

The

April 2009



Trainmaster

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



PACIFIC NORTHWEST CHAPTER TIMETABLE #561

Board of Director's meetings: April 9 & May 7, Thursdays, 9320 SW Barbur Blvd Suite 200, 7:30 pm
(Note 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 (April 18) and also the following Saturday (April 25). It is also open every Monday morning from 10 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 :

April 11 – Banquet - Program: *An Oregon Yank Down Under*, Bruce Carswell;
Stockpot Restaurant, 5:00 pm no-host cocktails, 6:00 pm dinner; door prizes;
Jack Holst 2008 Member of the Year Award; NRHS 25-year Awards

April 17 7:30 pm – Program: *America & the Passenger Train, 1830's – 2008*, DVD

May 15 7:30 pm – Program: No program yet. Your ideas & suggestions needed!

May 16 Excursion: Meadows & Lake Kathleen Railroad, Deadwood, Oregon, www.pnwc-nrhs.org or
Ron McCoy 503.310.4811 (See insert)

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

NOTABLE NON-CHAPTER EVENTS:

April 18-19, *Fruit Blossom Special*, Mount Hood Railroad, www.mthoodrr.com, 800.872.4661

May 3, *San Diego Steam Special*, ex-Santa Fe 3751, LA – San Diego RT, www.centralcoastrrhs.com

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

May 23 – Sept 27, *Saturday & Sunday Steam Excursions, Chehalis-Centralia Railroad*, www.steamtrainride.com,
360.748.9593

May 23 – Sept 27, *Saturday & Sunday Oregon Coast Scenic Railroad, Garibaldi – Rockaway*, www.ocsr.net,
503.842.7972

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

June 19-22 & 26-28, *Day Out With Thomas*, Mount Hood RR, www.ticketweb.com/dowt, 866.468.7630

June 20, *Steam Locomotive Oregon's 50th Birthday*, Washington Park & Zoo Railway, Oregon Zoo

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

July – August, *Oregon Coast Scenic Railroad* adds Monday & Friday runs.

July 10-12 & 17-19, *Day Out With Thomas*, Northwest Railway Museum, www.trainmuseum.org, 866.468.7630

July 24-26, *Train Festival 2009*, Owosso, Michigan, www.trainfestival2009.com

July 25-26 & August 1-2, *Great Oregon Steam-Up*, Antique Powerland Museum, Brooks, Oregon,
www.antiquepowerland.com

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

September 12, *GN Day in Skykomish*, Washington, seminar, more info: skykomishhistoricalsociety@yahoo.com

October 24, *7th Annual Autumn RR Slide Show*, McMenamins Olympic Club, Centralia, Washington,
www.autumnleafslideshow.blogspot.com

October 28 - November 1, *SP Historical & Technical Society Convention*, San Luis Obispo, California,
www.sphts.org

October 29, *The West the Railroads Made*, exhibit, Oregon Historical Society Museum, www.ohs.org

December 4-5-6, 11-12-13, *Holiday Express '09*, Oregon Rail Heritage Foundation, www.orhf.org

NOTES FROM A MEETING

Keith Fleschner, President

Your officers, directors and committee chairs spent a valuable day discussing the future of the Chapter at a retreat of sorts. This was no trip to a resort, instead, we spent a Saturday at Mark Reynolds' office. It was helpful to start the day out with the Chapter, not end it as we often do. I forgot to mention: early in January, most of the officers and directors spent another Saturday in Corvallis at a non-profit leadership conference. You have a very hardworking group of officers and directors.

We can begin to see the busy spring and summer seasons:

* Work continues on the scraping of the S-2 39. A significant milestone was the movement of one of the trucks to the roundhouse where it can be disassembled safely.

* Al Hall is putting the final touches on the Annual Banquet to be held April 11 at the Stockpot Broiler. The food is always excellent and Bruce Carswell is presenting our program. It will be a good event. Tickets are going fast.

* Ron McCoy is planning an excursion to the Meadows and Lake Kathleen 15-inch Railroad on May 16 (see the insert in this *Trainmaster*). Many of us have had the pleasure of being on a trip Ron has put together. They've all been great and I'm sure this one will be also.

* Preparations are under way for *National Train Day*, Saturday, May 9. We hope to have a large presence at Union Station. Stay tuned for more details.

* Let's not forget that the *Great Oregon Steam-up* is coming the last weekend of July and the first weekend of August. We'll need lots of help for this fun event.

