

The

February 2010



Trainmaster

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



PACIFIC NORTHWEST CHAPTER TIMETABLE #571

Board of Director's meetings: February 11 & March 11, 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 (February 20) and also the following Saturday (February 27). 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:

February 19 7:30 PM – Program: *Building the Cascade Tunnel*, Rick Piper

March 19 7:30 PM – Program: *TrainFestival 2009*, the official souvenir video, Steam
Railroading Institute

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

NOTABLE NON-CHAPTER EVENTS:

February 8-9 *Royal Hudson 2860*, Vancouver, British Columbia – White Rock, West Coast Rail Tours, www.wcra.org

February 13 *Sunset Dinner Train*, Garibaldi – Wheeler, Oregon 4:30pm, Oregon Coast Scenic RR, www.ocsr.net

March 13 *Winterrail 2010*, 9 AM – 10 PM, Stockton, California www.winterrail.com

April-Sept *Logging Train Rides*, weekends, noon-4 pm, Tacoma's Point Defiance Park, www.camp-6-museum.org

April 3 *Easter Bunny Express*, Mt. Rainier Scenic Railroad, www.mrsr.com

May 1-2 *San Diego Steam Special II*, Los Angeles – San Diego, California ATSF 3751, www.goldenstaterails.com

May 8, *Amtrak's National Train Day*, 10 – 4, Portland Union Station

May 9 *Mother's Day Lunch Excursion*, Garibaldi – Wheeler, Oregon 1pm, Oregon Coast Scenic RR, www.ocsr.net

June 22-26, *Endless Mountain Rails*, NRHS 2010 Convention, Scranton, Pennsylvania,
www.endlessmountainrails.com

July 13-17, *Northern Pacific Railway Historical Association* Convention, Spokane, Washington,
www.nprha.org

July 14, *SP&S Railway Historical Society* convention, Spokane, Washington, www.spsrhs.org

July 28-31, *Union Pacific Historical Society* convention, Boise, Idaho, www.uphs.org

September 25-October 1 *Rockies Steam Tour w/CPR 2816*, Calgary, Alberta – Vancouver, British Columbia, Society of
International Railway Travelers, www.irtsociety.com

September 30-October 2, *SP Historical & Technical Society* Convention, Sacramento, California, www.sphts.org

October 2-8 *Rockies Steam Tour w/CPR 2816*, Vancouver, British Columbia – Calgary, Alberta Society of
International Railway Travelers, www.irtsociety.com

October 19-21, *Rail-Volution 2010*, Portland, Oregon www.railvolution.com

January 2011, Brooklyn Roundhouse, yard vacated

June 9-13, 2011 *White Pass Railfan Week*, White Pass & Yukon Railroad, Skagway, Alaska www.extra2200south.com

June 20-26, 2011, *Cascade Rails 2011*, NRHS Convention, Tacoma, Washington

January 2012, Brooklyn Roundhouse, vacated and steam locomotives moved

NOTES FROM A MEETING

Keith Fleschner, President

January must be meeting season...

We've had a couple of meetings to close out a very successful 2009 ORHF *Holiday Express*. Chapter members did great work getting the cars ready to go, and then staffing them during the event. Many members also spent countless hours assisting on the trail, or parking, or selling concessions. Thanks to all who helped. Special thanks go to Jim Long who was the volunteer coordinator for the event and Karl Westcott who managed the car host staffing. George Hickok spent many hours working on insuring that the steam heat worked well.

We've had our first board meeting of 2010. Thanks to the members who re-upped for another year of valuable service to the Chapter. Bill Hyde was unable to seek reelection because of term-limits; Randy Rock replaced Bill. Arlen Sheldrake served a one-year term as Past President. I appreciate the years of service to the Chapter given by Arlen and Bill.

Good work continues to be done by Chapter committees such as the Archives and Library. Soon the Rolling Stock committee will meet to plan our work for our last year at Brooklyn Roundhouse. Al Baker spends a lot of time finding programs for the monthly membership meeting; if you know of a good speaker, please let him know.

In March of last year, the S-2 cutting crew came across someone stealing metal from the cutting site. We believe strongly in prosecution as a strategy to avoid further thefts. The case ended just last week when the defendant pled guilty. The Oregon Legislature also helped by passing significantly stronger metal theft laws.

