

The *Celebrating 60+ Years* Trainmaster

February 2019

ISSUE N^o 679



The Official Publication of the
Pacific Northwest Chapter of the
National Railway Historical Society
Portland, Oregon
www.pnwc-nrhs.org



THERE IS NO DENYING THAT THEY GOT THEIR MONEY'S WORTH



Martin E. Hansen Collection

This June 16, 1936 photo is by Doug Richter from the Martin E. Hansen Collection

In this day and age of rapidly changing technology it is unusual for some items to last more than a few years as newer items come on line to replace them. That was not always the case as you see here.

The date is the summer of 1938 and the place is Roseburg, Oregon. Outside the Southern Pacific roundhouse sits No. 1903 showing her age and the various changes that she has gone through over time. She has her rods off in preparation for shipment to her next owner.

Originally built by the Central Pacific in their Sacramento Shops in January 1882 as their No. 233, this 2-6-2T has already seen 56 years of service by the time this photo was taken. The historical significance of this ancient piece of early steam motive power was not overlooked and later in 1938 she was donated to the California-Nevada Railroad Historical Society. After years on display in a park in Richmond, California, No. 1903 now is housed in the California State Railroad Museum in Sacramento where she was first built over 136 years ago.

The following was extracted from an old roster of equipment from the Pacific Locomotive Association and kindly provided for publication by one of the PLA founders Tom Eikerenkotter:

Built new January 1882 as Central Pacific Railroad No. 233 for local passenger services in Oakland, California.; Renumbered CP 1504 in 1891; Renumbered again in 1901 as SP 1903; Retired in 1911 and sold to Brady Equipment Company in Portland, Oregon on August 31, 1914; Rented for use by the Portland Railway Light and Power; In 1917 rented by Haskell-Carpenter Logging Company; Sold on April 12, 1917 to the Portland Cement Company; Purchased by the California-Nevada Railroad Historical Society in 1938 and moved by Southern Pacific to Oakland in 1941 and placed in storage; In 1952 it was restored to resemble its original appearance as CP 233 and put on display at the Oakland Municipal Auditorium; Acquired by the Pacific Locomotive Association in June 1972; In February 2000 PLA traded the locomotive to the California State Railroad Museum. Text and Photo provided by Martin E. Hansen.



PNW RAIL NEWS

by Arlen L. Sheldrake



▶ Many thanks to John Holloway for developing and managing the early January project to renovate the two restrooms and breakroom at the Oregon Rail Heritage Center. The floors were refinished, the toilets replaced with 17" ADA complaint ones and the walls were cleaned and painted. The Visitor Services crews will find the floors much easier to clean thus enhancing the visitor experience. If you have some extra time and want to talk trains to visitors from across the world, volunteer Docents and Greeters are needed. Contact Al Baker: 503.645.9079 / albaker33@comcast.net.

▶ The Southern Oregon Chapter, National Railway Historical Society has launched a brand-new web site on December 19th. The site looks great and functions quite well. Take a look: www.soc-nrhs.org

▶ The Federal Transit Administration (FTA) has executed a \$1.17 billion full funding grant agreement (FFGA) for Sound Transit's Lynnwood Link light rail extension. Trains on the 8.5-mile light rail extension from Northgate to Lynnwood Transit will serve four stations on the route. The U.S. Department of Transportation Build America Bureau on December 19th also executed a \$698 million low-interest loan supporting the Lynnwood light rail extension. Lynnwood Link light rail service is scheduled to begin in July 2024. **Sound Transit news release 12/20/2018.**

▶ Surface Transportation Board, Document No. AB-570 (Sub-no 4x). Palouse River & Coulee City Railroad LLC (PCC) petitions the Surface Transportation Board (STB), PCC's discontinuation of its lease operations over approximately 55.56 miles of railroad owned by Union Pacific Railroad Company. PCC proposes to discontinue its operations over two rail lines leased from UP that are located between (1) milepost 3.76 at Zanger Jct., Washington and milepost 33.0, at Walla Walla, Washington; and (2) milepost 46.80, at Walla Walla, Washington, and milepost 20.48 at Weston, Oregon. More..... **Bob Melbo 12/21/2018 email.**



▶ A sea day as we head to Devil's Island on the Viking Sea was a great opportunity to read Steve Hauff's book **The Spruce Production Division in Clallam County, The Quest for Aircraft Spruce During World War I.** A lot of fantastic pictures and some great text about an important piece but relatively unknown part of our Pacific Northwest History. Available from: North Olympic History Center, PO Box 1327, Port Angeles WA 98362; \$15.00 plus \$5.50 s&h. [Rita and I departed December 17th and returned late January 9th. While historically our ocean trips have been on Holland America, this was our first on Viking Ocean Cruises and it was a resounding success.]