If you're a procrastinator, the deadline for renewing your membership is rapidly approaching. Please get your renewal to Diana so you can remain with us for the rest of 2009.

Bob Weaver is doing some excellent work with the lending library. Head down to Room 1 and check something out.

And finally, if anyone out there would like to get more involved in the Chapter but doesn't know how, I'm your one stop information source. Give me a call or send an email. We have plenty of projects.



Chapter Meeting
Photos by
Jim Hokinson



MEETING SNACK SIGN-UPS

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

April = available

May = available

June = available

July = available

To volunteer for available months, please contact Keith at 503.516.9272 or email to: keithfleschner@msn.com.

PNWC – NRHS MISSION

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

2009 PNWC Annual Banquet

When: Saturday, April 11
Location: Stockpot Broiler Restaurant at Red Tail Golf Course
 8200 Scholls Ferry Road
 Beaverton, OR
Time: 5:00 PM Social Hour, 6:00 PM Dinner, 7:00-8:30 PM Program
Program: 25-year pin presentation
 Jack Holst Award winner
 Bruce Carswell presents “An Oregon Yank Down Under” – about his experiences while managing a short-line railroad in Australia.

If you have questions please contact Al Hall at 503-699-5042. Or email Al at: alhall@comcast.com

Directions:



From I-5 take Hwy 217 N (exit 292A) toward Tigard/Beaverton. Take Scholls Ferry Rd exit (exit #4 toward Progress). Turn right onto SW Scholls Ferry Rd. The Red Tail Golf Course and Stockpot Broiler entrance is 1/4 miles on your right.

From Hwy 26 take Hwy 217 S. Take Scholls Ferry Road exit (exit towards Progress). Turn left onto SW Scholls Ferry Rd. The Red Tail Golf Course and Stockpot Broiler entrance is 1/4 miles on your right.

Each dinner is **\$26.00** per person which also includes gratuity. Entree includes vegetables, salad, beverage and dessert. Each person may choose one of the below entrees. Please list all names of those you are paying for and each person’s choice of entrée.

<u>Qty</u>	<u>Choice of Entrée</u>	<u>Name</u>
_____	U.S.D.A. highest quality Prime Rib of Beef	_____
_____	Pan Seared Breast of Chicken	_____
_____	Caramelized Herb Filet of Salmon	_____

Make check payable to: PNWC-NRHS

Mail check and above information to: PNWC Banquet
 c/o Al Hall
 17112 Kelok Rd.
 Lake Oswego, OR 97034

PNW SHORT LINES

by Arlen L. Sheldrake

Congratulations to President and CEO Don Evans and the *West Coast Railway Association* on their receipt on January 29 of a C\$1.25 million grant from *Canadian National* toward the new Roundhouse complex under construction at the West Coast Railway Heritage Park in Squamish, British Columbia. The new CN Roundhouse & Conference Centre will open in September 2009. In announcing the CN donation, Chairman of the Board, David G. McLean said, "CN is very proud to support one of Canada's greatest railway heritage attractions that benefits families, communities and local business." Speaking of Squamish and CN's long history together, he added, "CN's roots go back to 1912 when Squamish was the headquarters for the *Pacific Great Eastern Railway*, which later became *BC Rail*, now a member of the CN family." The new C\$6.25 million, 22,000 square foot facility will become the park's featured exhibit building. It will house seven historic railway locomotives year 'round and will be the largest banquet and meeting facility on the Sea to Sky Corridor, hosting up to 1,200 people. It will be equipped with an environment-friendly, geo-thermal system for heating and cooling. The facility has also received financial support from the provincial government and other, private donors.

The *White Pass and Yukon Route* (WP&YR) is upgrading eleven GE 90-class locomotives at the *Coast Engine and Equipment Company* (CEECO) in Tacoma. Two of the locomotives, number 90 built in 1954 and 98 built in 1966, arrived in Tacoma via barge in October 2008 and are expected back in Skagway service by May 2009. The locomotives will be re-classed as CERES 140's, which stands for Controlled Emissions Repower Systems. The 1,400 horsepower engines, made by Cummins of the United Kingdom, will supply 60% more horsepower and will increase fuel efficiency by over 30%, while reducing stack emissions by 80% and eliminating all visual emissions. They will meet or exceed all EPA regulations now and into the foreseeable future. Control functions will be CEE-Trac Microprocessors which will provide up to 30% more tractive effort for a higher horsepower-to-weight ratio. The 11-locomotive upgrade project should be completed by the 2012 operating season. On July 23, 2008, WP&YR set a new daily ridership record of 7,009 passengers.

