



AORTA Bulletin

A publication of the
Association of Oregon Rail and Transit Advocates

Issue 117

November 1998

Since 1976

Oregonians want public transit

□ The public speaks; will the Legislature listen? ♪

In a poll conducted in June by Davis and Hibbits, Inc, Oregonians indicated again their strong support for expanding public transportation.

The five-county poll showed 59% believe increasing "all kinds of public transportation" is the best way to deal with our transportation problems. Only 35% of the respondents believed more roads and widening existing roads will answer the state's needs.

The poll included Clackamas, Washington, Deschutes, Marion and Lane Counties. All counties demonstrated stronger support for public transportation than for roads.

The poll of 706 registered voters was conducted for the Oregon League of Conservation voters, and had an overall margin of error of 3.7%. AORTA helped finance the poll. Many other polls over the past decade have also shown strong public support for public transit. 🚗

S/N Light Rail project fails at polls

□ AORTA's Portland Chapter offers alternative

The Portland Chapter of the Association of Oregon Rail and Transit Advocates (AORTA) is encouraging decision-makers to consider a S/N light rail alignment which would connect Milwaukie to downtown Vancouver without crossing the Willamette River.

At a December 1 hearing held at Metro, Board member Jim Howell testified that, if the downtown alignment via First Ave and the

(Continued on page 8, see "S/N LIGHT RAIL")

Mallery to address NARP in Portland

□ Amtrak West CEO to speak at Forestry Center

Amtrak West CEO Gil Mallery will be the featured speaker at the NARP Region 8 Spring Membership meeting in Portland on March 20, 1999. The event will be held in Cheatham Hall, and is easily accessible via from the Zoo Station on Portland's new Westside Max light rail line.

The main event will last from noon until about 4:30 PM, allowing travelers to arrive and depart on the Amtrak *Cascades*. If you are traveling by train to Portland, AORTA recommends you make reservations early.

Tours of Portland's Union Station and Westside Light Rail facilities are being considered for Saturday morning. People interested in such tour should indicate their interest on the enclosed member response card.

Early registration is \$18 (choice of meat or vegetarian lasagne). A special rate of \$15 is available for full-time students. 🚗

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*Make reservations early for
March 20, 1999
NARP Region 8 Meeting
in Portland.*

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**Association of
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PO Box 2772, Portland, Oregon 97208-2772

A non-profit citizen advocate group working to educate the public about the need for safe, fiscally responsible, environmentally sound transportation. Incorporated as the Oregon Association of Railway Passengers (OreARP).

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Also serving on the Board of Directors: Jim Howell, Robert Lowry, Kenneth McFarling, Patricia Noyes, John Nuxoll, Fred Nussbaum, and Ray Polani.

AORTA works cooperatively with the National Association of Railroad Passengers (NARP), but AORTA is an autonomous body. NARP Directors from Region 8 (AK, ID, MT, OR, WA), including Directors-at-Large, include James Hamre, Hans Mueller, Art Poole, Jeffrey Schultz and William Weeks.

ANNUAL MEMBERSHIP

Introductory/senior/student/low income	\$	10
Regular (family rate, add \$5/additional member)		20
Sponsor		100
Govt/corporate rate (budget under \$100,000/yr)		50
(budget over \$100,000/yr)		100

Internet E-mail address: OregonRail@aol.com
WEB Page: <http://www.trainweb.com/aorta>

AORTA needs a new Secretary

by Ken Skach-Mills

The office of Secretary on the AORTA Board of Directors is demanding. The job requires a commitment to attend Board meetings, take minutes, and distribute the minutes to members of the board before the next meeting.

The office is also rewarding. I have thoroughly enjoyed serving as AORTA's Secretary since January, 1996. I enjoyed working with the other Board members, a collection of truly fine, dedicated, intelligent, and hardworking individuals.

Their expertise has taught me a lot about how our transportation agencies, ODOT, Amtrak, state legislatures, etc, work (or don't work). But, af-

AORTA Looking for Local Correspondents
by Ken Skach-Mills

While AORTA Board meetings are held in Eugene, Salem, and Portland, and all members are welcome to attend, the board knows that it is difficult for members in outlying parts of the state. As a result, we often lack input about rail and transit issues in outlying areas. In an attempt to "bridge the gap," AORTA's Outreach Committee has launched a program of "Local Correspondents," to maintain contact between outlying areas and the organization.

