

The

October 2008



Trainmaster

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



PACIFIC NORTHWEST CHAPTER TIMETABLE #555

Board of Directors meetings: October 9 & November 13, 9320 SW Barbur Blvd Suite 200, 7:30 PM

(Note new address for Board meetings; follow instructions posted on the door for entry.)

Lending Library is open two Saturday afternoons from 1:00 to 4:00 PM; the Saturday following the membership meeting and also the following Saturday. It is also open every Monday morning from 10:00 AM to noon.

A wealth of material is available for PNWC member check-out.

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

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

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

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

December 19 6:00 pm – Potluck, 2009 Board & Officer election, 2009 budget adoption, &

Train Toys for Tots

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

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

October 30 – January 4 *Designs for a Consumer Culture*, Raymond Loewy exhibit, Oregon Historical Society.

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:

October = Barbara & Myles Cereghino

November = available

January = available

February = 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 – October

by Arlen L. Sheldrake

The August 19 *Hillsboro Argus* newspaper reported that *Portland & Western Railroad* is pitching the idea of building a commuter rail line between Hillsboro and Forest Grove. Something like eight trains a month operate on this line which decreases the cost-effectiveness of maintaining the line. PNWR President Bruce Carswell estimates the commuter line could be built within five years at a cost of between \$25 and \$30 million. The proposed commuter rail line would begin at a new platform very near the existing Mark O. Hatfield Government Center in downtown Hillsboro, adjacent to the existing *MAX* light rail station, and end near the east end of Pacific University in Forest Grove. This proposal is in competition with the idea of extending light rail from Hillsboro that has been championed by Forest Grove Mayor Richard Kidd. Anyone else remember when the *Artrain USA*, pulled by SP4449, visited Hillsboro and was on display on this line?

The Oregon State Historic Preservation Office has made its master database of historic buildings and sites in Oregon available online. There are almost 45,000 records in the database, including National Register properties, survey and inventory records, and so forth. The link: <http://heritagedata.prd.state.or.us/historic/>. The deputy state historic preservation officer, Roger Roper, says: "There are many features we will be adding over the coming weeks, including the ability to run more complex searches and print out both site-specific data and summary data for groups of buildings."

The August 20 *Hood River News* reports that the *Mount Hood Railroad* track repair south of Dee is costing about \$1.2 million and started in July. During the November 2006 flood, a section of the Hood River just downstream of where the East Fork and the West Fork come together, washed out a large bank leaving about 50 meters of track suspended in the air with no support. In the first phase of the repair, crews had to physically move the channel of the river to divert it from the bank that was washed out. Then a retaining wall was built, set about 10 feet into the ground, with rock and concrete to hold the fill material. The second phase includes bringing in about 18,000 tons of rock from the west side of Hood River to rebuild the bank. Finally, the track will be rebuilt. Funding for the repair project came from MHRR and a Connect Oregon II grant. The August 30 *Hood River News* reports that trains will again be going to end of track at Parkdale beginning September 12.

A hearty Oregon welcome to Laddie Vitek, *Amtrak's* new Portland-based Road Foreman of Engines. Laddie comes to Portland from Southern California where, in his spare time, he was active in railroad preservation efforts.

The PNWC membership brochure has now been updated with the 2009 membership costs. Please recycle all brochures with a 2007 date and get a 2008 supply at any membership meeting or from any Board member. Thanks to **Trent Stetz** for revising the form and, again, for the absolutely great brochure appearance. Those joining in October are members for the balance of October and for the calendar year 2009. Give a brochure to a friend.

On June 23, the Vancouver City Council awarded a \$561,065 contract to Skyward Construction of Ridgefield to renovate portions of the historic 1904 Vancouver *Amtrak* station. Skyward was the lowest of the four bids received. The project will include: moving the ticket counter and consolidating it with the baggage-check area to provide more seating; upgrading restrooms along with other parts of the station to make them disabled accessible; and improving heating, ventilation and air conditioning systems. Funding for this project is provided through a Federal Transportation Infrastructure Improvement grant in the amount of \$654,514 and a local match of up to \$102,150 provided by the City of Vancouver. During the approximately 180-day construction period, a temporary doublewide trailer will serve as the temporary station facility. Completion is expected in January 2009. *BNSF Railway* sold the station to the city for \$1 in 2001 on the condition that it is used only as a passenger depot for *Amtrak* or any successor. Skyward Construction has done significant work on

Portland's Union Station.