In December, the Port of Vancouver agreed to purchase a 17-acre, 2-mile long right-of-way from the BNSF Railroad as the first step of a major \$130 million dollar, 9-year project designed to service extra-long trains that currently must go to the Port of Portland. Nearly immediately, the project will provide Port of Vancouver tenants access to *Union Pacific* as well as *BNSF*. This large project will allow the Port to extend commercial rail access to its Terminal 4, or the former Alcoa aluminum site, as tenants are signed. The project is expected to be complete in 2017.

The *Messenger of Peace* Chapel Car owned by the Northwest Railway Museum in Snoqualmie was placed on the National Register of Historic Places on January 21, 2009. Because Baptist women across the country raised funds for its construction, the American Baptist Publication Society's *Messenger of Peace* would be called the Ladies' Car. Viewed by thousands at the 1904 World's Fair, it travelled across the United States and Canada under the auspices of the Railroad YMCA, and delivered the Gospel from the Ozark Hills to the Olympic Mountains. Summer's heat, which sent temperatures soaring inside the chapel car, would cause the missionaries to put up the awnings. The chapel car was built by Barney and Smith and dedicated May 28, 1898.

The Chehalis-Centralia Railroad Association has announced a full slate of 2009 steam excursions including their regular weekend runs, beginning May 23 and ending September 27. In between, there are special dinner and theme runs. *Cowlitz, Chehalis & Cascade* #15, a 1916 Baldwin 2-8-2, pulls 13-mile round trips to Milburn and 18-mile round trips to Ruth. Located just off I-5 at the Chehalis exit 77, the railroad is 1.5 hours from either Portland or Seattle. More information may be found at www.steamtrainride.com or 360.748.9593.

A new addition to the archives is an Ed Immel-supplied copy of a *Union Pacific* Engineering Department blueprint for Standard, Single and Double Water Closets. The blueprint came from one of Ed's friends who

acquired it during a UP house cleaning. According to the blue print the following doubles were built: Almota, Washington 10/1908; Wallowa, Oregon 02/1909; Enterprize, Oregon 02/1909; Joseph, Oregon 02/1909; Hermiston, Oregon 01/1907; Amwaco, Idaho 06/1910. Singles were built: Elgin, Oregon 10/1909; Enterprize, Oregon 10/1909; Wallowa, Oregon 10/1909; Chinook, Washington 07/1908; Ft. Columbia, Washington 07/1908. The blueprint was originally drawn on May 1909 with a revision in November 1914 to reflect a shingle roof. Station spelling is from the blueprint. No half moons were on the doors.

The *National Geographic Channel* is running a new 3-part series, *Break It Down*. “The Diesel Locomotive” is one of the three, one-hour shows: “Railroads are the backbone of American industry. 170,000 miles of track crisscross the country from coast to coast, moving two billion tons of freight nationally every year. But nothing lasts forever, and that includes a couple of 180-ton locomotives. Their engine technology is inefficient so they’re headed for the scrap dealer where they’ll be cut down and cannibalized. Any salvageable parts must come out intact for resale, while leftover metals like steel and copper will be cut up, melted down, and ultimately reformed into new products. In this business, nothing goes to waste. Get an inside look at the unknown world of scrap, where locomotives go to die and be reborn.” Another of the shows is Portland General Electric’s Sandy River Marmot Dam removal.

According to a posting on Trainorders.com, the *Oregon-Washington Railroad & Navigation Company* (OWRR&N) business car 184 restoration is nearing completion and is destined for display by the *South Bay Historical Railroad Society* (SBHRS) in Santa Clara, California. The 184 was built by Pullman in 1912 as OWRR&N 496, a café parlor observation, and the car was rebuilt by 1922 to a business car. Retired by UP in 1966, subsequent owners were *Stockton Terminal & Eastern* and the *Golden Gate Railroad Museum*. SBHRS was incorporated in 1985 to preserve the local area railroad heritage while running a working museum to benefit the community, including preservation of the Santa Clara Railroad Depot (1863), the Santa Clara Tower (1927), and two maintenance-of-way buildings. More information is available at: www.sbhers.org.

