

The

September 2008



Trainmaster

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



PACIFIC NORTHWEST CHAPTER TIMETABLE #554

Board of Directors meeting: September 11 and October 9, Room 208, Union Station, 7:30 pm
Lending Library is open two Saturdays each month from 1 pm to 4 pm, the Saturday following the Chapter meeting and the following Saturday. It is also open every Monday from 10 am until 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 :

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

October 17 7:30 pm – Program: *Willamette Shore Trolley*, Bill Binn

November 21 7:30 pm – Program: David Sprau (tentatively scheduled)

NOTABLE NON-CHAPTER EVENTS:

Through January 24, 2009 *The West the Railroads Made* exhibition, Washington State History Museum, Tacoma; more information: 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 or 503.842.7972

September 10– 13 *28th National Narrow Gauge Convention*, Holiday Inn Portland Airport, www.28thnngc.com

September 20 *Joseph Branch Centennial Celebration*, 10 AM to 4 PM, Nez Perce TamKaLiks grounds, Wallowa

October 18 & 19 Fall Photo Trains, Sumpter Valley Railway, 866.894.2268 or www.svry.com

November ?? *Westside Express Service* opens, Oregon's first commuter rail service, Beaverton – Wilsonville

November 8 *Mt. Rainier Scenic Photo Freight*, Mineral to Morton, 888.783.2611 or www.mrsr.com

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

May 9, 2009 *National Train Day*, www.nationaltrainday.com & www.orhf.org

June 13-14, 2009 *Dunsmuir Railroad Days*, Dunsmuir, CA (train focus returns)

June 25-27, 2009 *SP&S Railway Historical Society Convention*, Klamath Falls, www.spsrhs.org

August 10-16, 2009 *Steam on the Range*, NRHS Convention, Duluth, Minnesota, www.nrhs.com

MEETING SNACK SIGN-UPS

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

September = Mark Reynolds

October = available

November = available

January = available

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

PNWC – NRHS MISSION

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

PRESIDENT'S RAMBLINGS – September

by Arlen L. Sheldrake

The following members have opted not to renew for 2008. If you know any of these members it would be great to get them back or know why they chose to leave the Chapter.

Ainsworth, Walter (2004)

Arsenault, Bill (2007)

Arsenault, Rob (2006)

Buel, Robert & Jeanne (1994)

Calais, Dennis & Anne (2005)

Clayton, Michael (1984)

Cook, Jim (2006)

Fingerhood, Bruce (1976)

Giuriani, Steven & Ruth (2001)

Gross, Russell & Jeanne (1990)

Hall, Adron (2006)

Harkleroad, Gerald (2005)

MacDonald, Douglas (2006)

Miller, Dale (1986)

Miderhout, Ivan (1983)

Palenik, Jacob & Karen (1999)

Petshow, Dean & Belinda (1992)

Pierce, Michael (2006)

Scherich, Thomas (1984)

Sutter, Leonard (1999)

Villarreal, Kurtis (2007)

Wagar, Robert & Debbie (2005)

Wallen, Jason (2006)

Weimer, John (2005)

Welk, Richard (1995)

Wilcox, Virginia (1983)

Wilson, Timothy (1998)

Zenk, Gary (1975)

The following from the *TriMet Westside Express Service* June Monthly Report: 1) the first two DMU vehicles, one powered (1000), one trailer (1001), received in Wilsonville June 19th; 2) assembly of the remaining two powered DMUs at the end of June - #1002 = 77%, #1003 = 67%; 3) electrical panels for the 1002 & 1003 shipped by manufacturer *Northwest Rail Electric* the last week in June; 4) station construction status - Tigard = 99%, Wilsonville = 95%, Beaverton = 90%, Tualatin = 70%; signal cutover was successfully conducted June 13-15, centralized train control system began operating June 16, and trains are now running up to 25 mph along the alignment; the City of Wilsonville issued a permanent occupancy permit for the maintenance facility.