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.

OUTSTANDING DONATION RECEIVED

In early January, Ed Immel, President of the Northwest Rail Museum (NRM) asked if the Pacific Northwest Chapter (PNWC) was interested in three boxes of books and ephemera that were surplus to NRM's needs.

Sight unseen, the three boxes were picked up and an initial inventory was completed. What was found, in mostly excellent condition, was an outstanding and very valuable collection with about 75% of the material new to our PNWC collection.

Some selected donated items:

- *The History of the Northern Pacific Railroad*, Louis Tuck Renz
- *Union Pacific, The Birth of a Railroad 1862-1893*, Maury Klein
- *Southern Pacific Steam Locomotives*, Donald Duke
- *Washington Steam Locomotives*, Kenneth G. Johnsen
- *Who's Who in Railroading in North America*, 1946
- *High Iron, A Book of Trains*, Lucius Beebe
- *The Station Agent's Blue Book: Station Accounting, Transportation Tariffs, Station Operations*, O.B. Kirkpatrick
- Portland Union Station architectural drawings (4)
- *SP's Oregon World Trade Special Train*, May 1983, rack card size handout
- Invitation to Golden Spike Centennial Celebration, May 11, 1969

The donation totaled 102+ unique items. We thank Ed and NRM for this great addition to our Archives/Library.

PNW SHORT LINES

by Arlen L. Sheldrake

At a special December 2 meeting, the Oregon Transportation Commission authorized ODOT Rail Division Administrator, Kelly Taylor, and the Office of Innovative Partnerships to enter into negotiations with other partner organizations and purchase two Cascades Corridor trainsets at a \$35 million maximum amount. Funds are from the American Recovery and Reinvestment Act and require funds to be obligated by the end of February. The \$35 million is estimated to cover two trainsets if Oregon partners the purchase with other states.

The December 15 *Billings Gazette* reports that efforts are underway to preserve the former *Northern Pacific Railroad* depot in Miles City, Montana. The depot was built in 1923 and remained in use until 1979 when *Amtrak* suspended passenger service on the rail line through southern Montana. The depot is owned by *BNSF Railway* who has suspended plans to demolish the building pending City preservation efforts.

Access to Sea-Tac International Airport got a lot easier on December 19 with the *Link* light rail extension opening for passenger service. Thirty-six-minute reliable service from downtown Seattle to Sea-Tac is now a reality with the opening of this 1.7-mile extension. There are 13 stops on the line serving the SODO, Beacon Hill, Rainier Valley and Tukwila neighborhoods. Sea-Tac serves more than 30 million passengers each year. More info: www.soundtransit.org.

The City of Lacey, Washington is planning to celebrate their 125th founding anniversary by building a replica of the *Northern Pacific Railway* depot originally constructed in 1891. The original depot was abandoned in 1933 and torn down in the early 1940's. The replica will be built on the original site following as much as possible the original plans obtained with assistance from the Northern Pacific Railway Historical Association and the Minnesota Historical Society. Completion is targeted for December 2016 and will house a portion of the Lacey Museum. The original NP ROW is now the Lacey Woodland Trail.

The former home for the *GrandLuxe Rail Journeys'* luxury passenger cars at Western Junction, Washington is now home to a new start-up, *Global Locomotive LLC*, owned by the former president of the now-defunct *Coast Engine & Equipment Company*. Global is currently working on *White Pass & Yukon* GE locomotives 91 & 99 that are expected to be completed in early 2010. More info can be had at www.globallocomotive.com.

There is a new video by Jeff Johnston, Pictures & Words Production: *Rayonier #2 - A Willamette Lives Again*, © 2009. Run time is approximately 60 minutes; a portion of the proceeds from sales supports the steam preservation efforts of the *Mt. Rainier Scenic Railroad*. Cost is \$22 plus \$3 shipping; more information is available at 541.485.8203 or www.trainvideosandparts.com.

The Tacoma NRHS Chapter reports a very successful *Santa Train* season over the first three December weekends. Over 6,000 passengers were entertained, including 1,200 under the age of 3 at Tacoma's Camp 6 Logging Museum in Point Defiance Park. Since 1989 the Tacoma Chapter has undertaken full responsibility for the management, operation and maintenance of the Camp 6 Logging Museum. Look for a future *Trainmaster* article on Camp 6.

