

The



Trainmaster

July 2009

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



PACIFIC NORTHWEST CHAPTER TIMETABLE #564

Board of Director's meetings: July 9 & August 13, 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 (July 18) and also the following Saturday (July 25). 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 :

July 17 7:30 PM – Program: *Sumpter Valley Railroad*, author Alfred Mullet

August 21 7:30 PM – Program: *Man versus Metal, the technology, science, & tools used to finish the 39 story*, George Hickok

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

NOTABLE NON-CHAPTER EVENTS:

Now – Sept 27, *Saturday & Sunday Steam Excursions, Chehalis-Centralia Railroad*, www.steamtrainride.com, 360.748.9593

Now – Sept 27, *Saturday & Sunday Oregon Coast Scenic Railroad*, Garibaldi – Rockaway, www.ocsr.net, 503.842.7972

July – August, *Oregon Coast Scenic Railroad* adds Monday & Friday runs

July 1, *Disney's A Christmas Carol train*, Portland Union Station, <http://disney.go.com/christmascaroltraintour>

July 3-5, *Disney's A Christmas Carol train*, Seattle King Street Station

July 3, *SP 4449* departs Portland for Owosso and TrainFestival 2009; www.trainfestival2009.com

July 7, *Disney's A Christmas Carol train*, Spokane Amtrak Station.

July 10-12 & 17-19, *Day Out With Thomas*, Northwest Railway Museum, www.trainmuseum.org, 866.468.7630

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 8, *Willamette Rides Again*, Mt. Rainier Scenic Railroad, www.mrsr.com / 888-STEAM11

August 10-16, *Steam on the Range*, NRHS Convention, Duluth, Minnesota, www.nrhs.com

August 29, *Tacoma Rail Train Rides & Open House*, 10 am to 2 pm, www.maritimefest.org / 253.396.3327

September 16 – 20, *2009 Association of Railway Museums annual conference*, www.railwaymuseums.org, West Coast Railway Heritage Park, Squamish, British Columbia

September 19, *GN Day in Skykomish*, Washington, seminar, more info: skykomishhistoricalsociety@yahoo.com

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.sphts.org

October 29, *The West the Railroads Made*, exhibit, Oregon Historical Society Museum, www.ohs.org

December 4-5-6, 11-12-13, *Holiday Express '09*, Oregon Rail Heritage Foundation, www.orhf.org

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

Guest Editorial, Steve Hauff, *Trainmaster* Editor

Those of you who were at the June membership meeting heard my *commercial* for NRHS Chapter volunteering... this is for all of you who weren't there. Organizations such as NRHS are not physical things, they are us, a group of people willing to give time, effort and resources toward the achievement of a mutual goal. In our case, the preservation of railroad history. We all have other projects and obligations competing for our valuable time. Between jobs, family, education, churches or other organizations, and life in general, we are all very busy and reluctant to take on additional duties. That said, the PNWC needs you! In this wonderful(?) age of the telephone and the internet, even those of us who have difficulty making it to the meetings, or the archives, or Powerland, or the equipment storage, can still help. Remember, your tired old editor is 230 road miles from Portland. The PNWC has many jobs available, some of which can be accomplished remotely.

One item that can be done from anywhere is contributing to this esteemed journal. We are always looking for articles and photos. I prefer text to be in some electronic format, but will accept hard copy, in a pinch. Photos are best if they are about 3 megabytes (.tif) or 2 megabytes (.jpg) but I can sometime live with smaller sizes, and we can scan almost any type of "real" photo, negative or positive.

Regardless of how much, or how little time you can spare, your physical location, or what talents you think you might have or not have, contact the folks on page 11 and let them know that you are willing to help in any way possible. The success of the PNWC is dependent on us.

Pogo, the cartoon character, once quipped, "We have met the enemy and he is us." I would suggest that, "We have met the heroes and they is us, too."

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.