On July 22, the *Headlight-Herald* newspaper ran an article "Port in a storm, POTB ousts director, two on board resign in protest." It seems Port CEO Robert H. Van Borssum, on the job since October 2007, was, in the mind of a Board majority, not making enough progress toward restoring the railroad to service after the December 2007 storms took the railroad out of operation. Subsequent to the 3 to 2 vote to oust Van Borssum, the two minority Board members resigned.

One of the perks of this job is being the recipient of email messages directed to pnwc@pnwc-nrhs.org. It is amazing to me the questions that are directed our way, the depth of our archives and the help we get from railroad historians such as **Bob Melbo** and **Ed Berntsen**. Two recent inquiries: 1) Portland Bureau of Emergency Services asking for railroad owner contacts so they can develop a program for fire danger mitigation along railroad rights-of-way in the City of Portland; 2) a Coeur d'Alene, Idaho engineering/surveying firm asking for right-of-way plans for a former railroad section running through Wallace, Idaho. Thanks to Jim Long's set up, PNWC has a system in place where messages sent to specific PNWC addresses (Treasurer, Editor, etc) are re-directed to the appropriate person's email address without publishing our personal email addresses; a very nice feature. I also very much appreciate the assistance that all our experts provide as we make timely responses to these inquiries.

The September 2008 *Trains* magazine "From the Editor" column was titled: "Where are our great stations?" Editor Jim Wrinn states, "Other than Washington Union Station, New York Grand Central Station, and Los Angeles Union Station, the United States severely lacks stations that qualify as great in their architectural

grandeur, exemplary condition, and usefulness. Some are close to the mark, but fail for many reasons.” Jim goes on to say, “Portland, Oregon’s Union Station, one of my personal favorites, is wonderful, gracious, and inspires me to follow the message on its clock tower, “Go By Train,” but its run-down appearance is disappointing for such a progressive Western city.” Sadly, Jim is only incorrect in that the run-down condition is more than just appearance, it is a reality. Those of us who care about Union Station should push to get it rehabilitated.

In early August, *Genesee & Wyoming* (GWR) announced the purchase of the *Ohio Central Railroad System*. It will be interesting to watch what GWR does with the extensive *Ohio Central* steam program.

On July 11, the *Oregon Coast Scenic Railroad* (OCSR) along with four Tillamook County Lions Clubs and the Port of Tillamook Bay, sponsored a business excursion for 100 invited guests highlighting the economic opportunities for local businesses if the railroad were restored to service. The Garibaldi to Wheeler trip consist included two open air cars, two newly-reappointed Budd RDC cars, one ex-SP baggage car and was pulled by OCSR’s Curtiss Lumber #2 Heisler. During the trip, OCSR celebrated their 6th birthday.

In late July, work began to remove rails, spikes and ties from the former *Union Pacific* branch line from Nyssa to Adrian in Malheur County, Oregon. The abandoned branch began at mile post 2.0 near Nyssa and went to mile post 11.4 near Adrian.

Many PNWC members have multiple interests and belong to multiple organizations. One of our very active historians is **Mark Moore** who is also the President/Editor for the Webfooters Post Card Club. Mark kindly shared copies of two recent Webfooter newsletters, Issue #8 (August) highlights “Remembering the Red Electrics”; Issue #7 (July) highlights “Remembering Portland Interurbans”. Both issues have many excellent illustrations and postcards. The Club motto: *Every subject known to man can be found on a post card*. More information: www.thewebfooters.com.

The *Mount Hood Railroad* is announcing the September return of 4-hour trips to Parkdale. This means the major wash out south of Dee has been repaired. MHRR has a newly acquired dome car which is in service for an additional \$10 per ticket; more information: www.mthoodrr.com. The Hood River Valley from a dome car...sign me up!

