

The

March 2009



Trainmaster

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



PACIFIC NORTHWEST CHAPTER TIMETABLE #560

Board of Director's meetings: March 13, Friday & April 9, Thursday, 9320 SW Barbur Blvd Suite 200, 7:30 pm (Note new 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 (March 21) and also the following Saturday (March 28). It is also open every Monday morning from 10:00 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 :

March 20 7:30 pm – Program: *Mining for Jewels in the PNWC Archives*, Bill Hyde

April 11 – Banquet - Program: *An Oregon Yank Down Under*, Bruce Carswell;

Stockpot Restaurant, 5:00 pm no-host cocktails, 6:00 pm dinner; door prizes;

Jack Holst 2008 Member of the Year Award; NRHS 25-year Awards

April 17 7:30 pm – Program: *America & the Passenger Train, 1830's – 2008*, DVD

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

NOTABLE NON-CHAPTER EVENTS:

March 22, *Palouse Empire Railroad Show & Swap Meet*, 9:30-3, WSU Arts Coliseum, Pullman, Washington

May 9, *National Train Day*, Seattle, Washington & Portland, Oregon, www.nationaltrainday.com & www.orhf.org

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

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

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

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

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

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

December 4-5-6, 11-12-13, *Holiday Express '09*, Oregon Rail Heritage Foundation, 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:

March = available

April = available

May = available

June = available

To volunteer for available months, please contact Keith at 503.516.9272 or email to: keithfleschner@msn.com.

NOTES FROM A MEETING

Keith Fleschner, President

Confession time: I've had a hard time getting started writing this, my first column for *The Trainmaster*, because I couldn't come up with a good title. You can't write for a paper without a headline. I've seen headlines of "from the head end" or "from the cab" in other newsletters, and I have to say, they just didn't seem like me.

So I thought (some call it procrastination) for a while. "Dispatches from the roof of the Mt. Hood" or "Report from under the 6800" didn't seem very good either, which led to more consideration.

What's been different in the month or so since the election is the conversations. I find myself spending a lot of time talking to a variety of people, members and non-members, about the Chapter, at the roundhouse, at the SP&S swap meet (thanks to **Al Hall** and the concessions crew for being there), via email, and my new favorite, over food at a restaurant (three times this month). So I'm going to call my musings "Notes from a meeting". I hope that as the year progresses we can all talk about the past, present, and future of our organization.

* The membership renewal process is one of those key duties that doesn't get a lot of accolades. **Diana Mack** has been doing it for several years; so well, that most of us don't even notice. This is her busy time of year, complicated by a bunch of issues from National. Thank you, Diana.

* The Chapter was invited to participate in the grand opening of *Westside Express Service*. Many members were on hand over several days staffing our booth. Thanks to all who participated.

* **Ron McCoy** led a very successful activity taking many Chapter members and others on a pre-opening ride on WES. Thanks to Ron. Ron also agreed to return as our Activities chair.

* **Charles Stevens** Chose not to run for reelection as a board member, he will be missed he will continue overseeing the flanger restoration. Thanks to Charles

* I'd also like to thank the Past Presidents with whom I've had the pleasure of working. I wouldn't have signed on without their example. Thank you **George Hickok**, **Arlen Sheldrake**, and **Ron McCoy**.

LENDING LIBRARY

The Lending Library wants to thank Arlen Sheldrake for donating the book *Steel Rails to Victory* by Ron Ziel, a photographic history of railway operations during World War II. Arlen also donated six DVDs by Joe Harper, JEH Productions:

Winter Steam in Michigan (2008), 61 minutes

Steam Highlights of 2007, 119 minutes

Photo Specials: Pere Marquette #1225 and the Huckleberry Railroad (2007), 60 minutes

Thunder On The River (2007), 111 minutes.

Held in Chattanooga Tennessee (2007), 82 minutes.

Chelatchie Prairie Railroad (2007), 65 minutes

The book and videos are now ready for members to check out.