▶ Amtrak ordered 75 new locomotives for \$850 million from Siemens Mobility. The initial 75 locomotives will be used on Amtrak's long-distance services including the Coast Starlight and Empire Builder. The locomotives will be built at the Siemens plant in Sacramento and delivered starting in summer 2021 and will begin entering service fall 2021. **Progressive Railroading 12/26/2018.**

▶ Alstom Transport of Vallejo, California is doing 12 Rocky Mountaineer SilverLeaf service level rail car rebuilds. Cars # 9 & 10 are scheduled for delivery in March 2019. The Alstom facility is in Mare Island, Vallejo, California. The project requires the cars to be stripped to their frame and trucks and entirely re-engineered; producing newly refurbished cars for the Rocky Mountaineer fleet. Alstom began working on overhauling the Rocky Mountaineer SilverLeaf cars in 2014. **Alstom Press Release 12/20/2018.**



▶ BNSF completed in mid-December nearly five miles of new double track between Washougal and Mt. Pleasant, Washington. **Progressive Railroading 12/28/2018.**



▶ Clean trucks will be required at the Northwest Seaport Alliance facilities effective January 1, 2019. All trucks serving the international container terminal must have a 2007 (or newer) engine, or a certified equivalent emission control system. The Clean Truck Program requirements reduce diesel particulate matter emissions by up to 90% per truck. www.nwseaportalliance.com.



▶ Nice to see that John Burton, Director of Marketing & PR, Timberline Lodge & Ski Area, put the December *Trainmaster* article **Curious Photo @Tilikum Station** on both their web site (<https://mthoodbrewing.com>) and Facebook page. As of early January, the article is also posted in the Tilikum Station next to the photo. And, thanks to Charles Williams reading our *Trainmasters*, the article is also targeted for the February issue of NRHS News. These unique stories of national history preservation and Oregon rail preservation by individual action, in my



opinion, deserve as much exposure as possible. Working with RLK corporation president Jeff and brother John was a pleasure.

► To date, four railroads have self-reported that they fully implemented an FRA-certified and interoperable PTC system on their required main lines by December 31, 2018. Of the four railroads reporting, one is in the Pacific Northwest – Portland & Western Railroad. **USDOT Statement on Positive Train Control Implementation 12/31/2018.**



► CN & CP exceed their Maximum Grain Revenue Entitlements for Crop Year 2017-2018. In a determination issued December 31, 2018, the Canadian Transportation Agency (CTA) ruled that revenues of the Canadian National Railway Company (CN) and the Canadian Pacific Railway Company (CP) have exceeded their maximum grain revenue entitlements for crop year 2017-2018.

- CN's grain revenue of \$788,062,078 was \$1,047,285 above its entitlement of \$787,014,793.
- CP's grain revenue of \$709,499,416 was \$1,500,513 above its entitlement of \$707,998,903.

CN and CP now have 30 days to pay the amount by which they exceeded their 2017-2018 revenue entitlements, in addition to a five percent penalty of \$52,364 for CN and \$75,026 for CP. Regulations stipulate that such payments must be made to the Western Grains Research Foundation, a farmer-financed and directed organization set up to fund research that benefits Prairie farmers. The Canada Transportation Act required the CTA to determine each railway company's annual maximum revenue entitlement and whether each entitlement has been exceeded. The maximum revenue entitlement is a form of economic regulation that enables CN and CP to set their own rates for services, provided the total amount of revenue collected from their shipments of Western grain remains below the ceiling set by the CTA. **Determination**



No. R-2018-276, Canadian Transportation Agency.

► Palouse River & Coulee (PCC) Railroad has received a \$5.7 million Federal Better Utilizing Investments to Leverage Development (BUILD) grant. Three of PCC rail's branch lines will be improved to allow them to carry 286,000-pound rail cars. The project includes replacing, refurbishing or rebuilding 10 bridges, replacing about 4.6 miles of rail and rehabilitating nearly 16.3 miles of track structure. The PCC has a number of small bridges built in the 1930s, '40s, and '50s between Marshall main line connection and the McCoy Loader southeast of Rosalia. The 110-car unit trains from the McCoy Loader speeds will increase from 10 mph to 25 mph when this project is completed. The \$5.7 million grant requires a one-to-one match so the total project cost will be in the \$11 million range. **Whitman County Gazette 12/27/2018.**

► The Happy Holidays card from the Northwest Railway Museum: “2018 was another exciting year for the Museum. Important highlights include serving more than 120,000 visitors, improved exhibit signage, receiving and moving a “new” 1901-built Northern Pacific Railway parlor car for the collection, making significant progress on steam locomotive 924 restoration, and a successful King County and City of Snoqualmie Landmark designation for the Puget Sound Electric Railway car No. 523. Thank you for everything you did to help make all of this happen!