If you are an AORTA member and live outside the Portland Area, you can be an AORTA Local Correspondent, if you are willing to:

- 1) Clip your local rail & transit news articles, and send them to AORTA's Bulletin Editor.
- 2) Allow your name to be listed in the Bulletin as a Local Correspondent.
- 3) Write an article for the Bulletin about a transportation or rail issue in your area.
- 4) Attend 1 or 2 Board meetings per year.

Our members are our strength. Members who "just pay dues and read the Bulletin" are important to AORTA, but the Local Correspondent program provides a way to contribute your energies, influence and talents at an intermediate level.

If these tasks sound like something you would like to try for one year, please send a letter stating your intent to serve as a Local Correspondent to : AORTA Outreach, P.O. Box 2772, Portland, Oregon 97208-2772.

For more information, call Ken Skach-Mills at (503) 235-2780.

ter 3 years as Secretary, I want to "pass the pen," and work on other AORTA business.

If you want to become more involved with AORTA, serving as Secretary is a perfect way to start. The term is for one year, beginning in January. The Secretary needs to attend Board meetings, usually held in Eugene, Salem, or Portland, on the fourth Saturday of the month.

If you are interested contact me, Ken Skach-Mills, at (503) 235-2780. It really IS a good job, and an important one.

The Board will be hold a special legislative meeting Jan 9 in Salem, and a regular board meeting on Feb 27 in Portland (see TimeTable on page 8).

AORTA explores return of *Pioneer*

by C.B. Hall

AORTA continues to work to restore service on the *Pioneer* route. In the last couple of months we have been contacting rail activists, chambers of commerce and other parties outside of Oregon. Since there are no rail-passenger associations in Idaho, Utah or Wyoming, much of our attention has been focused on individual contacts in those states.

Amtrak's mail-and-express business continues to grow. This business will be the key to sustaining the restored *Pioneer* financially. Congress is intent on ending federal subsidy for Amtrak (*Editor's note: subsidies for other modes continue unabated*); bringing back the *Pioneer* will require business ingenuity. AORTA's aim is not simply to see the train restored, but to see it return under sustainable terms.

Our understanding is that Amtrak would prefer a limited number of stops on the route. AORTA's role is to help present the passenger's needs to Amtrak, for example by pushing for more stops, seeking sufficient cars to accommodate would-be patrons, and promoting the best possible scheduling from the ridership standpoint. Local communities need to speak up, telling Amtrak what sort of service they want.

As things look now, there is a good chance of restoring the service, along a Portland-Ogden/Salt Lake City-Cheyenne-Chicago route, in time for the Salt Lake City Olympics. Persons interested in the effort should contact C.B. Hall at 541-929-6086. 📧

AORTA considers contract with Flem

Vancouver, WA- AORTA representatives met with Lloyd H. Flem in Vancouver, WA, on Dec 19 to discuss contracting with him during Oregon's 1999 legislative session. Flem serves as Executive Director for our sister organization, the Washington Association of Rail Passengers. He has been very successful in dealing with lawmakers in Olympia.

AORTA President Aloha Wyse, and Directors Fred Nussbaum and Dan McFarling, met with the long-time Washington rail advocate at the request of the Board.

"This is an important step for AORTA," says President Wyse. "It involves a significant financial commitment, and we will need to seek additional contributions to make this work financially."

Jane Holtz Kay addresses banquet

Portland- Massachusetts author Jane Holtz Kay addressed attendees at AORTA's 1998 Annual banquet in Portland on October 4.

Kay is an architecture and planning critic for *The Nation* and has written for the *New York Times*, the *Boston Globe*, *The Christian Science Monitor*, *Architecture*, *Landscape Architecture*, *Technology Review*, and several other publications. In addition to Asphalt Nation, Kay authored *Lost Boston* and *Preserving New England*.

Copies of **Asphalt Nation** are available through AORTA for a discounted price of \$15 (paperback) plus \$1 to cover shipping. 📧

Loring named Manager of Public Transit

Martin Loring, Salem, became manager of the Public Transit Section of the Oregon Department of Transportation November 2. Previously Loring managed the Community Assistance Section of the Department of Environmental Quality.

