www.trainfestival2011.com
July 27-30, *27th Annual Convention, Union Pacific Historical Society*, Spokane, Washington, www.uphs.org
July 30-31 & August 6-7, *Great Oregon Steam-Up*, Brooks, Oregon, www.antiquepowerland.com
August 12, *Portland Streetcar 10th Anniversary Celebration*, Portland Jamison Square, www.portlandstreetcar.org
August 18-21, *29th Annual Portola Railroad Days*, Portola, California, www.PortolaRailroadDays.com / 530.836.6811
August 19-21, *73rd Snoqualmie Railroad Days*, Snoqualmie, Washington, www.trainmuseum.org
Sept. 3-5, *Steamer Oregon* scheduled to operate, Oregon Zoo, www.oregonzoo.org
Sept. 8-10, *Southern Pacific Historical & Technical Society Annual Meeting*, Portland, Oregon, www.sphts07.org
October 1, *Rail To Ales*, Mount Rainier Scenic Railroad, Elbe, Washington, www.mrsr.com / (888) STEAM11
October 22 & 23, *Pumpkin Trains*, Chehalis-Centralia Railroad, www.steamtrainride.com
Nov 8-13, *2011 Railway Heritage Preservation Conference ARM&TRAIN*, Chattanooga, TN, www.railwaymuseum.org
Nov 25-Jan 1, *Zoolights*, Steamer Oregon scheduled to operate, Oregon Zoo, www.oregon.org
January 2012, *Brooklyn Roundhouse*, vacated and steam locomotives moved, www.orhf.org
June 1, 2013, SP 4449 15-year renewal required

Bill of Lading

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