Free parking for Lending Library patrons. The Library will reimburse \$1.00 parking or bus fare cost.

PNWC – NRHS MISSION

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

2009 PNWC Annual Banquet

When: Saturday, April 11
Location: Stockpot Broiler Restaurant at Red Tail Golf Course
 8200 Scholls Ferry Road
 Beaverton, OR
Time: 5:00 PM Social Hour, 6:00 PM Dinner, 7:00-8:30 PM Program
Program: 25-year pin presentation
 Jack Holst Award winner
 Bruce Carswell presents “An Oregon Yank Down Under” – about his experiences while managing a short-line railroad in Australia.

If you have questions please contact Al Hall at 503-699-5042. Or email Al at: alhall@comcast.com

Directions:



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

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

Each dinner is **\$26.00** per person which also includes gratuity. Entree includes vegetables, salad, beverage and dessert. Each person may choose one of the below entrees. Please list all names of those you are paying for and each person’s choice of entrée.

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

Make check payable to: PNWC-NRHS

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

PNW SHORT LINES

by Arlen L. Sheldrake

The *Port of Tillamook Bay* held a public meeting January 29 to review the rail line situation caused by the December 5, 2007 major storm that severely damaged and closed down the line. The POTB PowerPoint presentation from this meeting is available from their Web site: www.potb.org.

In late January, tunnels on the popular John Wayne Pioneer Trail were closed by order of the Washington State Park and Recreation Department. Tunnels 46 through 50, from Thorp, in Kittitas County, westward to Snoqualmie Pass, in central Washington, are closed until further notice due to water leakage and falling debris hazards. An estimated \$9 million is needed to repair the tunnels. The popular trail is the former *Milwaukee Railroad* line and sees an estimated 215,000 trail users each year.

After a 15-year restoration effort, Utah's Merci boxcar will receive a formal dedication in April at the Ogden Union Station. The 123+ year-old boxcar was on display in Salt Lake's Memory Grove from April 17, 1949 until 2001 when it was given to Ogden's Union Station at 2501 Wall Avenue. More information about the French Merci (or Gratitude) Train and the other 48 boxcars: www.mercitrain.org. More information about the Utah State Railroad Museum: www.unionstation.org.

Noted historian and Chapter member **Jerry Tanquist** presented "The Union Pacific Railroad in Wasco County" to the Original Courthouse Regional History Forum on February 28. The presentation was held in the 1859 Courthouse in The Dalles.

The City of Fife, Washington has purchased from *Tacoma Rail* the ALCO Century 415, former Chehalis Western 684, for display as part of their *Tacoma and Fife Eastern Railroad* next to the Fife History Museum. The goal is to unveil the locomotive after exterior restoration at the October 2009 Harvest Festival. Twenty-six 415s were built between 1966 and 1968. Before display, the locomotive will have most of its internal workings removed and scrapped by Coast Engine and Equipment Company. The Fife display also includes a *Union Pacific* wooden caboose.

GNP Railway Inc., a Washington Corporation formed in 2006 with Thomas Payne as the principal, filed notice on January 30 with Surface Transportation Board that it intends to operate freight and passenger trains on the ex-NP Snohomish-Woodinville portion of the BNSF Snohomish-Renton "East Side Line". You may remember that Payne was the one who moved the ex-RDG 2100 4-8-4 steam locomotive from Ontario to Tacoma, Washington. The 2100 and Payne were involved with the *Golden Pacific Railway's* short-lived steam excursion operation on the *Tacoma Rail* Mountain Division. The *Golden Pacific Railway* labeled commuter passenger cars that were used on this excursion service continue to reside in Milwaukie, Oregon.

The Oregon Department of Transportation reports that preliminary figures for 2008 show a 25.2% ridership increase over 2007 for the Portland – Eugene bus/rail corridor. 2008 riders = 222,558; 2007 = 177,709.

