

The

December 2008



Trainmaster

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



PACIFIC NORTHWEST CHAPTER TIMETABLE #557

Board of Director's meetings: December 11 & January 8, 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 :

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

January 16 7:30 pm – Program: *What Happened to the MagLev High Speed Rail Dream?*,
Mark Reynolds

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

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

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

January 30, 2009 *Westside Express Service*, Grand opening

January 31, 2009 *SP&S Historical Society Swapmeet*, 10-3, Holiday Inn-Portland Airport, www.spschs.org

February 2, 2009 *Westside Express Service* opens, Beaverton – Wilsonville

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

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

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

January = available

February = available

March = available

April = 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 – December

by Arlen L. Sheldrake

Thank you all very much for putting up with my monthly ramblings. It has been a pleasure looking for things and information to publish and hopefully give you some additional insights into what is happening with railroads and railroad history in the Pacific Northwest. Keith and I are having conversations on what he would like me to do in 2009 so you may see a continuing version of some kind of “rambling”. I have committed to **Steve Hauff**, our wonderful *Trainmaster* Editor, that I will continue to harass him with articles, some even timely, mostly without exclamation points, for the *Trainmaster* as I believe that the *Trainmaster* is an essential member service. For the most part, I have really enjoyed my last eight years of Chapter involvement with two three-year President terms separated by a two-year (really three-year) stint as the Go By Train 2005 convention chair. We really have some wonderful and very committed members doing a lot of work; but we certainly could use more helping hands. One of my big frustrations has been the number of suggestions from members that begin with “someone should”. We definitely need more active members! I wish our new Chapter leadership the best and will work with Keith and Mark to help them, any way that I can.

As you write your check for your PNWC and NRHS 2009 dues renewal, please remember to adjust the NRHS invoice to \$20 for PNWC regular members and \$5 for PNWC family member dues. We apologize for the Fernley & Fernley error on the NRHS dues notice. Thank you!

Some disappointing news: On October 24, 2008 Bruce Carswell resigned his positions as President of *Portland & Western Railroad* (PNWR) and Senior Vice President – Oregon Region for GWI. I wish our friend Bruce the best in his future endeavors. Bruce has been a good friend and supporter of railroad history organizations in Oregon. Oregon and Oregon’s largest shortline railroad are better for having had Bruce at the helm of PNWR.

From the *Genesee & Wyoming Inc.* (GWI) web site: “A. Bruce Carswell, Senior Vice President, Oregon Region: Appointed Senior Vice President of the Oregon Region in December 2005 after service as National Equipment Manager of Australian Railroad Groups (ARG), a joint venture of GWI and Australia’s Wesfarmers Limited, since 2001. Mr. Carswell was responsible for the maintenance of ARG’s locomotive and freight car fleets, including the operation of major locomotive shops in Perth and Adelaide, from 1998 to 2001. He has extensive experience analyzing rail acquisition prospects and integrating new rail operations. Mr. Carswell joined GWI in 1993. Prior to that he was employed in various engineering and management roles at Morrison Knudsen and Gunderson Railcar.”

Some unrelated news: the Astoria Line west of Wauna is seeing some rail activity. While many are still hoping for freight traffic to develop west of Wauna, *Portland & Western Railroad* is putting some of the idle rail to use by storing miles of surplus rail cars.

TriMet is now announcing the grand opening of the *Westside Express Service* commuter rail for January 30, 2009.

Congratulations to **Bill Stetler** on his recent marriage. **Doyle McCormack** served as Best Man. Bill heads up the *Canadian Pacific* steam program and was a regular working in Portland on the OR&N 197 restoration before he headed north. By the way, restoration progress is being made by the work of **Bob Slover, Dale Birkholz, Ed Immel** and others

The premiere episode of *Extreme Trains* aired on the History Channel November 11. Their website described the series: “*Extreme Trains*, hosted by real-life train conductor Matt Brown, reveals the incredible inner workings and past lives of the amazing locomotives that haul huge loads across the nation and deliver passengers to their destinations. The 8-part series shows the huge part these trains have played in shaping American history -- and how vital trains are to American life today.”

A big THANK YOU to **Al Baker** for stepping up to spend the hours and lead the effort to establish the PNWC inventory. While we have a good inventory of our rolling stock, we have a whole lot of other materials.

