

# The

September 2009



# Trainmaster

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



## PACIFIC NORTHWEST CHAPTER TIMETABLE #566

Board of Director's meetings: September 10 & October 8, 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 (September 19) and also the following Saturday (September 26). 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 :

**September 18 7:30 PM – Program:** *Oregon Coast Scenic Railroad*, Aaron Zorko

**September 19 5:30 PM –** *Night Ride on the Zoo Railway*, contact Ron McCoy, 503.244.4315

**October 16 7:30 PM – Program:** *NRHS Adult RailCamp, June 2009*, Al Baker

**Forward program ideas to Al Baker, 503.645.9079 or [albaker33@comcast.net](mailto:albaker33@comcast.net).**

## NOTABLE NON-CHAPTER EVENTS:

Now – Sept 27, *Saturday & Sunday Steam Excursions, Chehalis-Centralia Railroad*,  
[www.steamtrainride.com](http://www.steamtrainride.com), 360.748.9593

Now – Sept 27, *Saturday & Sunday Oregon Coast Scenic Railroad*, Garibaldi – Rockaway, [www.ocsr.net](http://www.ocsr.net),  
503.842.7972

September 16 – 20, *2009 Association of Railway Museums annual conference*, [www.railwaymuseums.org](http://www.railwaymuseums.org),  
West Coast Railway Heritage Park, Squamish, British Columbia

September 19, *GN Day in Skykomish*, Washington, seminar, more info: [skykomishhistoricalsociety@yahoo.com](mailto:skykomishhistoricalsociety@yahoo.com)

October 13 – 20, *SP 4449 Comes Home*, Minneapolis to Portland, [www.sp4449.com](http://www.sp4449.com)

October 24, *7th Annual Autumn RR Slide Show*, McMenamins Olympic Club, Centralia, Washington,  
[www.autumnleafslideshow.blogspot.com](http://www.autumnleafslideshow.blogspot.com)

October 28 - November 1, *SP Historical & Technical Society Convention*, San Luis Obispo, California,  
[www.sphts.org](http://www.sphts.org)

October 29, *The West the Railroads Made*, exhibit, Oregon Historical Society Museum, [www.ohs.org](http://www.ohs.org)

December 4-5-6, 11-12-13, *Holiday Express '09*, Oregon Rail Heritage Foundation, [www.orhf.org](http://www.orhf.org)

## 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](mailto: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.

# NOTES FROM A MEETING

by Keith Fleschner

One of the big events of the summer is *Steam-Up* at Antique Powerland. Over the years, our activities in Brooks have multiplied, along with the number of people required to make it happen. Al Hall led the effort at the info booth which also serves the Chapter as the base for concession sales. Arlen Sheldrake shepherded the Passport program which gets kids out to our display track. Ron McCoy came through with some outstanding signs for the spreader and the flanger. Randy Rock is a one-man sound department, keeping the Powerland sound system working. All of this effort requires the participation of many Chapter volunteers. Thank you for all of your hard work.

As part of my job, I get to read material from a variety of Chapters and related historical organizations, and I have to say (and I hear it often from others) we are blessed with an excellent team producing *The Trainmaster* every month, with Steve Hauff as Editor and Arlen Sheldrake producing a lot of the content. Thank you both.

Your Chapter Treasurer, George Hickok, just completed a major task: filing our annual financial reports with the IRS and the state of Oregon. This was the first year of a new, much more detailed and complex form.

This month was the end of a decade-long tradition. Ralph Johnson has been our contact with St. Marks Church where the membership meeting is held. Ralph is unable to continue but we thank him for his years of service. NOTE: we are continuing to hold meetings at the church and thank them for making it possible.