Remember the floods of three years ago that caused a breach in the dike near the Warren Slough in Knappa, Oregon. This dike just happens to carry the *Portland & Western Railroad A-Line*. This repair has not been accomplished. *The Daily Astorian*, March 6 reports: “As if this marathon repair project weren’t complicated enough already – with private landowners, Clatsop County, multiple state agencies, federal permitting agencies and the railroad company struggling to find common ground – the newly enhanced habitat for threatened and endangered salmon adds yet another wrinkle. Clatsop County, which applied for the permit to plug the breach because of the threat to Ziak-Gnat road and Bridge, has slogged through a difficult permitting process complicated by confusion over jurisdiction. Now, many of the ownership issues have been untangled, the permit application is still incomplete and repair work cannot begin.” The 2006 dike breach has provided 60 acres of wetlands that experts say are now prime rearing habitat for young smolts so the federal agency that looks out for protected salmon, the National Oceanic and Atmospheric Administration, must sign off on the dike restoration permit. The Port of Astoria is anxious to see the rail line fixed to help attract tenants to the industrial land it’s hoping to buy at North Tongue Point. The next in-water work period begins in November but hurdles remain.

Member **Jerry Tanquist** reports that the *Des Chutes Railroad* Harris Canyon Water Tower has found a champion, Ron Walp, to lead the much needed restoration effort. The Oregon Department of Fish and Wildlife owns the property on the Deschutes River and has given Ron approval to move ahead with restoration planning. The water tower is located 12 miles south of the Columbia River.

The stalled 2006 Oregon Department of Transportation project to straighten the curves between Pioneer Mountain and Eddyville on Highway 20 between Corvallis and Newport is back under construction with a late 2011 completion target. This project will open this route to 53’ truck trailers that are currently prohibited because of the tight curves. What this will do to the *Portland & Western Railroad* Toledo Hauler car loadings is still to be determined.

The *City of Prineville* has found a new owner for the *Crooked River Dinner Train* and operations began

March 21 with runs scheduled for the rest of the year that includes mid-day runs on summer weekends. The new owner is Jimmy Brundage, who also owns Cougar Canyon Catering. More information is at 541.447.6251 or www.crookedriverdinnertain.com.

The Oregon International Port of Coos Bay on March 13 officially became the owner of the 111-mile Coos Bay rail line and renamed the line *Coos Bay Rail Link*. June is the earliest work can begin to return the line to operation and the earliest operational estimate is spring of 2010. Repair estimates range up to \$33 million but the line could return to operation with less of an expenditure.

FEBRUARY MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – February 20, 2009

President, Keith Fleschner called meeting to order at 7:30pm

Welcome to Pam Nankin, guest of Matt Miovac.

Welcome to new member – Clyde Kelly.

Reminder of 2009 membership renewals for those that have not renewed yet and can be given to Diana Mack.

Thank you to Charles Stevens stepping down from the Board of Directors and continues his work on the Flanger.

Welcome to Ron McCoy and Christopher Bowers as new Board of Directors member. Thank you to Arlen Sheldrake, our past president, for all his contributions.

Treasurer's report – George Hickok, new treasurer. Still getting organized, paying bills and making deposits. \$3,725, bills paid and \$5,163.80 income which came mostly from National dues. Bob McCoy volunteered to help with audit. We're on track for filing taxes. There are major changes to the tax filing regulations and forms for non-profit organizations. Arlen Sheldrake moved to approve Treasurer's report. Roger Madson 2nd the motion. The membership voted and approved the Treasurer's report as reported.

Thank you to Diana Mack for keeping us on track with the changes in the renewal process.

S2 #39 – George Hickok reported the landlord contacted asking when project to be completed because tenant needs usage of siding. We discovered metal thieves stole most of the cut scrap. Scrapping has resumed now the weather has improved and the plan is to vacate premises as soon as possible. The two trucks are now separated.

Arlen moved to approve the membership meeting notes for October, November 2008 and January 2009 as published in the Trainmaster. Doug Auberger 2nd the motion. The membership voted and approved minutes as published.

National Director, Ed Bernsten was not able to attend membership meeting today. If anyone one wants to attend Railcamp, for adults and teens, contact Ed. There are two railcamps, one on the east coast and one on the west coast.