A new group, the Black Butte Center for Railroad Culture, was formed in 2007 and is located directly across from the Black Butte water tank near Milepost 345 in Weed, California. It was established by a group of people with a special appreciation for the natural environment and the railroad-related history and atmosphere of Black Butte, California railroad junction area. More information may be found at: www.bbrc.org.

Among the many impacts of the heavy January 6-7 rains that hit central and western Washington, was the closure of BNSF's Stampede line. Four significant areas were impacted by the 13 to 18 inches of rain in a two-day period. The largest slide deposited 5,000 cubic feet of debris over the tracks near Milepost 68, washing away 250 feet of track. BNSF expects to reopen the line in mid-March. The Stampede Line was reopened in 1997 after a decade of shutdown. The line sees about six trains per day on average, serving as a relief valve for BNSF's busy Portland – Pasco and Seattle – Spokane routes.

The *Albany & Eastern Railroad* has launched a major rail rehabilitation project on the 36-mile Mill City Branch. The \$5 million project is being funded with a Connect Oregon II grant of \$3,770,280 and the rest from the railroad. Bruce Carswell of Pacific Rail Solutions LLC is consulting on the project. The objective of the

project is to bring the line up to carrying 286,000 freight cars.

Brooklyn Roundhouse volunteers watching the *Circus Trains* episode of the History Channel's *Extreme Trains* series may have spotted Forrest LeCain. Until joining up with the *Circus Train* in 2007, Forrest was a regular volunteer working on the SP 4449. This Ringling Brothers and Barnum & Bailey circus train is the longest privately-owned train in the world.

History note: In February 1959, *Union Pacific* reshaped its Albina Yard in Portland, Oregon. Included in the \$10 million project was a new 90-car freight house. Spring forward 40 years. This building is now slated for demolition.

According to a February 9 *Seattle Times* article, the issue holding up a second *Amtrak Cascades* train to Vancouver, British Columbia since July 2008 is a requirement from the Canadian Border Services Agency for C\$1,500 per day payment for immigration/customs inspections of rail passengers arriving in Canada aboard the second train. No such payment is now made for the currently operating train. This second train would be a no-layover Portland-Vancouver, B.C. run. Hopefully this issue will be resolved before the 2010 Winter Olympics.

Central Oregon & Pacific (CORP) and the International Port of Coos Bay have agreed to extend the purchase closing date to March 13, 2009, according to a February 11 Surface Transportation Board filing. The Port has also made arrangements with the *City of Prineville* and Dan Lovelady so that he will work part-time for Prineville and part-time for the Port. Lovelady is the *City of Prineville Railway* (COPR) General Manager and previously managed the CORP line for four years.

On February 17, the *Port of Tillamook Bay* (POTB) Commissioners made two unanimous decisions: to discontinue freight service from Cochran (railroad MP 802) into the Port of Tillamook Bay Industrial Park; to not repair the POTB rail line between railroad mileposts 802-810 (Cochran to Enright). The *Headlight Herald* newspaper reports February 17 that the railroad will still be available for tourism trains such as the *Oregon Coast Scenic Railroad* (OCSR), but without freight revenue the contract with OCSR will need to be renegotiated to start charging for rail use as no other money will be available for railroad maintenance.

The Oregon Rail Heritage Foundation has established *Holiday Express 09* dates of December 4-5-6 and 11-12-13, 2009. The intent is to again run on the *Oregon Pacific Railroad* out of Oaks Amusement Park in southeast Portland.

The *Friends of SP4449* 2009 calendar, months of February and March, features pictures of the 4449 with our PNWC 76 baggage car immediately trailing. The February picture has the 76 in *Oregon, Pacific & Eastern* livery (it has recently returned from Cottage Grove) and in the March picture it is in AFT livery. The 76 was the tool car for the 4449's *American Freedom Train* romp.

Amtrak's second annual National Train Day May 9th will be a big deal at Portland's Union Station this year. Reserve the date and plan to attend and/or help. More information in a future *Trainmaster*.