KEIZER STATION LOCOMOTIVE DISPLAY

information from Ron McCoy

On May 29, the *Keizer Station* shopping center in Keizer, Oregon, dedicated a display of a narrow-gauge 1904 Baldwin 4-6-0 locomotive. The loco was built for mining service in Mexico and was apparently constructed as a 4-6-2, losing its trailing truck sometime during its operational career. After its retirement, the loco was brought to California in 1960, and only recently made the trip north for display. Unfortunately, the engine has been stripped of many of its smaller parts and its paint scheme is a somewhat questionable gold, silver, red and black. PNWC was represented at the ceremony by Ron McCoy and Jean Hickock.



Photo courtesy of VanNatta Public Relations

PNW SHORT LINES

by Arlen L. Sheldrake

Bob Melbo shares information that a slide occurred May 22 at Aldrich Point, just east of Brownsmead, on the Astoria Line. Previous slides occurred in this same area during the winter of 1995 and the 1999 Thanksgiving weekend.

The winter 2009 *NRHS Bulletin* article *Train Watching in Klamath Falls in 1965* by George H. Drury is an interesting read with some great photos taken during the PNWC-sponsored NRHS 1965 convention. The page 11 caption, however, incorrectly identifies the *Mount Hood* as the *Mount. St. Helens*.

A *Genesee & Wyoming* (GWI) June 1 news release announced the promotion of Ronald G. Russ to senior vice president for GWI's Oregon Region. Russ replaces Billy Eason. The news release describes Russ: "He joined GWI in March 2009 as deputy general manager of the Oregon Region and has more than 30 years of railroad and financial management experience. He was previously executive vice president and chief financial officer with *Kansas City Southern*. Prior to that, he was founder, treasurer, executive vice president and chief financial officer of *Wisconsin Central Transportation Corp.*" GWI's Oregon Region consists of *Portland & Western* and *Willamette & Pacific* railroads.

On May 20, the *American Short Line and Regional Railroad Association* (ASLRRA) awarded the E.H. Harriman Gold Award for best employee safety record among railroads working less than four million employee-hours in 2008 to *Willamette & Pacific Railroad* (W&P). W&P, with 98 employees, has not had an FRA-reportable injury in more than three years.

Washington State Department of Transportation Rail & Marine Division on May 22 launched a monthly email newsletter, *Making Tracks*. Subscription requests may be sent to: rail@wsdot.wa.gov.

Tom Smith reports that on May 22 the *Mount Hood Railroad* set out cars 1056, the *Lookout Mountain* (the open air observation), and coach 1068 to the UP interchange track to be picked up. They are being sent to Colorado for the *San Luis & Rio Grande RR*, which is owned by the same parent company that now owns the MHRR. Coach 1067 will follow shortly. Those cars will make a fine addition to the LaVeta excursion, but will be sorely missed at the MHRR. In return, the SL&RG sent the MHRR five *Long Island* coaches built by Pullman Standard in the 1950s for LIRR's diesel-hauled trains. They have fixed, 3-2 seating and tiny sealed windows. One of the cars was fitted as a parlor car with an observation platform and used on the LaVeta trip I wrote about over a year ago, behind SP 1744. They are air conditioned for whatever that's worth, but I don't think they'll be a big hit with passengers. The 1070 *Katharine* and 1080 *Timberline*, as well as the dome car, will stay at MHRR.

Included in the Oregon Institute of Technology class of 2009 was our own *Keith Fleschner*, who earned a BS in Operations Management. Congratulations to Keith and his family!

D.F. Bamhardt & Associates, www.trains-trams-trolleys.com, is listing the former *Spirit of Washington Dinner Train* for sale at \$1,495,000. The consist is located in Moses Lake, Washington and includes: EMD F9A/H, EMD F9PH, former Amtrak Baggage/Power car, Budd *Chateau St. Michelle* coach/observation, ACF *City of Seattle* dome diner, Budd *Cascade* table car, Pullman *Renton* super dome, Budd *Columbia Winery* table car, Budd *Olympic* coach, and Pullman *Mt. Rainier* dome diner.

