

The

February 2009



Trainmaster

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



PACIFIC NORTHWEST CHAPTER TIMETABLE #559

Board of Director's meetings: February 13 & March 13 (Fridays), 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 and also the following Saturday. 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 :

February 20 7:30 pm – Program: *What Happened to the MagLev High Speed Rail Dream?*,
Mark Reynolds

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

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

NOTABLE NON-CHAPTER EVENTS:

March 7, *Willamette Model Railroad Swap Meet*, 10-3, New Hope Church, 11731 SE Stevens, Clackamas, Oregon

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

May 9, *National Train Day*, www.nationaltrainday.com & www.orhf.org

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

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

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 28 - November 1, *SP Historical & Technical Society Convention*, San Luis Obispo, California

www.sphts.org

MEETING SNACK SIGN-UPS

The following members have graciously volunteered to prepare the monthly (3rd Friday) membership meeting snacks funded by attendee contributions:

February = Jim Hokinson

March = available

April = available

May = available

To volunteer for available months, 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.

PNW SHORT LINES

by Arlen L. Sheldrake

The Fall 2008 *Oregon Rail Heritage Foundation* newsletter is available for downloading from the ORHF Web site: www.orhf.org. **Phil Barney**, newsletter editor (and Friends of SP 4449 volunteer and PNWC member), has done another outstanding job. Paper copies are also available at PNWC membership meetings.

The *Port of Tillamook Bay* announced the early December 2008 reopening of Tunnel 25 that is just west of Timber on the east side of the Coast Range. The reopening of the rest of the POTB Railroad remains in limbo.

Washington Department of Transportation announces that the *Tacoma Rail*, Frederickson to Morton Track Rehabilitation, project December 2008 status: *Tacoma Rail*, WSDOT and the Federal Railroad Administration (FRA) have agreed on the project's scope of work. WSDOT and *Tacoma Rail* are working together to determine the project's work breakdown structures, schedule, and deliverables. *Tacoma Rail* has gone to bid on the project for the engineering portion. Construction is expected to begin in Spring 2009. Emergency repairs to the Puyallup River Bridge are being undertaken starting in December 2008. The project will examine and repair bridges, rehabilitate selected at-grade crossings, and perform tie replacement work between MP 0.00 and MP 34.20.

The Winter 2008 issue of *Oregon Historical Quarterly* published by the Oregon Historical Society has a very interesting article on how A.B. Hammond used the depression of 1893 and a pair of defunct Oregon railroads to build a lumber empire. The article is titled "Economic Phoenix". Author Greg Gordon is writing a biography of A.B. Hammond. Hammond's Oregon railroad involvement included: *Oregon Pacific* (Yaquina Bay to Corvallis to Detroit) and *Astoria and Columbia River Railroad* (Seaside to Astoria to Portland). These followed his involvement in western Montana railroads.

On January 8, *Trains Unlimited Tours* (TUT) announced that they are closing in early 2009 "because of the recession, bad economic conditions worldwide and the drop in bookings." Over many years, Chris Skow has run many train trips including the inbound *Go By Train 2005* NRHS Convention trip.

Hampton Hotels has a Save-A-Landmark program that has been operating since 2000. It is dedicated to preserving America's historical, fun and cultural landmarks that reside along our country's treasured highways. The All-American Landmarks signify defining moments in our country's past, present and future, whether influencing environmental conservation, cultural diversity, pop culture, significant discoveries or accomplishments and/or the influential people that ignited such actions. Each landmark reflects the individual personalities of the state, its residents and its place in the formation of the United States of America. One of the nine selected for 2009 preservation is *Troutdale Historical Society's Rail Depot Museum*. "The growth of the city of Troutdale, Oregon depended on the expansion of the *Union Pacific Railroad* and this depot, built in 1907. Once the shipping site of many carloads of fresh vegetables, the station houses railroad artifacts from local residents". (Quote from the roster of winners.) The winners were selected based on an online voting contest. Ron McCoy noted this opportunity and got the word out to many PNWC members which helped Troutdale win. Information on this contest is available at: www.hamptonlandmarks.com. More information about the Troutdale Historical Society can be accessed at: www.troutdalehistory.org. The Rail Depot Museum is open 10 to 4, Tuesday thru Friday, and is located at 473 East Historic Columbia River Highway, Troutdale's main street.