Before joining DEQ, Loring spent two years as a business finance officer with the Economic Development Department. Previous positions include grants manager with the Oregon Executive Dept., regional planning coordinator, grant writer and manager of a council of governments. 📧

Pixie dust helps Greyhound to fly

Springfield, Mass- Peter Pan Bus Lines Inc. and Greyhound Lines Inc. will be sharing routes between major cities in the Northeast. The companies will coordinate scheduling and honor each other's tickets in an effort to realize higher ridership.

According to the spokesperson for Peter Pan, Peter Picknelly, the competition is not between Greyhound and Peter Pan, but with "the passenger auto, Amtrak and the airlines."

Editor's note: The next step in the learning curve will be to recognize that all providers of public transportation need to cooperate to provide a comprehensive and efficient system to compete with inefficient, single-occupant vehicles. In some areas of the country, Greyhound is coordinating schedules with Amtrak to provide better service. 📧

Streetcar arrives in Astoria

Astoria- A 1913 streetcar arrived in Astoria on December 2. City officials plan to have the car operating along the city's waterfront next year. The car was trucked from Gales Creek, Oregon, the former site of the Oregon Electric Railway Museum. It is on loan from the San Antonio Museum of Art.

The City Council voted unanimously to support the project on November 16. Plans call for the car to operate between Smith Point and Tongue Point. Early estimates, according to the November 17 *Daily Astorian*, pegged restoration costs at about \$12,000.

The contract allows the City to retain the car for a period of five years. Some concerns have been expressed, however, about Federal Railroad Administration (FRA) restrictions regarding operation of a streetcar on the same track which Portland & Western hopes to operate freight trains. Such problems have been successfully dealt with in Los Angeles and San Diego, with much more frequent service. [see Editor's note below]

Engineering work to reopen the Portland-Astoria line, closed by a large landslide about two years ago, is scheduled to begin in December. The slide is located about 26 miles east of Astoria.

The streetcar, which originally operated in San Antonio, operated between Portland and Lake Oswego in 1989-1994. Astoria officials expressed hope to have the car operating by May, 1999.

In October, the Oregon Transportation Commission approved a \$225,000 loan to the Sunset Empire Transportation District to help pay design and engineering costs of a multi-modal transportation center in Astoria. The District is hoping to obtain federal funds to assist with the center's construction. The streetcar would serve the center.

Editor's note: While the FRA, a division of USDOT, places limitations on relatively safe, carefully controlled rail service, USDOT displays no concern about intermixing of relatively uncontrolled heavy truck traffic with small passenger vehicles, bicycles and even pedestrians is normal practice! 📄

Mill shut-down will hurt shortline

*Coos Bay-*International Paper recently announced that it will be closing its Gardiner paper mill near Reedsport. International Paper has been a major shipper on the RailTex shortline, Central Oregon and Pacific Railroad. 📄

Tillamook County transit levy passes

Tillamook- Tillamook County Transportation District passed their transit levy by a 3:2 margin. Measure 29-49 will help to continue and expand the Wave bus service in Tillamook County, and between the coastal communities and Portland. The Portland service only operates three days/week.

The 3-year old District is interested in providing service to communities in Lincoln and Clatsop Counties. 📄

Astoria seeks improved intercity service

Astoria- Current bus service between Astoria and Portland is limited to one daily round-trip. Astorians cannot travel to Portland, conduct business, and return without an overnight stay. The city is hoping to receive part of \$300,000 in federal funds which will be distributed to local Oregon transit operators next year.

The money will be awarded to local districts which connect rural areas to metropolitan centers and major carriers, according to the *Daily Astorian*. Pierce Pacific Stages Inc currently operates the service. The provider has a "less-than stellar reputation among some bus riders," according to the paper.

CO&P receives grant

On Nov 10 the Oregon Department of Transportation announced that Central Oregon and Pacific Railroad will receive \$307,400 in federal funds to repair flood damage.

The *News-Review* reported that the funds will be used primarily to repair damage in the Roseburg, Coos Bay and Mount Ashland areas during late 1996 and 1997.

The shortline serves about 70 forest products companies, and handles the equivalent of 120,000 truck loads per year. 📄

Southern Oregon Signals

SOC students lose bus pass program

Ashland- Southern Oregon State University (SOC) students are without bus passes this Fall. For the past 5 years Rogue Valley Transportation District (RVTD) provided transit passes to SOC students at no direct cost to the students. The University contracted for the passes, collecting approximately \$8,800 through student fees, or about 60 cents per student per term.