The *Fort Mill Times* of April 19 reported that the 1912 *Northern Pacific*-built depot in Sandpoint, Idaho is being protected from vibration from traffic on the future Sand Creek Byway. The depot is not being moved but is being protected by an Idaho Transportation Department-hired masonry restoration company. The depot is now owned by *BNSF Railway*, used by *Amtrak Empire Builder* passengers, and was placed on the National Register of Historic Places in 1973. The work to protect the depot includes using lightweight concrete fill within the highway alignment on the west side of the building. A new frontage road will also be built so traffic and pedestrians can get to the depot.

2009

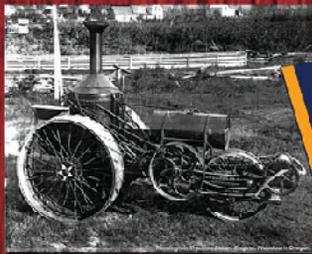
39th Annual Great Oregon

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July 25/26
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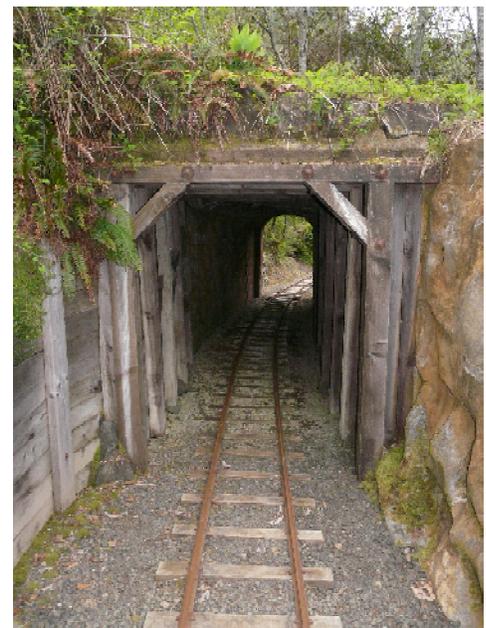
MEADOWS & LAKE KATHLEEN RAILROAD EXCURSION

Article and photos by Ron McCoy

On Saturday, May 16, the Pacific Northwest Chapter operated a public excursion to ride a privately-owned, 18" gauge, railroad located in the temperate rainforest of the Oregon coastal mountain range. Planning for this excursion started more than a year earlier, as the railroad is not open to the general public and is quite remote. Named the Meadows & Lake Kathleen Railroad, the layout has over 6000' of track and several spectacular bridges and trestles that cross cold, clear streams running through the property. The site is the home of the owners, Ray & Kathleen Robinson. What first started as a private passion in 1996, slowly attracted a growing group of volunteers who came from all over the state to help. The line was officially completed with a golden spike ceremony on October 13, 2007. Intentionally, the railroad's exact location is not made public, as visits are by invitation only.

The struggling economy had an obvious impact on our sales despite the markedly low price of \$69, but we still booked 40 attendees. Thanks mostly to the Chapter's participation in National Train Day at Portland's Union Station just a week before the excursion, eleven of our attendees were new faces who had never been on any rail-related excursion before. To get to the M&LKRR, the Chapter chartered a 56-passenger bus for the three-hour trip to the site. Departure from the Portland area was set for just after 8 am, and, after mechanical problems required us to switch to a different bus, we made good time, using the journey itself to point out many railroad landmarks along the route.

Upon arrival, our group received a brief orientation and then the first train rolled out with about half the group. Box lunches, made-to-order that morning, proved very popular as we all enjoyed a picnic beside one of the tributary side-streams. After lunch, we continued riding the railroad to our hearts' content.





Many attendees also took the opportunity to stroll the 40+ acres and photograph the impressive and accurate bridges, water tanks and tunnel portals. The Chapter made a contribution to the M&LKRR towards the line's operation. Departure was set for 2:30 pm and on the return trip we surprised our guests with a photo stop at one of western Oregon's many covered bridges. We also stopped at the town of Junction City, Oregon to see the former depot of the Oregon Electric Railway (now a restaurant), as well as a rare 1904 Finnish steam engine under covered display in the adjacent city park.