Vancouver's *Amtrak* station continues to be a mecca for train watching. On September 8, a unit gondola train came north then headed off west to the Port of Vancouver. All gondolas were well tarped and carried 3077 hazardous material placards (3077 = environmental hazardous waste).

Added to the Archives are three cases of Rail Grade Crossing Catalogue Records from the Oregon Department of Transportation Rail Division. **Bob Melbo** sent them our way after finding out that ODOT Rail wanted to get them out of storage and the State Archives Division didn't want them. They are on loan and when we no longer want them, they go back to ODOT. The crossing catalogue records date from the 1930s and include each grade crossing in Oregon. One of the neat things is that the record includes a hand-sketch giving a pictorial of the crossing as it existed when the record was developed.

Check out the excellent slate of people nominated for 2009 PNWC positions. Thanks to each of them for their willingness to contribute to the Chapter's future.

SEMAPHORES STILL AVAILABLE



The Central Oregon & Pacific Railroad has reduced the asking price on the de-activated Style "B" Semaphores removed from the Siskiyou Line in Oregon. The prices and specifications are:

\$1,500 for double-arm semaphore complete (less batteries)

\$1,000 for single-arm semaphore complete (less batteries)

Single-arm: weight 1200 lbs., length 25 feet.

Double-arm: weight 1500 lbs., length 31 feet

Contact numbers: Scott Boyter, office 541.957.2522 or 541.957.5966; cell 541.285.6166.

This information provided by PNWC member Steven W. Coons.

Left: Chapter members J. Dean & Pamela Sheldrake have this nice looking former CORP single-blade gracing their yard in Silverton.

TRACK GEOMETRY CAR VISIT

FRA DOTX 220 Track Geometry Car, Guilds Lake Yard, Portland Oregon, August 30, 2008.



R A Y M O N D
L O E W Y

DESIGNS FOR A
CONSUMER CULTURE

The Oregon Historical Society Hosts -
Raymond Loewy: Designs for a Consumer Culture Exhibition

Raymond Loewy was the most prominent industrial designer of the 20th century. As he once said, his firms created everything from lipsticks to locomotives. *Raymond Loewy: Designs for a Consumer Culture*, opening on October 30, 2008, at the Oregon Historical Society, showcases his work, placing it in the wider context of the shaping of a modern look for consumer culture. His career is brought to life by an array of original drawings, models, products, advertisements, photographs, and rare film footage of Loewy at work.

Raymond Loewy became involved in the emerging world of industrial design in the 1920s after a successful career in commercial illustration. He eventually would become the best-known industrial designer in the world. He spent more than five decades streamlining and modernizing silverware and fountain pens, supermarkets and department stores. Loewy and his teams designed the color scheme and logo for Air Force One, the John F. Kennedy memorial stamp, the Greyhound Scenicruiser, and the interiors for NASA's Skylab. Clients included such icons as Coca-Cola, Exxon, and Lucky Strike cigarettes.



Raymond Loewy: Designs for a Consumer Culture draws heavily on Loewy's personal archives, a treasure collection of images and information not previously available to researchers or the public. A national magazine said of him in 1950, "Loewy has probably affected the daily life of more Americans than any other man of his time." Many of his designs are still in use today.



See this exhibit at the Oregon History Museum, 1200 SW Park Avenue, Portland, OR 97205. For more information: (503) 222-1741 or www.OHS.ORG. Museum hours are Tuesday-Saturday: 10 am – 5 pm. Sunday 12-5.

