

# The

August 2009



# Trainmaster

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



## PACIFIC NORTHWEST CHAPTER TIMETABLE #565

Board of Director's meetings: August 13 & September 10, 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 (August 25) and also the following Saturday (September 1). 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 :

**August 21 7:30 PM – Program:** *Man versus Metal, the technology, science, & tools used to finish the 39 story*, George Hickok

**September 18 7:30 PM – Program:** *Oregon Coast Scenic Railroad*, Aaron Zorko

**October 16 7:30 PM – Program:** *NRHS Adult RailCamp, June 2009*, Al Baker

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

## NOTABLE NON-CHAPTER EVENTS:

Now – Sept 27, *Saturday & Sunday Steam Excursions, Chehalis-Centralia Railroad*,  
[www.steamtrainride.com](http://www.steamtrainride.com), 360.748.9593

Now – Sept 27, *Saturday & Sunday Oregon Coast Scenic Railroad*, Garibaldi – Rockaway, [www.ocsr.net](http://www.ocsr.net),  
503.842.7972

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

August 8, *Willamette Rides Again*, Mt. Rainier Scenic Railroad, [www.mrsr.com](http://www.mrsr.com) / 888-STEAM11

August 10-16, *Steam on the Range*, NRHS Convention, Duluth, Minnesota, [www.nrhs.com](http://www.nrhs.com)

August 29, *Tacoma Rail Train Rides & Open House*, 10 am to 2 pm, [www.maritimefest.org](http://www.maritimefest.org) / 253.396.3327

September 16 – 20, *2009 Association of Railway Museums annual conference*, [www.railwaymuseums.org](http://www.railwaymuseums.org),  
West Coast Railway Heritage Park, Squamish, British Columbia

September 19, *GN Day in Skykomish*, Washington, seminar, more info: [skykomishhistoricalsociety@yahoo.com](mailto:skykomishhistoricalsociety@yahoo.com)

October 13 – 20, *SP 4449 Comes Home*, Minneapolis to Portland, [www.sp4449.com](http://www.sp4449.com)

October 24, *7th Annual Autumn RR Slide Show*, McMenamins Olympic Club, Centralia, Washington,  
[www.autumnleafslideshow.blogspot.com](http://www.autumnleafslideshow.blogspot.com)

October 28 - November 1, *SP Historical & Technical Society Convention*, San Luis Obispo, California,  
[www.sphts.org](http://www.sphts.org)

October 29, *The West the Railroads Made*, exhibit, Oregon Historical Society Museum, [www.ohs.org](http://www.ohs.org)

December 4-5-6, 11-12-13, *Holiday Express '09*, Oregon Rail Heritage Foundation, [www.orhf.org](http://www.orhf.org)

### PNWC – NRHS MISSION

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

# NOTES FROM A MEETING

by Keith Fleschner

I help a friend maintain her house. It occurred to me, while I was standing on her roof, that the Chapter was like the house: people notice the big projects, i.e., paint, new floors, etc., but you have a lot of little projects that are important but go unnoticed, like cleaning the roof.

Every month your Board of Directors and guests meet to do the Chapter's work, some of it the fun "where should we go?", but much of it is the same old grind yet everyone shows up, month after month.

Every month meeting Minutes are produced and bills are paid.

Every month *The Trainmaster* is written, edited, formatted, printed, picked up from the printer, folded, labeled, and mailed (which requires a trip to the main post office because of the service we use).

Every month a meeting program is developed.

Every month your Library committee is working on the Library.

Every month the Archives committee is at work.

Every month the Concessions committee is at work.

Every month something I've forgotten (or don't know about) gets done.

This is the unsung work of the Chapter and we couldn't survive without it.

As I write this, the 2009 *Great Oregon Steam-Up* is fast approaching. A BIG thanks to all the members who work on a variety of projects that involve *Steam-Up*.

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## VISITOR FROM AFAR



Paul Hobbs, historian, author and authority on the *Spokane, Portland & Seattle Railway*, helps out with the job of arranging and describing the Chapter's SP&S Mechanical Department collection in Room 1. Paul lives in Auckland, New Zealand, and was in Portland in June visiting friends and attending conventions. Paul has published two volumes on SP&S cabooses, a freight equipment diagram book, another volume on passenger cars and many articles on Oregon rail history. He has also published at least three CDs of archival and research materials, a rich resource for SP&S fans. Standing behind Paul is Bob Weaver, Lending Library chair, as bewildered and confused as always. (Bob's caption.)