The *City of Prineville* has terminated the *Crooked River Dinner Train* as of the end of December. The train has run since 2004 and offered the city a way to make money on the otherwise freight-only *City of Prineville*-owned line. The train's ridership had been dropping since the Fall.

The *Albany Democrat Herald* newsletter reports that *Portland & Western Railroad* has an \$11 million project underway to upgrade the 1926 trestle west of the Willamette River crossing near the Golf Club of Oregon in North Albany. A 2,046-foot section of the wood trestle (milepost 691.65) is being renewed with

steel pilings, concrete caps and a concrete bridge head. Hamilton Construction of Springfield, Oregon is the contractor with completion expected in July 2009. Construction work is not interfering with trains traveling the Toledo Branch. The project is being funded by a US Department of Transportation grant with matching funds from the railroad.

On January 14, Rita and I (Page the dog, also) drove to the Oregon Coast on one of those rare, winter, spectacular Oregon weather days; cool, not much of a breeze, and beautiful sunshine. On the way, we stopped in Toledo and visited the *Yaquina Pacific Railroad Historical Society* and the always welcoming and friendly Tom Chandler. Any railfans visiting the Oregon's central coast must visit YPRHS and their beautifully restored *Southern Pacific Railroad* Post Office car #5132, built in 1923, the neat 2-foot disconnects, and the other items on display next to Toledo's post office.

Sound Transit, the Washington Central Puget Sound transit provider, received on January 15 an \$813 million grant from the Federal Transportation Administration for the University Link light rail line. The University Link is a northern extension of the line between downtown Seattle and Sea-Tac International Airport that opens this year. The \$1.9 billion University Link line is scheduled to open in 2016.

The Board of the *Wallowa Union Railroad Authority* (WURA) is working to figure out ways to pay down their outstanding debt. In 2002, Union and Wallowa counties bought the line from *Idaho Northern and Pacific Railroad*. Funding sources included a \$2 million grant from the Oregon Lottery and a \$5.5 million loan from the Oregon Economic and Community Development Department. Three years ago, the railroad was awarded \$4.5 million in federal money to pay down the loan, reducing the outstanding debt to about \$1.85 million. *WURA* is working on a proposal to sell the line, between Minam and Elgin, to the Oregon Parks and Recreation Department with *WURA* retaining railroad operating rights. Stay tuned.

The Clark County, Washington commissioners put \$5.8 million for rebuilding the *Chelatchie Prairie Railroad* as their first priority for funding from the proposed Federal stimulus package. The Clark County owned railroad is operated by *Portland Vancouver Junction Railroad*.

A note for our future calendars: The 2011 *Southern Pacific Historical and Technical Society* convention will be in Portland, September 8-10, at the Lloyd Center DoubleTree Hotel. In 2009, the convention is in San Luis Obispo and 2010, it is in Sacramento.

CHAPTER OFFICERS for 2009

The election was held at the January 16, 2009 business meeting. Inclement weather caused the cancellation of the December 20, 2008 business meeting. These are the officers elected for 2009:

President: Keith Fleschner

Vice-President: Mark Reynolds

Secretary: Jean Hickok

Treasurer: George Hickok

Directors-at-Large, 2009-2011: Ron McCoy and Christopher Bowers

National Director: Ed Berntsen

The membership wishes the newly elected slate of officers the best for 2009. The current economic climate will be challenging for all.

Outgoing president Arlen Sheldrake received a standing ovation for his invaluable years of service to the chapter.