Ron McCoy reported on WES (Westside Express Service). We had 95 people at our WES preview ride. Attended by PNWC members and guest, plus members of AORTA, OERHS and Webfooters Postcard Club. Everyone had fun. We had a good representation at the WES Grand Opening and WES week. Met and talked to a lot of people. Ed Immel loaned a nice display and archives had some nice pictures. Handed out brochures and supported ORHF. Jim Abney came as PNWC member supporting the booth. Jerry Tank helped also. Keith thanked Ron for spearheading the WES activity. Ron McCoy has agreed to head the Activities Chair.

Activities Ron McCoy working on activities details will be in the next Trainmaster. Ron is open to additional ideas from membership. If anyone has any ideas/suggestions, then send an email to Ron.

Ron McCoy reported on the S2 #36 Restoration Funding Project. Latest donations for S2 #36 are now up to \$7,526.30. The plan is for the restoration of the exterior to the best condition to the 50's/60's version. Established donation levels: Steel Spike Level (0-\$49), Tie Plate Level (\$50-\$99), Cross Tie Level (\$100-\$499), Rail Level (\$500-\$999) and the Golden Spike Level (\$1000+).

Mark Reynolds is working on getting bid from contractor, Cherokee Painting, to paint the S2 #36 professionally. Cherokee Painting can do the painting on site. They have the appropriate equipment to paint this type of equipment/material. Terry Parker has some historic information about this locomotive.

Concessions Report by Al Hall – This is the 6th year we have participated at the SP&S Swap Meet. Last year we made over \$1,000 and even with the economy, this year we made \$1,317. Al advised of other events we will be participating in. Check out the PNWC website for these events in March, April and May.

May 9th is National Train Day – Arlen and Al met with Rose Blackson with AMTRAK. AMTRAK wants the Observation Deck to stay for National Train Day. Details will be announced in the Trainmaster.

PNWC Banquet is Saturday, April 11th at the Stockpot Broiler. The cost is \$26.00 per person. Bruce Carswell will be our guest presenting the program "An Oregon Yank Down Under" managing an Australian shortline railroad for Genesee & Wyoming. Al Hall is taking reservations.

Antique Powerland (Al Hall) – APMA leased 16 acres for RV Parking. Randy Rock runs the public address system.

Tonight's program by Mark Reynolds "What Happened to the MAGLEV High Speed Rail Dream?" Next month's program will be by Bill Hyde "Mining for Jewels in the PNWC Archives".

The Lending Library will be open the next two Saturdays and every Monday.

Snacks sign-up for membership meetings are open starting from March.

Meeting was adjourned at 8:27pm.

Respectfully submitted, Jean Hickok, Secretary

MOUNT HOOD RAILROAD IN THE SNOW



Left: A rare winter MHRR run to Parkdale with a light engine on January 6, 2009. *(Eddie Salminen photo)*

Below: The snow had to be removed from the steps and running boards before the day's operation. December 20, 2008, the last passenger train of the season. *(Photo by Leonard Morgan, MHRR engineer)*



Above: The train made it to Parkdale, MP 21, but snow buildup prevented it from reaching the top of the line (Elev. 1740). There was too much snow to plow up the 3.6% grade with this train and the icing conditions. With all handbrakes applied, the train still slid downhill. *(Photo by Leonard Morgan)*



Above: This is the electric power generating station on the Hood River at (RR) MP 0.5, just before entering Mount Hood railyard. Although it's difficult to see, the river is almost completely frozen. *(Photo by Leonard Morgan)*



Left: Looking back at the train as we crossed over Mount Hood Highway 35 at MP 3.5. *(Photo by Leonard Morgan)*

PGE WORK TRAINS AT APMA

Chairman's Report by Charlie Philpot

Oregon Electric Railway Historical Society members have known about the "Speeder" work trains used by PGE (Portland General Electric) at the Bull Run powerhouse for many years. They had always hoped they could become part of the museum or placed in service on the Willamette Shore Trolley (WST). However, since PGE continued to use both sets to maintain the wood flume feeding the powerhouse there was no opportunity to acquire them while the system was operational.

At that time the Antique Powerland Museum Association (APMA) decided to develop an electrical museum at Powerland in Brooks. Part of the plan was to include the history of PGE to give context to the electrical artifacts. OERHS has similar opportunities because of early PGE involvement in electric railroads. Soon after the announced decommissioning, PGE asked APMA and OERHS to identify items of interest for Powerland Museum. The resulting proposal included a machine shop, hydro generator, other electrical artifacts, and both train sets. At the same time several employees within PGE were contacted in an attempt to develop support for our proposal. We were encouraged at that time by PGE to develop a formal relationship with a group of retirees trying to establish a museum of their own about the company. That group has also submitted a proposal which partially duplicated ours.