The project to cosmetically restore Alco S-2 PTRC #36 is in dire need of paint information about the maroon *Portland Terminal Railroad Company* (PTRC) livery the #36 wore for many years. During Steam-Up we displayed the **Pat Tracy**-loaned model in the targeted livery. **Chris McLarney** has given us tips on two pieces of PTRC equipment, a tractor and a baggage wagon, still housed at Union Station and still in this PTRC livery. If you can help with this identification, let any Board member know. As we move forward on this project, be looking for a major fund-raising effort or just send your check to PNWC with a note that the \$\$\$ are for the S-2 Restoration.

The Summer 2008 issue of the *Heritage at Powerland* newsletter of Antique Powerland Museum Association (APM) included an extensive article on our PNWC 2007 Jack Holst Award winner **Al Hall**. Al, as many of you know, is also a major volunteer for APM and PNWC.

Silence is not golden! Many of us have been critical over the years about the condition and regularity of NRHS publications. If you agree with me that the editors of the *NRHS News* and *NRHS Bulletin* are doing a great job, please tell them. If you think our new *Trainmaster* editor Steve Hauff is doing a good job, tell him also.



Our noble leader got the point!!!! (Jim Hokinson photo)

THE GREAT OREGON STEAM-UP

July 26, 27, August 2, 3, 2008

PNWC-NRHS had a table set up in the Northwest Vintage Car and Motorcycle Museum's gazebo, which is next to our S-2, flanger, and Jordan spreader. We supplied information on Oregon Rail Heritage Foundation, PNWC-NRHS, and Amtrak to the visitors along with giving out copies of two *Trainmasters*. A display of vintage trains was set up in two of our display cases, and a "Thank You" tribute of vintage cars was in a third display case. Through a donation box, we received donations for the S-2 cosmetic restoration. Donations were over \$100.00, which was good considering the remote site.

From this site, PNWC-NRHS participated in the Youth Passport Program. Children would be asked a question. The answer was in the interpretive display information located on the rolling stock. Once the correct answer was delivered, the child received a prize of a tee-shirt, pin, or postcard, and a stamp on their passport. After the child visited all the sites and filled their passport with stamps, they entered a drawing for a bicycle or a wagon. The program encourages visitors to journey to all the exhibits, some of which are isolated.

I'd like to thank all the volunteers who tended the table. Without your help, the visitors to our Antique Powerland display would be limited.

Ken Peters
Charles Stevens
Carol Stevens

Jim Hokinson
Ron McCoy
Christopher Bowers
Dave Van Sickle

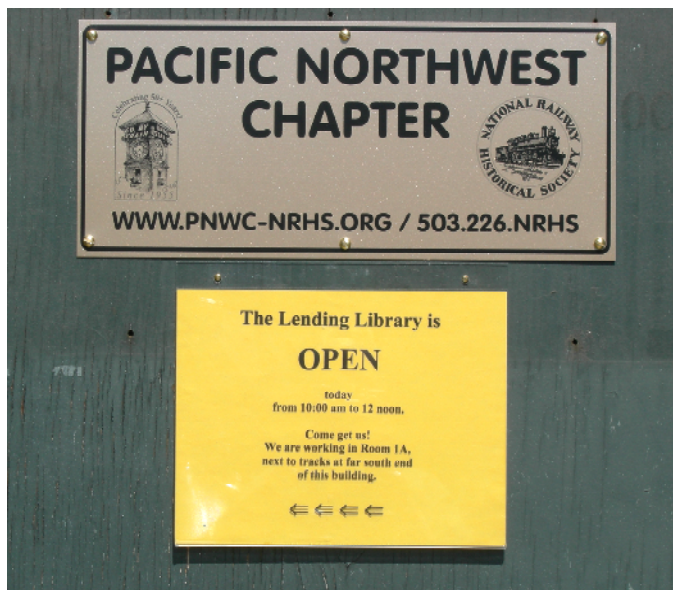
Glenn Laubaugh
Al Baker
Arlen Sheldrake

If anyone would like to lead this effort for 2009, please email or call me. The 2009 Steam-Up will feature "Made in Oregon" in tribute to Oregon's 150 years. It will be a fun year!