As a closing note, not long after our excursion, the M&LKRR announced via their website that the railroad will likely have to be dismantled due to ongoing efforts of a few county and state agencies. More information about this and the M&LKRR can be found at www.savemlkr.com.



NRHS VISIT TO CEECO

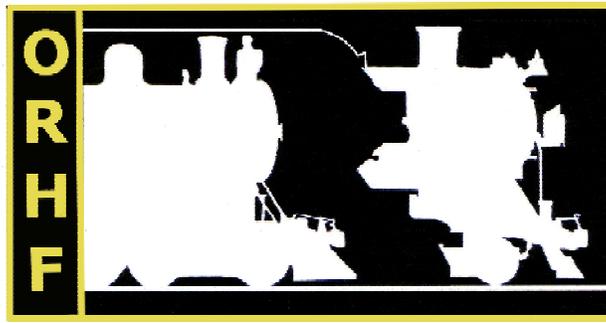
Photos and text by Steve Hauff

On June 6, NRHS members from two chapters, and several other visitors were guided through the CEECO (Coast Engine and Equipment Company) facility in Tacoma. The tour was organized by regional VP Ed Berntsen, and conducted by Dave Swanson, President of CEECO. We were guided through the body and paint shops, the GE and EMD prime-mover rebuild shop, the locomotive repair/rebuild facility, and the car repair area. The occasion for the tour, however, was a sad one, in that as a result of the dramatic downturn in rail business, and the consequent lack of need for repair/rebuild services, the company will close its doors on July 3. This is particularly distressing, given the excellent quality of workmanship that we viewed and the ingenuity and innovation that CEECO brought to the rail industry.



Upper left: White Pass and Yukon #98 was almost finished after a complete repowering and updating. Above: There were several Union Pacific GE Dash-units that were in the shops for prime-mover replacements. Left: CEECO has just completed the refurbishing of the UP private car fleet. The paint job on the cars is unbelievable. Lower left: There were 21 people on the tour from PNWC, Tacoma Chapter and the City of Fife. The tour was conducted by Dave Swanson, President of CEECO (center, hands on hips). Below: The ex-Chehalis Western Alco C-415 that is owned by the City of Fife is having its engine and electrical equipment removed in preparation for cosmetic restoration. It will be displayed at the museum in Fife with a Union Pacific caboose donated by Tacoma Chapter NRHS.





2009 ORHF OFFICERS & BOARD

The 2009 Oregon Rail Heritage Foundation (ORHF) Board of Directors with the January 19 Board election is as follows:

- President – Doyle McCormack (Friends of SP 4449)
- Vice-President – Ed Immel (Northwest Rail Museum)
- Treasurer – Dale Birkholz, (ex-officio non-voting member)
- Secretary – Keith Fleschner (Pacific Northwest Chapter, National Railway Historical Society)
- Board Member – Pat Tracy (Friends of OR&N 197)
- Board Member – Steven Pixley (City of Portland Parks & Recreation)
- Board Member – Gregory Hellman (Brooklyn Action Corp)
- Board Member – John Frazee (Pacific Railroad Preservation Association)
- Board Member – Bob Melbo (Community-At-Large)
- Board Member – Philip Selinger (Community-At-Large)

Each of the seven ORHF member organizations appoint a representative to serve on the ORHF Board of Directors. Each calendar year, these seven Board members appoint the two Community-At-Large members.

The Oregon Rail Heritage Foundation is a non-profit, 501(C)3, all-volunteer organization. The ORHF mission is to secure a permanent home for the City of Portland's steam locomotives, preserve the Brooklyn Roundhouse, and establish a Rail and Industrial Heritage Museum. ORHF was established in 1998 and PNWC has been an active member since 2001.

ORHF publishes a twice-yearly (Spring and Fall) newsletter that is available via the ORHF website, www.orhf.org, or by USPS mail. To receive a hard copy newsletter, send a request to: ORHF, PO Box 424423, Portland OR 97242-0443. For an electronic version, click on the link at www.orhf.org. ORHF is a member of the Oregon Cultural Trust.



