

**The**  
**June 2008**



# **Trainmaster**

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



## **PACIFIC NORTHWEST CHAPTER TIMETABLE #551**

Board of Directors meeting: June 12 and July 10, Room 208, Union Station, 7:30 pm

Lending Library is open 1 pm to 4 pm the two Saturdays following the membership meetings.

Archives work parties and Library on Mondays from 10 am until at least Noon.

Membership Meetings: St. Mark's Lutheran Church, 5415 SE Powell Blvd :

**June 20 7:30 pm – Program:** *Federal Railroad Administration, an overview*, Phillip Marceau.

**July 18 7:30 pm – Program:** Antique Powerland Museum orientation video & *The History of the O&C* (or *Saving Oregon's Future*) video.

**August 15 7:30 pm – Program:** *Logging Railroad Diesels*, Steve Hauff.

**September 19 7:30 pm – Program:** *Alaska Railroad Recollections*, Bill Thomasson.

## **NOTABLE NON-CHAPTER EVENTS:**

Through January 24, 2009 *The West the Railroads Made* exhibition, Washington State History Museum, Tacoma. More information: [www.WashingtonHistory.org](http://www.WashingtonHistory.org) or 888.238.4373.

Through September 28 *Oregon Coast Scenic Railway*, Garibaldi – Rockaway, weekends plus Friday & Monday during July and August. [www.ocsr.net](http://www.ocsr.net) or 503.842.7972

June 14 *Cruisin' Sherwood*, SP 4449 on live static display during auto show, Sherwood, Oregon

June 14 Washington Park & Zoo Railway 50th Anniversary, Oregon Zoo, [www.oregonzoo.org](http://www.oregonzoo.org).

June 16 – 22 *Lone Star Rails 2008*, NRHS Convention, Fort Worth, TX [www.lonestarrails2008.com](http://www.lonestarrails2008.com)

June 27-30 & July 4-6, *Day Out with Thomas*, Mount Hood Railroad, Hood River, OR, [www.mthoodrr.com](http://www.mthoodrr.com)  
866.468.7630

July 15 – 19 *Jim Fredrickson Country*, 2008 NPRHA Convention, Tacoma, WA, [www.nprha.org](http://www.nprha.org)

July 20 – 23 *GNRHS Annual Convention*, Wenatchee, WA, [www.gnrhs.org](http://www.gnrhs.org)

July 26-27 & August 2-3 Great Oregon Steam-Up, Antique Powerland Museum, Brooks, OR,  
503.393.2424 or [www.antiquepowerland.com](http://www.antiquepowerland.com)

September 10 – 13 28th National Narrow Gauge Convention, Holiday Inn Portland Airport, [www.28thnngc.com](http://www.28thnngc.com).

October 17 *Westside Express Service* opens, Oregon's first commuter rail service, Beaverton - Wilsonville.

December 5-6-7 & 12-13-14 *Holiday Express 2008*, Oregon Rail Heritage Foundation

## **MEETING SNACK SIGN-UPS**

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

June = Jean Hickok

July = available

August = available

September = available

October = available

November = available

To volunteer for available months, please contact Arlen at 503.223.7006 or email to: [ASheldrake@comcast.net](mailto:ASheldrake@comcast.net).

# PRESIDENT'S RAMBLINGS – June

by Arlen L. Sheldrake

A press release distributed April 22 by Colorado Railcar announced the April 7 appointment of Larry Salci, President & CEO of Colorado Railcar Manufacturing, LLC (CRM). Larry replaces Tom Rader, who will focus on his other business interests including GrandLuxe Rail Journeys where he is Chairman & CEO. Rader remains the sole shareholder of CRM. CRM is currently completing orders for single level DMUs, both power cars and trailers for TriMet in Portland; double deck DMUs and trailers for the South Florida Regional Transportation Authority; and both double deck dome tour coaches and double deck DMUs for the Alaska Railroad Corporation. CRM is based in Ft. Lupton, Colorado.