*Editor's note: I spent an hour or so with Paul at the NMRA convention in Hartford in early July - neither of us made the PNWC connection!*

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## MEETING SNACK SIGN-UPS

All months are available. This is one area where the Chapter really needs your help. To volunteer, please contact Keith at 503.516.9272 or email to: keithfleschner@msn.com.

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# PNW SHORT LINES

by Arlen L. Sheldrake

With a herculean effort, Chris Fussell got the *Friends of SP4449* 2010 calendar completed and printed before the July 3, 4449 departure to Owosso, Michigan. The *Friends* are doing concession sales on the trip and at *Train Festival 2009*. Twelve outstanding pictures make this calendar a very reasonable \$15 purchase. Pictures include the 4449 in *AFT* and *War Baby* livery. The 4449 departed promptly at 8 am on July 3 from Portland Union Station with eleven private cars: *Glorieta Pass* (BNSF baggage car), *Minnesota River*, *Super Dome*, MKT 403, NYC #3 (now named *Portland*), *Caritas*, *Chapel Hill*, *Colonial Crafts*, *Silver Rapids*, *Silver Lariat*, and *Silver Solarium* (total train length approximately 1,155 feet). The Portland to Wishram leg included approximately 40 Oregon Rail Heritage Foundation invited guests who were bused back to Portland after a beautiful trip up the gorge in the *Super Dome*.

From *Amtrak* Systems Operations Transportation Notice 031-09-W:

Operating Notes:

- 1) Steam engine #4449 is capable of negotiating 17 degree curves. Locomotive has 80 inch driving wheels and is capable of maintaining passenger train speeds.
- 2) Train to operate at a maximum authorized speed of 70 MPH.
- 3) Steam engine carries enough fuel & water to run all day (approximately 50,000 gals water). No intermediate watering stops are required.
- 4) Train must stop every 150 miles for steam engine servicing. Servicing takes approximately 20-30 minutes and can be done at a siding while awaiting other trains.
- 5) No BNSF and/or *Amtrak* personnel are required for servicing.
- 6) Fuel for the steam engine will be delivered by outside contractor in the evenings after 8 pm. Exception will be in Havre when the fuel will be delivered during the layover day.
- 7) Steam engine will take water at night from any nearby fire hydrant. Train carries approximately 400 feet of fire hose.
- 8) The two tenders will need to be topped off the morning of the departure from Havre due to the long distance to Minot.
- 9) Steam locomotive is manned 24 hours a day.

One of the unheralded bills passed by the 2009 Oregon Legislature and signed by the Governor is HB 2408. "The Department of Transportation shall make a report regarding the capacity, availability and efficiency of rail transportation in this state. The department shall include in its report findings related to extending the Westside Express Service to Salem. No later than October 1, 2010, the department shall issue its report to:" (The Bill goes on to list some 16 entities including two Legislative interim committees.) This is Representative Mitch Greenlick's second try at getting this passed; he is a strong rail supporter.

The second *Amtrak Cascades* service to Vancouver, BC will begin sometime in August and continue at least through the February 2010 Olympics. The Canada Border Services Agency agreed to drop the contentious passenger inspection fee.

It appears that *The Bee*, a newspaper serving the greater Sellwood community in Portland, was the first news outlet to announce the Oregon Rail Heritage Foundation property purchase. Both the July issues of *The Trainmaster* and *The Bee* carried information on the purchase.

The *Daily Astorian* on July 5 raised the possibility that the Knappa Dock road bridge crossing the *Portland & Western Railroad* Astoria Line may become history as Clatsop County is building a bypass road around the old wooden structure. ODOT believes the structure is at least 60-70 years old.

Correction: Last month I reported that the 2009 *NRHS Bulletin* article *Train Watching in Klamath Falls in 1965* on page 11 incorrectly identified the *Mount Hood* as the *Mount St. Helens*. My error! In fact I am told by Ed Immel that PNWC leased the *Mount St. Helens* for multiple trips.

# OFFBEAT OREGON HISTORY

## OREGON ELECTRIC LINE - STATE'S PAST & FUTURE?

By Finn J.D. John

About two miles south of Albany city limits, at the edge of a field dotted with grazing sheep, is a derelict building in a stand of trees beside a lonely stretch of railroad track. It's tall, square and classical-looking. In fact, it looks like the shell of something that was once very impressive. And it's about 200 yards from the nearest road -- a tiny rural lane that sees perhaps two cars an hour at most.

This is Pirtle Station, a transfer station on the Oregon Electric Railroad line that once connected Portland to Eugene.