Eileen Brazil

Telephone: 503-647-5667 Cell: 503-709-2211

Email: ladydeere@yahoo.com



PNWC GETS NEW SIGN AT UNION STATION

During the weekend of August 2nd, Bob Weaver, Lending Library Chair, replaced our Union Station Annex Building Room 1 sign and added a new, removable Lending Library sign. Our new permanent aluminum sign replaces a very weatherbeaten and cracked plastic sign.

A PEEK AT THE TRIMET DMUs



STEEL AND STEAM AND WOUNDED MEN:

Army Hospital Trains from the Civil War to Korea

Fort Sam Houston, 4th Army Headquarters Medical Corps, San Antonio, Texas

Medical treatment of soldiers in war time is medicine on an industrial scale. Evacuation and distribution of large numbers of wounded created by major conflicts have always required the use of mass transportation, which for most of this country's history has meant railroads and steamboats or ships. In concert with ambulance services and shipping, rail evacuation has played a significant role in the treatment of sick and wounded veterans for nearly a century, beginning with the Civil War in 1861 through the Korean Conflict ending in 1953. Our war car exhibit examines the important role of the hospital train in the history of the Army Medical Department.

The Civil War has been called the first railroad war in that rail transportation played a vital role in the way the war was conducted by both sides. Movement of significantly more troops and materiel by rail over fixed routes determined, in many cases, the location and size of the battles fought. Those battles produced wounded in great numbers and it was logical to use the empty freight and passenger cars to remove them to places less burdened for medical support. While rail was preferable to wagon, it soon became apparent that box cars recently vacated by horses, men or freight were not the best vehicles for transportation of wounded men. The civilian Sanitary Commissions helped resolve the problem by outfitting cars with India rubber slings which acted as shock absorbers to support litters. Other cars were modified with apothecaries, staff quarters, dressing stations, and even kitchens for preparation of convalescent diets. In combination with civilian cars, they were made up into hospital trains which were distinctively marked by painting the engine smokestacks red and the bearing of red flags. The markings were intended to give hospital trains priority over other trains and to signal the enemy that they were not to be molested due to their humanitarian mission.

Following the Civil War, specialized hospital trains would not be needed again until the massive mobilization for World War I. Rail service and technology continued to expand through the end of the Nineteenth Century so that by the time of the Spanish-American War in 1898, provisions for eating and sleeping aboard civilian trains were adequate for most medical transfers.

By the turn of the century, rail systems were also well developed in Europe so that the movement of men, materiel and sick and wounded during the Great War was largely accomplished by rail. There, the basic rail car unit was dubbed the "forty and eight" because it could transport either forty men or eight horses. Once again, freight cars were pressed into service to evacuate wounded away from the front after delivering their cargo. In the United States, converted civilian cars and, later special hospital units were used to distribute returning wounded from the docks to large hospitals and eventually home.

The need for hospital trains continued well past the signing of the Armistice on November 11, 1918. At the close of hostilities, French and American hospitals contained 265,000 sick and wounded men who would eventually have to be returned home. These later patients tended to be the more serious cases, such as gas casualties, who needed more care and special feeding. Some problems were encountered at this point with the food service on board. The movement of the train made both the preparation of food and motion sickness a factor in preparing patient diets. The food had to be hot and appealing and prepared on the move. Eventually, the Army hired experienced Pullman Company chefs to cook aboard hospital trains until Army cooks could master a simplified diet. The problem of dishwashing aboard the trains was solved by the use of paper plates and cups. As in the Civil War, hospital trains were frequently met by well-meaning civilians who presented the wounded soldiers with homemade delicacies, spoiling their appetites for the more balanced diet.