And speaking of the 523, it is depicted on this year's card in this new Jack Christensen watercolor. The scene is set at the Snoqualmie Falls Depot and symbolizes the relationship between this historic artifact and electric power from Snoqualmie Falls that “fueled” the 523 on its runs between Seattle and Tacoma from 1910 until 1928. Our sincere thanks to our friend Jack Christensen for creating this beautiful work of art.

As the year draws to a close, this is our opportunity to wish you the very best during the holiday season and thank you for your continued confidence and support. And Happy New Year!
From the Staff and Trustees of the Northwest Railway Museum “

[The watercolor was on the front and this message was on the back. The author is very pleased to be a supporter of this organization and appreciates this kind of end of year holiday card.]



► Many thanks to Jim Redden for his excellent 1/3/2019 front page (top of the fold!) Portland Tribune article **TURN THIS TRAIN AROUND**. Nicely written article about the Oregon Rail Heritage Center turntable installation project with seven (7) pictures on pages 1 and 2. Hopefully fund raising and permitting will get the turntable installation project completed during 2019. **Portland Tribune 1/3/2019.**

► The Western Group has appointed Matt Astle as northwest regional general manager of the Oregon Eastern Railroad and Washington Eastern Railroad. Astle has 15 years of railroad experience, most recently serving as associate vice president of safety, compliance and human resources for all Western Group affiliated operations according to Western Group Chief Operating Officer Bruce Carswell. Oregon Eastern Railroad is based in Vale, Oregon, and Washington Eastern Railroad is based in Medical Lake, Washington. Combined, the short



lines serve more than a dozen customers, moving products ranging from grains and diatomaceous earth to manufactured goods. **Progressive Railroading 1/9/2019.**

- ▶ Sound Transit Board approves 2019 budget with focus on system expansion projects. Project budgets include:
 - \$2,051.9 million for Link Light Rail.
 - \$37.4 million for Sounder commuter rail, including \$2.6 million for Sounder South Capacity expansion.

Sound Transit 12/30/2018 news release.

▶ Sound Transit's Northgate Link Extension has reached 70 percent completion, as project construction moves ahead to start service in 2021. Progress on Northgate Link construction includes track installation, which is nearing 50 percent completion. In addition, construction of each of the three stations on the extension has reached a significant milestone. The Northgate Station is approximately 70 percent complete, and the Roosevelt Station is nearing 70 percent completion. The University District Station is approximately 50 percent complete. **Sound Transit 1/17/2019 news release.**



▶ Automated Positive Train Control system increases Sounder riders' safety. Sound Transit has completed implementation and certification of Positive Train Control (PTC) on all Sounder commuter rail vehicles that run between Lakewood and Everett. Sound Transit implemented PTC in close collaboration with Burlington Northern Santa Fe (BNSF), an industry leader in PTC and the operator of Sounder service under contract to Sound Transit. **Sound Transit 1/28/2019 news release.**

▶ The Port of Prince Rupert and DP World celebrated a historic milestone as Fairview Container Terminal handled its millionth container (TEU) for the first time in a calendar year. On December 18th, the millionth TEU was loaded onto the COSCO Africa with ILWU members and supply chain partners on hand to celebrate. The 40-foot container was loaded with dimensional lumber from Canfor's Plateau mill at CN's Prince George Transload Facility before arriving in Prince Rupert by rail. During its first full year in operation in 2008, Fairview Terminal moved a modest 182,523 TEUs.



Port of Prince Rupert 12/18/2018 News Release.

▶ U.S. Representative Peter DeFazio last week was elected chairman of the House Transportation and Infrastructure Committee for the 116th Congress. DeFazio had been the committee's ranking member since January 2015 and a committee member since he first came to Congress in 1987. With the Democrats taking control of the House in the November 2018 midterm elections, DeFazio moves into the committee's top leadership role. [DeFazio represents the 4th District in Southwest Oregon.] **Progressive Railroading 1/7/2019.** And Senator Maria Cantwell, D-Washington, is the ranking member on the Committee on Commerce, Science and Transportation.



▶ The Connect Oregon Final Review Committee met January 11th and reviewed the three intermodal facilities proposals for funding ranking. The three proposals:



- Brooks-Hopmere Intermodal Facility
- Mid-Willamette Valley Intermodal Project.
- Treasure Valley Reload Center Project.