And appreciation goes to those who have been willing to store this material for many years; thanks to **Maxine Rodabaugh, Dean & Belinda Petshow, Roger White, and Eileen Brazil**. Who did I miss?

Disappointing that the hoped for SP 4449 trip over Stampede Pass this coming spring will not happen. The worsening economy, coupled with high costs necessitating high ticket prices, conspired to at least postpone the trip.

While nowhere near the Pacific Northwest, those interested in seeing some absolutely superb pictures of steam and diesel traction in Russia should go to: <http://englishrussia.com/?p=2081>.

Doyle McCormack sends his thanks for the get well card the PNWC membership sent him. Doyle's recent bone spur surgery was very successful.

Tacoma Rail in early November announced the hiring of new superintendent Dale King. King was director of rail services for Weyerhaeuser Company, having worked for that company since 1985. He previously worked for *Burlington Northern Railroad*. King will begin work in December leading the 100-employee railroad that is part of the City of Tacoma.

I would believe that the majority of us are pleased that the November election is over. Sound Transit's Proposition 1, the \$17.9 billion 15-year measure to expand light rail, commuter train and bus service, won easily. The measure includes 34 miles of additional light rail to Lynnwood, north Federal Way, and the Overlake Transit Center in Redmond (near Microsoft), an increase in express-bus service beginning in 2009, and four more Sounder commuter trains south of Seattle from 2011 to 2015. Funding comes from extending an existing sales tax, and adding the half-cent increase from Proposition 1, for the next three decades or more. More information: www.soundtransit.org.

Many thanks to **Ron McCoy** for taking on the rehabilitation and upgrading of the PNWC Observation Platform Display. The display will be the major component of the Oregon Rail Heritage Foundation's marketing partnership with the Oregon Museum of Science and Industry. ORHF is helping OMSI market their IMAX showing of the *Polar Express* movie (November 24 – January 4); OMSI is helping ORHF market the Holiday Express and ORHF. The display is being set up in the lobby of the OMSI IMAX Theater.

Please welcome new regular members **Christopher Bowers**, Tigard, and **Paul Palfey**, Hermiston. Christopher was previously a family member.

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 2009-2011 – Christopher Bowers

No nominations from the floor were presented 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

Election Statements of Candidates for 2009 Offices

President - Keith Fleschner

Hi-I'm Keith Fleschner, Candidate for 2009 President. Currently I serve as chapter vice-president. In the past, I've also been a director on the chapter's board. In addition I'm the chapters Safety officer and involved in rolling stock repair and operation. I've had the pleasure to work with some great leaders in the chapter and hope I can continue the tradition. I believe the chapter faces some significant challenges in the near future.

- * Money the current budget has more expenses than revenue; this of course is not viable for the long term. We need to find new ways to make money. Reduction of expenses may also be required which would be painful given our current austere budget.
- * Relevance we've recently seen a decline in membership, we need to reevaluate what we offer members, is our "product" in demand, and seen as a good value. This I believe is a normal part of maintaining the organization. We may need to try some new things.
- * A permanent home Development of a permanent home would solve many problems the chapter faces I'm sure it would also create some new ones. This is very complex undertaking, moving it forward will be one of my highest priorities if elected.

In closing I'd like to remind everyone that your officers and board members can't do it alone, I encourage everyone to get involved.

Vice-President - Mark Reynolds

I am submitting my name for nomination for Vice President of PNWC-NRHS at this time for the following reasons:

1. I have been a Member of PNWC since 2001, and have been involved in several activities that support our Chapter in increasing roles of responsibility
2. I have been an active Car Host on most all of the Holiday Express trips that support both ORHF and PNWC
3. I have been a PNWC Board Member for the past two years
4. I have served on the S2 Relocation and Restoration Project Team (including the Re-Painting Project Chairman)
5. I have been an active participant on the Rolling Stock repair team (and S2 Demolition Crew)
6. I have been an active participant on the PNWC New Home Committee
7. I was an active participant as a car host and tour guide during the NRHS National Convention
8. I have been an active Concessions Booth staffer at APMA-Steam-Up and other sales activities

I believe that I have time, interest and new ideas to promote PNWC's mission and goals for the future. I have a lifelong interest in Railroading and Model Railroading activities, and am a supporting member of the Milwaukee Road Historical Society, Northwest Railroad Museum, Union Pacific Historical Society and the Illinois Railroad Museum.