Dick Jamsgard, President of the Oregon Coast Chapter (Coos Bay), sent holiday greetings and some pictures of their beautifully decorated steam locomotive and cars at their display site in downtown Coos Bay. Dick also noted in a follow-up message that 2009 is the last year that the Oregon Coast Chapter (established in 1981) is affiliated with NRHS.

The Port of Grays Harbor has landed Chrysler as a new exporter. Up to 2,000 autos from Detroit will be exported monthly to Asia and Australia after being delivered to the Port by the *Puget Sound and Pacific Railroad*. The first vessel called on January 24. PSAP, a subsidiary of RailAmerica, interchang-

es with both *BNSF* (Centralia) and *Union Pacific* (Blakeslee Junction) and has 108 miles of track.

On December 27 *HeraldNet* carried an Associated Press article that included the following on-time performance record for *Amtrak's Coast Starlight*: 2009 = 82.2%, 2008 = 60.8%, 2007 = 22.1%, and 2006 = 3.9%. Percentages are for the fiscal years ending September 30.

Construction bids will be let soon for about \$3 million in repairs to Portland's Union Station. Repairs will include replacement of stamped metal roof tiles, gutters, and downspouts as well as seismic upgrades to portions of the building. Funding is a combination of American Recovery and Reinvestment (\$1.436 million), ODOT Transportation Enhancement Program (\$1.2 million), and Portland Development Commission (\$285,000) funds. Still pending is the \$45.6 million grant request to the Federal Railroad Administration that would complete the rehabilitation and seismic upgrades.

Portland & Western Railroad has received an ODOT Shortline Infrastructure Grant to fix the Astoria Line dike/roadbed January 2006 washout by the Warren Slough near Knappa, Oregon. Assuming that the required permit from the Corps of Engineers is received in time for the in-water work period of November 1-February 28, completion is expected during the first quarter of 2010; thus returning possible rail service to Astoria. This will give the Port of Astoria another marketing tool with their newly leased Tongue Point complex.

Bob Kelly with the Skykomish Historical Society reports that 1,000 images have been added to their online collection at www.skykomishhistoricalsociety.org. Suggested new searches include: Bodvin for electric high car photos, Hartney for Cascades Tunnel station photos, and electric for 60 electric locomotive photos.

The *Friends of SP 4449* 2010 calendar kicked off in January with a beautiful Ralph Back September 5, 1975 photo of the 4449 in *American Freedom Train* livery with the PNWC 76 bag/dorm car immediately behind the tender. The 1917 Pullman-built 76 is always easy to spot as it is the only clerestory car in the AFT consist. The January David Marentette picture was also appreciated; RIP David.

Ever wonder about what a Reporting Mark stands for? The *Piedmont and Western Railroad Club's* website, www.pwrr.org, has an active file that contains 11,500 AAR assigned reporting marks for North American Railroads that includes current reporting marks plus many historical marks which are no longer in use.

The City of White Rock, British Columbia is discussing a push to re-establish passenger rail service now that a second *Amtrak Cascades* train serves Vancouver. The 1912 *Great Northern Railway*-built station last saw passenger service in 1975; the depot was then donated to the city and currently houses the White Rock Museum & Archives.

January 4 was the 25th anniversary of the State of Alaska's ownership of the *Alaska Railroad*. For more than 60 years, the *Alaska Railroad* had been owned and operated by the U.S. Government.

December 7, the former *Santa Maria Valley Railroad* #21 made a major step forward on the long road to restoration with the FRA's complimentary inspection of the completed repairs to the boiler and Form 4 boiler structural strength submission. With FRA's approval, the Astoria Railroad Preservation Association will now continue with the firebox installation in this 1925 Baldwin Locomotive Works 2-8-2. When operational, the locomotive will be named the *Astoria and Columbia River Railroad* No. 21 with plans to run it on, at least, the six miles of the A-Line owned by the City of Astoria. More information and pictures may be seen at: www.astoriarr.org.