The proposal rankings and recommendations now go to the Oregon Transportation Commission meeting February 21. The Commission is expected to make a final decision at its March 21 meeting. www.oregon.gov.

▶ Governor Jay Inslee has a message for Southwest Washington. The replacement of the Interstate 5 Bridge spanning the Columbia River will include light rail, or it won't be built. While all but one member of Clark County's Republican lawmakers support the bridge-replacement effort, they've voiced their support for bus rapid transit rather than light rail, which they've criticized as costly and inflexible. **The Columbian 1/10/2019.**

▶ Clark County and the operator of the Chelatchie Prairie Railroad have agreed to mediation after weeks of acrimony and uncertainly surrounding a key legal agreement. Eric Temple, the president of the Portland Vancouver Junction Railroad, has agreed to mediation with Clark County regarding the lease he holds to operate the 33-mile Chelatchie Prairie Railroad, which is owned by the county. Since last year, the county has been applying Senate Bill 5517, a revision to state land-use law that was signed into law last year and allows for freight-dependent industrial development along the railroad. During the process, the validity of the lease, which Temple's company has held since 2012, has come under scrutiny. **The Columbian 12/18/2018.**



▶ At the January 5th annual Pacific Railroad Preservation Association membership meeting new officers were installed: Steve Sedaker, President; Randy Woehl, Vice-President; Jeremy Klitzke, Secretary and Jim Vanderbeck, continuing Treasurer. In conversation with SP&S 700 15-year inspection project manager Randy, his goal now is to have the 700 operational the summer of 2020...he is, however, working with fellow volunteers and partners to make it happen sooner.



THE BEGINNING 1919

1919 Chet Gunderson opened the Wire Wheel Sales and Service Company on February 23, 1919. This wheel business was the beginning of what would become today's Gunderson. Over the ensuing 100 years, the company has built everything from spillway gates for dams, steel structures for buildings, sawmills and lifeboats to modern day railcars, barges and railcar parts.



1936 Gunderson started manufacturing trailers which lead to the development of a highly popular double-axle trailer. The designers then created a wheel hub to complement a new wheel type.



1923
Chet's younger brother, Al joined the company and the legacy of Gunderson began.

THE WAR YEARS

WWII During World War II, Gunderson manufactured a variety of marine equipment for the U.S. military, including assault landing craft. More than 3,600



Gunderson lifeboats and rafts were built for the war effort. After the war, Gunderson continued manufacturing lifeboats for the military as well as commercial fishing vessels. It also began manufacturing equipment for sawmills and became a general steel fabricator, erecting buildings and bridges in the Portland area.



1941 Gunderson purchased waterfront property along Northwest Front Avenue, where it remains today





WHEELS ON RAILS

1958 Gunderson received its first railcar order of 150 boxcar underframes from Southern Pacific Railroad.



1960 Gunderson delivered its first railcar: a Side Dump Gondola railcar for Union Pacific Railroad.

1960 UP drop-bottom gondolas carried coal, ballast, other aggregates, and sugar beets.



1961 Gunderson delivered 200 70-ton capacity coal cars, with hinged drop-bottom doors, to Union Pacific Railroad.

1965 Gunderson Bros. Engineering Corporation became a wholly-owned subsidiary of FMC's Ordnance Division.



1967 Bruce Ward becomes Gunderson's president.

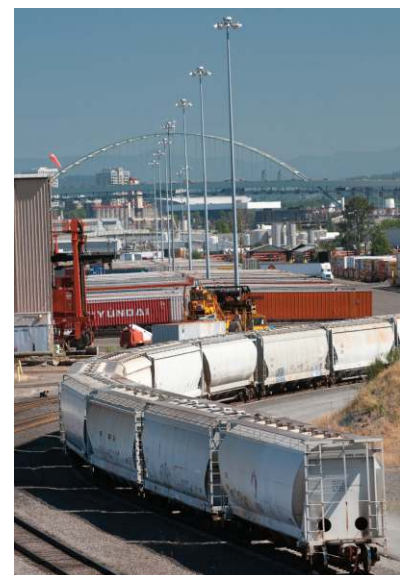
1966 Gunderson built the first all-steel, all welded wood-chip cars.