-Jim Loomis, election chair

1903 CABOOSE RECEIVES PAINT JOB

by Arlen L. Sheldrake

In the Uniontown section of the City of Astoria resides a 1903 Tacoma, Washington-built Oregon Electric Railway caboose. The caboose spent its active life running between Portland and Eugene and was retired in 1948. It then went to Clatskanie City Park before being donated to the Astoria Railroad Preservation Association in the early 1990s.

The *Daily Astorian* September 1, 2008 newspaper article by Sandra Swain, titled “Boy Scout labors to help community”, describes Travis Gaydos’ Eagle Scout project to give the caboose a much needed coat of paint.

The caboose project tested Travis’ leadership skills. He had to enlist teenagers to give up a day in the summer to donate their time to the community, ask adults for their help, and convince people to donate paint, brushes and other supplies. He also had to take care of safety issues and make sure the volunteers had something to eat. And before he even started, he underwent a “grilling” by adults who make up the troop committee. The project also had to be approved by the sponsoring organization, the Uniontown Association, along with help from the Astoria Railroad Preservation Association.

Gaydos, whose ambition is to become an architect, said becoming an Eagle Scout will give him the ability “to go places and do things, be more prepared for life.” A junior at Astoria High School, he is one of six boys in Astoria Boy Scout Troup 211 who are working on or have already completed Eagle Scout projects this year.

(Photo by Dave Brown)



PNWC OBSERVATION PLATFORM

The recently upgraded and restored PNWC Observation Platform Display was moved from the Oregon Museum of Science and Industry and re-erected in Portland Union Station passenger lounge on January 5, 2008 by Darel Mack and Ron McCoy. Thanks to Scott Hurd for obtaining Amtrak’s permission for the use of the site. The Display is in Oregon Rail Heritage Foundation livery with ORHF outreach materials available for the taking.



SKYKOMISH, WASHINGTON – A BRIEF HISTORY

Skykomish (known affectionately by railway employees, rail fans and its citizens as “Sky”) got its start in life from the Great Northern Railway. It all began in 1889 when James J. Hill (the Empire Builder) decided to extend his railroad to the Pacific Coast from Montana. Mr. Hill hired John F. Stevens to be the chief locating engineer to determine the route of the railroad. (Mr. Stevens later became the builder of the Panama Canal and the reorganizer of the China – Trans Siberian Railroad).

After discovering Marias Pass in Montana Mr. Stevens continued west to Spokane and the Columbia River. Here he began the exploration of the Cascades to determine the best route to the coast. This led to the discovery of the pass bearing his name, seventeen miles east of what was to become the town of Skykomish.

In his travels Mr. Stevens met John Maloney. He hired him to help his engineers with the survey and construction of the railroad. He also advised Mr. Maloney to develop a homestead here because he felt it would become an important point in the operation of the railroad. Mr. Stevens later became involved in several logging and sawmill ventures in the area.



(Photo courtesy of Skykomish Historical Society)

During the construction of the railroad in 1892, the soon to be town, was known as Maloney’s Siding. The depot was a boxcar sidetracked for this purpose. After completion of the railroad in 1893 a post office was established and the town became known as Skykomish. The town was platted in 1899 and it was incorporated on June 5, 1909. Mr. Maloney built a store to supply the needs of railroad men. Frank Wandschneider built a hotel to accommodate the men. The original store is still here but the hotel burned in 1904. Today’s Skykomish Hotel and Restaurant was built in 1905 by D.J. Manning. The restaurants and card rooms were open twenty-four hours a day to accommodate the railroad crews. Card games consisting of poker and panguingue (pan) were the favorites of railroad men to pass the time between calls to work.

The first scheduled train went through Skykomish on June 18, 1893. The engineer on this first train was Patrick McEvoy. Mr. McEvoy later settled here and in 1897 opened a saloon that became a gathering place for railroad men he knew during his railroad days. Originally known as the Olympia it still prospers as the Whistling Post Tavern.