The 2007 fire-damaged, 1920-built *Nanaimo, British Columbia Esquimalt and Nanaimo Railway* Train Station is the focus of restoration fund-raising efforts and a new website, www.nanaimotraining.org, by the Nanaimo Train Station Partnership. The station is owned by the Island Corridor Association.

Six major West Coast container ports (Tacoma, Seattle, Portland, Oakland, Long Beach, & Los Angeles) and two competing class-one railroads (*BNSF Railway* & *Union Pacific*) have joined together in a collaborative agreement to attract cargo through the U.S. West Coast gateway.

KNAPPA BREACH

A-Line looking east from the west end of the Astoria Line breach showing the Warren Slough's newly developed fish habitat on the right. Repairs of this January 2006 dike/rail bed breach are now planned to be completed in late April. Photo taken on January 13, 2010.



BE THE FIRST ON YOUR BLOCK



For those really, really serious foamers (and glazers), a German firm has developed an extensive series of garage door wraps. One of them is a steam locomotive, style 1060. For 169 Euros, plus shipping, be the first in your neighborhood to give your garage door some character. For more information, go to: www.style-your-garage.com If a steam locomotive isn't your cup of tea, how about a military tank? Fire engine?

Note: The PNWC assumes no responsibility for what your spouse, or neighbors, might do to you if you actually install one of these.

PNWC – NRHS MISSION

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

EX-PAT YANKS

by Steve Hauff

This time, we're heading the other direction, across the small pond to the United Kingdom, where many American locomotives operate, or are in preservation.



Left and below: The *Moelwyn* is a 1918 Baldwin product that now resides on the Ffestiniog Railway in Wales. The 2-foot gauge internal combustion locomotive was originally built for service in France. Her original prime mover has been replaced with a Gardner diesel and a lead truck added to make it a 2-B-0. *Moelwyn* is shown here performing shop switcher duties at Boston Lodge, about a mile from the main Ffestiniog Railway terminal at Porthmadog.

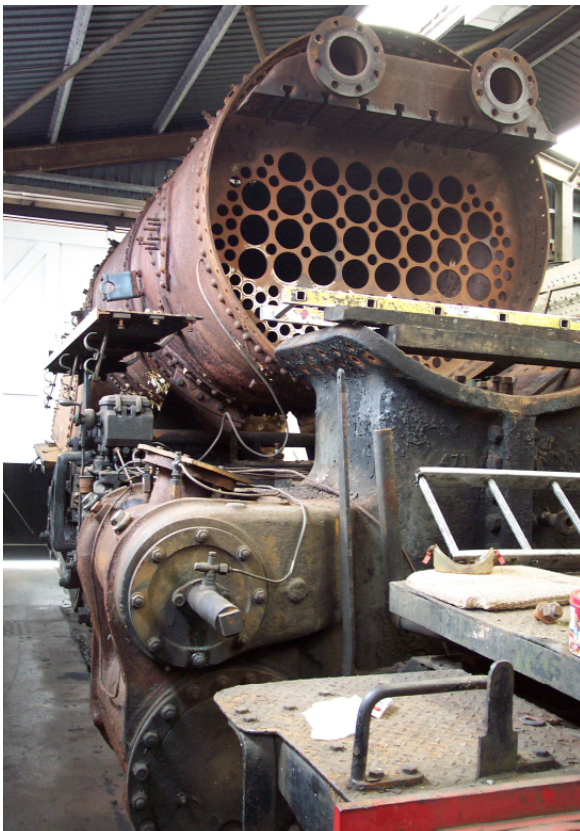


Left and below: The *Mountaineer* is an Alco Cooke 2-6-2T built in 1916. Originally constructed for the front lines of WWI as a trench locomotive, the Patterson, New Jersey product has seen much rebuilding in her nine-plus decades of service. The *Mountaineer* is currently out of service on the Ffestiniog Railway, awaiting boiler work. In the recent past, she had the distinction of hauling trains on the newly reopened sections of the Welsh Highland Railway.





Left, above, and below: Scarcely more than a collection of parts, this Baldwin tank 4-6-0 now resides at the Welsh Highland Railway in Porthmadog. The locomotive was brought to Wales from India (#794) as an example of a Baldwin 4-6-0T (#590) that once operated on the Welsh Highland. A fund drive is underway to restore the locomotive to operating condition.