1969 Gunderson produced its 2,300th railcar.

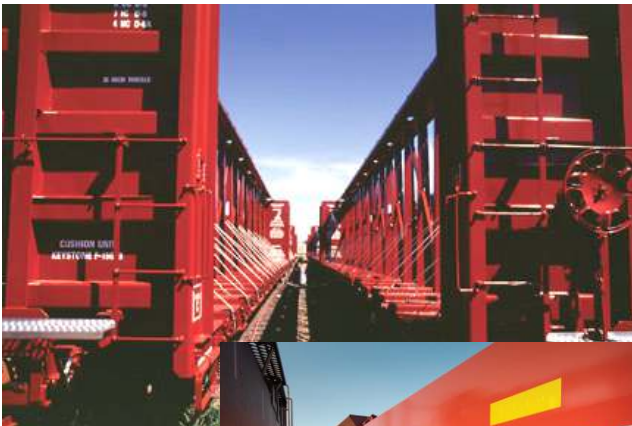
1970 Gunderson manufactured its first 100-ton, all-steel covered hopper cars for the newly merged Burlington Northern Railroad. A total of 8,100 units were sold during the 1970's.

1971 Al Gunderson dies. **1974** Chet Gunderson dies.

1985 The iconic "Portlandia" statue—sculpted by Raymond Kaskey—was delivered to Gunderson via rail. Gunderson donated covered space in the shop for Kaskey to complete and assemble. On October 6, the finalized statue was sent up the river on a barge for installation in downtown Portland and has become a landmark of local culture.



- RAILCAR PRODUCTION



1986 Gunderson was an early builder of new center partition flat cars or “center beams” for the lumber industry. During this year, 345 center beam cars were delivered.

1987 Gunderson maintained 50% of the total freight car market activity for two key types of cars; double-stack wells and center-partition lumber cars.



THE BEST RAILCARS IN AMERICA ARE BUILT HERE
CELEBRATING A CENTURY IN OREGON

THE TWIN-STACK



1985 The Greenbrier Companies acquired the former Gunderson Brothers operations from FMC Corporation and restored the Gunderson name to the Portland waterfront. The transaction was led by current Greenbrier CEO, Bill Furman and long-time Gunderson GM and Greenbrier Board Member, Bruce Ward (pictured left) Gunderson introduced the Twin-Stack® container car to the market. The initial order of 500 cars went to SeaLand, followed by Southern Pacific and Burlington Northern. Gunderson built 4,160 Twin-Stacks between 1985 and 1988.



1991 The Husky-Stack 53 foot well car was introduced to the market. NOTE: The Husky-Stack 53' car (HS53) is a high capacity, single-unit double-stack well car. The HS53 is ideal for lanes where heavier container loads are prevalent. The HS53 carries containers from 20' to 53' long in each well and can handle containers from 40' to 53' long in the top position. The HS53 can be operated as a single car or be configured as a multiple-unit drawbar car.

1993 Gunderson celebrated the delivery of their 10,000th double-stack car since 1985.

1995 More than 85,000 railcars had been built by Gunderson since it entered the railcar manufacturing market.



GREENBRIER
Gunderson

GUNDERSON TODAY



100 years later, what started as a small, family-owned wheel company has grown to become a leading-edge barge and railcar design and manufacturing operation with reach throughout North America, South America, Europe and the nations of the Gulf Cooperation Council. The modern day Greenbrier-Gunderson family look forward to a future of railcar building in Oregon—and around the world!



2015 Gunderson produced an articulated ocean-going and chemical tank barge for Kirby Offshore Marine. Kirby Barge 185-01 measures over 578 feet long, the length of 1.5 football fields, and is the largest vessel ever built at the facility.



2015 Saudi Railway Company placed an order for 1,200 tank cars. The designs were completed by Gunderson's engineers and manufactured in Poland before being loaded onto ship for the Kingdom of Saudi Arabia.



2017 Greenbrier built its 50,000th covered hopper railcar Greenbrier manufactured its 100,000th intermodal railcar.

2018 Gunderson signed a contract with Overseas Shipholding Group, Inc. ("OSG"), a provider of energy transportation services for crude oil and petroleum products in the U.S. Flag markets, for the construction of one 204,000 barrel capacity oil and chemical tank barge. This includes construction of a second sister barge with a scheduled delivery date during the 4th quarter of calendar 2020.



Today Nearly 100% of the tunnels throughout the North American rail network have double stack clearance and intermodal railcars are used for nearly 70% of all U.S. shipments. Today, Greenbrier is the market leader in intermodal railcar production and continue to grow in markets around the world.



Credits for material and thanks to:
The Greenbrier Companies and Oregon Rail Heritage Foundation.

References:
www.gbrx.com
Gunderson: A History of an Oregon Company by E.M Lundquist, 2000, The Greenbrier Companies



SNOHOMISH – RAIL HERITAGE APPRECIATED

by Arlen L. Sheldrake



On a recent trip to Seattle for “grand girl sitting” duty, Rita and I decided to do a Volkswalk in the small town of Snohomish, Washington. This 10-K walk was touted as a walk in the country and the historic town.