ORHF continues to move forward with a new home for the City of Portland steam engines. As you may know, the new location is right in the middle of, it seems, everything. Current work in the area includes the East side big pipe and McLoughlin Boulevard viaduct. But that's just the start. Soon, Milwaukie Lightrail and the Portland Streetcar (complete with a bridge over the Willamette River) are coming and ORHF is right in the middle of it. Current activities include working with a transportation engineer on possible track alignments and starting the process to hire an architect to design the new facility.

Planning is underway for this year's ORHF *Holiday Express*, the main fundraiser for ORHF. This year it's even more important because ORHF's expenses are up as the new home project gets underway in a big way. As in years past, the Chapter's equipment and people will play key roles.

One of my most important functions is answering questions. If you have questions about YOUR Chapter, please don't hesitate to ask. My contact info is in the back of every issue or email me at [keithfleschner@msn.com](mailto:keithfleschner@msn.com)

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## ALCO S-2, #36 RESTORATION

The fundraising project to cosmetically restore the #36 now on display at Antique Powerland Museum on Oregon Electric Railway Historical Society track includes the following contract specifications:

- Enclose the S-2 in a portable building
- Contractor to leave a zero footprint on the job site
- Pressure clean entire undercarriage before abrasive blasting
- Abrasive blast entire unit except engine compartment with medium grit Black Beauty
- Complete all body filling and glazing on unit
- Prime unit with Dupont 2.8pr Imron, Grey to 4 mil
- DA orbital sand primer with 220 grit and 320 grit
- Coat unit to scale with five color scheme: black, Big Sky Blue, GN orange, imitation gold, Tuscan red, and white
- All Dupont 3.5hg, 42p Imron paint will be used, to 5 mil
- Clear Coat unit with Dupont Imron 611p to 5 mil
- Replace all numbers and letters
- Job estimated to take 21-25 days

The intent of this project is to put the #36 back into Northern Pacific Terminal Company livery that will last at least 20 years.

**Your donation is needed now to get this project funded!**

# PNW SHORT LINES

by Arlen L. Sheldrake

On August 5, the *Northwest Railway Museum* in Snoqualmie set the foundation for construction of their Train Shed Exhibit Building, a dream first proposed at its founding in 1957.

A reliable source tells me that Benton County, Oregon is planning to purchase the currently embargoed *Willamette & Pacific* Bailey Branch that runs south from Corvallis to Hull Oakes Lumber Company near Monroe. At a minimum, the Benton County folk want to preserve the rail corridor.

The *Ukiah Daily Journal* of July 18 reported that the city of Ukiah, California has approved a 50-year lease contract with the *North Coast Railroad Authority* for the former 1929 *Union Pacific Railroad* depot. The city has awarded a \$389,000 contract to Cupples Construction to bring the depot back to its original 1929 condition.

The city of Prineville, Oregon has completed construction of a 64,000-square-foot addition to the Prineville Freight Depot. The Freight Depot was originally built in 2005 with the intention of bringing in new business for the *City of Prineville Railway*. Another addition currently being built will have tracks running through the center of the building.

Those planning a trip to the island of Oahu should most definitely include a ride and tour of the *Hawaiian Railway* near Ewa. 90-minute public rides on 6+ miles of track are on Sundays, 1 and 3 PM, pulled by a small diesel-electric locomotive. The storage yard is chock-full of interesting and historic steam and passenger equipment, including the Hawaii/Washington D.C. Merci 40 & 8 boxcar. On the second Sunday of the month, the consist includes the beautifully restored 1900 *Oahu Railway & Land Company* Hawaii-built observation-parlor car 64. Booking this car for the three generations of my family was one of our July trip highlights. More information: [www.hawaiianrailway.com](http://www.hawaiianrailway.com). And yes, the Dole Pineapple Plantation steam train ride was fun and educational also.