Some statistics might be useful to show the scale of hospital train operations in the First World War. From the Port of Embarkation in Hoboken, New Jersey, patients were evacuated by Hospital Trains 1, 2, and 4. These were supplemented by Unit Car Group 1 which was created on January 23, 1919. Between March 1918 and July 1919, these units accomplished the following:

Trips Made	Mileage	Patients	Meals Served
465	1,076,188	55,204	269,524

As World War II loomed in 1939, the Army had no hospital cars at all. Plans had been developed for a combination of civilian rolling stock and some government-owned cars which could be used to make up hospital trains

for use here and overseas. The lessons learned from World War I figured heavily into the development of plans for a new generation of hospital trains. It became clear that the demands on existing civilian transportation assets by national mobilization would require the development of government-owned hospital cars with kitchen facilities, staff quarters and enough beds to move large numbers of patients economically. Designs which included operating stations at the expense of beds were rejected since most patients did not require surgery en route.

The new cars should be self-contained enough to be added one at a time to commercial trains or made up into larger hospital trains as needed. They would also have to be air-conditioned for patient comfort in hot climates or seasons. Finally, they should be able to function independently from any train to provide patient comfort, care and feeding while on a siding. Each car would need its own kitchen because of the 24-hour needs of the patients and crew, which could not be met with civilian dining cars.

By the end of 1943, self-contained unit cars were being produced which met the needs of a new distribution scheme for returning wounded. Instead of transferring 200 to 300 patients at a time from debarkation ports to general hospitals, the new plan called for specialized treatment facilities at different hospitals. As the train proceeded on its route, cars serving each category of patient could be detached near the appropriate hospital.

By 1944, cars were being produced specifically for use in hospital trains rather than conversions of passenger rolling stock. They embodied all the refinements available to include a buffet kitchen, staff quarters, three-tiered bunks, wide loading doors and extra-smooth riding trucks. With only minor refinements or modifications, this is the type of Army hospital car which would see service through the end of the Korean Conflict. The "Ambulance Unit Car" we have on exhibit was built in 1953, the last year they were manufactured, making it an example of the most advanced car of its kind. By 1953, air evacuation had largely supplanted the hospital train as a means of mass evacuation. The 1950's also brought about the Interstate Highway system as an alternative to railroads. As a concept, the hospital train was part of Army Medical Department doctrine until the late 1960's.

As the era of the steam engine came to a close, so did the story of the hospital train. For the tens of thousands of sick and wounded soldiers who were transported by them, they were an expression of the care given by a grateful nation. For those who served aboard hospital trains here and overseas, they were hospitals on wheels, the means to provide the best possible care to the greatest number during times of major conflict.

(This document and permission to reprint was obtained by PNWC member Leonard Morgan's daughter.)

On display at the U.S. Army Medical Department Museum at Fort Sam Houston in San Antonio, Texas is a restored 1953 St. Louis Car Company U.S. Army Ambulance Unit Car. An excellent article, "Trains in White", by Robert B. Gillespie, is in the *Classic TRAINS* Special Edition #6 magazine, "Railroads and World War II".

The Northwest Railway Museum in Snoqualmie, Washington has a United States Army 89601 Ambulance Kitchen Car built 1953 by St. Louis Car Company. More information: www.trainmuseum.org.

DOYLE McCORMACK'S ALCO PA

The September 2008 *Trains* magazine has an excellent article (page 28) on Doyle McCormack's project to restore his Alco PA passenger diesel. This picture shows the August 10 progress as Doyle works to complete the lettering on the left side.



PROGRESS ON SOUND TRANSIT AND SOUNDER



Getting ready to go: Link light rail vehicles are lined up at the Link Operations & Maintenance Facility just south of downtown Seattle. Construction on the Link initial segment from downtown Seattle to Tukwila is about 90 percent complete and is on schedule and budget for opening next year. Train testing begins this summer in the Rainier Valley and Tukwila segments. *(All pictures provided by Sound Transit)*

Light rail in the Downtown Seattle Transit Tunnel: This Link light rail train recently joined buses in a successful test of the Downtown Seattle Transit Tunnel's signal system. It was the first time ever that trains and buses ran together in the tunnel. The test took place in the evening, when the tunnel was closed. When light rail begins service next summer, trains and buses will both run in the downtown tunnel.