A previous Snohomish visit was to a swim meet at their absolutely amazing Aquatic Center. Two separate pool areas, one for competition swim meets and the other for recreational swimming, the visit was quick and was the reason for returning.



Downtown Trail Entry

Snohomish has an extensive rail history beginning with the 1887 arrival of the Seattle Lakeshore & Eastern Railway. This railroad was absorbed by Northern Pacific and then became a part of BNSF. The last rail shipment on this line was in 1998.

In 1911 the Chicago Milwaukee & Saint Paul Railway built a river front line that was used until 1930. In 1942 the City of Snohomish acquired the riverfront rail corridor.

Today much of both of these former rail lines are now multi-use trails. The former BNSF line is the Centennial Trail that was started in 1989 as part of the state's centennial celebration. This 30-mile trail goes from Snohomish to the Skagit County line. In the town of Snohomish the trail builders had the foresight to keep some of the rail segments in place giving the trail users direct knowledge of the earlier usage.

The 2016 acquisition of Centennial Trail South extends the current Centennial Trail from the City of Snohomish south to Woodinville in King County. This 12-mile rail-with trail corridor will complete the regional trail through Snohomish County, from the Skagit County line to the King County line and will eventually connect to the King County trail system further south.

The schedule:

- 2016–2020: Engineering studies, public involvement, preliminary design, survey, and environmental review process.

- 2020–2021: Construction pending funding availability

Downtown historic Snohomish is fun to explore with lots of interesting buildings, restaurants and shops.



Centennial Trail South, bridge crossing Snohomish River



Preserved Rail Along Trail

(Thanks to Snohomish County Public Works for the Centennial Trail South information.)



Visitor Center (Replica Station)

January Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on January 18, 2019

Beginning his first term as President, Mark Reynolds called the meeting to order at 7:37pm.

President Reynolds then went through a list of information items for the members; there are some role changes at ORHF with some new administration, more funding has been received for the turntable and work is underway to obtain all the required permits, there are revised rules of conduct at ORHF, more to follow. Antique Powerland is in an effort to raise money for operations and maintenance.

The December, 2018 meeting minutes were called, Lila Stephens made a motion to approve the minutes, Rolf Schuler seconded and the membership voted to approve.

Ron McCoy urged members to sign up for the tour of the Bull Run Powerhouse to be held on March 23. Contact him to sign -up and for all the details. [See Information Below].

Al Baker urged members to give him ideas for program topics. The program tonight is on the Willamette locomotive.

Keith Fleschner said he is getting back to the downsizing effort after Holiday Express. He said there is some 'big stuff' to be moved from the cars at the 217 site.

Jean Hickok thanked the members for using the blue bags and recycling cans for the benefit of the chapter.

Trent Stetz reported that in February 2019, Gunderson Company (part of the Greenbrier Companies) will be celebrating one hundred years in business. He is working to make a display to be exhibited at ORHC starting in February.

President Reynolds reported that work is still being done for our 'new' storage building at ORHC. He also reported that there is discussion on Holiday Express 2019 planning; 1. Due to the 2019 timing, possibly start the Holiday Express a week earlier, 2. possibly go later at night, 3. possibly change the 'Black Friday' runs.