The first depot, a roundhouse, a coal chute and a water tank were built in 1894. From 1894 to 1922 the division point of the railroad shifted several times between Goldbar and Skykomish. In 1922 the division point was moved back to Skykomish. The original depot that was built on the south side of the tracks was moved to the north side of the tracks where it is today. 1922-1923 was a period of change in Skykomish. Besides the moving of the depot, a hotel was built by Mr. Hatley. It is now known as the Cascadia. This replaced what was originally Martin's Boarding House. Also many of the shack like buildings that were along the tracks on the south side of the street were removed and the area cleaned up. Later a small park was built and maintained by the Great Northern on the west side of the depot. Today the park is maintained by the Skykomish Lions Club. Many of the changes were probably made anticipating the electrification of the railway and the eventual construction of the present eight mile Cascade Tunnel.

On March 5, 1927 electric engines began operation from Skykomish east. In 1956 a ventilation system was installed in the Cascade Tunnel to permit the operation of diesel engines through the tunnel. On July 31, 1956 the last electric engine left Sky. This was probably the beginning of the end of the glory days of railroading in Skykomish. Helper engines were added to and removed from the trains for a few more years. But eventually even these were eliminated to a large extent.

At one time eight passenger trains a day stopped in Skykomish. (Eight mail deliveries per day!) During the passenger train era some of the finest passenger trains in America stopped in Sky – the Great Northern Flyer, the Oriental Limited, the Cascadian, the Western Star and the Empire Builder. Also there was a train affectionately known as the "Dinky" that went to Seattle in the morning and returned to Skykomish in the evening. The last passenger service ended in May 1971.

Today about 20 trains a day pass through Sky with their shipments of products from all over the United States and many foreign countries. Amtrak's "Empire Builder" passes through west in the morning and east in the evening enroute between Seattle and Chicago.

In December 1970 the business district was nearly destroyed by a fire. The fire destroyed the old false front buildings between the Skykomish Hotel and the Whistling Post Tavern that gave the town the western frontier look typical of so many railroad towns where the tracks were "Main Street".

The steam and electric engines are gone, the wooden cabooses and boxcars are a thing of the past. But the romance of the railroad lingers.

Extracted from the City of Skykomish Web site, www.town.skykomish.wa.us, on December 24, 2008. Those planning a visit to Sky should print a copy of the informative walking tour that is also on this Web site. Planning is underway for their centennial celebration in June 2009.

The Skykomish Historical Society Museum (110 West Railroad Avenue) is open the 1st and 3rd Saturdays from noon to 4:00 pm during the summer months.

Thanks to Bob Kelly for assisting with this article, gathering the photos, and for providing the contact with Fred Black, owner of the X228 GN caboose.



TRAIN VERSUS HIRAIL TRUCK

On December 18, 2008 HIRAIL truck 17561 was struck by westbound QCHCPTL3 13A at MP 1042.3 at 1030 hours on Hiline sub between Devon and Lothair, MT. The track inspector was four miles out of his track authority when collision occurred.

(Editor's note: **DO NOT** try this at home.)

THE SPIRIT OF SKYKOMISH

by Fred Black

Skykomish, Washington is a railroad town. More specifically, it is a Great Northern Railway town. The Great Northern Railway main line from Minneapolis to Seattle, completed in 1893, ran through Skykomish then, just as its successor, the Burlington Northern Santa Fe Railway does today. There are few remnants of the Great Northern remaining in Skykomish. The original 1890's depot is still here. The BN green snow dozer based in Sky was built by the GN in 1961. Perhaps the most iconic remnant of the GN is restored 1942 wood caboose number X 228 named the Spirit of Skykomish.