2009 PNWC EXECUTIVE BOARD

The Chapter's 2009 Executive Board is shown here at a recent meeting: front row, from left; Ron McCoy, Christopher Bowers. Middle row; Mark Reynolds, Jean Hickok, George Hickok, Al Baker. Back; Jim Hokinson, Arlen Sheldrake, Keith Fleschner, Ed Bernsten.

VANCOUVER STATION REHABILITATION

by Arlen L. Sheldrake



In early January, the Vancouver, Washington *Amtrak* station joined the ranks of other good-looking Cascades Corridor stations when major interior rehabilitation work was completed.

In June 2008, the Vancouver City Council awarded a \$561,054.61 contract to Skyward Construction, Inc. of Ridgefield Washington to do major interior work on the 100-year old station. Work included: making the entries and restrooms ADA-compliant; new HVAC; opening the entire waiting room; electrical upgrades; and

moving the ticket counter adjacent to the baggage area that occupies the northern portion of the building.

During the 180-day construction period, *Amtrak* staff worked out of a trailer located in the parking lot.

The majority of project funding came from a Federal Transportation Infrastructure Improvement grant of \$654,514 with some City of Vancouver match.

The Vancouver *Amtrak* station is owned by the City of Vancouver and leased to *Amtrak*.

This station, in addition to being a favorite rail



fan train viewing spot, serves all *Amtrak Cascades* trains, the Portland branch of the *Empire Builder*, and the *Coast Starlight* and is the third-busiest station in Washington.

The interior of the station is vastly improved; you would not recognize it from any pre-construction memory. With a much needed exterior paint job budgeted in 2009-2010, the City of Vancouver should be proud of their rehabilitated city gateway.

STAMPEDE PASS DAMAGE WINTER 2008-2009

Photos courtesy of BNSF

And you wondered why the Stampede Pass line was closed? These photos from the week of January 12 are quite self-explanatory.



MP 68.8



MP 68.1



MP 52.3



MP 53.6



MP 68.0

For reference:

Stampede = MP 49.6 (west end of Stampede Tunnel 4)

Kennedy = MP 54.6

Maywood = MP 65.0

Eagle Gorge = MP 73.9

PORT INCHING CLOSER TO RAIL DEAL

Winston Ross

Eugene (OR) Register-Guard, February 15, 2009

COOS BAY - Sometime between now and mid-March, the Oregon International Port of Coos Bay will buy a 110-mile short line railroad between Coquille and Eugene with the aid of \$12.6 million in borrowed cash. The latest chapter in a saga that's twisted and turned since the line's owner, Central Oregon and Pacific Railroad, abruptly shuttered it in September 2007 will come to a happy close.

Then will come more daunting tasks.

Wresting the critical rail link from its corporate owners was tough enough: Getting the federal government's approval, haggling over how much the line was worth and desperately searching for capital in the middle of a nationwide credit crunch.

But consider the tasks ahead. Just to get the line reopened, after a year and a half of neglect and zero maintenance by CORP and parent company RailAmerica, will cost at least \$8 million to \$10 million - an estimate port officials say is based on the 10 days they had to inspect the line's conditions. They were given no access to three crumbling tunnels that precipitated the closure in the first place. And the tunnels aren't even the costliest part of the job.

"The most troubling elements are the bridges," said the port's executive director, Jeff Bishop, at the state's economic development commission meeting in Portland, where the loans were approved. "There are 153 water crossings." That's more than one per mile.

The port has yet to find the cash for the repair work. And the half-dozen companies that rely on the line to ship their goods aren't exactly thriving in this economy. How much longer they'll be able to remain in business on the south coast without rail access is anybody's guess. Estimates of how soon the port will be able to get the line reopened vary from six months to three years. The shippers are pretty much banking on sooner rather than later, said Bob Ragon, executive director of the Douglas Timber Operators.

"We hope to see rail service restored by the fall," Ragon said. "The shippers are planning on that."