Pictured on the left, Kim Knox, ORHF project consultant with Shiels, Oblatz & Johnsen, Inc. and Doyle McCormack, ORHF President at the June 4 signing of the ORHF-Union Pacific Railroad property purchase agreement. The property is near the Oregon Museum of Science and Industry in SE Portland. *Photo by Arlen Sheldrake*

MAY MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – May 16, 2009

President Keith Fleschner called meeting to order at 7:35 PM

Tonight we have a guest Pandora Patterson. Guest of Jim Long. Welcome to Pandora.

Welcome to members: Jerry Tanquist & Betsy Johnson.

Welcome to new members: Brent Pingrey and his son Brice.

March minutes published. Motion to approve by Doug Auberg. Leonard Morgan 2nd to approve minutes. Approved by the membership.

Treasurer's report - At board meeting, the bank statement hadn't arrived yet. Received bank statement now and the checking account balanced. We earned 23 cents interest last month. Paying bills, insurance came in and paid, bought forever stamps before price went up. For May - paid usual bills, repair parts for Mt Hood for NTD, NRHS for dues, bus for excursion, tickets for excursion, key deposits, renewals for dues, donations for S2 restoration project that Ron will report on. We have quorum tonight.

Two items came up at board meeting for additions to the budget for 2009 - set of wheels sets in California, ft 55 & 76, recommendations NTE \$7100 roller bearing to replace friction bearing. Finally found set after looking for 15 years and price is reasonable. Six wheel sets for 55 and will fit on 76, same configuration. Terry Parker moved to accept budget addition. Tammy Auberg 2nd the motion. Approved by the membership.

We borrowed a display for WES Week. Proposal that we should purchase one for a reasonable price. We have a proposal to use the Ted & Cora Auberg Memorial Fund (~\$500 recd) to use for this display. We can display photographs and other material on display. Proposal to extend budget, NTE by \$1500 to acquire material. This display would be an investment in our outreach. This would be a good investment. Al Hall made a motion to approve proposal. Leonard Morgan 2nd the motion. Approved by the membership.

Scrapping - We moved one of the trucks from the 39 to the Brooklyn roundhouse. We dismantled and disposed of truck within a week's time. At Yeon St, we took the cut scraps, loaded steel and cast iron. The site is down to truck and a few pieces of frame. We have about 20,000 lbs. of scrap left and cleanup left. We're getting very close to getting done, so we can move on to other projects. We believe the remaining scraps will create a breakeven for cost/revenue for this project. We're getting close so we can return the rental tanks too. Good news is we were able to scrap the cast iron too, when a few months ago they weren't able to take any. Keith went to court for the metal thief prosecution. Doug Auberg - moved to approve Treasurer's Report. Jim Hokinson - 2nd the motion. Approved by the membership.

Keith wishes a big "Thank You" to Diana Mack for dealing with Fernley & Fernley.

Ron - National Train Day (NTD) - Per Scott Hurd, Amtrak - we had about 5000 people attend, but think there were more - 7500 - 8000 people total. We were one of the single largest participants at this event. We used the new display for outreach. It was a really good event. Al will report on concessions. Thank you to all the volunteers - we had about 18 people from the Chapter. We did well and looking forward to next year. Ron will improve display. These displays rent for about \$580/two weeks. We got \$618 for new display with lights. This is a very good investment. We will be seen more as professionals. Pete, Randy Rock & Keith did a lot of work to spruce up the Mt Hood to make it look really good, inside and out. All the lights in the lounge were lit up for the first time for a long time.

Ron - S2 #36 Restoration Fund - New numbers: \$7627.55 last month - now we're up to \$8674.55. Thank you for donations. Keep the donations coming to help meet our goal of \$40,000. We got a bid for painting by professional for removal and painting for \$36,000.

Activity: Meadows & Lake Kathleen activity tomorrow morning. Per Ron, we have 40 booked reservations and above the breakeven point.