The Oregon Electric was launched in 1907 as a short passenger line running from Portland to Salem. Five years later, the line was extended with great fanfare to Eugene. Electric railroads were taking the country by storm at the time. While a steam train had to include a heavy, expensive locomotive pulling a long string of cars to be cost-effective, an electric could consist of one car, with an electric motor between its wheels.

The only trouble was, you couldn't send the power more than a hundred miles or so, or the voltage would bleed off. So using electricity only really worked on short, local lines between cities.

On the Oregon Electric, the coaches were plush and comfortable, the service fast and dependable and, powered entirely by electricity, cheap and easy to maintain. The future looked bright for the new rail line.

Of course, it wasn't. The same year it was launched, Henry Ford created the automotive assembly-line system that would result in thousands of inexpensive Ford Model Ts crawling all over Oregon within a decade. The better cars became, the fewer people chose to ride the rails.

By the time World War II ended, every passenger electric railroad in Oregon, from the

Oregon Electric to the streetcars in Portland, had died for lack of business.

The Oregon Electric itself shut down electric operations in 1945, but by then it was exclusively hauling freight. It went from making almost \$1 million in 1920 to \$17,313 in 1932. The following year, when the Public Utility Commission held a hearing to end passenger service on the line, only six people came.

But you can still see plenty of evidence of what it was like, all along the line.

Of course, in Eugene there is the Oregon Electric Station restaurant. This famous eatery occupies the station built there after the line came to Eugene in 1912; it's a Georgian Revival building with a distinctive triple arch façade, and there are a couple of old coaches outfitted as dining areas. It's been lovingly restored to its original glory.

In Albany, the station -- only slightly less fancy -- is now home to Ciddicci's Pizza, a place with deep roots in





the community at which one can pore over pages from old Albany high-school yearbooks varnished over on the tabletops.

You can still see plenty of the distinctive power poles strung up along the old track, too.

They're low and shaped like a T, made for 10 or more lines to be strung across the top on those glass insulators that are shaped like a very thick coffee cup with no handle.

Many of these poles, having been in place for nearly 100 years, are showing their age. Some are still in use as power poles. You can see them along the Northwest Expressway in

Eugene and in places on Highway 99 going into Oregon City.

But the indirect effects of the Oregon Electric line are much more pervasive today. This cheap, fast service from Portland made the south Willamette Valley accessible to thousands of people who otherwise wouldn't have come. It's no accident that the towns it went through became some of the biggest in the Valley.

Ironically enough, all commercial railroads are electric today. The difference is, the electricity is no longer sent over wires to the trains; the power is generated in the engines by massive diesel generators.

Sources: Johnson, Emory R., *Elements of Transportation*. New York: Appleton, 1909; Culp, Edwin D., *Stations West: The Story of Oregon Railroads*. Caldwell, ID: Caxton, 1972; [www.oerestaurant.com](http://www.oerestaurant.com); [www.pdshistory.com](http://www.pdshistory.com))



Finn J.D. John writes about the unusual and little-known aspects of Oregon history. To contact him or suggest a topic: 541-514-4631 or [finn@offbeatoregon.com](mailto:finn@offbeatoregon.com).

From *Oregon Geographic Names*, Seventh Edition: Pirtle: Pirtle was a station on the Oregon Electric Railway south of Albany. Named for Grant Pirtle, at one time proprietor of a hotel in Albany and owner of land in the vicinity of the station.

*Thanks to Kent Hutchens for spotting this article in the March 26, 2009 Creswell Chronicle newspaper. Special thanks also to the author for his permission to republish his article.*

# AMTRAKING TO HARTFORD (AND BACK)

by Steve Hauff

Your Editor had the pleasure of delivering a few (10) clinics at the National Model Railroad Association in Hartford, Connecticut early in July. As is often the case, we decided to take the train to the East Coast and make the trip part of the adventure. The trains were on time, the dining car food was very good, and the sleepers - well, they were sleepers. Here are a few images of the trip.



**Above:** This beautifully restored Connecticut Company open car resides at the Seashore

Trolley Museum in Kennebunkport, Maine.

**Above left:** Despite the business downturn, there was still plenty of freight being moved, much of it by GE Dash-units such as BNSF #4977 idling by the *Empire Builder* in Havre, Montana.

**Left:** The Huckleberry Railroad in Flint, Michigan is home to ex-D&RGW #464, one of two surviving "Mudhens".

**Below left:** This is what #4449 looks like when photographed from the *Wolverine* making track speed through Michigan City, Indiana. The *Daylight* was on her way to Owosso, Michigan for a railroad festival.

**Below:** From Washington, DC to New Haven, Connecticut we were behind this AEM-7 juice-jack at speeds approaching 125 mph.