Is anybody else surprised that Governor Kulongoski and ODOT on July 16 announced they are recommending that stimulus money (American Recovery and Reinvestment Act) be spent in developing the former *Oregon Electric* line from Portland to Eugene as the high speed Willamette Valley passenger route? An interesting proposal to say the least. One of the major projects in the \$2.1 billion package of proposals is \$46.5 million to Union Station: make permanent structural repairs to the station building as part of a general rehabilitation to bring the structure into a good state of repair and in conformity with seismic requirements; upgrade existing trackage and construct a sixth track to accommodate through freight traffic now routed via Track 5. (Track 5 would then be available for use as a support track for increasing service frequency of passenger trains.)

*Northwest Railway Museum* has re-launched the Washington Steam website ([www.wasteam.railfan.net](http://www.wasteam.railfan.net)) that highlights preserved locomotives and other rail artifacts in the state of Washington. The site was developed by Brian Fritz who passed away in March 2007. His family donated the website to the Museum to perpetuate his memory. Take a look, there are some great pictures and it is a site well worth bookmarking.

To follow the progress being made to cleanup Skykomish, Washington, take a look at the website: [www.skykomishcleanup.com](http://www.skykomishcleanup.com). This massive ground pollution, multi-year cleanup is being done by *BNSF* under the auspices of the Washington state. Skykomish was a former railroad fueling site that began life in the 1890s. Contaminated soil is leaving town via rail.

Our friend and former President of *Portland & Western Railroad*, Bruce Carswell, has accepted a job as General Manager of the *West Texas & Lubbock Railway* and *Texas-New Mexico Railroad*. He is based in Lubbock, Texas. These railroads are part of the Iowa Holdings group of railroads that also includes the *Mount Hood Railroad*.

On the *ODOT Rail Division* website ([www.oregon.gov/odot/rail](http://www.oregon.gov/odot/rail)) is the Intercity Passenger Rail Study June 2009 draft report. This report provides the background behind Kulongoski's July 16 recommendation regarding the *Oregon Electric* line.

On August 14, the *Oregon Rail Heritage Foundation* issued an RFP for architectural services at a Brooklyn Roundhouse meeting of interested firms. Proposals are due in by August 21 with selection of the successful architectural firm on September 11. The scope of work includes both predevelopment and design, permitting and construction administration to build a new structure to protect and maintain the three city of Portland-owned locomotives. The tentative schedule calls for moving the locomotives into the new facility by December 2012.

## ALCO CENTURY 415 COMPLETED



Steve Carter, of Gig Harbor, captured this picture of Fife's Alco 415 at Tacoma's Coast Engine and Equipment Company on June 29. The photo shows CEECO's beautiful cosmetic restoration of the locomotive after the removal of the engine and electrical equipment. The former Chehalis Western #684 was purchased from Tacoma Rail by the City of Fife for future display at the Fife History Museum in Dacca Park along with a Union Pacific CA-1 caboose donated by Tacoma Chapter.

## F45 TO THE IZAAK WALTON INN

In late August, Great Northern F45 441 headed west from Albia, Iowa to Essex, Montana. The locomotive has been restored as luxury "Locomotive Lodging" and will be located at the Izaak Walton Inn near Glacier National Park.

The locomotive interior is being converted to a deluxe living accommodation featuring a master suite, spacious living area and fully equipped kitchen. It will be decked out with antique oak hardwood floors complementing a fireplace, providing a rustic and inviting interior worthy of Glacier Park.

The operator's cab, including control stand, seats and electrical cabinet, has been restored to new condition. The cooling fans have been converted to skylights with glass above the fans. At the flick of a switch, the engine access doors will open to a picture window view of the adjacent BNSF mainline.

Restoration work and rough interior construction was performed by RELCO Locomotives. They used original EMD paint diagrams to apply the resplendent Great Northern "Big Sky Blue" paint scheme. Interior finishing is being completed after delivery to Essex, and it is to be ready for lodging beginning September 24. Rates are \$299 plus tax per night, 3 nights minimum. For more information or booking information, visit: [www.izaakwaltoninn.com](http://www.izaakwaltoninn.com) or 406-888-5700. The Izaak Walton Inn is a flag stop on Amtrak's Empire Builder service.