I have the enthusiasm and energy to further the goals of the PNWC and NRHS. I am a Registered Professional Electrical Engineer in the State of Oregon

Secretary - Jean Hickok

I have been the Treasurer for 2007 and 2008.

I look forward to continuing to support the Chapter now as your Secretary.

Thank you for your support by voting for me as Secretary and to continue to be involved in moving our Chapter forward to a better and brighter future.

Treasurer - George Hickok

My name is George Hickok, and I'm running for Treasurer. I've served the Chapter in many ways in the past, including Secretary, President, National Director and Director at Large.

As your Chapter Treasurer, my focus will include two special projects. The first will be to ensure the Chapter is in compliance with the new requirements for federal tax reporting - the first major change to the Form 990 that non-profits use in some 30 years. The second will be to develop an Accounting Manual, that will explain to the next Treasurer the what, how, and why of managing the Chapter finances.

I look forward to the opportunity to continue my service to the Chapter, and would appreciate your vote. Thanks for your consideration.

National Director – Ed Berntsen

I have been a member of Pacific Northwest Chapter since I first joined NRHS in January 1963, at the invitation of Southern Pacific ticket and reservation clerks Al Haij and Miln Gillespie. I then was a co-founder of Tacoma Chapter in January 1965, and Columbia River Chapter in 1988. Upon the unexpected passing of Miln Gillespie in 1968, NRHS appointed me to replace him as West Coast Region Vice President, and I then served NRHS in various regional and national capacities until 1988. These positions included national vice president - public relations, national vice president - mechanical, and Northwest Regional Vice President when the NRHS Regions were realigned to better support chapter growth. I thank Pacific Northwest Chapter for electing me National Director for the current 2008 calendar year, and for coincidentally nominating me to successful election as NRHS Northwest Region Vice President in November 2007. I was re-elected for 2009 to that position at the Nov 2 NRHS Chicago board meeting.

This year also marked my 48th year employed in the railroad industry, and I currently perform part-time consulting work for a small railroad consulting firm, assisting short lines with operating rules training and regulatory compliance, coordinating special freight shipments, and providing operations support for occasional chartered passenger trains to various destinations throughout North America.

I look forward to continuing to serve Pacific Northwest Chapter as your National Director in the challenging times ahead, as we seek new Chapter revenue opportunities, and actively develop a working railroad museum in Oregon.

Chapter Director-at-Large, Position 1 – Ron McCoy

A member since 1998, I served two terms as Chapter President in 2004 and 2005, during which the Chapter planned and successfully conducted not only our normal business affairs, but also the highly successful 2005 NRHS National Convention. After a much needed break, I am ready to serve the Chapter as a member of the Board.

If elected as a director, my priorities will include preserving and boosting membership, increasing the value that being a Member offers, and most importantly, redoubling our efforts to secure a permanent, sustainable home for the Chapter.

Chapter Director-at-Large, Position 2 – Christopher Bowers

I have been a member of the PNWC-NRHS since October 2006. During the past two years, I have learned many aspects of our chapter and gotten to know other members as well. I have come to greatly appreciate and enjoy the vast amount of historic information that our chapter possesses, as well as the people that possess this knowledge. I also sincerely appreciate all the hard work and dedication that goes into our chapter. Needless to say, there is much to learn and much to do. I long to do my part to help and contribute to our cause and to our chapter. As a member of the Board of Directors I feel I can do just that. I have served in our United States Navy and am now ready to proudly serve the PNWC-NRHS.

Be sure to vote at the December potluck and membership meeting. Charles Stevens will be administering the election and will also answer any questions you may have. If anyone needs an absentee ballot, they should request it by mail from Jim Loomis, 12440 SE Stephens Street, Portland, OR 97233, prior to December 5.

-James Loomis, Election Chair



Left: Our current Board of Directors, hard at work.

Right: Monthly membership meeting in the basement of Saint Mark's. (Photos by Jim Hokinson)



PRESENTING THE CHAPTER ARCHIVES AND LIBRARY

Located in a picturesque brick building at Portland's historic Union Station, this library has a unique and well-preserved collection of photographs, business records, timetables, periodicals, maps, books, videos and other materials that illustrate the history of Pacific Northwest railroads.

