

The

August
2006



Trainmaster

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



Pacific Northwest Chapter Timetable #529

Membership Meetings: Aug 18, Sept 15, 7:30 PM, St. Mark's Lutheran Church, 5415 SE Powell Blvd.

Program at August Meeting: "A Holliday Express Tale" video footage of the SP 4449 and SP&S 700, train operation, and derailment in December 2005. **Interested in program presentation? See p. 8**

Board of Directors Meetings: Aug 10, Sept 7, Room 208, Union Station, 7:30 PM

Lending Library: Aug 19 & 26, Sept 16 & 23, 1:30 to 4 pm, check-out subject to loan agreement.

Tillamook Turn Excursion: Sept 16 & 17, Banks to Tillamook & Return

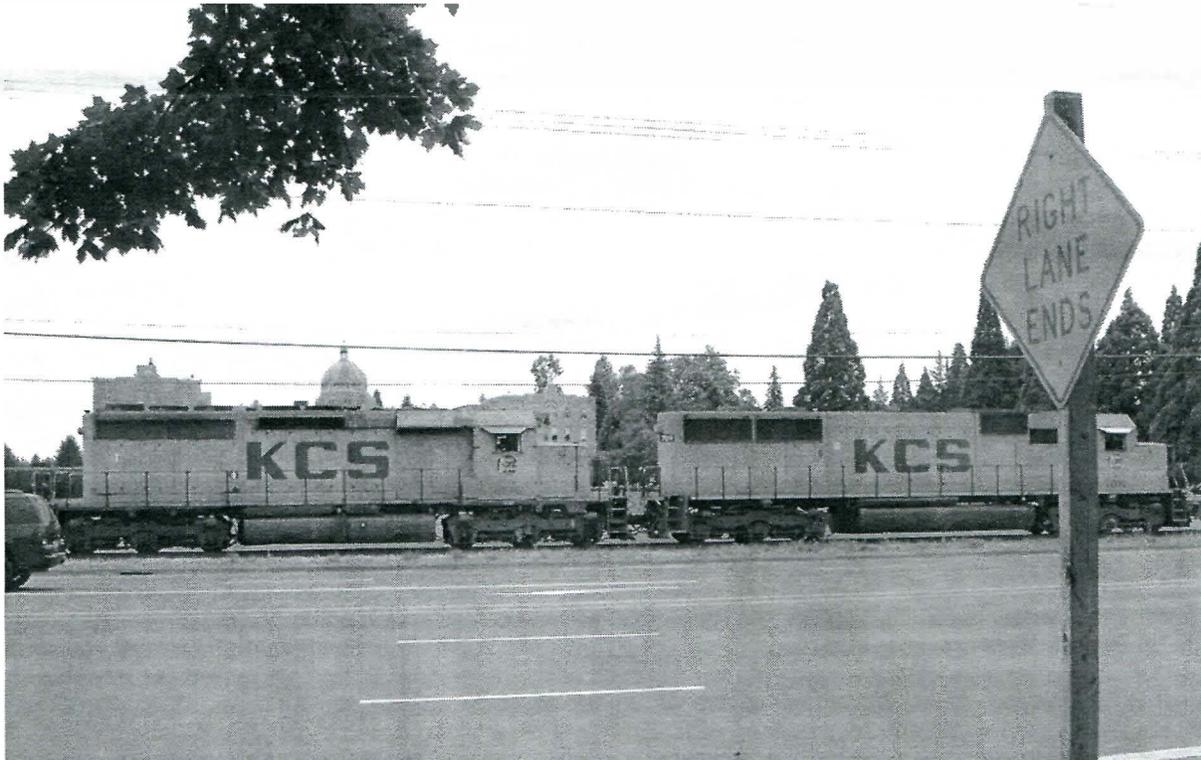
Chapter Picnic: evening of Sept. 9, Oregon Zoo, see insert

Notable Non-Chapter Events:

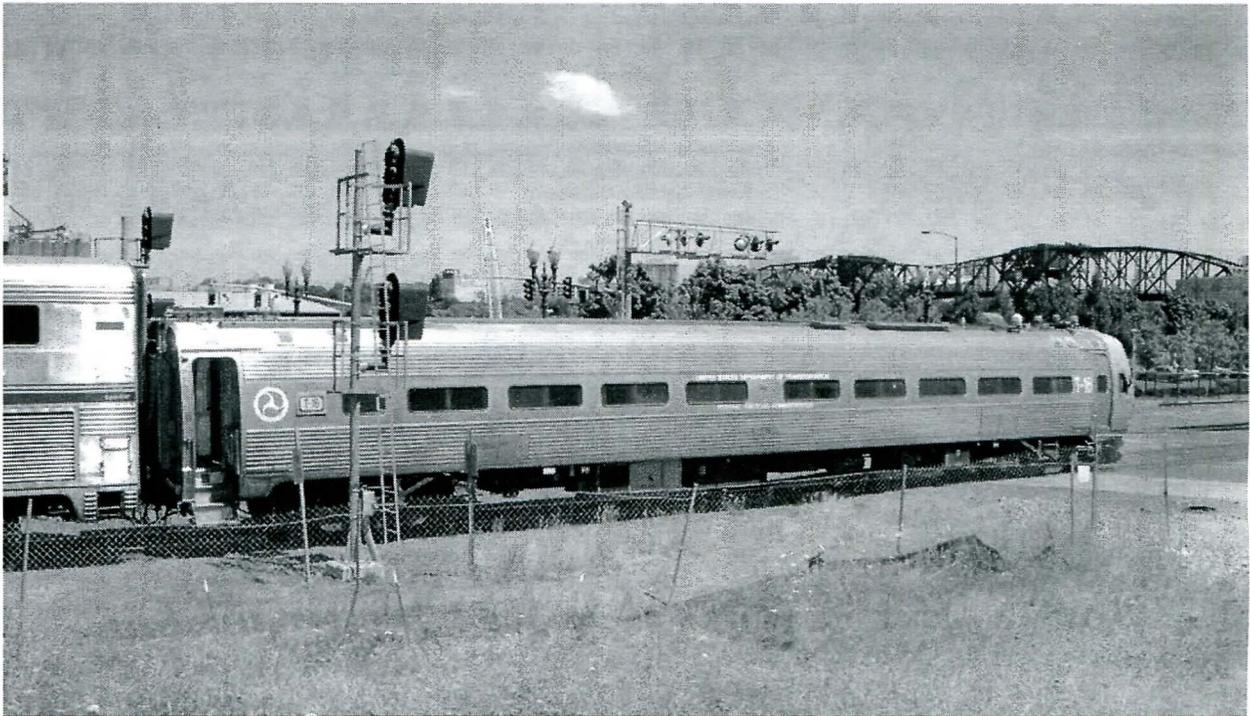
Sept 16, West Side Train Show & Swapmeet, 10 AM - 4 PM, Forest Grove National Guard Armory.

September 16-17, SP4449 Portland to Bend, roundtrip, more info: www.sp4449.com

STRANGE VISITORS by Arlen L. Sheldrake



Always take your camera! My July 10th trip to the Toyota car repair shop found these KCS visitors idling on the Portland & Western Hillsboro mainline. A bunch of military equipment was being off-loaded at the St. Mary's park & ride lot just west of Beaverton from two 50-car military trains that originated in Louisiana. The trains came in via BNSF and were routed via Brooklyn and Cook.



Departing Portland's Union Station behind the Empire Builder on July 14th was the Department of Transportation Track Geometry and Test car T-16 (DOTX-216) loaded with track testing equipment. While in Portland Northwest Rail Electric provided assistance with a faulty AC unit.

2006 Meeting Snack Sign-Ups

The following members have graciously volunteered to prepare the monthly membership meeting snacks funded by attendee contributions:

August = <i>available</i>	November = <i>available</i>
September = Diana & Daryl Mack	December = Everyone (annual Christmas Potluck)
October = Rosemary Scheel & Sara Ackerman	

To volunteer for *available* months, contact Arlen at 503.223.7006 or ASheldrake@comcast.net.