Many thanks to **Al Hall** and his helpers **Judy Hall** and **Diana Mack** for organizing an excellent PNWC Banquet on April 26. The Stockpot did a very good job with service and the meal. And thanks to J.D. Pavek, Director Customer Services, Greenbrier Leasing Corporation, (and Pat Egan) for his insights into the rail car business. Thanks also to all who donated door prizes...lots of good stuff!

A new *Cascades* Amtrak station is coming in 2009. The city of Stanwood, located midway between Everett and Mount Vernon, is getting a Washington State funded \$4.2 million platform expected to be finished in June 2009. The project includes a \$15 million siding extension providing passing capabilities while the passenger train is at the station. The new station is located near 271st Street NW.

An April 30 Amtrak news release announced the May 6 resumption of normal Coast Starlight services between Los Angeles and Seattle. Service was disrupted January 19 due to massive landslides over the railroad near Oakridge, Oregon.

The *Westside Express Service* March update included: 1) cab signal installation is 77% complete on PWR locomotives and the provision of a leased locomotive to free other PWR equipment is minimizing schedule difficulties; 2) the latest production schedule reflects approximately 80% completion of the first DMU car which is expected in Portland by mid-June; 3) the project is on schedule to open for revenue service October 17, 2008. Milestone Target Dates: September 19 = receive all DMUs on site; October 8 – 14 = Simulated Revenue operation.

As previously announced, the *Artrain USA* is no more. The rail cars are now on sale from Ozark Mountain Railcar at prices ranging from \$135,000 to \$175,000. Good pictures and information are available at their website: [www.ozarkmountainrailcar.com](http://www.ozarkmountainrailcar.com).

Congratulations to *Willamette & Pacific Railroad* for being one of the five railroads receiving the 2007 President's Award from the American Short Line and Regional Railroad Association. *Willamette & Pacific* received the award for having the most injury-free employee hours in 2007.

The Daily Astorian newspaper of May 1 reported that the Port of Tillamook Bay Railroad stakeholder task force has ruled out two of the proposed alternatives to repairing the rail: shipping the goods on ocean-going barges and extending new tracks to meet the A-Line in Astoria.

Two books I recently acquired from Powell's Books are very informative and well done. *The West the Railroads Made*, Carlos A. Schwantes and James P. Ronda, 2008, complements the exhibit currently open at the Washington State History Museum in Tacoma. *Railroad Signatures across the Pacific Northwest*, Carlos A. Schwantes, 1993, is now in its third printing. Both books have excellent illustrations and both are from the University of Washington Press.

On May 6, after 105 days and 19 million cubic feet of mud removed, Union Pacific restored all rail service through the Cascade Mountains in Oregon. The mudslide occurred on January 19, eight miles southeast of Oakridge, Oregon, and wiped out 3,000 feet of track in three different areas. One million tons of material was removed from the site, 700,000 tons of rock was put in to stabilize the mountain, and 660,000 board feet of timber owned by the Federal government was salvaged.

## MOVING CARGO TO THE MAINLINES

With 34 miles of track on the Port of Tacoma Tidelands and about 14 locomotives usually operating in the Port area, Tacoma Rail provides a critical link between the Port's intermodal rail yards and its two mainline, transcontinental railroads.

The short line railroad is a self-supporting division of Tacoma Public Utilities, performing all switching services and serving a number of private customers at the Port.

Tacoma Rail also operates a 38-mile Capital Division on three BNSF service lines near Olympia, Washington, and a 132-mile Mountain Division, connecting Tacoma with Frederickson, Morton and Chehalis, Washington. Combined, the three divisions have more than 100 employees and a total of 18 locomotives.

Alan Hardy, Tacoma Rail's Assistant Superintendent, says his agency provides expert rail services economically. The short line operation, he said, is a "cost-of-service" agency, setting rates to cover its operating and capital costs without adding a profit.

Tacoma stacks up well against other ports when it comes to rail, according to Hardy. "We think we do operate better than other ports," he said. "We have a really good grasp of the business end of it, and we have IT (information technology) people who do a good job of tracking movements in and out of the Port."

The Business Exchange, through which mainline railroads, Tacoma Rail and the Port share traffic information through a web site and conference calls, is a good example of forward-thinking practices in Tacoma that are being emulated at other ports, according to Hardy. "We pride ourselves in making transportation through the Port as smooth as it can be."