Related Events: Glenn Porter, Exhibit Curator, Gives a Lecture @ OHS Friday, November 21, 2008, 6:30 pm. Call (503) 222-1741 for more information



Raymond Loewy: Designs for a Consumer Culture, made possible by a generous grant from the National Endowment for the Arts; curated by Glenn Porter, Director Emeritus, Lynn Catanese, Head of Manuscripts and Archives, and Jim Hinz, former Library Conservator, all of the Hagley Museum and Library in Wilmington, Delaware. The exhibition is organized by the Hagley Museum and Library and toured by ExhibitsUSA. The purpose of ExhibitsUSA is to create access to an array of arts and humanities exhibitions, nurture the development and understanding of diverse art forms and cultures, and encourage the expanding depth and breadth of cultural life in local communities.

MEMORABLE DATES IN OREGON RAILROADING

The following information was extracted from *The History of Oregon's Railroads* written by Paul W. Harvey, Jr. in 1954. The Oregon Railroad Association commissioned this 61-page document.

- 1845** – Congress considers construction of a transcontinental railroad, including a route to Oregon. Residents of the Oregon Territory begin demands that Oregon be made the western terminus.
- September 24, 1846** – Mass meeting at Oregon City asks Congress to build the railroad to Oregon.
- 1853-54** – Oregon Legislature charters four railroads in the Willamette Valley, but none are built. U.S. War Department makes survey from Redding, California to the Columbia River via Deschutes Canyon.
- 1858** – Oregon Portage Railroad opens with mule power around the Cascades of the Columbia River.
- April 1862** – Oregon Portage Railroad begins use of steam power over its 4.5-mile route.
- 1866** – Congress gives land grant for construction of railroad from Portland to Marysville, California.
- February 1868** – Gen. G.M. Dodge of Union Pacific advocates route to Oregon and Puget Sound. This route is surveyed, following the Old Oregon Trail.
- April 14, 1868** – Both Oregon Central Railroad Companies break ground in Portland to build down opposite sides of the Willamette River. Ben Holladay, the stagecoach king, wins control of both companies.
- May 10, 1869** – Union Pacific-Central Pacific line completed from Omaha to California, causing renewed movement for a transcontinental route to Oregon.
- December 3, 1872** – Oregon and California Railroad built from Roseburg. Holladay runs out of money.
- 1874** – Acting for the German bondholders of Holladay's railroad, Henry Villard takes over control.
- 1876** – Villard buys out Holladay.
- 1877** – Farmers build the Willamette Valley narrow gauge line to serve points not on the O&C system.
- June 24, 1881** – Villard, with control of the Oregon Railroad & Navigation Co. and the Oregon & California Railroad, gets control of the Northern Pacific, giving him a transportation monopoly in the Northwest.
- May 21, 1882** – Villard's O.R. & N. opens Portland-Bonneville route.
- October 3, 1882** – O.R. & N. completes Portland-Walla Walla route.
- November 20, 1882** – First train runs from Portland to Wallula on O.R. & N., making connections with Northern Pacific, and giving Oregon its first transcontinental service.
- 1883** – Northern Pacific builds from Portland to Goble.
- 1884** – Portland gets service to Puget Sound via the Portland-Goble line, ferry from Goble to Kalama, and by rail from Kalama to Tacoma.
- November 10, 1884** – O.R. & N. completes line from Portland to Huntington, where connection is made with the Union Pacific's Oregon Short Line, giving another transcontinental route. Through service from Portland to Council Bluffs begins December 1.
- March 1885** – T. Egerton Hogg's railroad opens from Corvallis to Yaquina Bay. His plans for a transcontinental railroad die before his tracks reach the summit of the Cascades.
- 1887** – Oregon creates a Board of Railroad Commissioners, but it isn't very effective.
- April 11, 1887** – Union Pacific leases O.R. & N.
- July 3, 1887** – Northern Pacific completes its railroad from St. Paul to Tacoma.
- December 7, 1887** – Oregon & California Railroad is completed to California after Southern Pacific takes over.
- 1889** – O.R. & N. Railroad completes route to Spokane.
- 1893** – Great Northern Railroad completes its transcontinental line from St. Paul to Seattle. Portland-Oregon City interurban line starts.
- February 13, 1896** – Portland's Union Depot completed.
- April 3, 1898** – Line from Goble to Astoria is finished, giving Astoria through service to Portland.
- 1901** – Vancouver-Kalama line is completed by Northern Pacific.
- 1903** – James J. Hill, with control of N.P. and G.N., starts the Spokane, Portland & Seattle line on the north bank of the Columbia.
- May 15, 1905** – Eastern capitalists begin construction of the Oregon Electric Railroad in the Willamette Valley.
- 1907** – Oregon creates a stronger commission to regulate railroads.
- January 1, 1908** – Oregon Electric begins passenger service between Portland and Salem.