Last winter we were informed that PGE had made the train sets available to the contractors for use in dismantling the flume. Finally in October of this year we were notified that both train sets could be moved to the Oregon Electric Railway Museum with the understanding that they will be on display and operated and used to inform the public of the history of the Bull Run project. Greg Bonn arranged with Red Nelson for transportation, and with the help of several volunteers the speeder cars have been moved and reassembled at Powerland. Both sets are moved by diesel powered units with room for six people, an electric crane car and two flat cars. One set includes a car fitted out as a lunch room. They are both in good mechanical condition

and a great addition to our museum. We are now formalizing ownership and will continue discussing use of one set for maintenance on the Willamette Shore Trolley.

The Transfer Editors comments:

PGE's Little Sandy River flume and railroad was built in 1909 to provide water for the 22 mega-watt Bull Run power plant. The wooden flume was unique in that it was a large box style flume built almost entirely on trestling that was over 3 miles in length and was believed to be the longest operating flume until it was decommissioned in 2005. The tramway built on top of the flume was used to inspect and repair the flume. The speeder cars were rebuilt over the years from the original Ford Model-T engines and transmissions to diesels with automatics. The flume was kept in good repair with the access provided by the speeder cars. The dismantling in this pristine area required the use of helicopters to lift sections of the flume to a staging area where it was chipped for use as hog fuel.



This article was extracted from the Fall 2008 issue of *The Transfer*, the quarterly publication of the Oregon Electric Railway Historical Society (OERHS).

OREGON'S SESQUICENTENNIAL STAMP

The Yaquina Pacific Railroad Historical Society (YPRHS), a NRHS chapter in Toledo, celebrated the release of the Oregon Statehood commemorative stamp by being one of the USPS commemorative postmark sites. Cancellation began January 14 and continued for 30 days.

The special commemorative stamp cancellation was done in the beautifully restored YPRHS Southern Pacific Railway Post Office car #5132, built in 1923, the only restored RPO in the State of Oregon. A first-of-a kind "see through" cancellation was used on the envelope.



The YPRHS Chapter was chartered in 1963. YPRHS operates a railroad and logging Heritage Square in Toledo that includes a 1922 Baldwin steam locomotive, 1907 *Southern Pacific* caboose #573, a neat set of 2' logging disconnects and many other items. The winter hours are 10-2 pm, Tuesday through Saturday. The museum is located immediately behind the Toledo Post Office and next to the *Portland & Western Railroad* Toledo Branch.



Left: Tom Chandler, YPRHS, doing the cancellation in the restored RPO car January 14, 2009.

Right: An inside view of the beautifully restored RPO car.

(Text and photos by Arlen Sheldrake.)



S2 #36 Restoration Fund

DONORS

GOAL \$40,000

Golden Spike level: \$1000 and up

In Memorium of John L. & Lois E. Sheldrake, Rita & Arlen Sheldrake, Jim Hokinson

Rail level: \$500 to \$999

Cross-Tie level: \$100 to \$499

Roberta Ballard*, Al Baker, Chuck McGaffey, Anonymous

Tie Plate level: \$50 to \$99

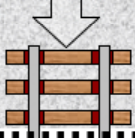
Phil Barney, Robert Wenzel

Steel spike: \$1 to \$49

Gerald Schuler

(* non-member)

\$7,526
raised
as of 3-15-09



Isn't this a pretty smile?



Help restore a piece of PNWC rail equipment and, at the same time, preserve a valuable part of Oregon's cultural and historical heritage.

Add your support to this worthwhile project.

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	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jean Hickok	503.649.5762
National Director	Edward M. Berntsen	253.732.5000
Past President	Arlen Sheldrake	503.223.7006

Chapter Directors-at-Large

Eileen Brazil	2008-2010	503.647.5667
Jim Hokinson	2008-2010	503.635.4826
Ron McCoy	2009-2011	503.310.4811
Christopher Bowers	2009-2011	503.577.0063
William D. Hyde	2007-2009	503.666.5530
Al Baker	2007-2009	503.645.9079

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Concessions	Al Hall	503.699.5042
Chapter Rep., Oregon Rail Heritage Foundation		
	Keith Fleschner	503.516.9272
Chapter Home	George Hickok	503.649.5762
	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	Jim Long	503.313.7382

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

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

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National RailwayHistorical Society
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