(From *Pacific Gateway* (Port of Tacoma) magazine, Winter 2008, [www.portoftacoma.com](http://www.portoftacoma.com))

## CARLTON AND COAST RAILROAD

PNWC Inquiry: Do you have any information about the origins of the Carlton Coast Railroad? I am trying to determine how the railroad acquired its rail lines (e.g., by congressional grant). I am thinking not because it was a short line railroad, but would appreciate any pointers you may have as to resources. (sic)

Bob Melbo Response: Your inquiry about Oregon's Carlton and Coast Railroad (C&C) was forwarded to me by the Pacific Northwest Chapter of the National Railway Historical Society to see if I could help with your question.

To my knowledge, none of the right-of-way utilized by this small railroad was obtained as land grants authorized by Congress. By the time C&C was built, 1911-1912, government land grants had pretty much run their course as a vehicle for encouraging railroads to build into the developing frontier. In fact, the *frontier* had been pretty well tamed in Oregon by 1911.

The Carlton and Coast Railroad was organized on February 10, 1910 by three men: Fred Russell, W.W. Dennis and S.B. Linthicum, owners of the Carlton Consolidated Lumber Company, which operated a fair-sized sawmill at Carlton. The mill had relied for some time on logs floated down the Yamhill River from the Coast Range but a long dry spell and diversion of water for other uses had rendered the river unreliable. A railroad from Carlton into the Coast Range would provide reliable year-round transportation for timber. There was another purpose too. Due west on the coast was the Tillamook country, rich in timber and dairying and rapidly growing, waiting impatiently for a railroad. A rail route from Carlton to Tillamook would stretch slightly less than 50 miles whereas another railroad that was under construction westward from Hillsboro would have nearly 100 miles of track by the time it reached Tillamook.

The promoters were unable to raise as much money for the C&C as they would have liked and construction went slowly during 1911, reaching Tillamook Gate, 13.6 miles from Carlton. The line operated as a private railroad for approximately a year, hauling logs for Carlton Consolidated before being officially turned over to the Carlton and Coast Railroad as a common carrier railway on July 1, 1912. Although the railroad operated some passenger service and was open to hauling freight of all kinds, at least 95% of its traffic was logs for the Carlton mill. Unfortunately, the Carlton mill burned down in 1914 and a year later a dam across the Yamhill River that created Carlton Lake (which had also served as a huge log pond) was removed. At that point, C&C's future was pretty bleak.

Around 1922, a building boom in California put a premium on Oregon lumber. Flora Logging Company bought a controlling share of the C&C's stock and also a logging operation in the Coast Range. The dam was rebuilt in 1923, restoring Carlton Lake, and as many as 50 carloads of logs per day began arriving from the woods. Also in 1923, a new sawmill was built on the lake. In 1925, C&C showed a net annual profit of \$8,592, the only year in its history that it was profitable. The financial problems that beset the country after 1929 hit the C&C and the timber industry hard. Around 1932, C&C obtained a government loan to finance several high trestles on a 21-mile extension into new timber in the vicinity of Fairchild Creek that Flora was opening for harvest.

In 1933, the largest of a decade-long series of *Tillamook Burn* forest fires impacted Flora Logging somewhat. Flora's operations were at the southern end of the burn, so damage was not as devastating as it was further north. Another large sawmill was built on Carlton Lake in 1935. In December 1936, C&C filed with the Interstate Commerce Commission to include the new Fairchild logging spur to Neverstill in the common carrier portion of the line, making total mainline mileage 23. By 1938, mainline mileage was cut back to 20 but dozens more miles of logging spurs continued to be operated as exempt private logging railroads. In 1939 another forest fire burned out the Flora Company's timber holdings in the Coast Range as well as consuming 26 timber trestles on the C&C, and operation of the line thereafter was sporadic and confined to the 13 or so miles closest to Carlton. The conflagration wiped out Flora as an Oregon business and C&C, with much of its rail infrastructure destroyed and its principal commodity eliminated, was similarly affected. On August 31, 1940, Carlton and Coast was officially granted Interstate Commerce Commission authority to abandon its line. Much of the railroad's assets were taken over by the Reconstruction Finance Corporation (a creature of the Franklin Roosevelt administration), which moved the corporate records to Portland and sold some of the equipment. The old railroad grade between Carlton and Neverstill was used for a number of years in the 1940s as a road for log trucks bringing timber to Carlton where a sawmill remained. I understand there is today a public county road called *Old Railroad Grade* that exists for approximately 14 miles on the roadbed of the old C&C.