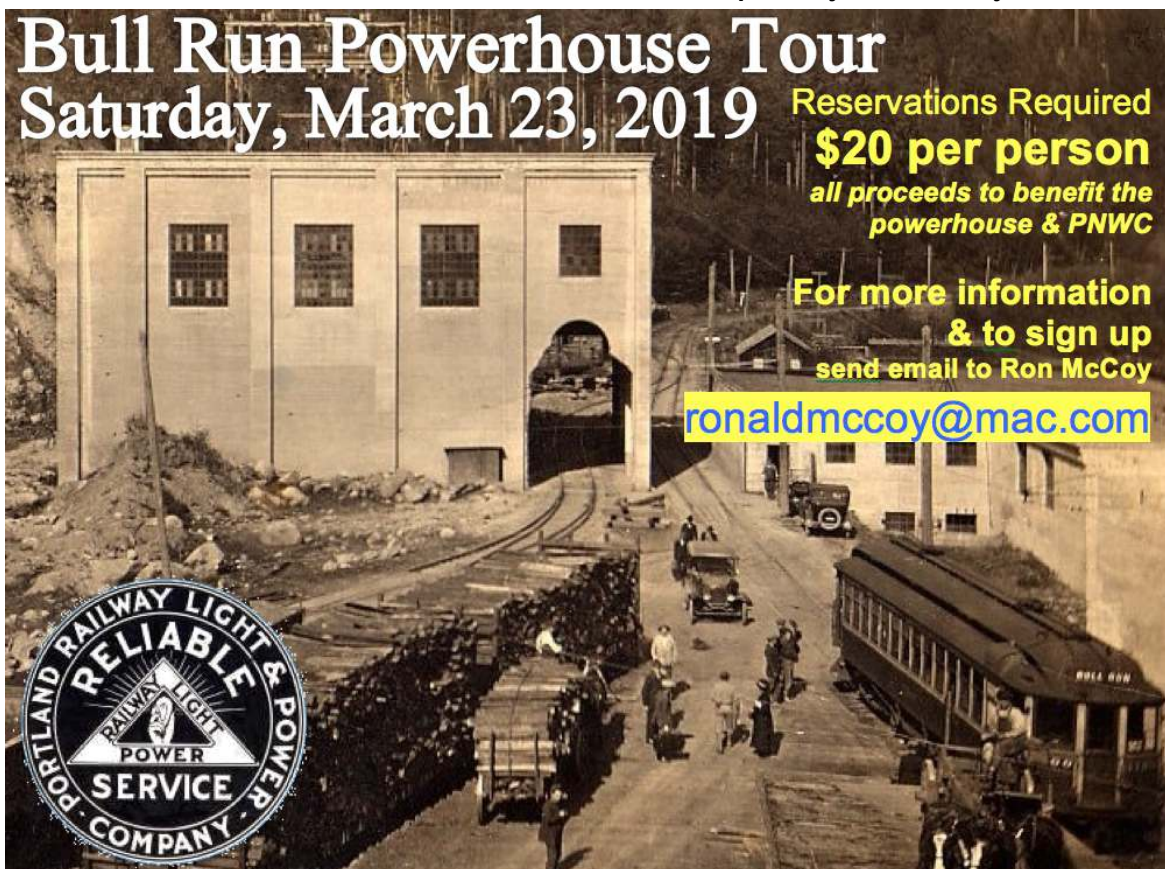
Al Baker reminded members of the Holiday Express volunteer appreciation dinner to be held at ORHC on February 1.

President Reynolds reported that there will be a Celebration Of Life on February 24 for Laurel Lyon (by Invitation).

President Reynolds reminded members of the Winter Light Festival, February 7-8-9, with displays at ORHC.

The meeting was adjourned at 8:22pm. Snack time was provided by Jean Hickok.


Respectfully submitted by Jim Hokinson, Secretary



Bull Run Powerhouse Tour
Saturday, March 23, 2019

Reservations Required
\$20 per person
all proceeds to benefit the powerhouse & PNWC

For more information & to sign up
send email to Ron McCoy
ronaldmccoy@mac.com



PORTLAND RAILWAY LIGHT & POWER COMPANY
RELIABLE SERVICE
RAILWAY LIGHT POWER

The advertisement features a historical black and white photograph of the Bull Run Powerhouse, a large concrete structure with several windows and an arched entrance. In the foreground, there are tracks, a train, and people. The logo is circular with a central emblem and text around the perimeter.

PNWC CONCESSIONS EVENTS FOR 2019

Support your Chapter's Concessions efforts!

February 16th, SP&S Historical Society Swap Meet, Warehouse 23, 100 Columbia St, Vancouver 98660.

March 9th, Willamette Model Railroad Club Swap Meet, W.D. Jackson Armory, 6255 Ne Cornfoot Rd. Portland 97218.

March 16th, Winterail, Corvallis High School 1400 Nw Buchanan Ave, Corvallis 97330.

March 23rd, Longview, Kelso & Rainier MRC Swap Meet And. Train Show, Three Rivers Shopping Mall, I-5, Exit 39, Southwest Corner.

April 13 - 14th, Willamette Cascade MRC Swap Meet, Lane Events Center, 796 W. 13th Ave. Eugene 97402.

May 18th (Tentative), Train Day At ORHC.

July 27 - 28th, Steam Up Week One, Powerland Heritage Park, Brooks.

August 3 - 4th, Steam Up Week Two, Powerland Heritage Park, Brooks.

Much Thanks to the PNWC Concessions Team of: Roger Adams, Stuart Adams, Al Hall, Judy Hall, Jim Hokinson, Merrill Hugo, Bill Hyde, Kent Hutchins, Don Klopfenstein, Dave Larsen, Barry Robertson, Trent Stetz, Bruce Strange, and Jeff Wells.