Brief Items from the Steam-Up

As this is written, the Great Oregon Steam-Up at the Antique Powerland in Brooks has just completed its first weekend. I have been told that this past Saturday (July 29th) saw record attendance at the event. Part of the reason for this may have to do with the much cooler temperatures than usually happens this late in July. It was interesting to see a G scale model railroad on display for the first time this year. It wasn't very large, but it was at least there, and perhaps the garden railway club in Salem that owned that display will become a regular participant. The Chapter's flanger and Jordan Spender are on much more prominent display than last year due to the re-routing of the powerland people-movers onto a new road right next to the equipment. Eileen Brazil did a wonderful job with putting together a small informational display on each piece, despite the fact that previous materials could not be used due to the lack of space for them due to the new road. Oregon Electric Railway Museum received their car from Porto (sometimes spelled "Oporto" in English language texts and maps), Portugal a day and a half before the steam-up. The car was somewhat damaged in shipping and a lot of the hardware to mount the seats on the floor is missing, but it was there on display right next to the entrance to the Powerland, so everyone got a good look at the car. Our chapter's booth was quite busy sometimes, as was the booth operated by the Pacific Railroad Preservation Association. The Willamette Valley Model Railroad Museum is now in the process of establishing a museum there. The Willow Creek Railroad (live steam railroad in 1/8th scale) gave so many rides that by Sunday they had nearly run out of fuel, and the batteries were nearly dead in the electrics. The Northwest Vintage Car and Motorcycle Museum is establishing a considerable presence near our equipment, and there is now a very nice lawn near our maintenance of way display. All in all, I am looking forward to the report for the results at the end of this event. — Glenn Laubaugh, Museum Committee & *Trainmaster* editor

PRESIDENT'S UPDATE ~ AUGUST by Arlen L. Sheldrake

Our Concessions Chair Al Hall moves a lot of materials in and out of our Chapter's room 1A area in the Union Station Annex. To do this Al has historically relied on bringing his home hand truck.....this got a bit old and Al noticed when shopping at the Oregon City **Coastal Farm & Ranch** store that they donate items to non-profit organizations. Al applied asking for a hand truck. While it took three months and multiple checks as they usually donate to organizations such as 4-H, on June 21st Al was notified that his request was approved and he picked up the donated hand truck. Room 1A now has a permanent hand truck!

A couple of formerly active members **Ted Ahlberg** (1998) and **Cora Jackson** (1971) are sorely missed. Ted called June 21st to compliment the VISION document and reports that Cora is now residing in an assisted living facility as she is no longer able to walk. Cora would welcome your cards, letters and day visits: Cherry Hill Care Home, 13890 SW Cherry Hill Court, Beaverton OR 97003. Ted is doing OK but isn't doing any night driving and spends most of his time at their Beaverton home to be close to Cora.

On July 11th the Chapter received a complimentary copy of Tom Garrett's DVD **The Cascade Division, A Young Operator Remembers**. This 34 minute DVD covers some of the GN action from 1957 – 1971 shot on 8 MM film by Tom and his father. As the producer notes, "this footage is not up to professional standards but it is thoughtfully put together with appropriate music and descriptive notes." I would add that the quality can be forgiven because you get some great historical footage and commentary. Expect to see this video as a membership program in the near future. If you would like to purchase a copy, send \$15.00 (includes \$3 shipping/handling) to: Tom Garrett, PO Box 11331, Spokane WA 99211. Thanks Tom for putting your movies to DVD and making them available for all to enjoy!

Good news on the popular Seattle – Portland **Amtrak Cascades** service with another roundtrip departure effective July 1st. Portland departures are: 8:45 AM, 12:15 PM, 2:50 PM, and 6:15 PM. Seattle departures are: 7:30 AM, 11:20 AM, 2:20 PM, and 5:25 PM. This is the last schedule addition possible with the existing Talgo trainsets. The on-time performance in this Seattle – Portland corridor is good and it certainly beats the less than enjoyable I-5 drive.

A recent **Coast Starlight** trip left both Rita and I wondering how in the world the on-board Amtrak crews maintain any form of excellent customer service. On June 26th we went south to San Luis Obispo and on June 29th we came back. Both trips were 9+ hours late in arriving at our destinations, neither trip had the highly touted first class Pacific Parlour Car, and one trip even was missing the Sightseer Lounge. In spite of these and many other problems during the trip, all the on-board staff members did a very nice job.