Above, and right: In the heart of Bronte country is the Keighley and Worth Valley Railway. Their #5820, 2-8-0, is an ex-GI Gypsy Rose Lee (stripped and ready for action) Consolidation that originally went to Poland.

Brought back to Britain, the locomotive was christened *Big Jim* on the K&WV and was one of the mainstays of their fleet. Now undergoing a complete rebuild, the #5820 is expected to be back in service in the Yorkshire hills in the relatively near future. Despite the fact that the loco was outshopped by Lima, the cylinders clearly show Alco casting marks, a testament to the interchangeability of parts between manufacturers.



LINK LIGHTRAIL TO SEATAC

by Steve Hauff

Late December marked the inaugural run of *Sound Transit's Link Light Rail* to SeaTac airport. The run from Westlake to the airport takes about 35 minutes and costs a mere \$2.50, significantly less than alternative transportation. Trains run 20 hours per day and are on about seven- to ten-minute intervals. The transit station at SeaTac is about 900 feet from the main terminal with a covered walkway the entire distance. When we visited the facility about a week after service started, I was amazed to see how well it was patronized, every train carrying a significant number of passengers in both directions - not to say they were full, by any means, but it appeared to be a good start.

As the light rail is extended, and connections to other areas improve (such as to the University of Washington via the *South Lake Union Streetcar*), this will become a valuable segment in the overall transportation scheme for the Puget Sound area.



SCHEDULE & FARES
Valid through Feb. 5, 2010

Central
Link Light Rail
Now arriving: Sea-Tac Airport

SEATAC/AIRPORT STATION

117A

SOUNDTRANSIT
RIDE THE WAVE



SOUNDTRANSIT

How to Ride
LINK LIGHT RAIL
FROM THE AIRPORT

Finding the TRAIN STATION

The SeaTac/Airport Link light rail station is connected to the fourth floor of the airport's parking garage.

Walk to the north end of the airport's Main Terminal and take an escalator, elevator or stairs to the Skybridge Level (between the Ticketing Level and Baggage Claim). Head across the skybridge to the parking garage, where you'll find a walkway leading to the light rail station. The covered and level walkway is separated from the main parking area. **Signs at the airport clearly point the way.**