The history of this EMD F45, serial number 34046 built June 1968, is reported to be former Santa Fe 5960/5910/1910 and finally Utah Railway 9013.

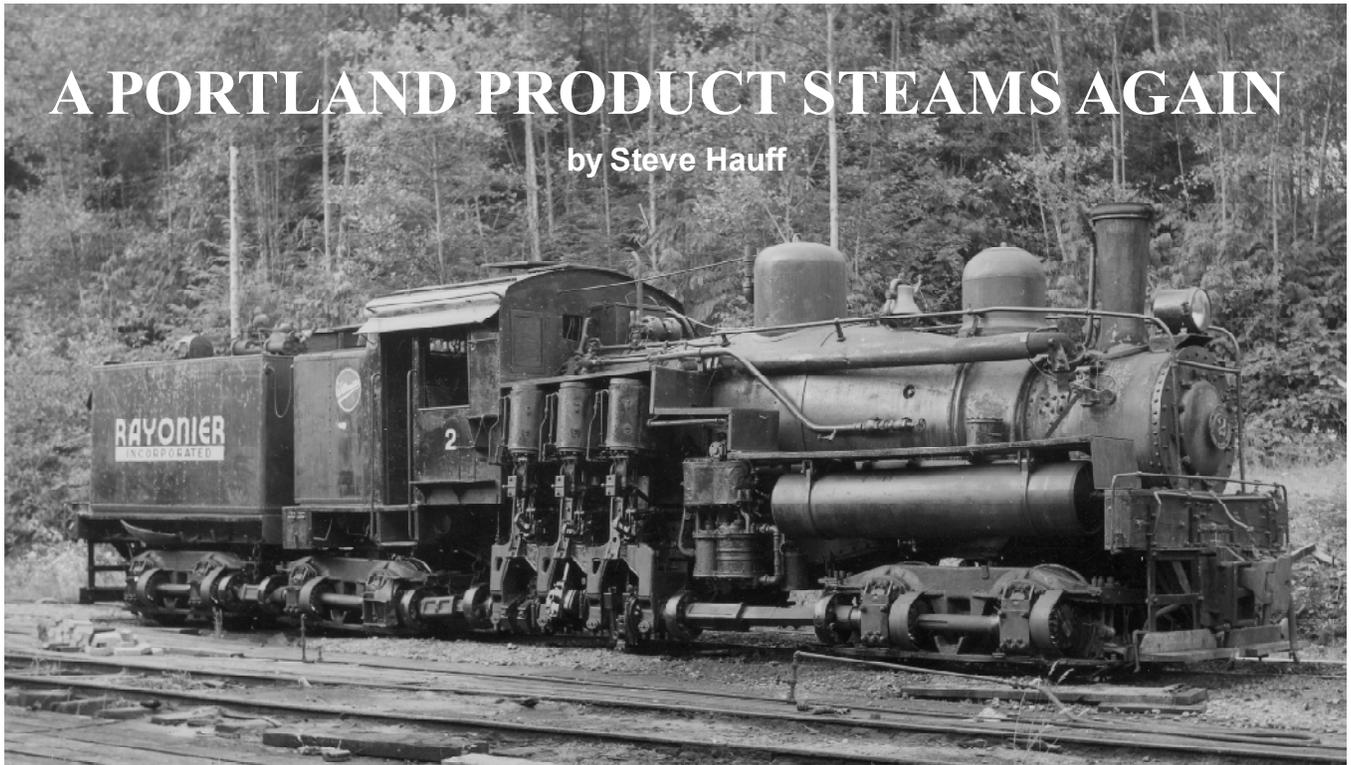


GN 441 Interior Layout



# A PORTLAND PRODUCT STEAMS AGAIN

by Steve Hauff



*In December 1929, Willamette Iron and Steel Works of Portland, Oregon delivered the last of its 33 geared locomotives. The locomotive was built for the J. Neils Lumber Company of Klickitat, Washington. Unique among the Willamettes, she sported a feedwater heater and all the other refinements that the Company had developed over seven years of constructing geared locomotives.*

While at Klickitat, the #6 plied the rails of the logging railroad that ran north from the mill. She shared the railroad with several Lima Shays, one of which, the #7, is now owned by Tacoma Chapter of NRHS.