The Notice of Annual Meeting mailing that I and many others received on July 10th from **NRHS** was a major embarrassment for our national organization and this President of an affiliated Chapter. The request for proxy was received on the same day as the deadline for the proxy being received making the proxy request impossible to accomplish. Then there is also the failure to meet the By-Laws requirement that the Annual Meeting Notice is to be received a minimum 45 days before the meeting is another embarrassment. My mailing from NRHS was postmarked on July 7th; the Annual Meeting is July 21st. Information received separately indicates that the mailing was delayed by monsoon level rainstorms.

The Metropolitan Planning Organization which oversees regional transportation planning in urban areas of southern Oregon is evaluating an \$11-12 million commuter rail system that would operate between Central Point and Ashland during commuter hours. This organization may be one of the bidders for the Oregon Department of Transportation's three RDC units that were formerly used as the Lewis & Clark Explorer between Linnton and Astoria. The proposal would upgrade some portions and use the existing Central Oregon & Pacific Railroad tracks.

Another day July 15th of supporting passenger excursions on the Port of Tillamook Bay Railroad for **Keith Fleschner, George Mickelson, and Pete Rodabaugh** started with preparing the train in Banks at 6 AM and returning to Banks at 9:30 PM. We have some very dedicated volunteers who make POTB charters like the July 15th for RailsNW successful.

Well known Pacific Northwest artist **J. Craig Thorpe** was commissioned this year to paint a picture celebrating Seattle's King Street Station May 10, 2006 100th anniversary. Craig is also featured in the August issue of **RAILFAN & RAILROAD** magazine. If you want to see an example of Craig's excellent work, stop by Portland's Union Station and see the picture located in the main lobby he painted in 1996 for Union Station's 100th anniversary. You can also purchase a notecard with this picture on the front from our Concessions folk. More information available, www.kingstreetcentennial.org, on King Street Station's history and anniversary celebrations.

Oregon's **Merci Train** boxcar, according to the Salem-News, is now located at the Coos County Historical and Maritime Museum in North Bend, Oregon. After 35 years on display at the Fort Stevens State Park near Warrenton, the historic boxcar was dedicated in North Bend on July 15th. Efforts are now underway by the U.S. Coast Guard and other volunteers to restore parts of the 40 & 8 boxcar. According to the July 13th Salem-News article there are 39 of the original 49 (one for each state and one to be shared by Washington D.C. and the Territory of Hawaii) still on display.

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The *French Merci ((gratitude) Train* arrived from France in New York Harbor on February 3, 1949. Oregon's 40 & 8 boxcar history and current status would be a good article for *The Trainmaster*, anyone traveling to the Southern Oregon coast? Washington's *Merci Train* boxcar is located in Yakima's Sarg Hubbard Park. Idaho's is in the Old Idaho Penitentiary in Boise. More information: www.mercitrain.org

Heart of Seattle by J. Craig Thorpe

(The following article has been extracted from the Seattle King Street Station Centennial Web site (www.kingstreetcentennial.org) with permission from the author.)

ARTIST'S STATEMENT

"Heart of Seattle"

Copyright 2006 J. Craig Thorpe – 30"x30" oil-on-canvas

Commissioned in Celebration of the Centennial of Seattle's King Street Station

Over the last decade it has been my pleasure to produce a number of commissioned paintings and conceptual renderings featuring stations and notable landscapes along the rail corridor from Portland, OR to Vancouver, B.C. This painting celebrates a notable point in the story of Northwest rail, as King Street is the last major station in the corridor to undergo restoration.

At face value, "Heart of Seattle" acknowledges the historical connection of great architecture with rail travel. During the heyday of passenger rail, stations in metropolitan areas and small towns alike were very much at the heart of their communities. Inspired by the Campanile di San Marco in Venice, Italy, Seattle's King Street Station was no exception.

But "Heart of Seattle" is very much a contemporary piece. It features today's skyline and today's trains as represented by Amtrak's Empire Builder and Cascades, two sets of Sound Transit's Sounder commuter trains as well as a freight engine of the BNSF Railway. More to the point, the painting underscores the continuing and future role of the railway station in American life. Historic preservation and public transportation are now recognized as mutually enriching. Further, given spiraling energy costs, rail transport must be embraced as a necessary part of responsible and ethical transportation. As this happens, the railway station will again be at the heart of many cities' life and service.

My thanks to the following Centennial Celebration Stakeholders for commissioning this work: Amtrak, Washington State Department of Transportation, Sound Transit, BNSF Railway, King County Metro and Seattle Department of Transportation.