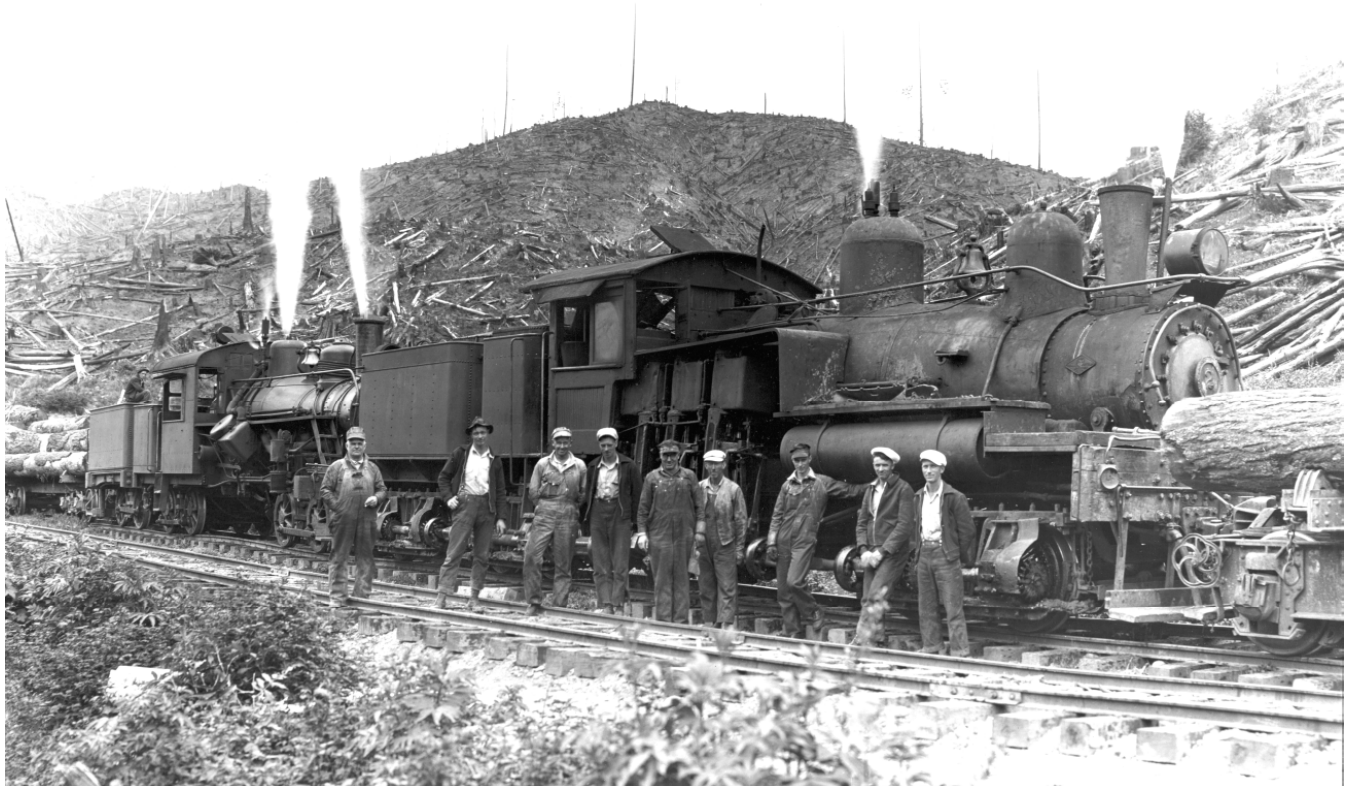


FROM THE PNWC ARCHIVES

Wood and Iverson, Incorporated, had 4 Climax geared locomotives on the claim near Hobart, Washington. Here, one of the larger 3-truckers eases a cut of logs down a reasonably steep grade. The car immediately ahead of the locomotive is a *Bull Car*, or moving car, used for transporting heavy logging equipment such as donkeys, skidders and units. *Photo, Clark Kinsey, PNWC-NRHS*



Willapa Harbor Lumber Mills operated a logging railroad near Raymond, Washington. This photo shows a very unique lash-up of locomotives and equipment. Simply having a Shay and a Heisler double-headed is interesting, but the cars behind the Heisler are skeleton log cars and the car coupled to the head end of the Shay is a disconnected logging truck. This is truly a mixed train. *Photo, Clark Kinsey, PNWC-NRHS*



DECEMBER MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – December 18, 2009

We started the Annual Banquet Potluck and Membership meeting with our potluck at 6:30pm. Thank you to Ron McCoy, Christopher Bowers, Darel and Diana Mack for organizing this event, bringing the ham and the infamous Ron Mashed Potatoes. Thank you to everyone attending.

Members brought in Train Toys for Tots and presented them to the US Marine Corps Reserve. Thank you everyone who brought in the toys. This was a very successful event with 75 train toys donated.

We proceeded with elections during the potluck. There were two absentee ballots turned in and 32 ballots submitted before the polls were closed at 7:37pm beginning the tabulations and the beginning of the business meeting.

George Hickok presented the 2010 budget to the membership. Karl Wescott made a motion to approve the budget as presented. Tammy Auberg 2nd the motion. All members present approved the 2010 Budget.

We all send our get-well wishes to Ralph Johnson.

Thank you Olive Schuler and her son Rolf Schuler for attending the potluck.

We had a successful Holiday Express 2009. We had many sold out trips. We even had a wedding and a birthday party chartered on the train. The UP Employees Club also chartered a car for their employees. Thank you to Karl Wescott for our Car Hosts, Keith Fleschner for our Car Men and everyone else that volunteered setting up, during and after the event. Thank you Jim Long, ORHF Volunteer Coordinator. Thank you Keith Fleschner as Event Manager and food for volunteers.

Election results:

President – Keith Fleschner

Vice President – Mark Reynolds

Secretary – Jean Hickok

Treasurer - George Hickok

National Director – Ed Berntsen

Board of Directors: Al Baker, Randy Rock

There was a submission in the ballot to change the wording of the Bi-laws from

“Section 3.05. Quorum. Twenty-five chapter members in good standing shall constitute a quorum for business meetings.”

to now read:

“Section 3.05. Quorum. Chapter members in good standing, present, shall constitute a quorum for business meetings”

28 Yes votes passed this change with 4 No votes.

Thank you for your services on the board to out going Past President – Arlen Sheldrake and out going Board Member – Bill Hyde. We look forward to your continued involvement in the Chapter. Welcome to new Board member – Randy Rock.