Caboose X 228 was home built by the Great Northern in August of 1942 at its car shops in St. Cloud, Minnesota. X 228 is a 30 foot road caboose designed for long haul freight trains. In the 1960's, X 228 was assigned to work train service on the Cascade Division of the Great Northern Railway. Skykomish (known as "Sky" to the railroad people) is an integral part of the Cascade Division. At the time, senior conductors on the GN bid for work train duty so they could be home every night instead of on the road for days on end. At that time the #1 seniority conductor on the GN was Sid Pierce and X 228 was his caboose. Sid worked on X 228 out of Skykomish for several years until the GN decided that old wood caboose had reached the end of its useful life. It was slated for "retirement" in 1969. Sid did not want to see his caboose scrapped and bought it from the GN for \$200. The caboose served as a weekend retreat for the Pierce family for many years. The next owner did not take care for the old caboose. Within a few years it was a rotted out mess.

The next chapter in the story of X 228 began in October 1989 when it was purchased by Fred W. Black of Mill Creek, Washington. Fred was an avid rail fan with a particular interest in the history of the Great Northern Railway. He recognized that there were few opportunities to own an authentic piece of GNR rolling stock – especially one as useful and attractive as a caboose. He also had a strong desire to save and preserve a piece of GN history and Skykomish history. Fred's vision was to restore X 228 to like-new condition in the original 1942 configuration inside and out including the characteristic bright red paint and GNR markings. Fred and his then 20 year old son Doug set out to realize that vision. It took them five years to complete the restoration. In 1993, caboose X 228 was proclaimed "The Spirit of Skykomish" by the town council. Caboose X 228 was also featured in several Everett Herald newspaper articles over the years. One of the articles described the restoration project as a labor of love. The Home and Garden cable TV channel show "If Walls Could Talk" featured Fred and Doug Black and the restoration of caboose X 228 in a 2001 episode. The Great Northern Railway Historical Society returned to tour X 228 as part of their 2008 convention held in Wenatchee, Washington. Over the years hundreds of people have visited caboose X 228. Children young and old have enjoyed sitting up in the cupola watching for imaginary "hot boxes" on the train.

Caboose X 228 is an integral part of Skykomish where the street signs are in the shape of a Great Northern Railway caboose. Caboose X 228 is The Spirit of Skykomish.

(Photo by Fred Black)



OCTOBER MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – October 17, 2008

President Arlen Sheldrake called the meeting to order at 7:30 PM presiding.

Minutes for August and September will be published in the November Trainmaster.

Treasurers report – Jean Hickok reported on financial activity ending October 8, a \$2,000.00 matching donation from Tektronix Foundation was received and that 2009 renewals have started to come in. Doug Auburg moved, Ron McCoy – Motion to accept, passed.

2009 Nominations Committee Report – Arlen – Nominations from the floor were opened. Candidate statements will be published in December Trainmaster, Thanks to Jim Loomis and Charles Stevens who will be handling the election process. No nominations were received from the floor. Jim Hokinson motion, Leonard Morgan – to close nominations, passed.

PNWC Inventory – Al Baker – Thanks to Al for starting the process of documenting our inventory with the materials stored at Roger White's place in Aurora.

VP Keith Fleschner is not here tonight because he is attending class. Keith is working on his degree.

Holiday Express 2008 – Arlen – Tickets have gone on sale at TicketsWest. Please help distribute advertising cards, remember this event sells out every year so if your family and/or friends are interested, please encourage them to get tickets early! November Trainmaster will include information on volunteer opportunities. There will be lots of opportunities, please come out and help. In addition, the Chapter will be providing Carmen (Contact Keith if interested) and Car Hosts (Contact Karl Wescott if interested).

ORHF Update: Property purchase near OMSI is expected to be completed before the end of the year. UP wants to expand the Brooklyn intermodal facility sooner rather than later and is fast tracking the land sale process. ORHF fund raising and design activities are also on the fast track.

S-2 # 36 Restoration and fund raising Update – Mark Reynolds – Paint has been identified, working on firm quote for DuPont Imron paint. Contractor has additional work on the West Coast which will help reduce the price because they are already in the area. Look for more data on fundraising once we get a firm quote.