Best-case scenario: US Rep. Peter DeFazio successfully transfers \$7.2 million in federal funding to the project, taking care of the bulk of the loans the port took out from the state last week to buy the line, leaving \$5.4 million to pay back. The port finds grant money or tax credits or low-interest loans to pay for enough repair work to reopen the line. It convinces a railroad to either lease it, assuming liability, or operate it while the port maintains ownership of the track and equipment. Then, if all goes well, railroad access to the southern Oregon coast is restored by, say, September.

That only gets the region back to square one, the point at which there's a railroad and it works and is available for use. In other words, this is a rewind to 2007, when the line was shut down after losing an average of \$1.5 million annually for several years in a row, and after the average number of rail cars on the line had plummeted to about 5,000 carloads - a 37 percent decline since 2003.

Port officials figure that in their first year of operation of the line, they'll see only about 30 rail carloads, because many of the shippers will still be stuck in contracts they signed with trucking companies when the rail line shut down. Once the shippers are out of these contracts, the estimate of rail carloads jumps to between 2,000 and 3,000 per year - still only half the number that used the line when it was losing \$1.5 million a year.

The port isn't planning to break even on rail line operations for the first four years - not with new surcharges the shippers have tentatively agreed to pay, not with increasing the fees it charges Union Pacific for the cars to transfer to bigger lines in the Willamette Valley, not with the tax savings from transferring the railroad into public hands.

All of which may help explain why the port's business plan for operating the line is now on its eighth draft.

"The agreement we have with the shippers would provide enough subsidy to keep things on the positive side," Bishop said, adding that shippers are willing to pay surcharges even with gas prices at their current low levels, because it makes more sense long term.

The whole thing hinges not just on a turnaround in the global economy, but on the south coast as well. The south coast has struggled for years to find a way to diversify as family wage jobs in the timber and fishing industries evaporated.

Plenty of short lines in the country make good money, said Rich Timmons, president of the American Short Line and Regional Railroad Association. Overall, it's a viable enterprise and should be for the foreseeable future, given the long-term cost benefits of shipping products by rail versus truck, he said. It's also not uncommon for governments to take over a rail line, since they have a vested interest in the long-term economic stability of the region.

But the key to the line's success has much to do with what type of freight it carries, Timmons said. "Commodities such as coal, grains, chemicals - those seem to be holding their own reasonably well, big railroads and small," Timmons said. "Anything related to the housing industry and construction is in hard times, and probably will be for a while."

Nearly 97 percent of the short line's traffic has historically consisted of lumber and forest products - materials for a building boom, not a collapse in the national housing market.

"To me, viability means you're breaking even or profitable," said Scott Williams, RailAmerica's senior vice president and general counsel. "If you're having to pour loads of money into it, it's not viable. There are lots of challenges."

Consider two of the most-discussed possibilities for new customers: a shipping container terminal, which would require a complete overhaul of the line to accommodate a mammoth boost in railroad use, and a liquefied natural gas import terminal, which could spur industries in search of cheap energy to relocate to the bay and result in shipments of propane, a byproduct of LNG, on the rail line.

Both of those projects face huge hurdles. Part of the port's attraction as a shipping container terminal was that other West Coast ports were choked with traffic. This is no longer true.

"There are container ships being moored all over Singapore with nothing to put on them," Bishop said. "How long will it take for that to rebound?"

With domestic supply on the rise and the costs of foreign sources growing, hauling LNG to the United States is becoming less attractive, at least for now.

Port officials acknowledge that this \$16 million, taxpayer-funded purchase of the rail line is something of a gamble.

"We haven't tried to pull the wool over anybody's eyes," Bishop said. "This is a huge undertaking, and it's not an asset that has the short-term potential to financially carry the load itself. But the consensus was 'What's the alternative?'"

Even if the line gains no new customers, even if the port has to pay back all the money it borrows out of its own pocket, there are 750 jobs on the south coast that could all disappear if the railroad remains closed. Trying to prevent that from happening is the only option, everyone seems to agree - even if it ultimately proves impossible.