The collection can be viewed by appointment and includes tens of thousands of documents: more than 10,000 periodicals; 20,000 photographs; 8,000 drawings and maps, and 1,500 books from the 1880s through the present.

There are trade journals and technical manuals, business records and employee timetables, pictures of locomotives and drawings of roundhouses.

Hundreds of maps of communities and rail lines show how Oregon and Washington once looked, while personal papers of railroad employees shed light on a way of life gone by.

The library also has records of interest to genealogists, including: personnel rosters of the Southern Pacific Company in Oregon dating to 1910; and materials donated by the Union Pacific Railroad and the Spokane, Portland and Seattle Railway, performance evaluations, accident reports and business correspondence.

The Pacific Northwest Chapter of the National Railway Historical Society began assembling the collection in 1959, and it has grown steadily ever since due to generous donations and thousands of hours of volunteer labor. The archives and library is open Monday mornings and two Saturday afternoons per month and by appointment.

The Chapter operates the book and video collection as a Lending Library for chapter members, who can check out materials for free.

Physical Location: Union Station Annex, Room 1, 503 NW Irving St, corner of NW Irving St & 5th Ave

Mail: Archives & Library, NRHS, Union Station, 800 NW 6th Ave, Rm 1, Portland, OR 97209-3715

Phone: (503) 226-6747 Email: pnwc@pnwc-nrhs.org Web: <http://www.pnwc-nrhs.org>

Hours: Mondays, 10 am to noon. Two Saturdays per month, 1 pm to 4 pm, and by appointment

ANNUAL HOLIDAY POTLUCK & TRAIN TOY DRIVE

Toys will be contributed to the
US Marine Corps Reserve
Toys for Tots program.

All toys must be:

- ★ NEW
- ★ UNWRAPPED
- ★ Train-related if possible



★★★ Potluck Dinner Starts at 6:00PM ★★★

Main dish Honey Ham provided by Darel & Diana Mack <> Potato side dish by Ron McCoy & Christopher Bowers

BRING YOUR HOT DISHES, SIDE DISHES, SALADS, SECRET RECIPIES, PIES, CAKES, COOKIES AND APPETITES!

DECEMBER 19th <> St. Mark's Lutheran Church
Membership meeting and Annual Elections to follow immediately thereafter.

HISTORIC S-2 NEEDS YOUR HELP

Is your check in the mail?

This workhorse spent its life since 1943 working the docks and warehouses of Portland for the Northern Pacific Terminal Company and its successor, Portland Terminal Railroad. This 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 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 we can all be proud of and that 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(C)3 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.



SALEM, OREGON WW II INQUIRY

by Arlen L. Sheldrake

INQUIRY: In early January, an interesting inquiry was received by the Oregon Rail Heritage Foundation: "I am trying to find information on the train that my mother worked on in 1944. The name of the narrow gauge locomotive was Phoebe. It was used by Southern Pacific as a steam plant in Salem, Oregon. The number 17 is on the front of the engine. She and other ladies were working while the men were in WW II. My mother is 85 years old and doing well. If it were in a museum, we could take her to see it. She is very proud of the work she did in the "oilers and wipers union". Thank you so much for any information you can give me."

RESEARCH by Bob Melbo: Built by Baldwin in 1887 as engine #21 for the South Pacific Coast Railroad (SPC), a narrow gauge line that was acquired in 1887 by Southern Pacific, which had formed the South Pacific Coast Railway Company for the purpose of consolidating a number of California coastal area narrow gauge operations. From the SPC, the engine became Nevada & California Railway (N&C) #17. N&C had been incorporated in 1905 by SP to operate a railroad between Mojave, CA and Fallon, NV, which included the 3-foot Carson & Colorado (C&C) line as a link between the two standard gauge end connections. Hence #17 wound up working the C&C about 23 years. A similar locomotive, #9, is located at Laws, California.