March 11, 1908 – Jim Hill’s S.P. & S. line opens between Portland and Pasco. It is completed to Spokane May 3, 1909, giving Portland direct service to the East over the Northern Pacific and Great Northern.

May 15, 1909 – Klamath Falls gets railroad service via a Southern Pacific branch from Weed, California.

July 1, 1909 – Great Northern and Union Pacific get trackage rights over Northern Pacific’s Portland-Tacoma line, and U.P. drops its plans to build over the same route.

July 8, 1909 – Warfare between Jim Hill of G.N. and N.P., and E.H. Harriman, of the U.P. and S.P., becomes intense as they wage a construction battle in the Deschutes Canyon.

March 1910 – Hill buys Oregon Electric, indicating he would extend it to California to complete with S.P.

1910 – Oregon-Washington Railroad & Navigation Co. is incorporated, merging all U.P. lines in Oregon and Washington.

November 1, 1911 – After spending \$25,000,000, Hill and Union Pacific end their war in the Deschutes Canyon. They sign an agreement for joint use of the tracks between the Columbia River and Bend; the line to Bend is completed.

October 15, 1912 – Hill finishes Oregon Electric to Eugene, and the Southern Pacific starts its competing interurban system in the Willamette Valley.

1916 – United States takes title to the original O & C land grant, paying Southern Pacific \$2.50 an acre for the land.

May 1, 1924 – Union Pacific completes its line from Ontario to Burns.

September 1, 1926 – Southern Pacific completes its Natron cutoff, or its Cascade Line, at a cost of \$39,000,000.

May 10, 1928 – Great Northern finishes its route to Klamath Falls after Southern Pacific agrees to joint use of its tracks between Chemult and Klamath Falls.

September 14, 1929 – Southern Pacific completes its Modoc line, from Klamath Falls to Fernley, Nevada, giving southeastern Oregon a new transcontinental route.

December 13, 1929 – Interstate Commerce Commission orders Union Pacific to build cross-state line. The Supreme Court later invalidated the order.

November 10, 1931 – Great Northern makes Jim Hill’s dream come true by getting a route to California. G.N. line is completed to Bieber, California where it connects with Western Pacific.

1933 – Oregon Electric stops passenger service.

1941-45 – The railroads go to war, as Oregon becomes a front door to the Pacific Theatre of Operations. Record numbers of passengers and undreamed of amounts of freight are hauled without difficulty.

A copy of this complete report was donated to the PNWC-NRHS by Everett Cutter, ORA Manager, on October 17, 2003, as he was retiring from the Oregon Railroad Association; after almost 70 years, the ORA is also history and is closing.

ALBINA CHIMNEY RESTORATION



The Union Pacific’s Albina Yard 1887 roundhouse chimney, a City of Portland Historic Landmark, underwent cosmetic restoration.

In the view to the left, taken on August 19, 2008, restoration was underway. Notice the power washer on the crane.

By August 25, 2008, the restoration was completed, as shown in the photo on the right.



SALEM'S RAILROAD DEPOTS

The following information is reprinted from the Salem Oregon Public Library website, www.salemhistory.net. The posting of this and other information was funded by a grant from the Oregon State Library provided by the Library Services and Technology Act, P.L. 104-208.

1871 Depot

The Oregon & California Railroad reached Salem in 1871. The local townspeople wanted the station located close in, convenient to the business and residential areas clustered around Commercial Street. However, they balked at paying the additional \$30,000 the railroad wanted for laying track to the center of town. So the station was built on the north-south route, over a mile east of downtown, amidst the hayfields and groves of trees. The station burned in 1885.