Station Under Wraps: Work is progressing well on the Mount Baker Station on the Link light rail line. This photo shows the east portal of the Beacon Hill tunnel and the elevated trackway and station that will help serve Seattle's Rainier Valley. Link light rail is scheduled to open for service next July from downtown Seattle to Tukwila.



In the Beacon Hill Tunnel: A light rail car pushed by a special truck through the Beacon Hill Tunnel.

Mukilteo welcomes Sounder: A crowd of passengers cheered as the first Sounder train arrived at the new Mukilteo Station on Saturday, May 31. Regular Sounder train service to Mukilteo began Monday, June 2 with three round-trip trains. Mukilteo is part of the Sounder north line from Everett to Seattle with stops in Mukilteo and Edmonds.



SOUND TRANSIT – BNSF COMPLETING MASSIVE PROJECT

During July, *Sound Transit* and the *BNSF Railway Company* reached the milestone of substantial completion on a series of track and signal improvements along the rail line between Seattle and Tacoma that were started back in 2000. The eight-year project to improve 40 miles of track between Seattle and Tacoma will allow *Sound Transit* to begin running two additional round trip trains between Tacoma and Seattle later this fall.

Under this \$350 million project, nearly every grade crossing from Tacoma To Seattle was improved so Sounder, *Amtrak* and freight trains can move faster and more reliably and nine new high-speed crossovers allow freight trains to shift tracks so Sounder trains can pass easily – reducing the chance for delays. In addition, the train signal system between Seattle and Tacoma was replaced with the highest quality Centralized Traffic Control, which gives train dispatchers in Fort Worth, Texas the advanced tools they need to move trains safer, faster and more efficiently through the region.

Construction was completed with virtually no interruption to Sounder service, with BNSF coordinating work schedules to fit between the weekday morning and afternoon Sounder service. Nearly every foot of track between King Street Station and Lander Street was reconstructed, with no impacts to Sounder and minimal impacts to people going to Mariner games. Entire new sections of track would be laid in a matter of hours, without afternoon Sounder commuters even aware they were traveling over an entirely new section of track.

Sound Transit currently operates six round-trip trains in the south corridor between Seattle and Tacoma, including a “reverse commute” round-trip train. Two more round-trip trains will be added in the south corridor this fall, and a ninth in 2009.

(Source: Sound Transit, 7.9.2008, www.soundtransit.org)

BRIDGE PROJECT SNARES 2008 BUILD WASHINGTON AWARD

A project to replace a steel truss bridge built in 1914 has garnered the Associated General Contractors of Washington 2008 Building Washington Award for the best environmental construction project in the state.

Replacing a 1914 steel truss bridge is challenging, but when the bridge is coated with lead paint, spans a salmon-spawning area and is close to a city's primary drinking water supply, the challenges increase significantly.

But *Burlington Northern Santa Fe* overcame these and other environmental issues when it replaced the Cedar River Bridge in Renton, Wash. The BNSF team planned the bridge replacement to accommodate fuselage shipments to and from Boeing's Renton facility. Safety and environmental compliance were top priorities for everyone working on the project.

A BNSF contractor used a unique "roller beam" assembly to remove the existing 128-foot structure and to replace it with a new deck-plate girder (DPG) bridge. Rolling the large temporary king-post trusses into place required using the existing truss superstructure as the "rolling" surface.

Once the temporary king-post trusses were in place, the existing truss bridge was "rolled" off the river to a construction staging area away from the critical environmental areas. Once at the staging area, the structure was demolished. Appropriate procedures for removing the lead paint, track and ties were then followed.

Also at the staging area, the new DPG structure was delivered and assembled. The process was then reversed to put the new bridge into place, again reducing environmental impact. Additional steps in modifying the existing pipe piles were also taken to avoid potentially affecting the city's aquifer.

The project took six months from start to finish. Actual replacement of the bridge took 48 hours.