Other than to be able to tell you that Carlton and Coast's right of way was not derived from land grants, I can't tell you how the railway acquired the land that the line occupied. Apparently, much of what comprised the line now belongs to the county for road purposes. The historical information I have indicates that the right of way was offered to the county as a donation for highway use by the Reconstruction Finance Corporation. Presumably, the RFC came in possession of the real estate and other railway assets as a result of Carlton and Coast's default on the government loan made for the Fairchild extension circa 1932.

From *Oregon Geographic Names*, Seventh Edition:

Neverstill, Yamhill County: Located at the junction of the North Fork Trask road and the Flora Mainline just south of the Washington County line. Joe Flora was logging in Tillamook County in the early 1900s. About 1910, he established the Carlton & Coast Railroad, ostensibly to run to Tillamook, but apparently his real reason for common carrier status was to secure rights-of-way over private property. He had extensive timber holdings north of Fairdale and a logging railroad up Fairchild Creek leading to a central hub, named Neverstill for the steady stream of log trains that could be as frequent as every 15 or 20 minutes at peak times. Flora's logging activity ended in 1939.

## FIRST UNIT GRAIN TRAIN TO PORT WESTWARD

Portland & Western Railroad delivered the first 110-car unit grain (corn) train to Cascade Grain Products ethanol plant on April 13.

Cascade Grain Products, LLC (Cascade Grain) is a wholly-owned subsidiary of Berggruen BioFuels Holdings, LLC (BBH), a Berggruen Holdings Company.

Cascade Grain was formed in July 1999. The project is fully financed and began construction in Clatskanie, Oregon on the Columbia River in May 2006. Cascade Grain is a greenfield construction of a 108 MGPY (guaranteed nameplate undenatured fuel-grade ethanol plant). It is expected to be in commercial operation in the second quarter of 2008.

The project is located on a 43.62 acre site in Port Westward. Port Westward is located at the 53 mile marker of the Columbia River and has a 1,200 foot long deep draft dock, giving the Project ready access to both ocean-going and Columbia River barge transportation.

The Delta-T/TIC alliance is the project's EPC provider. Cascade Grain has a business plan which emphasizes close relationships with its suppliers of feedstock for plant operations, its customers, regulatory agencies, and the local community. In addition to the Delta-T/TIC, Cascade Grain's current partners include ConAgra Foods, Land O'Lakes, Eco-Energy, Northwest Natural Gas, and BNSF Railroad.

Cascade Grain is expected to produce approximately 350,000 tons per year of DDGS (distiller's dried grains with solubles). This high protein product will be used as animal feed and will be available from Land O'Lakes' Purina Feed.

(From [www.cascadegrain.com](http://www.cascadegrain.com), April 17, 2008)



A South County Spotlight newspaper article April 22nd reports that two trains each way for a total of four trains are expected each week and that trains are limited to 10 miles per hour through Scappoose, St. Helens, and Rainier taking approximately 9 minutes to pass any one crossing in these towns.

### PNWC – NRHS MISSION

To preserve and interpret Pacific Northwest railroad history and historical artifacts for the education and enjoyment of current and future generations.

## S-2 #39 UPDATE

Scrapping of the #39 has proven to be more difficult than anticipated in spite of the current high price being paid for scrap metal. Mark Reynolds has spent many hours pursuing scrapping contractors willing to take on the project. Something like six companies have looked at the project but the combination of it being located on an active spur, the railroad unwillingness to move the locomotive, and the tight confines of the area have conspired for them to turn down the project. Very early in the project we investigated trucking the #39 to another site for scrapping. Our consultant, Rick Franklin, could not find a trailer that could both take the weight and height of the S-2.