After twenty years of service, the #6 was sold to Rayonier, renumbered as #2, and moved to the Clallam operations where she joined two other Willamettes and an assortment of other geared- and rod-locomotives. She operated the branch lines of Rayonier until 1962 when her fires were dropped for the last time, as the last operational geared-locomotive on the Clallam operation. Shortly after being removed from service, the Deuce was sold to railfan and Tacoma Chapter member Jim Gertz, who kept the locomotive in storage at Hoko Camp for several years. In the fall of 1968, the #2 was moved from Hoko to Jim's property near Port Angeles. A shed was erected around the locomotive to slow the deterioration, and, hopefully, preserve the locomotive in a condition which would someday allow her return to steam.

In 2002, Jim decided that he had found a suitable home for the 2-spot at Mount Rainier Scenic Railroad. He donated the locomotive to the organization, with the stipulations that she would always remain covered when stored and that she would be returned to operation as soon as was feasible. The window of opportunity to return the Deuce to steam came about two years ago when a restoration grant was offered to the railroad. Work on the locomotive began in earnest about a year-and-a-half ago and with a tremendous amount of effort (and a reported \$400,000 in parts and labor), the locomotive was again in steam by August 2009.

At present, the #2 is the only Willamette in operation, although the restoration group in Medford, Oregon is making great strides with the ex-Medco #4. It is only a matter of time before she, too, is runable.

Following pages: Rayonier #2 was returned to running condition in August 2009. She is shown here at her first public appearance at Mineral, Washington on August 8.  
*Photo by Steve Hauff*



**RAYONIER**  
INCORPORATED

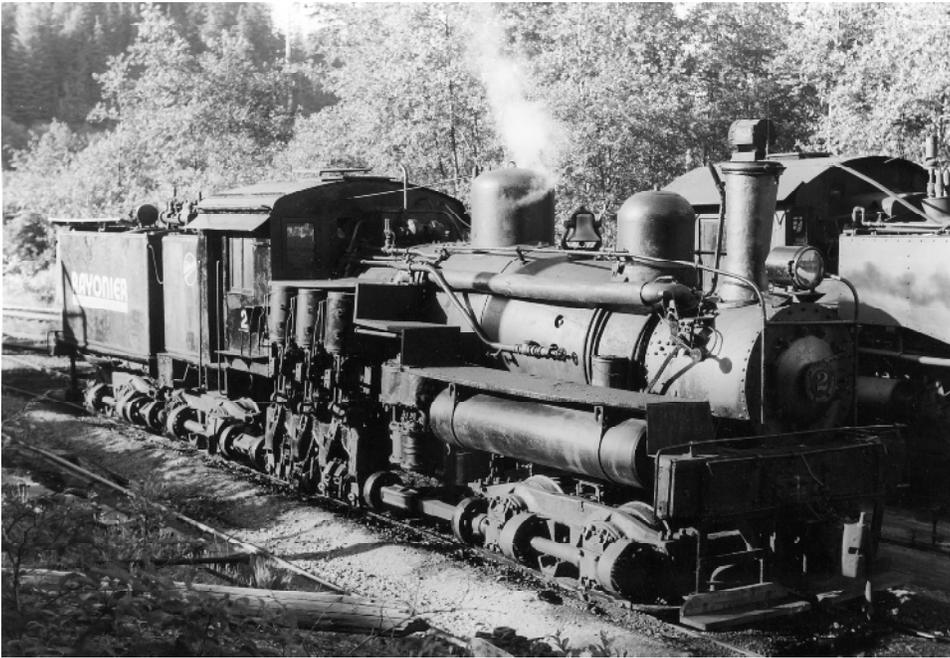
2



MAN 7.05

William  
1882

WILSONVILLE  
STEAM RAILROAD  
2



Still in steam with Rayonier in the '50s or early-'60s, the Deuce rests at Hoko Camp with mallet #8, awaiting an assignment. *All three photos on this page and the title photo from Jim Gertz.*