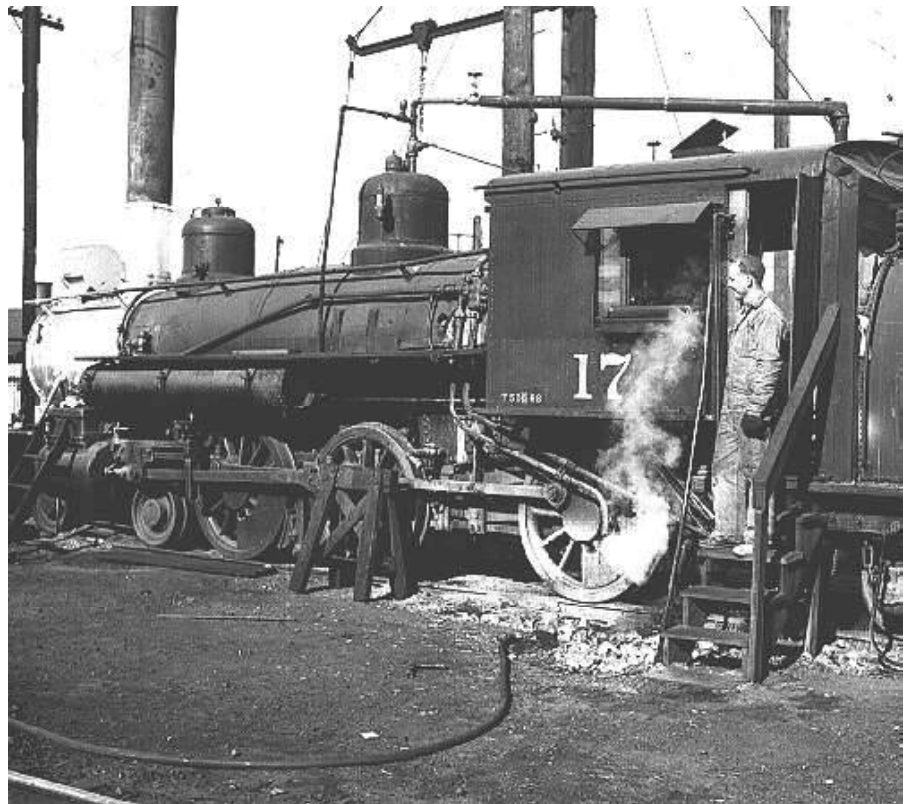
One might wonder why Phoebe was brought all the way from California to Salem on a flat car to serve as a stationary boiler. We believe this was done because of the WW II priorities and the limited availability of other power sources.

This information was sent to the inquirer along with information on where to see and ride steam locomotives in Oregon and Southern Washington. Subsequent conversation with the inquirer indicates that she intends to acquire additional information about her mother's work on Phoebe and she noted, in a bit of irony, that the scrapping date of May 31 is also her mother's birthday.

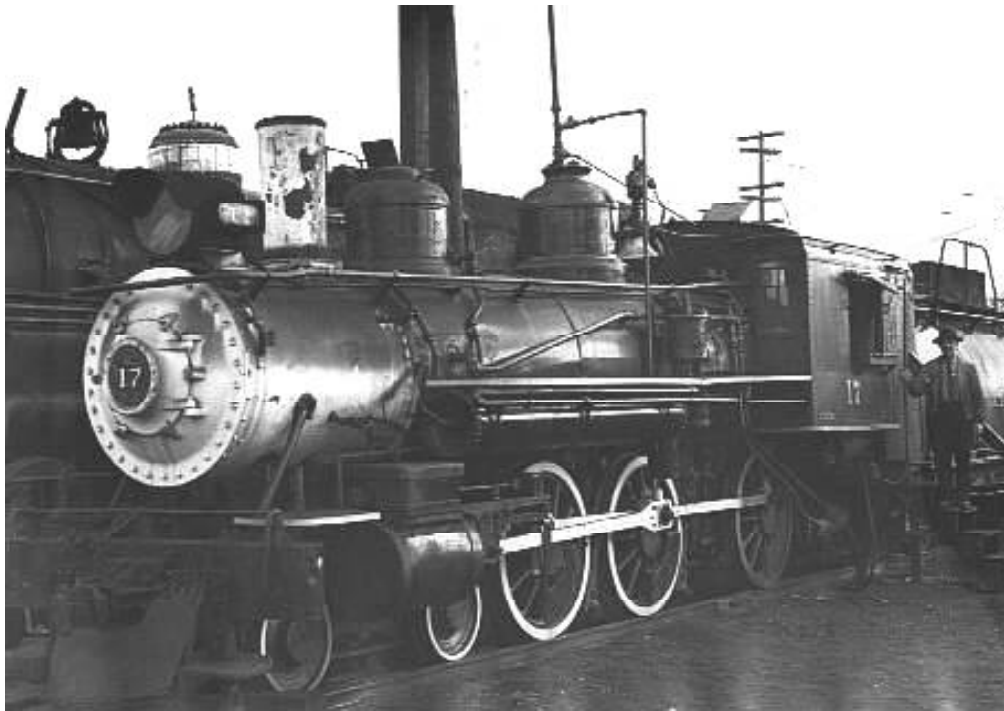
(cont'd)