On April 6th the Chapter took on the scrapping project and with the leadership of George Hickok and Keith Fleschner the scrapping has begun. If you would like to help, please contact Keith: keithfleschner@msn.com or 503.516.9272.



## CHAPTER MEDIA DISPLAY RACK



Some 15 years ago, Chuck and Peggy McGaffey purchased this display rack for about \$30 from a drug store in their neighborhood that was closing. The racks are adjustable and it goes together something like an erector set. Chuck has spent many hours over the years working in the Chapter Archives and Lending Library and knows well our office needs and limitations. As there was no longer a need for the display rack, they decided to give it to the Chapter. As you can see, the new display rack does an excellent job of meeting our needs. Thanks to the McGaffeyes!

# HISTORY COMES ALIVE WITH CP BC SPIRIT OF 150 RAIL TOUR

This June, British Columbians will experience history in motion. On February 1st, the Canadian Pacific Rail, the Royal BC Museum and the Province announced a partnership to celebrate the B.C.'s 150th anniversary with a heritage rail tour across the province.

Premier Gordon Campbell was at the launch to speak about the significance of the event. "Rail has always played an important role in B.C.'s heritage, and the CPBC Spirit of 150 Rail Tour is just one of the many flagship events planned to recognize the 150th anniversary of the Crown Colony of British Columbia."

The CP BC Spirit of 150 Rail Tour officially starts on June 1st and will begin its journey across the province, stopping at many B.C. communities over the course of a month.

Canadian Pacific's rolling ambassador, the vintage CP 2816 Empress Steam Locomotive, will lead the rail tour across CP's rail network in British Columbia. "The locomotive is a Bowen class H1b Hudson, 4-6-4 type, built in 1930 by Montreal Locomotive Works, one of only a few preserved and operating CP steam locomotives in North America," says William Stetler, Operations Manager for Steam Locomotives at Canadian Pacific Rail.



Canadian Pacific Railway picture ([www.cpr.ca](http://www.cpr.ca)).

"The importance of railways in the history of B.C. and Canada is often not entirely realized or may be forgotten nowadays" Stetler says. "This heritage tour will give people across B.C. a chance to celebrate communities linked by rail and reflect on the industry's contributions in shaping our provincial identity."

The historic tour will be enhanced by vintage passenger, business and stage cars. As well, the partners are turning a 1958 ex-Union Pacific baggage car into a rolling museum, a traveling version of the Royal BC Museum's Free Spirit: Stories of You, Me and B.C. exhibit.

The train tour will take visitors on a journey through time and space," said Tim Willis, Royal BC Museum Director of Exhibits and Visitor Experience. "The exhibition will reveal just a glimpse of some of the stories that make our history so fascinating. This really is a chance to explore what makes BC BC."

Along with the traveling exhibit, the train stops will also feature music, kids' activities and performances by actors portraying some of B.C.'s prominent historical figures.

Stetler believes that the train will capture the public's imagination. "When the train rolls into a community, people will take notice. It's like resurrecting the Titanic and then sailing it into Burrard Inlet. The Empress 2816 Steam Locomotive is quite a spectacle."

(From [www.bc150.ca](http://www.bc150.ca), February 26, 2008.)

# THE WEST THE RAILROADS MADE

Tacoma, Wash. – In 1888, the tracks of the Northern Pacific Railroad bridged the Columbia River at Pasco, Wash. It created a major shortcut for goods to travel directly to the wharves of Seattle and Puget Sound instead of being detoured through Portland. This change created tremendous growth in Seattle, allowing it to surpass Portland for the first time as a major gateway for trade with the West, as well as with Asia and Europe.



This one small part of the story being told in *The West the Railroads Made*, a new exhibit at Washington State History Museum that offers a fresh look at what the iron road created. Learn about how this one form of transportation reshaped the West and helped create a truly continental nation. The exhibit opens April 13, 2008 and will run through January 24, 2009.

Beyond iron tracks and coal-fired engines, the story of railroads is a story of transformation. By bringing in immigrants, railroads changed the character of the region's population. By building depots, bridges and tunnels, it changed the area's landscape. By promoting agriculture, ranching and mining on a grand scale, it changed the people's way of life. Railroads brought the modern world to the West and the West to the modern world.