College negotiators offered \$15,000 for the current school year, using \$8,800 budgeted from student fees, and \$6,200 from the university's general funds. But transit officials asked SOC to commit to a three-year contract. Their proposal called for an increase to \$1 per student per term this year, \$2 next year, and \$3 in 2000. SOC's proposal provided for a similar fee increase, but over a five-year period.

A survey conducted by the school paper concluded that 73% of the students were willing to pay the requested \$1/term. The paper reported that 62% of the students "never ride the bus." Twelve percent ride it at least once a week, and 27% ride it occasionally.

"Critics of the program argue that the students' willingness to pay \$1 per term doesn't justify the expenditure if they aren't using the service. On the other side, the program's supporters say it benefits students who don't ride the bus by freeing up parking spots on campus, reducing traffic and helping to preserve the region's air quality.."



Please use the membership response card to let us know if you are interested in a Westside light rail tour, or Union Station tour, on the morning of March 20. Tours will be planned for persons registering for the March 20 meeting only if there is sufficient demand (see page 1). A limited number of home stays will be available for Friday night.

RVTD manager receives award

Seaside- The Oregon Transit Association named Rogue Valley Transit District General Manager Sherrin Coleman the best general manager in Oregon at the OTA's annual conference in Seaside, October 27. Before Coleman assumed the helm at RVTD, the system had seven managers and nine drivers. Today, RVTD has 45 drivers and only three managers.

November elections, however, brought a seventh straight defeat for an RVTD levy. A \$6M, 5-year property tax levy was defeated by about a 3:2 margin. Some of RVTD's older buses have over a million miles. Announcement of service reductions is expected early next year.

Given the significant progress by Coleman and RVTD to put more service on the street, the defeat is particularly disappointing. The transit district hopes that federal grants will help minimize service cutbacks. 📩

Fire closes mill on CO&P

Medford- The Boise-Cascade mill in Medford was closed following a fire in September. The mill was a major shipper on Central Oregon & Pacific's Siskiyou line. Resumption of mill operation is very important to the shortline operator.

(See related stories on pg 4.)

Mid-Columbia Crossings

Airport tax angers The Dalles

The Dalles- The Dalles Airport is somewhat unusual. Why? First, The Dalles Municipal Airport is located in another state. Secondly, probably because it is located across the river in Dallesport, the airport is now subject to Klickitat County property tax!

The publicly owned airport pays about a \$16,000 property tax bill on 998 acres. Nearly all publicly-owned transportation infrastructure (highways, airports, waterways) are free of property tax. Perhaps Klickitat County has a good idea! If all transportation infrastructure were treated equally, it certainly would dramatically change the face of transportation in this country!

Eastern Oregon Extras

UP invests \$32M in Hinkle rail yard

Hinkle- Union Pacific held a ribbon-cutting ceremony at their yard in Hinkle on November 23. The event was to celebrate the completion of a \$32M expansion of the rail yard.

The two-year project includes new facilities for repair and maintenance of locomotives. The new facility is designed to accommodate as many as 12 locomotives. About 485 Union Pacific employees work in the Hinkle-Hermiston area, with an average salary of \$38,000/year, according to the *East Oregonian*.

Helping to cut the ribbon was Josie Barbouletos. Forty-seven years ago Barbouletos, then named Josie Shockman, cut the ribbon to open the first shop and rail yard at Hinkle. The new facilities translate into more efficient operation for rail services along the Columbia River corridor. 📍

Bus connects Milton-Freewater to Walla Walla

Milton-Freewater- Bus service between Milton-Freewater, OR and Walla Walla, WA, resumed December 1. Gnat Enterprises will operate the bus 3 times/day, 4 days/wk (Mo-Tu-Th-Fr). Service which began in 1990, was discontinued in 1997 when funding ran out. The service is free to residents of Milton-Freewater. Those living outside the city pay a fare of 75¢. 📍

New bus for seniors in Pendleton

Pendleton- A 14-passenger bus, including two wheelchair spaces, recently arrived in Pendleton. According to the November 30 *East Oregonian*, local officials are looking at eventually using the bus for the general public, as well as senior citizens. 📍

To save money on some trains, check out the new "Rail Sale" page on Amtrak's web site:

<http://reservations.amtrak.com>

Willamette Valley Whistles

Cherriots to expand headquarters, fleet

Salem- Salem Area Mass Transit (Cherriots) governing board voted to purchase 1.87 acres of land adjacent to their headquarters. The \$210,000 purchase will be used primarily to accommodate an increase in the bus fleet. Weekday ridership jumped from 322 in the first week of October to 499 trips only two weeks later.