S-2 # 39 scrapping Update – George Hickok – Work continues. Block is down to the oil pan, expected to be done with cast iron this weekend. Scrap prices are way down (We were getting \$325/ton, currently \$100/ton and still falling with no change expected in the downward trend. Currently no demand for cast iron. Investigating options for removal of more scrap per load.

Lending Library Update – Bob Weaver – Meeting was held and staffing and schedule has been set. Look for articles in the Trainmaster.

Program tonight is Willamette Shore Trolley by Bill Binns.

Snacks tonight by Barbara and Myles Cereghino, all future months are available. Please feed the kitty so the kitty can continue to feed you, suggested donation is \$2.

December Pot Luck – Thanks to Ron McCoy for agreeing to lead the effort this year. This will also be our Train Toys for Tots event for this year.

Membership Renewals – There was an error in the 2009 Membership renewal information for 2009, the error was made by National. You should be receiving a letter from National correcting the error which is in our Chapter dues. The correct amounts are \$20/member, \$5/family. 2009 Friends of 4449 Calendars are available for \$15/each, contact Arlen if interested.

Mt Hood Railroad has completed repairs and is now running all the way to Parkdale. Dome seats are available for \$10 premium.

Flanger – Charles Stevens - Phil Barney has completed the window frame restoration. Painting and installation will be completed next Spring.

Concessions - Al Hall – Several events upcoming, see the Trainmaster for details.

Volunteer Hours – Jim Hokinson – Please keep track of and report your volunteer hours to Jim.

Ex-SamTrack locomotive has been sold to the POTB and trucked to Timber to be used for tunnel clearing operation.

Ted Alburg memorial service was well attended; additional information will be published in the Trainmaster.

Happy Birthday to Arlen!

Adjourned 8:20 PM

Respectfully submitted, George Hickok, Secretary

NOVEMBER MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – November 21, 2008

Vice President Keith Fleschner called the meeting to order at 7:35 PM. President Sheldrake was home recuperating from surgery.

Minutes published in the November Trainmaster for August and September Membership meetings – Motion by Al Hall, seconded by Doug Auburg to accept, passed.

National Director: Dues renewal process automated through Fernley and Fernley under contract from National. We submit data, National handles printing and mailing of the renewal notices to the members. For PNWC, National mis-printed the amounts on the renewal forms for PNWC Chapter dues amounts. A followup letter was sent, but it was also not 100% clear. PNWC would appreciate persons who paid the incorrect amount remit the correct amount.

Ed Berntsen has been re-elected to the Regional VP Position for NRHS for our region.

Treasurers report – Jean Hickok – Current activity was reported and Bank of Internet CDs went up, Columbia Funds investments have gone down. To date \$2,020 has been donated to the S-2 #36 restoration project. Motion by Ed Berntsen, seconded by Doug Auburg – to accept the Treasurers report, passed.

Thanks to Ralph Johnson for 10 years of service as our representative to the church. We are negotiating to continue meeting at the church.

Thanks to Tom Steeves who has donated a copy of When the Railroad Leaves Town (American communities in the age of rail line abandonment) by Joseph P Schwieterman to the Chapter library.

Chapter is getting ready for Holiday Express 2008: This is the annual fundraiser for the Oregon Rail Heritage Foundation (ORHF), the Chapter provides equipment and staffing that is key to the success of this event. Volunteer car hosts are needed, contact Karl Wescott if

interested. Volunteer Carmen will also be needed, please contact Keith Fleschner if interested. ORHF will be using a food concessionaire, a ticket will be provided for volunteers so food will be available again this year for volunteers.

The Chapter Observation Platform display has been upgraded and refurbished and has been set up in the OmniMax Theatre at OMSI as a joint promotion for Holiday Express and for the OMSI showing of the Polar Express movie. Ron McCoy took responsibility for refurbishing the display and getting it setup in the lobby at OMSI. Thanks also to all of the different people who helped with this project.