# THE OREGON'S 50TH FETE

Photos from Jim Hokinson and Mary and Steve Hauff



## PNWC AT GORGE FALLS FEST

On June 27 and 28, the Chapter participated in the Gorge Falls Fest at Multnomah Falls Park. Al Hall and his group of merry men (and women) participated in the event as both concessionaires and as an information and outreach kiosk. *Photos from Judy Hall*



## MAX AT UNION STATION

On May 10, 2009 one of the 22 new Siemens model S70 Type 4 light rail vehicles was photographed testing the stub track just outside the PNWC room 1A Union Station Annex leased space. The MAX Green Line, Clackamas Town Center to Portland City Center, is scheduled to open on September 12, 2009. *Information and photo from Arlen Sheldrake*



## FROM THE ANNUAL BANQUET



Left: Avisibly pleased Charles Stevens receives the Jack Holst award from President Fleschner. Right: National Director Ed Berntsen congratulates Gerald and Olive Schuler upon receiving their 25-year pins. *Photos from Jim Hokinson*





# JUNE MINUTES

## Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – June 19, 2009

Meeting called to order 7:40 PM by President, Keith Fleschner presiding.

Welcome to Andy Bell, guest of Steve Hauff.

Look for the Zoo Special edition of the Trainmaster should be arriving soon.

May 15, 2009 Membership Meeting minutes: Motion to approve as published by Arlen Sheldrake, seconded by Roger Mattson and passed by membership present.

Wheelsets approved for purchase at the last Membership meeting for the 55 have arrived. Cost for freight was less than expected. (The 55 is a heavyweight baggage car.)

S-2 #36 Restoration Fund: Now at \$8,712.55. Looking for additional donations and grant opportunities. We do intend to leverage what has been donated to date. Thanks to everyone who has donated!

Roundhouse BBQ: We put on a barbecue at the Roundhouse for the volunteers who work at the Roundhouse. We did this three years ago, and decided it was time to do so again. This was not an advertised event, it was simply something done for the folks that happened to be there and regularly show up. This time we did the BBQ on Sunday, which is normally the volunteer day for the Friends of SP 4449. (Last time we did this on Saturday, which is the day for the PRPA (Pacific Railroad Preservation Association). Menu included burgers, strawberry shortcake and homemade ice cream cranked out at the event using Ron's delicious recipe. Was very well received by all. Thanks to Ron McCoy, Christopher Bowers, and Jean Hickok.

Zoo Birthday Event for the Steam Locomotive - Oregon - 50th birthday will be on Saturday June 20. Many Chapter volunteers will be there. Last year we participated in the anniversary for the railway, this year it's the 50th anniversary for the Steam Locomotive. See the Special Edition of the Trainmaster for details. The Chapter will be a leading participant and will be presenting a custom made Engineers' hat for Titus the Tiger, who is the mascot for the zoo. Special thanks to Ron McCoy, Jean Hickok, Steve Hauff and all the volunteers who will help make this successful event.

Steam-up: As part of our obligation for having equipment at Antique Powerland, we are required to have interpretive signs on our equipment. This year, through the efforts of Ron McCoy with help from others, we have new signs that are printed on metal in full color with a life expectancy of five years or more. The signs were displayed for the membership as a preview of what will be placed on display for Steam-up on our equipment this year. Plans for Steam-up this year are expected to increase the traffic in the area of our display.

Keizer Station: The shopping center north of Salem, Keizer Station, has placed on display a 1904 Baldwin 4-6-2 narrow gauge locomotive. The locomotive spent its working life at a copper mine in Mexico. In response to a press release, the Chapter provided background information and was present for the arrival of the locomotive to provide historic interpretation and education of the public about railroads and railroad history by Ron McCoy.

Treasurer's Report – Got bank statement for May checking account. There were a few outstanding checks but the account balanced with bank statement. We are working with NRHS national to collect the incorrect dues. The net loss was \$306, less \$44 which was recovered by contacting members. NRHS agreed that it was the fault through their contractor Fernley and Fernley's error. Submitted bill to National for reimbursement. National agreed to pay PNWC the \$306, which we should see in the near future. Recognition to Diana for keeping records and keeping all this straight. Next month I will bring in balance sheet for the first six months. We have not had any unusual expenses. One project, S2 #39, we're done with this scrapping project. Sold scrap with some expenses outstanding, but we should be ahead on this project. If you're interested in details, come to the August Membership meeting for program of the project – safety equipment, tools, pictures, etc. Will have some technical information. Project duration was about a year and two months.