The dramatic increase is attributed to a new program which provides bus passes for state employees who work in the congested Capitol Mall area. The pass program started in October, and ridership is expected to reach 2,000/day in the near future. More than 1,000 employees have requested passes. Decision-makers determined that providing the unlimited ride passes would cost less than continuing to expand parking space in the crowded mall area.

In other action, the board decided to ask the state legislature to change the district's boundaries, making them match the urban growth boundary. 📍

Washington Co commuter rail demo

Hillsboro- A demonstration commuter rail run on September 12 and 13 drew standing room-only crowds. The packed trains, using older cars provided by Pacific Northwest Chapter of NRHS, and Portland & Western locomotives, carried passengers between Beaverton and Wilsonville. Five round trips were completed each day. The rail line could eventually see commuter service between Hillsboro or Beaverton and Salem. 📍

Eugene off-track

Eugene- Transportation officials in the Eugene-Springfield area appear to be on the verge of rejecting light rail in favor of "bus rapid transit."

Plans call for dedicated concrete guideways and coupling buses together. This is an expensive proposition, with none of the efficiencies associated with flanged, steel wheels rolling on steel rails. Rubber tires are inherently less efficient when operating on relatively level terrain.

Have you ever tried to recycle used tires? They are an environmental hazard. A steel wheel lasts far longer, and retains significant value.

SHORTLINES AND QUOTES . . .

- Gov. John Kitzhaber has included \$14M for the Cascadia rail corridor and bus service in his proposed budget. Kitzhaber told the *Statesman Journal* he will not be proposing a gasoline tax increase. Associated Oregon Industries (AOI), however, is proposing a 6¢ increase. AOI is a powerful lobbying group representing many large businesses, including road builders and contractors. The truck lobby has made it clear they will be working to eliminate weight-mile taxes in the 1999 Legislature.
- The *Transit Gazette*, a relatively new publication, is oriented toward transit riders in the Portland area. An informative and entertaining publication, it is the product of Pam Judd, a SE Portland resident. The Dec 14 *Oregonian* included an extensive article about the efforts of this energetic transit advocate. Keep up the good work, Pam!
- An editorial in the August 7 *San Francisco Examiner*, titled "Trains Can Replace Trains" projected air travel is one of numerous technologies that is ready to "hit the wall of limits." The editorial points out air travel and airports are a major source of air pollution, and capacity limitations are resulting in congestion. The solution: "Go back to trains." Author Huey Johnson proposes "a new generation of trains, "Between LA and SF, or even better, LA and Seattle..." Johnson wants to downsize the San Francisco Airport because of serious safety concerns. He points out that the Bay Area played a major role in stopping freeway expansion; now is the time to put the brakes on airport expansion.
- Groton, CN, is the site of a new grade crossing demonstration project. The high-tech crossing protection system is designed to allow at-grade highway crossings on high speed rail lines *RailNews*, Dec 1998.
- Based upon observations of the editor, it appears there is a significant increase in package express business on the *Coast Starlight* in recent weeks. An increase in package express is an important key to long term financial stability for a national rail passenger system.
- European countries, light years ahead of the US, continue to wisely invest in expanded rail service. Germany's Deutsche Bahn is investing \$6.2B; Italy has earmarked \$34.5B by 2002. Great Britain plans to triple rail freight during the next decade.

FRA and Bombardier to develop high-speed passenger locomotive

Washington, DC- Scott Leonard of the National Association of Railroad Passengers (NARP) reports that the Federal Railroad Administration (FRA) and Bombardier Transit Corporation are planning to develop a non-electric high-speed locomotive by 2000. In a ceremony at Washington Union Station, FRA Administrator Jolene Molitoris said, "We knew if we wanted to take high-speed technology from the Northeast to the rest of the country, we would need a technology that did not require the electrification that has been necessary until now."

The agreement calls for development of a 4000-hp locomotive, capable of 150 mph and weighing 100 tons. It will use a fossil-fuel, Allied Signal TF-40 turbine. In later phases of the project, the locomotive's performance will be enhanced with energy from a flywheel storage system being developed by the FRA-funded Advanced Locomotive Propulsion System project.