For more information about the King Street Station Centennial poster and the artist see Craig's website at www.jcraigthorpe.com or contact him directly by email jcraigthorpe@msn.com or by phone at 425-643-4250.

The art poster will be available for purchase at each of the Centennial events.

ENGINEER FOR A DAY

If you have ever wanted to operate a steam locomotive, this is your opportunity! The Sumpter Valley Railway (SVRy) in Sumpter, Oregon *Engineer for a Day* program allows you to actually operate a steam locomotive under the supervision of qualified SVRy personnel. Participants will learn how to operate a locomotive in the McEwen yards, make up a freight train and take it out onto the main line.

The *Engineer for a Day* program is available on Fridays of each week beginning the first weekend in June until the end of September.

Cost for the Mikado #19 locomotive is one person \$600, 2 persons is \$750. Cost for the Heisler #3 is one person \$750, 2 persons is \$900. A qualified second person may be a family member or friend, and will be

allowed to share time in the Engineer's seat. Participants must be at least 18 years of age and have a valid driver's license. A maximum of two persons will be allowed to participate per day.

The steam train excursions run on weekends and holidays from Memorial Day through the end of September.

More information: 866.894.2268 or svrydepotstaff@eoni.com or US Mail to Sumpter Valley Railroad Restoration Inc., PO Box 389, Baker City OR 97814.

This information extracted from the Web site: www.svry.com

RIDE THE "TILLAMOOK TURN"

One-day Excursions
September 16 *or* 17, 2006

You've waited almost two years for a PNWC excursion.... You've skipped other rail trips because you were waiting for a better price.....

Now, mark your calendars and place your orders! The next Chapter excursion will feature not one, but two fun-filled trips September 16 and 17, 2006 on the ex-Southern Pacific Tillamook Branch. Each trip is a separate ticket, so you can ride either day, or both days!

On Saturday the 16th, we'll travel from Banks all the way to Tillamook on board the Chapter's historic coaches and the incomparable Mt. Hood sleeper/lounge, plus other vintage railcars. On Sunday the 17th, we will travel the whole line again heading east. A deluxe motor coach will shuttle Saturday's passengers back to the Banks Depot, and will take Sunday's passengers from the Banks Depot to the train in Tillamook. Plenty of free parking is available at the depot in Banks.

Ride Saturday, Sunday, or both days! One-day fares start at just \$119 for Coach Class, and only \$199 for Premium Class. Coach Class includes free morning coffee and hot beverages, comfortable reclining seats, large viewing windows and a complimentary lunch. Premium Class includes deluxe service, complimentary beverages and buffet-style lunch, special food upgrades, and club-style seating in first-class lounge and observation cars. A limited number of two-day round-trip tickets are available, but passengers must make their own motel and taxi arrangements in Tillamook.

A brochure was included in the July *Trainmaster* issue. Please pass this along to friends and help spread the word. This is the first time in many years that the Chapter has offered a full-length excursion all the way to Tillamook! Don't miss your chance to support the Chapter and enjoy a PNWC excursion at a low PNWC price. Space is limited!!

To order or more information: www.pnwc-nrhs.org or call Jim Long at (503) 313-7382 or email pnwc@pnwc-nrhs.org.

Battery Change by Arlen L. Sheldrake

Rail car batteries are much larger than an auto battery and it takes four per rail car. Pictured here is George Mickelson directing Pete Rodabaugh, who is out of sight driving the forklift, as they get prepared on July 11th for a trip to Tillamook to replace the Chapter's 6200 coach batteries. The 6200 is on lease to the Port of Tillamook Bay through early November. Each of the two pallets shown on George's truck holds four batteries. The other set of four batteries will go into the 6800 coach before it also joins the 6200 on the POTB. Each of the batteries weighs approximately 405 pounds. The eight battery purchase cost \$3,952 which is coming out of our greatly expanded 2006 Rolling Stock Maintenance budget.



PNWC-NRHS Membership meeting minutes May 19, 2006

Chapter President Arlen Sheldrake called the meeting to order at 7:33 pm, and welcomed guest John Price.

Leonard Morgan and Ralph Johnson moved to approve the January minutes as published in the May Trainmaster. The motion passed.