39 Scrap report – Continuing to make progress on cutting up the locomotive. We are almost done with cutting up the deck and the frame. Scrap prices are way down. We are looking at options to dispose of the remaining scrap so we can complete this project. Thanks to all the people who have helped with this project.

The Port of Coos Bay has agreed to purchase the Coos Bay Line from CORP as ordered by the Surface Transportation Board for some \$16 million.

Concessions Committee will be at the Ag Show and the SP&S Swap Meet in January. Contact Al Hall if interested.

BYXC Christmas Tree Train will be running in December again this year, refer to their Web site for additional details.

Please remember to feed the kitty so the kitty can continue to feed you.

Program tonight is David Sprau of Warren, Oregon who started as a telegraph operator at age 16 for the Northern Pacific. The program Depots and Dispatching talks about what used to go on inside a railroad station.

Respectfully submitted, George Hickok, Secretary

JANUARY MINUTES

Pacific Northwest Chapter – National Railway Historical Society

Membership Meeting – January 16, 2009

Call to order by President Arlen Sheldrake at 7:40 PM. (Note: the December 19th membership meeting was cancelled due to the winter storm.)

Welcome members and guest Thomas Irion of Auburn WA (Recently the startup manager for the South Lake Union Streetcar in Seattle which opened in December, 2007), please remember to sign in.

Thanks to everyone who participated in tonight's potluck, it was excellent, special thanks to Ron McCoy for the graphic "advertisement" in the December and January Trainmasters.

New member – Michael Van Kleek, Portland.

2009 election tonight: Thanks to Jim Loomis for running the election.

Treasurers Report – Jean Hickok – December 1st to January 9, No unusual expenses. Renewals and donations have been coming in. Columbia Funds are now positive (earning money instead of losing money). Ed Berntsen moved, Jim Hokinson seconded a motion to accept Treasurers report as submitted, passed.

Reviewed budget for 2009 – Jean Hickok, presented the proposed 2009 budget. Al Hall moved, Ed Berntsen seconded a motion to approve 2009 budget as presented, passed. Thanks to Jean Hickok for her service this year.

WES Activity: Thanks to TriMet for offering the Chapter an opportunity to ride the Westside Express Service on Wednesday January 28. Most of the available seats have been spoken for. Thanks to Ron McCoy for organizing this activity. We have also asked the Webfooters, OERHS, and AORTA to join us for this activity. We will be riding from Beaverton Transit Center to Wilsonville and return. This trip is being held before public operation and will assist TriMet and P&W to certify operation of the train.

WES Grand Opening: PNWC will be participating in the grand opening of the WES service. We will be participating in the Grand Opening on January 30, and at the Tigard Yesterday, Today & Tomorrow history day on Tuesday, February 3rd. Thanks to Ron McCoy for organizing this event.

S-2 # 36 Restoration – Ron McCoy presented a new display board that will be used to track donations and show progress towards the goal of \$40,000, fund raising to date is \$7,220.

Activities – Ron McCoy – Conducted an informal poll of Chapter members present to see what the interest level is in different activities. Look for more information in the Trainmaster.

Holiday Express 2008 – Ticket revenue was way down (roughly 9,000 last year, 5,500 this year), we will have additional information in the Trainmaster as data continues to come in.

Chapter Observation Platform in OMSI Lobby – Was on display until January 5th to promote the Holiday Express and Polar Express at OMSI, has now been moved to the lobby in Union Station where we expect it will be on permanent display. Thanks to Ron McCoy for leading the effort to rebuild and refurbish the display and to Ron and Darel Mack for moving the display to Union Station.

S-2 # 39 Scrapping Project – Keith Fleschner – We have not made any progress on the scrapping project due to the bad weather.

Train Mountain Volunteer Opportunity – Contact Joe Mayer if you are interested in volunteer opportunities at Train Mountain.