BNSF News release 2008-07-10



BETTER THAN A BUMPER STICKER

Harvey Rosener came up with this unique pickup tailgate art to advertise the 4449 and ORHF's Holiday Express. The beautiful rendition of the *Daylight* locomotive will provide food for thought for drivers stuck in bumper-to-bumper traffic behind Harvey. Maybe TriMet should be considering this type of advertising to get folks off the roads and onto MAX?

AUGUST CHAPTER MEMBERSHIP MEETING



Ron McCoy and Chris Bowers carried the 'snack time' to a new level with a real meal. (Jim Hokinson photos)



Charles Stevens gave a Flanger update to the August meeting attendees.



Steve Hauff was introduced to the membership as our new *Trainmaster* Editor. Mr. Hauff then gave a fine presentation on "Logging Diesels".

Chapter Officers

President	Arlen Sheldrake	503.223.7006
Vice President	Keith Fleschner	503.516.9272
Treasurer	Jean Hickok	503.649.5762
Secretary	George Hickok	503.649.5762
National Director	Edward M. Berntsen	253.383.2626

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

Activities	Vacant	
APMA Site Mgr.	Eileen Brazil	503.647.5667
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Concessions	Al Hall	503.699.5042
Chapter Rep., Oregon Rail Heritage Foundation	Arlen Sheldrake	503.223.7006
Chapter Home	Eileen Brazil	503.647.5667
	Al Hall	503.699.5042
Elections	Jim Loomis	503.253.3926
Membership	Diana Mack	503.723.3345
Flanger Restoration	Charles Stevens	503.692.6611
S-2 Restoration	Mark Reynolds	503.638.7411
Meeting Programs	Al Baker	503.645.9079
Rolling Stock	Vacant - contact President	
Chief Mech. Officer	Peter Rodabaugh	503.771.8545
Car Rental Agt	Bob Jackson	503.231.4808
Library	Bob Weaver	503.654.4274
Excursions	Jim Long	503.313.7382
Car Host	Karl Westcott	503.658.4943
Safety Officer	Keith Fleschner	503.516.9272
Webmaster	Eileen Brazil	503.647.5667

The Trainmaster is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Articles which appear in *The Trainmaster* does not express the official position of the organization on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source, except in cases where the article originated in a third party publication and special permission was given to *The Trainmaster* to print the article here. Please address contributions and correspondence to:



Attn: *The Trainmaster* Editor
 PNWC-NRHS, Union Station, 800 NW 6th Ave Rm 1
 Portland OR 97209-3794
 Voice: 503.226.6747 Fax: 503.230.0572
 Chapter email: pnwc@pnwc-nrhs.org

The Trainmaster email: trainmaster@pnwc-nrhs.org

Website: <http://www.pnwc-nrhs.org>

ISSN: 0041-0926

Editor	Steve Hauff	360.457.8653
Circulation	George Hickok	503.649.5762
Mailing/Distribution	Maxine Rodabaugh	503.253.4241
	Janet Larson	503.253.7436
	Darel Mack	503.723.3345

Bill of Lading

Calendar.....	Page 1
Meeting Snack Sign-Ups.....	Page 1
Mission Statement.....	Page 1
President's Update.....	Page 2
Oregon Steam-Up.....	Page 4
New Sign.....	Page 4
TriMet DMUs.....	Page 5
Hospital Cars.....	Page 6
Alco PA.....	Page 7
Sound Transit & Sounder.....	Page 8
BNSF Bridge Replacement.....	Page 10
Tailgate Art.....	Page 10
August Meeting.....	Page 11

CHAPTER HELP NEEDED

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

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

NON-PROFIT
ORGANIZATION
U.S. Postage
Paid
Portland, OR
Permit No. 595

The *TRAINMASTER*
Pacific Northwest Chapter
National Railway Historical Society
Union Station
800 NW 6th Avenue Room 1
Portland OR 97209-3794

Address Service Requested