Treasurer Ken Peters reported that 2006 year-to-date concessions are more than double the pace of 2005, although donations continue to lag from last year. The new arrangements for meeting refreshments are resulting in donations barely breaking even with expenses, just as desired.

Keith Fleschner shared pictures of the truck work on the 6800, and described a flaw in the center plate which will set the repair schedule back. The plate will be repaired by expert welder Gary Oslund and heat treated before being re-installed on the car. Arlen reported that the 55 and 1220 have again sustained graffiti damage, and the Chapter has reported the incident to the authorities.

Flanger project lead Eileen Brazil needs volunteers to help with re-siding the Chapter's flanger on display at Antique Powerland. The underlying framing appears generally sound, with only some spots that need significant repair. Charles Stevens reported that good progress is being made, and said that although an experienced woodworker would be helpful for some tasks, all skill levels are welcome, and the work schedule is flexible. Contact Charles or Eileen at pnwc@pnwc-nrhs.org to get involved.

Even while parked on the western end of the Port of Tillamook Bay line, the 6911 RDC car was broken into.

Damage appears to be limited to the security chain and hardware.

The Chapter's Board of Directors has recommended that the membership approve an increase of \$10,000 in the Rolling Stock expenditure budget, to allow for continued work on the 6800 and other ongoing heavy maintenance. Keith Fleschner noted that Brooklyn is proving to be a good location for making progress on the Chapter's rolling stock. A motion to approve the budget increase made by Rick Banton and seconded by Terry Parker passed. It was hoped that among the upcoming rolling stock projects would be to bring the RDCs to Brooklyn for repairs in preparation for potential use in support of ORHF functions on the Oregon Pacific Railroad.

Arlen announced that Chuck McGaffey has resigned as Archives Chair, citing medical reasons. Board member Bill Hyde has agreed to take on the position.

Al Hall announced that he, too, would be stepping down as Excursions Chair as soon as a replacement could be found. Al offered to assist his successor, and thanked all of the "good, supportive folks" who had helped make his excursions successful. He said that he would continue as Concessions Chair, and reminded folks of the upcoming Multnomah Falls event on June 17-18.

Arlen said members should expect the Visioning Project draft document to arrive via US Mail sometime after May 29th. The "town hall" meeting to discuss the draft will be June 9th at 7:30 pm at St. Mark's Church.

Arlen went on to thank Jim Loomis and the Schulers for preparing snacks at the meeting. Jim Hokinson will be furnishing the June snacks. July, August and November 2006 still had no volunteers at meeting time.

Ron McCoy provided barbecued hamburgers for roundhouse volunteers (and one UP employee) on April 29th at Brooklyn. Another surprise barbecue is planned, so if you attend a work party, you might get a free lunch! Contact Keith Fleschner at keithfleschner@msn.com for the next work date.

The Southern Appalachian Railway Museum is sponsoring a trip from Banks to Tillamook on the POTB June 6. Charles Stevens and Jim Long have volunteered to conduct snack sales, with all proceeds to benefit the Chapter, thanks to a gracious donation by the POTB.

The Oregon Rail Heritage Foundation is embarking on a plan to acquire property for a "bare bones" shop facility to store the City of Portland's locomotives. ORHF also hopes to begin running a limited number but regular schedule of trips on the Oregon Pacific Railroad's Springwater line.

Library Committee Chair Irv Ewen will be staffing the lending library hours on May 20th, with Jim Loomis taking May 27th. Borrowing privileges for the Chapter's extensive library and video collection are free for members who sign a lending library agreement. John Willworth had videos available on the SP&S 700, the 4449, "Washington Steamfest" and Amtrak's Northeast Corridor, plus many more.

Bill Hyde said that a set of surplus ICC proceedings had been donated to the Lewis and Clark law library, freeing up some valuable shelf space in Room 1A. Work continues on inventorying a donation from the estate of former UP employee Frank Gill.

Arlen had samples of an information sheet which introduces the Chapter on one side, and has a membership application on the reverse. This form will be used for public outreach events to educate the public about the Chapter's interest and objectives, and continue our membership growth.

Membership Program Chair Ralph Johnson said that the evening's program would be a family-oriented video, which includes a segment featuring Doyle McCormack and the 4449. June's program will feature Ed Immel's presentation on steam railroading in Ecuador and Chile.