During the locomotive's move from Hoko Camp to Port Angeles in 1968, startled traffic along US 101 dove for turnouts as the overwidth load was hauled around Lake Crescent.



Hauling technology improved substantially in the years that the 2-spot was stored in Port Angeles. The 2002 move to Mount Rainier Scenic Railroad was handled quickly and efficiently. Here, a MRSR Alco eases the #2 from the trailer to its new home rails.

# AUGUST MINUTES

## Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – August 21, 2009

Meeting called to order by Keith Fleschner at 7:30pm.

Welcome to Lila Stephens, Ken Vannice and Bryan Ackler, guests of Mark Reynolds.

Report from National Director, Ed Bernsten, by Keith – A NRHS Heritage grant was awarded to Snoqualmie for restoration of a diesel electric locomotive. The 2010 National Convention will be held in Scranton. The Tacoma Chapter will host the 2011 National Convention. They have 25 members. Ed has become president of the Tacoma Chapter.

Treasurer's report – George Hickok – For the last month and half, he has been worked on and has completed the 990, federal and state tax returns for the Chapter using the 990-EZ (which is 4 pages) instead of the 990 (which is a 11 page report, along with several attachments). We will review the return at a board meeting and will review with the audit committee. No Treasurer's report this month, but will be reported next month. There were no unusual activities.

Steam-up – Al Hall - It was a successful year at Steam-up this year. – We experienced high heat and humidity at Steam-up. They did not set new attendance record this year, but exceeded 20,000. Al had good volunteer turnout and their help was greatly appreciated. The logging event at Steam-up was also successful. Arlen – The Passport booth was set up by the maintenance-of-way area. We had excellent signs created by Ron McCoy. Ron and Arlen were surprised at that number of kids that were interested in the black and white literature/information distributed. Chapter padlocks are being used to lock up the display signs for equipment in the maintenance away area..

S2 #36 – The donation level is now at \$8785 as of 8/12/09. Send in your donations to help support this project. Chapter is also moving forward to apply for grants for this project. Everyone's help is greatly appreciated.

Mark your calendars for Saturday, September 19 – We will be returning to the Rose Garden Station of the Oregon Zoo for a night to ride on the Zoo Railway and BYOP (Bring Your Own Picnic) picnic dinner. This is an open invitation to all ORHF members too. Cost is \$9 per person, \$6 per child (under 16) to cover chapter fees for this event. This event will be held in the Rose Garden Station of the Oregon Zoo. This is an informal picnic. Bring your own chairs. You can bring something to share if you like too. We will have shuttles for those folks that need mobility assistance. We shooting for about 5:30pm to start the picnic. You can start arriving about 5pm. Contact Ron McCoy to sign up for this event and directions.

Member news - Maxine Rodabaugh broke her hip earlier this month. She is recovering very well. Contact Keith of where you can send cards or the number where you can contact her while she is convalescing. Roger White is also recovering from a hip replacement and he's doing well. We had a get well card at the membership meeting for those present to be sent to Maxine and Roger. You're also welcome to send them your get-well wishes. Maxine wishes to thank the board members that sent her a plant, a card and balloons, one which had her name on it. She sent her regrets for not being able to attend this evening's program.