Ron McCoy saw the Mt Saint Helens, sister of Mt Hood. Got some nice photos if anyone wishes to see them.

Maintenance Interpretive Display - Ron McCoy working on AMPA signage display for Jordan Spreader - 2.5 x 4 feet printed on metal, rugged, should last 10 years.

Thanks to Pete Rodabaugh, Randy Rock, George Mickelson, Arlen Sheldrake, Ron McCoy, Christopher Bowers, Ken Peters, George Hickok, Dr Dave Van Sickle for their help in the Mt Hood project to get ready for NTD.

Steam-up - Al Hall - We had two tables for concessions at NTD. We sold railroad pins, videos, train whistles, hats, etc. for \$1550 in concessions for the event. The next event is Multnomah Falls on 6/27-28, on Saturday and Sunday. We made \$325 in concessions last year at NTD. Steam-Up is on 7/25-26 and 8/1-2. Advertising for this event has started. They will have logging exhibits behind the old trolley depot, Oregon Dept of Forestry - will be on Trolley Road. Trying to fill that area with more exhibits along that area to get more people going out that way. \$1000 donated by Wilco Farms for Passport Program - will give away bicycles each day instead of one for the event.

Arlen will run the Passport Program at Steam-up. The Program last year was the 2nd year for kids.

Library will be open tomorrow.

Other:

Welcome to Greg Peck, Sumpter Valley Railroad, guest of Leonard Morgan.

We have two gift certificates for \$25 each from The Stockpot Broiler that we would like to auction off tonight to members attending to go toward the S2 Restoration project. The two certificates are good until the end of June. Results: donation of \$30 from Tammy Auberg for one ticket and a donation of \$18 from Jim Long for 2nd ticket. Thank you to Tammy and Jim for your donation and support of the S2 Restoration Project.

Jerry Tanquist has pictures of Harris Canyon RR Water Tower, 100 years old needing repairs, restoration and report of who's doing repair, etc.

Terry Parker wanted to express his concern about vandalism and security of the Mt Hood. Security is reasonable at this time and we're lucky so far.

Ed Immel reported the Senate passed a bill in response to metal theft. Require reporting requirements, i.e. license numbers, sending check to address, not PO Box. House may have hearing about this.

About ready to sign contract with Union Pacific for new ORHF location. Will be starting environmental assessment process. Hired fundraising firm, to develop fundraising plan, for first building estimated cost \$3.2 million, goal for phase one is for new structure to hold the three locomotives, dismantle current building and put into storage. 2nd phase will be later. City of Portland is also involved in this whole process and to help with this project.

This evening's program is by Ed Immel about railroads in Germany.

Jim Long motioned to adjourn meeting. Ron McCoy 2nd the motion. Approved by the membership.

Meeting adjourned at 8:41 pm.

Respectfully submitted by Jean Hickok, Secretary

FROM THE PNWC ARCHIVES



Above: A Brooks-Scanlon Lumber Company loco eases a string of log cars across a trestle in the pine country near Bend, Oregon. Left: It was moving day on Brooks-Scanlon when the photographer captured this view of a train with several skid shacks on log cars and a swing-boom McGiffert loader being pulled to a new location. *Photos, Jack Holst 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 McCaffey, APMA Anonymous*

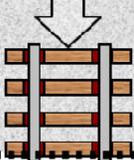
Tie Plate level: \$50 to \$99

Phil Barney, Robert Wenzel, Thomas Barrett

Steel spike: \$1 to \$49

Ted Ahlberg♥, Doug Auburg, NTD Anonymous
Thomas Vandegrift*, Tammy Auburg, Jim Long
(♥= In Memoriam * = non-member)

\$8712
raised
as of 6-13-09



"I AM smiling!"

If you'd like to help restore the Chapter's S-2, and stop these really bad jokes, then make a donation to the restoration fund.

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Secretary	Jean Hickok	503.649.5762
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Past President	Arlen Sheldrake	503.223.7006

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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

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Webmaster	Jim Long	503.313.7382

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