Other news included the Artrain's stop in Milwaukie, the 4449 Sherwood Cruise-In trip, and the SP&S 700 Oaks Park runs. Al Hall said that Antique Powerland has lots of interesting projects in the works for interested volunteers, and Eileen Brazil said that the Steam Fiends are seeking donors who wish to sponsor boiler tube replacements for the Shay boiler at APMA, which has been in service since 1906, one hundred years of steam!

Arlen adjourned the meeting at 8:35 pm.

Respectfully submitted,

Jim Long

Secretary, PNWC-NRHS

Chapter Officers

President: Arlen Sheldrake 503.223.7006
Vice President: Keith Fleschner 503.516.9272
Treasurer: Kenneth I. Peters ('04, '05, '06) 503.646.5034
Secretary: Jim Long ('03, '04, '05, '06) 503.313.7382
National Director: George Hickok 503.649-5762
President 2005: Ron McCoy 503.244.4315

Chapter Directors-at-Large

Gerald Shuler (finish out 2006 term) 503. 285.7941
Ralph Johnson (05, 06, 07) 503.654.1930
Jim Hokinson (finish out 2006, 07 term) 503.635.4826
Mark Reynolds (06, 07, 08) 638.7411
Charles Stevens (06, 07, 08) 503.692.6611
William D. Hyde (04, 05, 06) 503. 666. 5530

Committee Chairs

Activities: Ron McCoy 503.244.4315
Archives: William Hyde 503.666.5530
Auditor: Bob McCoy 360.459.3251
Concessions: Al Hall 503.699.5042
Chapter Rep., Oregon Rail Heritage Foundation:
Arlen Sheldrake 503.223.7006
Car #76 Restoration: Keith Fleschner, 503.516.9272
Elections: Jim Loomis 503.253.3926
Membership: Diana Mack, 503. 723.3345
Museum: Glenn Laubaugh, 503. 655.5466
Flanger Restoration: Eileen Brazil 503.647.5667
Meeting Programs: Ralph Johnson 503. 654.1930
Rolling Stock: vacant, contact President, above
Chief Mechanical Officer:
Peter Rodabaugh, 503. 771.8545
Car Rental Agent: Bob Jackson, 503. 231.4808
Library: Irv Ewen 503.232-2441

Excursions: Jim Long 503.313.7382
Car Host: vacant, contact President, above
Safety Officer: Keith Fleschner 503.516.9272
Webmaster: Mark Whitson 503.533.7005



The Trainmaster is the official news-

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ISSN: 0041-0926

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**Inside this Trainmaster,
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The chapter is a volunteer organization, and to function it needs the help of those who are members. Please consider what you are able to do to help accomplish the goals you joined to see happen. What you want to see happen will not happen by itself, but only with the work of those who are members.

Please sign up for meeting snacks (page 2) or rolling stock help, or meeting programs. *If interested in presenting a meeting program please call Ralph Johnson at 503-654-1930.*

**Tillamook
Excursion!!!
See Page 5 for
Details!!!!**

Please note correspondence containing address changes on the exterior of the envelope for fastest processing.

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PICNIC ON THE ZOO RAILWAY!



Saturday, September 9th, 2006
5:30 PM at Rose Garden Station

DETAILS:

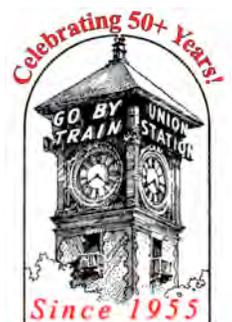
- Event presented by the Pacific NW Chapter – NRHS
- Open to all ORHF member organizations & invited guests
- Private charter of Zoo Train with multiple roundtrips
- Rare opportunity for last run after dark
- Cost is only \$8 per person, payable at picnic (to cover charter fees)
- **POTLUCK** chicken dinner at the station

EMAIL or CALL Ron McCoy,
PNWC Activities Chair to sign-up!