The *West the Railroads Made* recounts how the idea of a Pacific railroad grew through the 1840s and 1850s, how it came to life in the second half of the 19th century, and how it reconceived itself to survive new challenges by the late 20th century. The exhibit will focus on the battleground between the river cities of St.

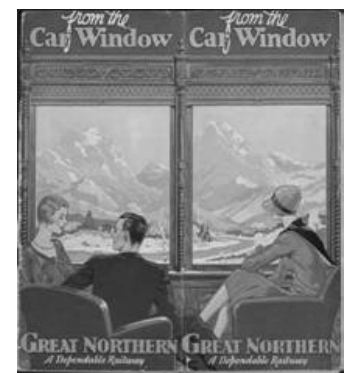
Louis and Portland, and the railroad cities Chicago and Seattle/Tacoma. It will feature more than 80 artifacts, including rare railroad ephemera, photographs, paintings and other three-dimensional pieces.

The companion book, "*The West the Railroads Made*," written by exhibition curators Carlos A. Schwantes and James P. Ronda, is now available through the University of Washington Press. It is also available at the Northwest Museum Store, located in the History Museum.



Schwantes is the St. Louis Mercantile Library Endowed Professor of Transportation Studies at the University of Missouri-St. Louis, specializing in the history of 20th century American West. He is the author of "*Going Places: Transportation Redefines the Twentieth-Century West*" and "*Railroad Signatures across the Pacific Northwest*."

Ronda holds the H.G. Barnard Chair in Western American History at the University of Tulsa, specializing in the history of exploration of the American West. He is the author of "*Beyond Lewis and Clark: The Army Explores the West*" and "*Jefferson's West: A Journey with Lewis and Clark*."



The *West the Railroads Made* will travel nationally through January 2010,

making stops at the St. Louis Mercantile Library in St. Louis and the Oregon Historical Society Museum in Portland. This exhibit is generously supported by M.J. Murdock Charitable Trust, Burlington Northern Santa Fe, TTX, Click! Cable TV, Union Pacific Railroad, Ajax Foundation, The News Tribune, Tacoma Rail, Port of Tacoma, Dimmer Family Foundation, Candelaria Fund, Patricia & David J. Nierenberg Family Fund, FreightCar America, Inc. and Great Northern Asset Management, LLC.

Organized by the Washington State Historical Society and the Barriger Railroad Library of the St. Louis Mercantile Library at the University of Missouri, St. Louis.

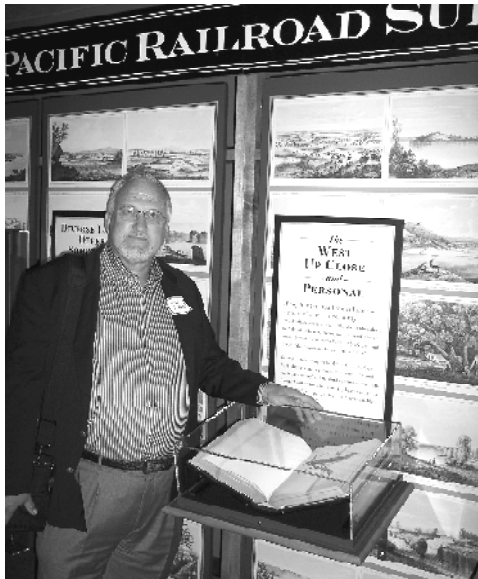


Text and images courtesy of Washington State History Museum



The Washington State History Museum is located at 1911 Pacific Avenue in downtown Tacoma. The Museum presents exhibits, programs, and events that bring to life the stories of Washington's history. For more information call 1-888-238-4373, or visit our web site, WashingtonHistory.org. Hours: Tuesday-Saturday, 10 am-5 pm, with extended hours and free admission every Thursday night, 5-8 pm; Sunday Noon-5 pm. From June 2 through August 25, 2008, the museum will also be open Monday, 10 am-5 pm. Admission: \$25 for families (two adults and up to four children); \$8 for adults; \$7 for seniors, age 60 and above; \$6 for students and military with valid ID; children, age 5 and below, and members are always free.