1888 Depot

The Citizens complained about the distance they had to travel to deliver and pick up passengers and their baggage “way out on 12th Street.” Fortunately, in 1888, Salem had its first horse-drawn street railway, owned by the Oregon Land Company. The Salem Street Railway Company operated the first line from the corner of State and Commercial. The State Street line extended to 12th Street and eventually along 12th to the Southern Pacific depot. Electric trolleys quickly followed. By 1889 there was a new station – at the same location but with a new name. The Southern Pacific Company obtained control of the route May 12, 1887. Just prior to World War I, the 1889 station burned. The replacement station was completed in 1918.

1918 Passenger Station

This Beaux-Arts structure conveyed all the ideals of the “gateway to the city.” Passengers entered the station from the west, passing through colossal columns encompassed by large Roman arched windows, to reach the tracks on the east. The building is dominated by a large rectangular central pavilion which houses a 1500 square foot passenger waiting area. Smaller wings house functions including ticketing, baggage and restrooms. The floor plan of the station reflects the new 20th century need for a women’s waiting room.

The deep west entrance is comprised of four pilaster colonnades, with the four columns directly in front and a three-arched recessed entranceway and double doors at the center. The shallower track-side entrance incorporates a colonnade of Ionic pilasters with a large metal canopy offering shelter to waiting passengers. Decorative plasterwork, coved corner entries, period radiators and Terrazzo marble floor patterns also add to the elegance of the structure.

The concept of the railroad station as a point of civic pride was by this time essential to any city which wished to favorably present its social and cultural merit. Salem, capital city of Oregon, was no exception. The depot was designed by Southern Pacific architect J.H. Christie and built by Stebinger Brothers of Portland for a cost of \$25,000. It reflected the importance at the time of making a good impression, worthy of the capital. The Beaux-Arts Classicism of the new station seemed a natural choice of style for this up-and-coming city. Whistle stop tours brought dignitaries through the community and was a place of gathering to see the famous or infamous traveling through Salem. Competition from the Oregon Electric Railway, which opened in 1912 and offered Portland to Eugene service, also warranted such a grand statement of architectural style.

The 1999 Salem Depot Project by the Oregon Department of Transportation was a full rehabilitation of the 1918 depot which was purchased by ODOT in 1995 from Southern Pacific Railroad for about \$600,000. Ceilings and architectural features were restored to their former state. The work also included improvement of parking facilities, some rail-side pedestrian features such as waiting shelters, lighting and landscaping for high-speed rail systems and park and ride operations. \$1 million in Intermodal Surface Transportation Efficiency Act (ISTEA) funds were used in this restoration. ISTEA funds were also used to purchase the station.

1889 Freight Depot/Baggage Shed

Next to the 1918 Depot stands the freight depot which was once part of the 1889 station and depot. When the 1889 depot burned just prior to World War I, the freight portion was saved and moved south along the tracks. Now 110+ years old, the former freight depot/baggage shed maintains a high degree of architectural integrity both inside and outside. The exterior continues to display one of the finest features: triangular, scroll-sawn brackets placed among the overhanging eaves surrounding the building. The peak of the roof features gablets or small gables protruding from the end points which tied it to the Queen Ann railroad architecture of the 1889 station. This building at one time housed the Salem Telegraph Express and storeroom. (Added note: this building is owned by the Oregon Department of Transportation.)

Compiled by Monica Mersinger. Bibliography: Historic Marion, Marion County Historical Society.
Extracted from the Salem Public Library site by Arlen L. Sheldrake, July 2, 2006.



1889 Freight Depot/Baggage Shed showing triangular, scroll-sawn brackets, July 24, 2006.
(Photo by Arlen Sheldrake)

2009 NOMINATIONS

The Chapter Board of Directors, acting as the Nominations Committee, is pleased to present the following slate for election at the December membership meeting:

President – Keith Fleschner
Vice-President – Mark Reynolds
Secretary – Jean Hickok
Treasurer – George Hickok
National Director – Ed Bermtsen
Chapter Director 2009-2011 – Ron McCoy
Chapter Director 2009-2001 – Christopher Bowers

Nominations from the floor will be accepted at the October membership meeting.