ORHF news - Keith, ORHF Secretary - Purchase agreement has been signed. ORHF has hired a fundraiser. They will be doing data matching which raised privacy question. We are working on a Privacy Policy for the Chapter. We will be mailing this information to the membership asking if you allow the sharing of your information. This will also re-verify we correct member information. ORHF put out a RFP (Request For Proposal) for an architectural firm to design a building. They will hire a firm in October. They will be talking to a rail engineer to work on rail alignments and then the building design.

St Mark's Lutheran Church – There is a changing of the guard. Ralph is no longer able to physically make the drive and continue to act as the Church liaison. Thank you Keith for stepping up to as our liaison with the Church. There will be no change to where and how the membership meetings are handled to our members and guests attending. We have re-instated the "Unsung Hero Award", given to Ralph for his 10 years of service. Thank you Ralph for all your years of service.

Other:

Arlen brought in a flyer for the westbound SP4449 trip. Tickets are on sale.

Arlen – Trent Stetz have developed excellent handouts for Steam-up, National Train Day and Columbia Gorge. We will have a handout in the next Trainmaster for the S2 #36 by Trent. Thanks Trent for all your hard work.

Maxine is part of the Trainmaster process. Thank you to Jean for taking up this process after Maxine had her accident.

Jim Hokinson - Turn in your volunteer hours. This is information is very important when applying for grants.

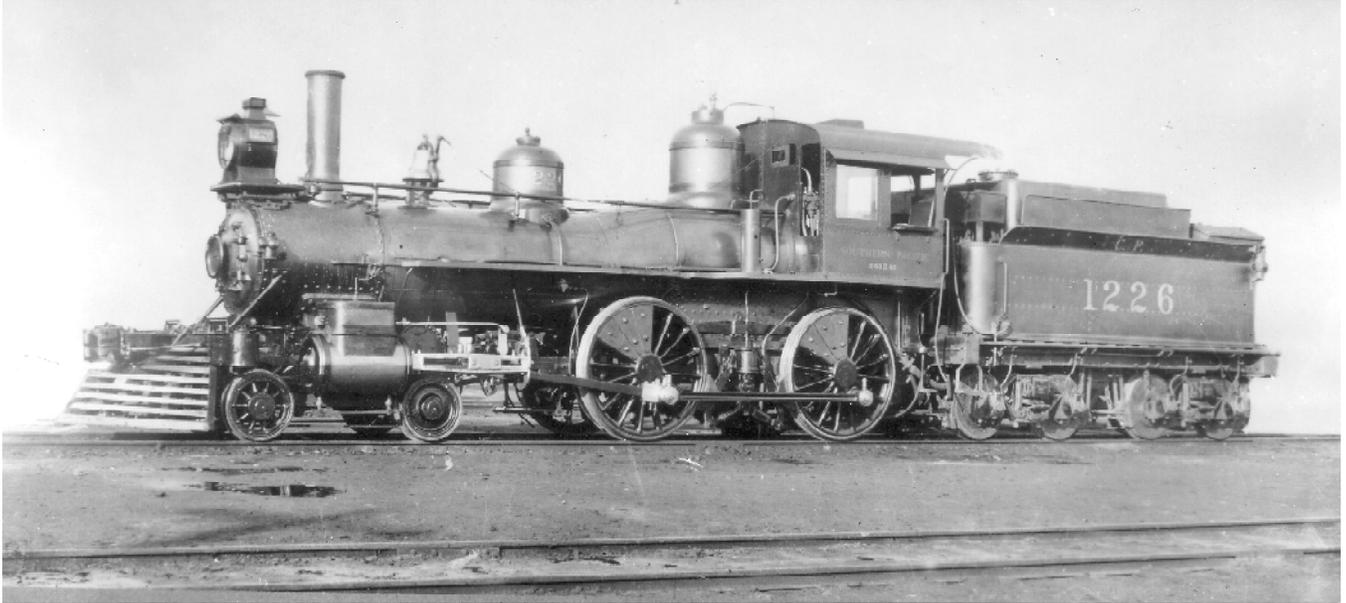
Al Hall – Thanks to Randy Rock for all that he does at Steam-up for the P.A. system, etc.