There are at least a few reasons to be optimistic. The energy supply-and-demand situation is volatile and cyclical, so supporters of LNG might eventually convince regulators to allow a terminal in Coos Bay and investors may eventually agree to pay for it. New businesses that come in search of cheap gas could diversify the region and the traffic on the rail line. And assuming the economy does turn around at some point, the bigger ports Coos Bay now competes with could grow less and less appealing in comparison to the south coast's shorter trip across the Pacific Ocean, cheaper costs of doing business and copious amounts of land available for development.

One of the things that makes it hard to attract new customers to the bay is the perception that there's not enough competition on the line, with Union Pacific as the only company on either end of the railroad. Bishop hopes to figure out a way to change that, via contract negotiations, allowing whoever is chosen to operate the line to do business with UP's competitors as well, which would appeal to shippers.

Investing in upgrading the line also could pay off, Bishop added. The better shape the tracks are in, the faster trains can travel on the line, which reduces costs. "Now it takes two crews to get from here to Eugene," Bishop said.

In the long term, owning one of the country's 550 short lines could turn out to be a wise investment, DeFazio said, adding that it's clearly a necessary one.

"American Bridge has said 'Look, we can't bid on stuff at any distance from here if we don't have access to rail,'" DeFazio said of one local shipper. He added that there are 160,000 bridges that need repair work across the country and that the Gardiner-based company is well-positioned to do a significant amount of that work. "Twenty or 30 years from now, people will look back and say 'Those people were pretty smart to preserve that rail line.'"

FLOODS DAMAGE NORTHWEST RAILWAY MUSEUM

By Richard R. Anderson, Executive Director

Northwest Railway Museum has been badly impacted by the flooding that occurred in Western Washington in early January. The Museum owns and operates an interpretive railway that hosts many public programs. It allows visitors to experience travel by train and see and experience the role railroads once had in King County and Western Washington.

During the January flood event, two miles of track and two bridges were submerged. There were multiple track washouts that have shut the railroad down. A damage survey has estimated the loss of over 700 cubic yards of railroad grade with the washouts distributed over a two mile length of track.



Without track restoration, all programs are in jeopardy.

A trace of water also got in the new Conservation and Restoration Center but a damaged circuit breaker was the only reported loss; the building was constructed to current flood proofing standards.

Unfortunately the Federal Emergency Management Agency has changed its policies and no longer funds permanent repairs to museum facilities. 4Culture has an emergency grant program; prospects for other funding are rather bleak.

The Northwest Railway Museum would be grateful for any support (including suggested funding



sources). Unfortunately, much of the recovery effort requires special skills and machinery so there are only limited opportunities for volunteers. Nevertheless, volunteers are welcome and appreciated. Please contact Richard@trainmuseum.org or call 425.888.3030 X201.

The train depot is located at 38625 SE King Street in Snoqualmie. Learn more at www.trainmuseum.org and www.trainmuseum.blogspot.com. The mailing address is: Northwest Rail Museum, PO Box 459, Snoqualmie WA 98065-0459.



(This article first appeared in the Association of King County Historical Organizations February 2009 newsletter The Heritage Advisor and is re-printed in the Trainmaster with the author's permission.)

S2 #36 Restoration Fund



GOAL \$40,000

DONORS

Golden Spike level: \$1000 and up

Arlen Sheldrake, Jim Hokinson

Rail level: \$500 to \$999

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

Roberta Ballard*, Al Baker,
Chuck McGaffey, Anonymous

Tie Plate level: \$50 to \$99

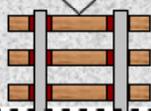
Phil Barney, Robert Wenzel

Steel spike: \$1 to \$49

Gerald Schuler

(* non-member)

**\$7,526
raised
as of 2-20-09**



Culture isn't always pretty.



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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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Bill of Lading

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

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