Marsha Matthews, Director for Public Services, Oregon Historical Society informs us that the dates for this exhibit in Portland are October 29, 2009 through January 31, 2010.



On Saturday, April 12, your intrepid Editor and wife attended a reception opening the display at the Washington State History Museum in Tacoma. The reception was very well attended and after a preliminary orientation in the auditorium of the Museum, attendees were allowed to view the exhibit. Carlos A. Schwantes, author of a companion book to the exhibit (photo, above left), was in attendance and available for questions and commentary. The exhibit is well worth visiting.



Photos by Steve Hauff

## HALL RECEIVES HOLST AWARD

At the April 26th PNWC Banquet Allan B. "Al" Hall was awarded the Jack M. Holst Memorial Member of the Year Award for 2007. Al joined the PNWC in 1997 and became active from the get go: Chapter Secretary 1997 & 1998, Board member 1999, Vice President 2000 & 2001, managed our Concessions and Outreach activities for multiple years bringing in record profits, Co-Chair of our current New Home Committee, and organized the April 26th Banquet.

The last three year award winners comprised the award selection committee: Glenn Laubaugh, Arlen Sheldrake, and Keith Fleschner.



## CHAPTER CONCESSIONS IN EUGENE



During the April 12-13 weekend Al Hall took our Chapter concession sales, Chapter membership and Oregon Rail Heritage Foundation outreach materials to the Willamette Cascade Model Railroad Swap Meet at the Lane County Fairgrounds. This was the first time that the Chapter sold at this event. Our booth was four tables, two provided at no charge to the Chapter as a non-profit, one purchased by Joe Harper and the Chapter paid for the fourth.

During the two day swapmeet our two Chapter volunteers, Al Hall and Kent Hutchens, put in a total of 54 hours supporting the booth. Kent and his family also provided lodging and meals to Al during his trip south.

Appreciation is also noted to Terry and Patsy Kimzey of the Pacific Railroad Preservation Association who unloaded all the Chapter materials from Al's truck and delivered them to the Chapter booth during the Friday afternoon setup period.

Al reports that sales were outstanding as was the interest in the Pacific Northwest Chapter and the Oregon Rail Heritage Foundation.

### Chapter Officers

President	Arlen Sheldrake	503.223.7006
Vice President	Keith Fleschner	503.516.9272
Treasurer	Jean Hickok	503.649.5762
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### Chapter Directors-at-Large

Eileen Brazil	2008-2010	503.647.5667
Jim Hokinson	2008-2010	503.635.4826
Mark Reynolds	2006-2008	503.638.7411
Charles Stevens	2006-2008	503.692.6611
William D. Hyde	2007-2009	503.666.5530
Al Baker	2007-2009	503.645.9079

### Committee Chairs

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Flanger Restoration		
	Charles Stevens	503.692.6611
S-2 Restoration		
	Mark Reynolds	503.638.7411
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	Vacant	
Rolling Stock		
	Vacant - contact President	
Chief Mech. Officer		
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Car Rental Agt		
	Bob Jackson	503.231.4808
Library		
	Bob Weaver	503.654.4274
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	Jim Long	503.313.7382
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Safety Officer		
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## FLAT

A mid-March 2008 mishap on BNSF Railway east of Orin Junction, Wyoming. Track speed in the area is mostly 50 MPH, this car did not derail. Photographer unknown.



## ALCO S-2 #36 COSMETIC RESTORATION

At the April 10th PNWC Board of Directors meeting it was determined that PNWC will pursue a grant(s) to cosmetically restore #36 now located on Oregon Electric Rail Historical Society property at Antique Powerland Museum in Brooks, Oregon. This restoration project will include sand blasting and painting and may include hazardous material abatement. It is felt that with our limited number of volunteers and our backlog of needed work, this needed cosmetic restoration would otherwise not get accomplished.

It has been suggested that we return the #36 to its original Northern Pacific Terminal Company livery (1882 – 1965); the company was renamed Portland Terminal Railroad Company on November 11, 1965 and remains so named today.



## Bill of Lading

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## CHAPTER HELP NEEDED

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

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