This evening's program is “2009 Year in Review” by Christopher Bowers.

Adjourned 8:45pm.

Respectfully submitted by Jean Hickok, Secretary.

TURNING BY HAND

How many railroaders does it take to turn a locomotive? Well if you're using an Armstrong turntable to turn a SW1200, apparently it takes four. With the major part of the railroad out of service due to a washed-out bridge, this doesn't happen nearly as often as it used to. For those who might want to see it in motion (sort of), you can go to this link: <http://www.photodex.com/sharing/viewshow?fi=3150815&alb=0>. Simpson Railroad #1200 on roundhouse turntable, Shelton, Washington, November 18, 2009. *Photo by Steve Carter*



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,
Tom Steeves, Anonymous

Rail level: \$500 to \$999

Darel & Diana Mack, Al & Judy Hall,
Steve & Mimi Cogswell

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

Roberta Ballard*, Al Baker, Todd Landwehr,
Chuck McGaffey, Friends of SP 4449*,
Kent Hutchens, Misc. Public Donations

Tie Plate level: \$50 to \$99

Phil Barney, Robert Wenzel, Thomas Barrett,
Ron McCoy & Christopher Bowers, Mark Whitson

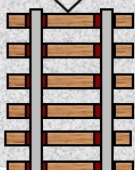
Steel spike: \$1 to \$49

Ted Ahlberg♥, Doug Auburg, Thomas Vandegrift*,
Tammy Auburg, Jim Long, George & Jean Hickok,
Anonymous, Gerald & Olive Schuler

(♥= In Memoriam * = non-member)

**\$13,109
raised!**

as of 1-7-2010



If you'd like to help restore the Chapter's S-2, 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

**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	253.383.2626

Chapter Directors-at-Large

Randy Rock	2010-2012	360.574.9083
Al Baker	2010-2012	503.645.9079
Ron McCoy	2009-2011	503.310.4811
Christopher Bowers	2009-2011	503.577.0063
Eileen Brazil	2008-2010	503.647.5667
Jim Hokinson	2008-2010	503.635.4826

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Karl Westcott	503.658.4943
Concessions	Al Hall	503.699.5042

Chapter Rep., Oregon Rail Heritage Foundation

Chapter Home	Keith Fleschner	503.516.9272
Elections	George Hickok	503.649.5762
Excursions	Jim Loomis	503.253.3926
Flanger Restoration	Jim Long	503.313.7382
Library	Charles Stevens	503.692.6611
Meeting Programs	Bob Weaver	503.654.4274
Membership	Al Baker	503.645.9079
Rolling Stock	Diana Mack	503.723.3345
	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272

Chief Mech. Officer	Peter Rodabaugh	503.771.8545
Car Rental Agt	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
Webmaster	Jim Long	503.313.7382
	Mark Whitson	503.533.7005

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.

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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>

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Editor	Steve Hauff	360.457.8653
Circulation	George Hickok	503.649.5762
Mailing/Distribution	Jean Hickok	503.649.5762
	George Hickok	503.649.5762
TM Laison	Arlen Sheldrake	503.223.7006



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Bill of Lading

Calendar.....	Page 1
Notes from a Meeting.....	Page 2
Snack Sign-Up.....	Page 2
Donation Received.....	Page 2
PNW Short Lines.....	Page 3
Knappa Breach.....	Page 5
Mission Statement.....	Page 5
Garage Door.....	Page 5
Ex-Pat Yanks.....	Page 6
SeaTac Light Rail.....	Page 8
Photos From the Archives.....	Page 9
December Minutes.....	Page 10
Armstrong Turntable.....	Page 10
S-2 Restoration Fund.....	Page 11
Oregon Cultural Trust.....	Page 11



This is the logo for the 6-mile Trolley Trail between Milwaukie and Gladstone on the former Portland Traction Company right-of-way that last saw rail service in 1968. Construction will begin in early 2010.