The Salem Library Ben Maxwell collection:

The Maxwell Collection consists of over 5,000 photographs donated to the Salem Public Library by the estate of Mr. Ben Maxwell. Most of the photographs were taken by Mr. Maxwell, a noted Salem photographer and historian who died in 1967. Mr. Maxwell was a native of Salem where he was born in 1898. He attended college at Oregon State University where he studied history and journalism. He started working with the *Capitol Journal* newspaper in 1939. Because he packed his camera on every quest for historical stories, he was able to illustrate his articles



for readers of the *Capitol Journal*, the *Oregon Journal*, the *Oregonian*, and several magazines. He recorded, on film, at least 13 governors, old-timers now gone, covered bridges now missing, and buildings and homes no longer standing. The collection includes copies of rare early Oregon photographs taken by others, which have in turn been copied over and over by later researchers and feature story writers. Many additional photographs remain to be scanned and added to the collection, as this is a work in progress.



Left and above: Photos from the Salem Public Library Historic Photograph Collections. Photos by Ben Maxwell, February 17, 1944: This "Phoebe" narrow gauge locomotive was used by Southern Pacific as a steam plant at Salem. This narrow gauge 4-6-0 engine #17, nicknamed "Little Phoebe" by the Salem crews, spent her last years in Salem on a short section of 3 foot track made especially for her. Here she served as a stationary boiler for the Salem shop area until she was cut up for scrap on May 31, 1952. www.photos.salemhistory.org; an excellent source of historical information.

10 T3 STREETCAR – THE PORTLAND PROTOTYPE

by Arlen L. Sheldrake

The United Streetcar/OIW-Skoda team was awarded the contract to manufacture the first modern, made-in-America, prototype streetcar for the city of Portland. The streetcar is in full compliance with the Buy-America Act. The new streetcar will use a wide variety of U.S.-produced components with easy procurement, replacement and service from United Streetcar, LLC. The 10 T3 Streetcar Prototype is being manufactured in the Clackamas, Oregon facility and will be delivered to the city of Portland in 2009.

United Streetcar, LLC, is a wholly-owned subsidiary of Oregon Iron Works, Inc (OIW). OIW is a specialized fabrication and manufacturing company founded in Oregon in 1944. United Streetcar's mission is to provide modern, efficient, safe and reliable, American-produced streetcars and to be a pioneering force in increasing urban transit options throughout the United States.

On October 16, Ron McCoy toured United Streetcar's facility and provided the following information and photo of the streetcar truck, or bogie, as it is interchangeably called.

- The United Streetcar-improved truck design includes an improved suspension system for better, quieter ride than the European originals
- Car floor being built with United Streetcar-designed sound and vibration dampening composite
- Frame made by Oregon Iron Works
- Disc brake and gearbox assembly made in Pennsylvania
- Wheel diameter (new/worn) 610mm / 530mm (24"/21")
- Wheels, axles, tires, springs, and most other parts U.S. made
- Most significant non-U.S. parts are the motors, same as Euro-made Skoda streetcars
- Motors are frame-mounted
- Each axle has its own motor
- Motors are 90 kilowatts, AC
- Primary braking system is regenerative, not just dynamic
- Secondary braking is all-axle, vented disc brakes
- Emergency braking is magnetic track brakes
- Standard trucks allow car body to drop by 50mm (2") between empty weight and full capacity
- Trucks can accommodate optional "hydro-pneumatic" suspension which actively compensates for load changes, keeping floor height consistent



(Company information extracted from the United Streetcar website, www.unitedstreetcar.com, on October 17, 2008.)