r.mccoy@comcast.net

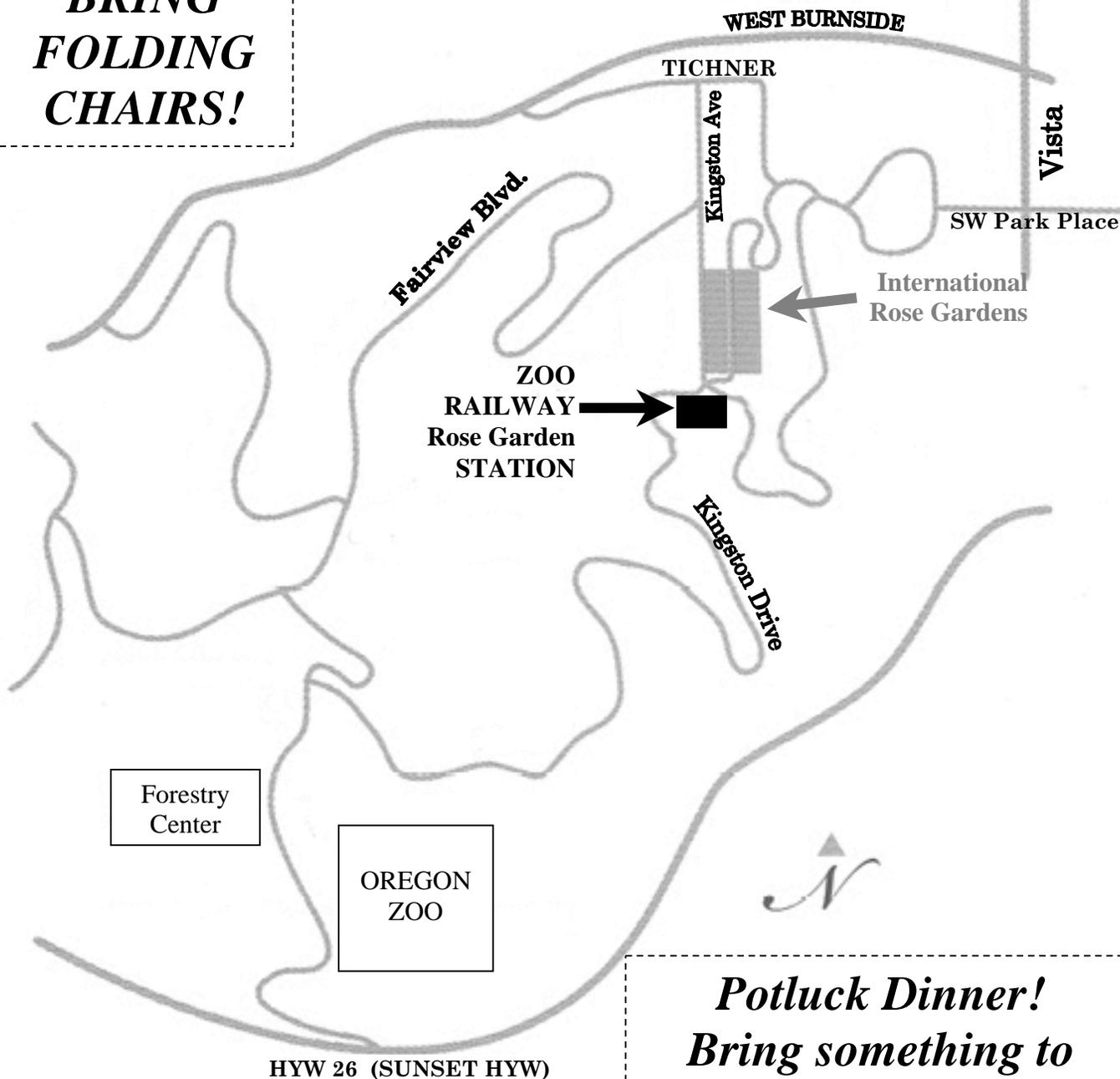
503-244-4315

(For directions on night of picnic call Ron's cell 503-310-4811)



WASHINGTON PARK

***BRING
FOLDING
CHAIRS!***



***Potluck Dinner!
Bring something to
share. (chicken or side)***

The station is on a bluff overlooking the Rose Gardens. Parking can be found throughout the Washington Park area, with additional space above the station up Kingston Drive. A shuttle will be operating between the upper parking area, the base of the stairs and the station access road to help move heavy items and persons unable to climb the stairway to the station. PNWC volunteers will be visible to radio the shuttle. *Call Ron for more information.*