Bill of Lading

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President	Mark Reynolds	503.638.7411
Vice President	George Hickok	503.649.5762
Treasurer	Keith Fleschner	503.516.9272
Secretary	Jim Hokinson	503.635.4826
National Rep.	Al Baker	503.645.9079

Chapter Directors-at-Large

Don Klopfenstein (1st Term)	2019-2021	
Chuck Fagan (2nd Term)	2019-2021	
Bryan Ackler (2nd Term)	2018-2020	503.246.2165
David Cautley (2nd Term)	2018-2020	503.631.7516
Rolf Schuler (1st Term)	2017-2019	503.285.7941
Bruce Strange (1st Term)	2017-2019	503.901.7815

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Mark Reynolds	503.638.7411
Concessions	Dave Larsen (Acting)	
Chapter Rep., Oregon Rail Heritage Foundation		
	Mark Reynolds	503.638.7411
Chapter Rep. Powerland	Mark Reynolds	503.638.7411
Elections	Jim Loomis	503.253.3926
Excursions	Vacant	
Flanger Restoration	Phil Barney	503.706.0498
Library	Bruce Strange	503.901.7815
Meeting Programs	Al Baker	503.645.9079
Membership	Lila Stephens	503.246.2165
Rolling Stock	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.701.7040
Car Rental Agt.	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 679

Membership Meetings: St. Mark's Lutheran Church, 5415 SE Powell Blvd. 7:30 pm
Guests Most Welcome! Chapter Meetings held on the 3rd Friday of each month.

February 15: *Cascade Locks Interpretive Center – An Update.* Architect Mark Seder will present an update to the changes and improvements to this site which houses the historic Oregon Pony steam locomotive. The Pony will be an interactive display and interpretive centerpiece in the new facility which also includes other displays and exhibits, visitor center, renovated Locktender museum and outdoor multi-use events & performance space.

March 15: Do you have a Presentation you would like to share with the Chapter?

March 23: **SAVE THE DATE:** Bull Run Powerhouse Tour, 11 am, Reservation Required, \$20.00.
For more information and to sign up, Please send email to: ronaldrmccoy@mac.com

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

Library and Archives: Portland Union Station Annex, NW 5th and Irving, 503-226-6747, library@pnwc-nrhs.org.

Mondays*: 10 am - 1 pm and **by Appointment**

Researchers Welcome! *Not open on major holidays.

Books and DVDs/VHS are available for member check-out.

See thousands of books, periodicals, timetables, maps, photographs, and documents about railroads.

Catalog on chapter website at:

www.pnwc-nrhs.org/library_main.html

Board of Director's Meetings: **Feb. 07** Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
Mar. 07, Thursday, Oregon Rail Heritage Center, 2250 SE Water Ave, 7:30pm
(Open to all Chapter Members. Note **Location** for Chapter Board meetings)

NOTABLE NON-CHAPTER EVENTS:

☆ ☆ ☆ ☆ ☆ ☆ ☆ **2019** ☆ ☆ ☆ ☆ ☆ ☆ ☆

Feb. 7-9 *Portland Winter Light Festival*, ORHC & Portland waterfront, www.pdxwlf.com

Feb. 16 *SP&S Historical Society Railroad Swap Meet*, Warehouse '23, Vancouver, WA, 9:30am to 2:30pm

Feb. 20 *Zephyrette's on the California Zephyr*, Clackamas CC Community Ed Class, www.clacakams.edu

Feb. 21 *Gunderson: Celebrating A Century in Oregon*, Exhibit opens at ORHC, www.orhf.org

Mar. 14-15 *Trains Skookum Charter*, Garibaldi OR, 503-842-7972

Mar. 16 *Winterail*, Corvallis High School, Corvallis OR, www.winterail.com

Mar. 17-18 *Trains Skookum Charter*. Garibaldi OR, 503-842-7972

Apr 5-7 *2019 Opening Weekend*, Inland NW Rail Museum, Reardan WA, inlandnwrailmuseum.com

Apr. 25-27 *HeritageRail Conference*, California State RR Museum & Foundation, Sacramento, www.atrrm.org

May 5-11 *UP Historical Society Convention*, (Joint with SP) Ogden Utah, www.uphs.org

May 5-11 *Spike 150*, 150-year golden spike celebration, Promontory Summit UT, spike150.org

May 5-11 *Southern Pacific Historical & Technical Society Convention*, Ogden Utah, sphts.org

May 7-12 *NRHS National Convention*, Salt Lake City, www.nrhs.com

May 18 *Portland Train Day* (tentative date), Oregon Rail Heritage Center, www.orhf.org

Jul. 20-24 *GN Railway Historical Society Convention*, Fargo ND, www.gnrhs.org

Jul. 27-28 *Great Oregon Steam-Up*, Powerland Heritage Park, Brooks OR, www.antiquepowerland.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.