BUMPER POST DEBUTS

Our PNWC Archives are located in room 1A of the Union Station Annex. The new TriMet Green Line includes a stub track that ends just three feet from the room 1A wall. Some have wondered what, if any, end-of-track device TriMet would install to prevent errant light rail cars from becoming an addition to our Archives. In October, the TriMet construction contractors installed this Klose, Model BP 506, Train Stop System.

The new I-205/Portland Mall line opens September 2009 with a stop at the Portland Union Station.



THE MONTHLY TRAINMASTER SAGA

by Arlen L. Sheldrake

Ever wonder what it takes to get the *Trainmaster* to you each month? Probably something that you haven't given a lot of thought to but here is the process:

- 1) During the month, Editor Steve Hauff acquires materials from various sources, including you.
- 2) During the month, Membership Chair Diana Mack processes new memberships and address changes, forwarding the address information to our mailing list guru, George Hickok.
- 3) About mid-month, Steve begins to format the next month's *Trainmaster*.
- 4) Toward the end of the month, Steve finalizes the next month's *Trainmaster* and sends two computer disks to Arlen Sheldrake. One is a 150 dpi version for electronic distribution and the other a much higher resolution disk that goes to the printer. (You might wonder why we mail computer disks. Electronic transmissions of Adobe pdf files sometimes add or drop characters and the print file size exceeds many email server limits.)
- 5) Arlen delivers the print disk to Buel's Impressions Printing in Oregon City. Dave Buel usually takes a day or two to complete the print.
- 6) Diana sends final mailing list updates to George and George then prints labels in USPS Zip+4 sequence for bulk mailing and delivers the mailing labels to Maxine Rodabaugh. Bulk mailing requires a periodic cleansing of the mailing list to ensure that street addresses and city/state/zip codes match USPS requirements. First class mailings can be sloppy; bulk mailing has some pretty rigid requirements. George takes care of this cleansing and the required certification process.
- 7) Diana is called by Buel's Impressions and picks up the *Trainmasters*, inserting if there is an insert, folding and taping; Diana then delivers the *Trainmasters* to Maxine Rodabaugh. By this step, steps #1 and #2 are already well underway for the next issue.
- 8) Maxine affixes the mailing labels and bundles the *Trainmasters* in bulk mail Zip bundles. With Janet Larson's assistance, the mailing is delivered to the business desk at the main Portland Post Office and the extra copies are delivered to our office in Room 1. Our target is mailing the *Trainmaster* during the first week of the month.
- 9) Arlen sends the electronic version to the electronic recipients (currently 15).

This process is usually repeated 12 times each year. For 2008, 13 issues will have been published and distributed.

The November *Trainmaster* was mailed to 268 individuals, which included 33 complimentary copies. Board approved complimentary copies are mailed to each Oregon Rail Heritage Foundation Board member, NRHS chapters in our region and a few others. NRHS Chapters outside our region may request a complimentary electronic version.

BROOKLYN YARD RECEIVES MAINTENANCE

During the early fall of 2008, the Union Pacific Railroad gave the Brooklyn Rail Yard in SE Portland a lot of general rail maintenance. One of the impressive pieces of equipment used by the track gang was this Brandt Road Rail Corporation Mobile Railcar Mover model 5500. The power unit is rail and road legal and it can convert between the two in three minutes. Top speed on rail is 50 mph. It has six highway and two rail axles. Brandt Road Rail Corporation is located in Regina, Saskatchewan (www.brandt.ca) and specializes in material handling equipment for the rail industry. They produce several versatile railcar movers, specialized on-track material cranes, and custom railcars.



Still a couple of weeks to have some fun in a toy department and pick up some train toys for our Train Toys for Tots campaign. Bring your new toys to the December meeting or give them to any PNWC Board member or drop them at Room 1 during the Lending Library hours.



Bill Binns presented a program on the *Willamette Shore Trolley* to the October 17 membership meeting at Saint Mark's. (Photo by Jim Hokinson)

Every gift counts. Yours can count twice.

Add your support for Oregon's culture. Make a gift to the Pacific Northwest Chapter. Then make a matching gift to the Oregon Cultural Trust and claim 100% tax credit. It's that simple. Learn more or donate online at: www.culturaltrust.org

**Oregon
Cultural
Trust**

775 Summer Street NE, Suite 200
Salem, OR 97301
(503) 986-0088
CULTURAL.TRUST@STATE.OR.US

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

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