The lightweight locomotive will impose significantly lower dynamic track forces. The turbine engine weighs less than one-tenth the size and approximately 40,000 lbs. lighter than a typical diesel locomotive engine.

"We are committed to flexible choices in shaping our transportation system for the 21st century and high-speed rail will be critical to improving safety, protecting the environment and reducing congestion for millions of Americans," U.S. Transportation Secretary Rodney E. Slater said. "This project is a milestone in the movement to develop high-speed rail service for our nation."

FRA Administrator Jolene Molitoris stated "We believe this non-electric locomotive offers a chance for many corridors, where electrification would probably not be possible, to achieve high-speed rail in the near term." Coupled with advanced tilt technology, will travel 100 mph through curves.

Pullman car factory destroyed by fire

Chicago- Pullman Works, the site where George Pullman once manufactured elegant passenger cars, was destroyed by fire December 1.

The Pullman Company's last order for passenger cars was finalized in 1982, when the first Superliner cars were completed for Amtrak. An Associated Press story erroneously reported that Amtrak had manufactured cars at the site. 🏠

Truck company builds rail line

Portland- Portland, Stewart-Stiles Truck line Inc. recently spent \$150,000 to build a 646 foot rail spur to its warehouse in Cornelius. Why? Because the local trucking company recognizes that for the log-haul, rail is the way to go! The new spur connects with Portland and Western Railroad. 🏠

S/N LIGHT RAIL: continued from page 1

Hawthorne Bridge is not feasible, an east-side alignment along Water Ave should be considered.

An east-side alignment would need frequent, dedicated bus operations to connect light rail stations along Water Avenue to the central business district on the west side of the Willamette River. An east-side alignment would serve OMSI and inner southeast neighborhoods. It would also avoid the lengthy travel times required for surface running on downtown streets.

AORTA proposed the rail line could be constructed without going back to the polls if the line meets the original conditions of the ballot measure that passed in 1994. The ballot measure called for the line to extend from Clackamas County to Clark County, WA. Failure to act quickly will result in loss of federal funds for the project.

Tri-Met's S/N proposal for an expensive surface alignment along the downtown transit mall was defeated 52-48 in November. Tri-Met's defeated proposal failed to reach Clark County, and did not provide funding for north Portland, where transit is needed the most.

AORTA predicted Tri-Met's proposal would be defeated if the transit agency failed to trim costs and provide service where the need was greatest (see March 1998 *AORTA Bulletin*).

Editor's Note: Another option being discussed which has merit would build light rail from the Rose Garden Arena to Vancouver. 🏠

Tri-Met unbending on articulated buses

Portland- Following their bad experience with articulated buses, Tri-Met appears to have concluded there is no future for them in the area's transit system.

Many other metropolitan areas continue to utilize articulated buses as a means to control costs on heavily patronized routes. Articulated buses have the potential to lower labor costs, a very significant factor in public transit.

Tri-Met purchased 87 articulated buses in 1981. They have been a disappointment, with high maintenance costs and poor performance. The buses were a new design, untested in service.

AORTA has questioned the wisdom of abandoning articulated buses altogether, when many other US cities find them very efficient. 🏠

Ride the new Amtrak Cascades!

☐ New trains operating Eugene to Seattle

As we go to press, it appears the new Amtrak Cascadia trains will be in service by the time this reaches your mailbox. An inaugural run on November 30 received high praises from passengers. Many reported the ride appeared to be significantly improved over the leased Talgo equipment. 🏠

🕒 AORTA TIME TABLE	
Sat 11a Jan 9	AORTA Board, Special Legislative Mtg Tentative Location: Willamette University
Thu 6:30 P Jan 21	AORTA Portland Chapter Rm 206, Portland Union Station
Sat 10:15a Jan 30	Joint AORTA-WashARP Mtg Centralia, WA
Thu 6:30 P Feb 18	AORTA Portland Chapter Rm 206, Portland Union Station
Sat 11a Feb 27	AORTA Board Mtg Rm 206, Portland Union Station
Sat Noon Mar 27	AORTA Board Mtg Eugene (tentative location: China Delight)
Portland Chapter normally meets 3rd Thursday of each month, 6:30 PM, Rm 208, Portland Union Station. The Board normally meets on the 4th Saturday of each month, in Portland, Salem or Eugene.	