Trent Stetz made great looking flyer for the Mt Hood for NTD (National Train Day). He will do something like that for the S2 #36 for Steam-up.

Multnomah Falls – We were invited back by the US Forest Service for next weekend. The booth will be in front of the lodge.

Steam-UP – Will be featuring all equipment made in Oregon at this year's Steam-up. Will have lumberjack demonstrations there. Hoping to have about 30,000 people attend. Will have two booths – one with the S2 #36, Flanger & Spreader and then the concessions canopy will be by the sound tower. Al will be sending out a notice for volunteers. Will have a lot more activity at the back end of the area where we have our equipment. There will be two booths at Antique Powerland for our Chapter at Steam-up. The Youth Passport booth will need two people. Contact Arlen Sheldrake if you wish to volunteer.

Rail Camp – Brent Pingrey & his son Brice will be going to the Youth Rail Camp in Ely, NV.

Al Baker went to the Adult Rail Camp. There will be a second one in September. Al went to the first one, which was in Ely, NV for a week. They have 16 locomotives, not all functional, have excursions every day and you can work on the railroad. He learned how to do many things.

We've had two special issues of the Trainmaster – National Train Day and Zoo's Steam Locomotive Birthday. Arlen presented a couple special little gifts to Steve Hauff for his work on the Trainmaster.

The program tonight is being presented by Steve Hauff – "Oh Shay Can You See, Ephriam's Logging Locomotive". Membership meeting adjourned at 8:47 PM.

Respectfully submitted by Jean Hickok, Secretary and George Hickok, Treasurer.

## FROM THE PNWC ARCHIVES



These two photos of Shevlin-Hixon #5, taken in August 1948, show the innovation found on many logging lines. Take a close look at the doghouse atop the tender. When a shelter was needed for the head-end brakeman, a recycled coupe body was pressed into service. Shevlin used this idea on more than one locomotive. *Photos, Jack Holst collection, PNWC-NRHS Archives*

# S2 #36 Restoration Fund

## DONORS

**GOAL \$40,000**

### Golden Spike level: \$1000 and up

John & Lois Sheldrake♥, Rita & Arlen Sheldrake,  
Jim & Valinda Hokinson, Gordon Zimmerman

### Rail level: \$500 to \$999

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

Roberta Ballard\*, Al Baker,  
Chuck McGaffey, APMA Anonymous\*

### Tie Plate level: \$50 to \$99

Phil Barney, Robert Wenzel, Thomas Barrett

### Steel spike: \$1 to \$49

Ted Ahlberg♥, Doug Auburg, NTD Anonymous  
Thomas Vandegriff\*, Tammy Auburg, Jim Long  
Multn. Falls Anonymous\*, George & Jean Hickok  
(♥= In Memoriam \* = non-member)

**\$8732**  
**raised**  
as of 7-29-09



One S-2 says to the other, "I was just re-engined with one of those diesel motors from Switzerland." The other replies, "Oh great, I suppose we'll now have to call you an Alco-Sulzer."

If you'd like to help restore the Chapter's S-2, and stop these really bad jokes, then make a donation to the restoration fund.

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](http://www.culturaltrust.org)

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President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
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Secretary	Jean Hickok	503.649.5762
National Director	Edward M. Berntsen	253.383.2626
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
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Concessions	Al Hall	503.699.5042
Chapter Rep., Oregon Rail Heritage Foundation		
	Keith Fleschner	503.516.9272
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Flanger Restoration	Charles Stevens	503.692.6611
S-2 Restoration	Mark Reynolds	503.638.7411
Meeting Programs	Al Baker	503.645.9079
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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
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Website: <http://www.pnwc-nrhs.org>  
ISSN: 0041-0926

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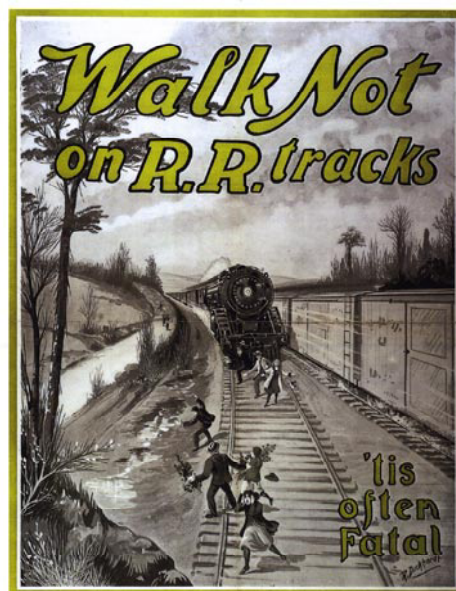
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