Tonight's program is by George Hickok "Man versus Metal".

Meeting adjourned 8:20pm.

Respectfully submitted, Jean Hickok, Secretary

## FROM THE PNWC ARCHIVES



The pie-shaped counterweights on the drivers are an indication of the vintage of Espee #1226. She was outshopped by Schenectady in 1869 for the Central Pacific and served the CP and SP until 1899, when she was scrapped at Sacramento. *Photo, George Abdill collection, PNWC-NRHS Archives*

This 1890's view shows the West Portland terminal of the City and West Portland Park Railway. Visible in the photo are two of the line's coaches and an 0-4-2t steam dummy. The coach body was often applied to urban steam locomotives of the period in an attempt (generally unsuccessful) not to scare horses. *Photo, George Abdill collection, PNWC-NRHS Archives*



# S2 #36 Restoration Fund

## DONORS

**GOAL \$40,000**

### Golden Spike level: \$1000 and up

John & Lois Sheldrake♥, Rita & Arlen Sheldrake,  
Jim & Valinda Hokinson, Gordon Zimmerman

### Rail level: \$500 to \$999

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

Roberta Ballard\*, Al Baker,  
Chuck McGaffey, APMA '08 Anonymous\*

### Tie Plate level: \$50 to \$99

Phil Barney, Robert Wenzel, Thomas Barrett,  
APMA '09 Anonymous\*

### Steel spike: \$1 to \$49

Ted Ahlberg♥, Doug Auburg, NTD Anonymous  
Thomas Vandegrift\*, Tammy Auburg, Jim Long  
Multn. Falls '09 Anonymous\*, George & Jean Hickok

**\$8785**  
**raised**  
as of 8-12-09



The cosmetic preservation of this locomotive is one of our Chapter's most ambitious projects. The number of early-generation diesel locomotives shrinks annually and the #36 is a fine example of an elderly Alco that spent her working life on a local railroad.

If you'd like to help restore the Chapter's S-2, 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](http://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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President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
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Secretary	Jean Hickok	503.649.5762
National Director	Edward M. Berntsen	253.383.2626
Past President	Arlen Sheldrake	503.223.7006

## Chapter Directors-at-Large

Eileen Brazil	2008-2010	503.647.5667
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

## Committee Chairs

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Chapter Rep., Oregon Rail Heritage Foundation		
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Flanger Restoration	Charles Stevens	503.692.6611
S-2 Restoration	Mark Reynolds	503.638.7411
Meeting Programs	Al Baker	503.645.9079
Rolling Stock	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.771.8545
Car Rental Agt	Bob Jackson	503.231.4808
Library	Bob Weaver	503.654.4274
Excursions	Jim Long	503.313.7382
Car Host	Karl Westcott	503.658.4943
Safety Officer	Keith Fleschner	503.516.9272
Webmaster	Jim Long	503.313.7382

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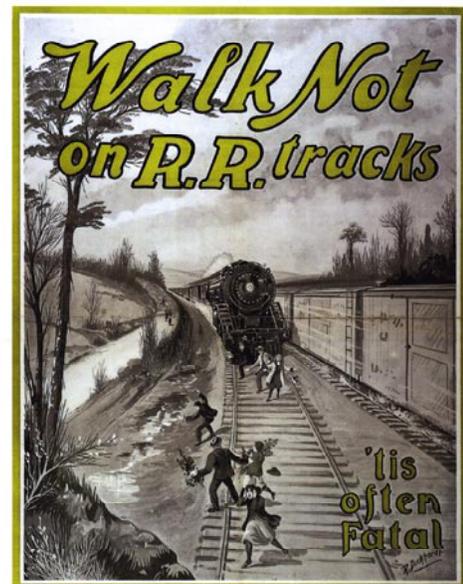
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