Continuing members of the Board of Directors:

Immediate Past President – Arlen Sheldrake
Chapter Director 2007-2009 – Bill Hyde
Chapter Director 2007-2009 – Al Baker
Chapter Director 2008-2010 – Eileen Brazil
Chapter Director 2008-2010 – Jim Hokinson

HISTORIC S-2 NEEDS YOUR HELP

Since 1943, this workhorse spent its life working the docks and warehouses of Portland for the Northern Pacific Terminal Company and its successor, Portland Terminal Railroad. The Alco-built S-2 has been preserved by the Pacific Northwest Chapter, National Railway Historical Society (PNWC) since its 1993 acquisition.



After considerable effort, the diesel-electric switcher locomotive pictured in this article is now safely stored on newly built tracks at Antique Powerland Museum in Brooks, Oregon. The Oregon Electric Railway Historical Society has graciously agreed to be our landlord with the S-2 joining the PNWC's Jordan Spreader and Flanger at our maintenance-of-way exhibit.

The PNWC is asking you to donate to a dedicated fund that will be used to hire a contractor to restore (sand blast and repaint) the S-2 to its former Northern Pacific Terminal Company livery paint scheme. PNWC wants to preserve the locomotive with a "mainline railroad quality" paint job that we can all be proud of and will protect this legacy for the next 20 to 25 years. Our fundraising goal is \$50,000. All funds raised in excess of the amount needed for S-2 restoration will be used for other restoration projects such as painting our Jordan Spreader.

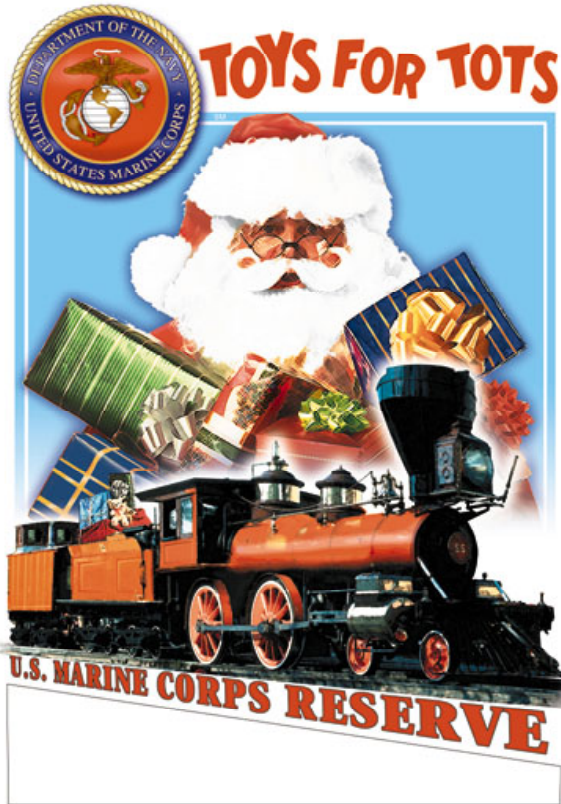
The PNWC is a 501(C3) tax exempt, non-profit organization headquartered in Portland, Oregon and is an Oregon Cultural Trust partner organization.

Please send your tax deductible donations to: PNWC-NRHS, S-2 Restoration, 800 NW 6th Avenue Room 1, Portland, OR 97209.

TRACKLAYING AT POWERLAND

(Photos from Glenn Laubaugh)





Find a toy department and have some fun. Join in PNWC's 5th annual gathering of Train Toys for Tots. Last year we gathered 143 train related toys for needy children, let's better that record in 2008. Bring your new toys to the December meeting or give them to any PNWC Board member.

"YOU CAN'T FIX STUPID"



A driver missed his turn near Billings, Montana and struck out cross-country, at an estimated speed of 55 mph before the trailer pinched the rear truck tires, stopping the truck on the railroad track.

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:



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Bill of Lading

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

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