Membership programs – February: Mark Reynolds Mag Lev, March: Bill Hyde Mining the PNWC Archive Jewels. Contact Al Baker if you have ideas for future programs.

Upcoming Concessions Events – Al Hall – NW Ag Show at Expo Center Jan 27-29 free parking, we will be in Hall C with Antique Powerland. SP&S Swap Meet January 31 at the Holiday Inn on Columbia Blvd near the airport. Willamette Model Railroad Club Swap Meet March 7 at New Hope Community Church. Contact Al Hall for additional details on any of these events.

Meeting Snack Signups – February is Jim Hokinson. Other dates are available, contact Keith Fleschner if interested.

ORHF Fall Newsletter is available, beautiful photos of the Brooklyn Roundhouse. Keith Fleschner will be the new Chapter representative to ORHF. ORHF is getting ready to close with Union Pacific on purchase property near OMSI. Thanks to Arlen for his service as Chapter representative to the ORHF Board.

Election Results (Election delayed from December due to bad weather): President: Keith Fleschner, Vice President: Mark Reynolds, Secretary: Jean Hickok, Treasurer: George Hickok, Directors at Large (2009-2011): Ron McCoy & Christopher Bowers, National Director: Ed Berntsen. Thanks to these individuals for their service to run your Chapter!

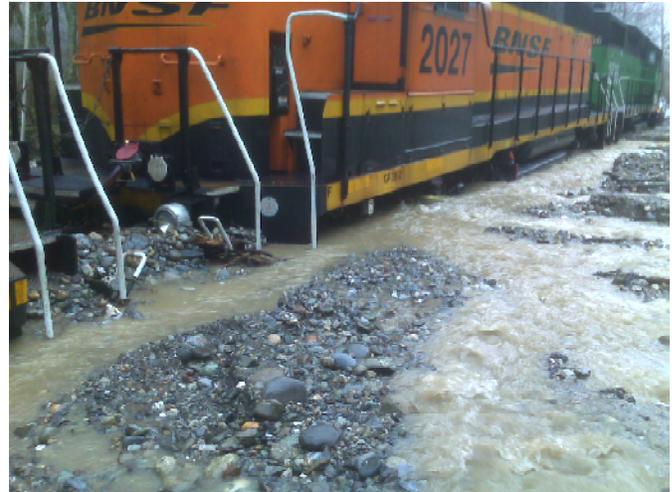
Thanks to Arlen Sheldrake and Charles Stevens for service to the Chapter.

Please report your Volunteer Hours for 2008 to Jim Hokinson – Thanks!

Adjourn 8:52 PM.

Respectfully submitted, George Hickok, Secretary

FLOODING



This is a BNSF train that was northbound from Everett to Sumas. On January 6, the train was struck by a very soupy mudslide at approximately BNSF/NP MP 97.8, about 11 miles north of Sedro Woolley, Washington. (Data from Frank Culp, president of Lake Whatcom Railway, Wickersham, Washington. Photos from BNSF.)



The flooding affected almost all of Western Washington. The railroad bridge was one of the few things that remained above the floodwaters in Snohomish (left).

In Chehalis (below left), the tracks disappeared below the water. a 20 mile section of Interstate 5 was closed through the Chehalis/Centralia area.

At Stanwood (below right), the rail line was clearly visible, but the subgrade was thoroughly saturated by the surrounding water.

(All photos, WSDOT)



S-2 RESTORATION

At the January 16 membership meeting, Ron McCoy presented the S-2 restoration project donation fund graph. There is still a long way to go to get the estimated \$40,000 necessary for the restoration. Please keep those donations coming.

(Photos by Jim Hokinson)



**Every gift counts.
Yours can count twice.**

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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. Articles which appear in *The Trainmaster* does not express the official position of the organization on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source, except in cases where the article originated in a third party publication and special permission was given to *The Trainmaster* to print the article here. Please address contributions and correspondence to:



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ISSN: 0041-0926

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