

The Trainmaster

July 2013

ISSUE Nº 612

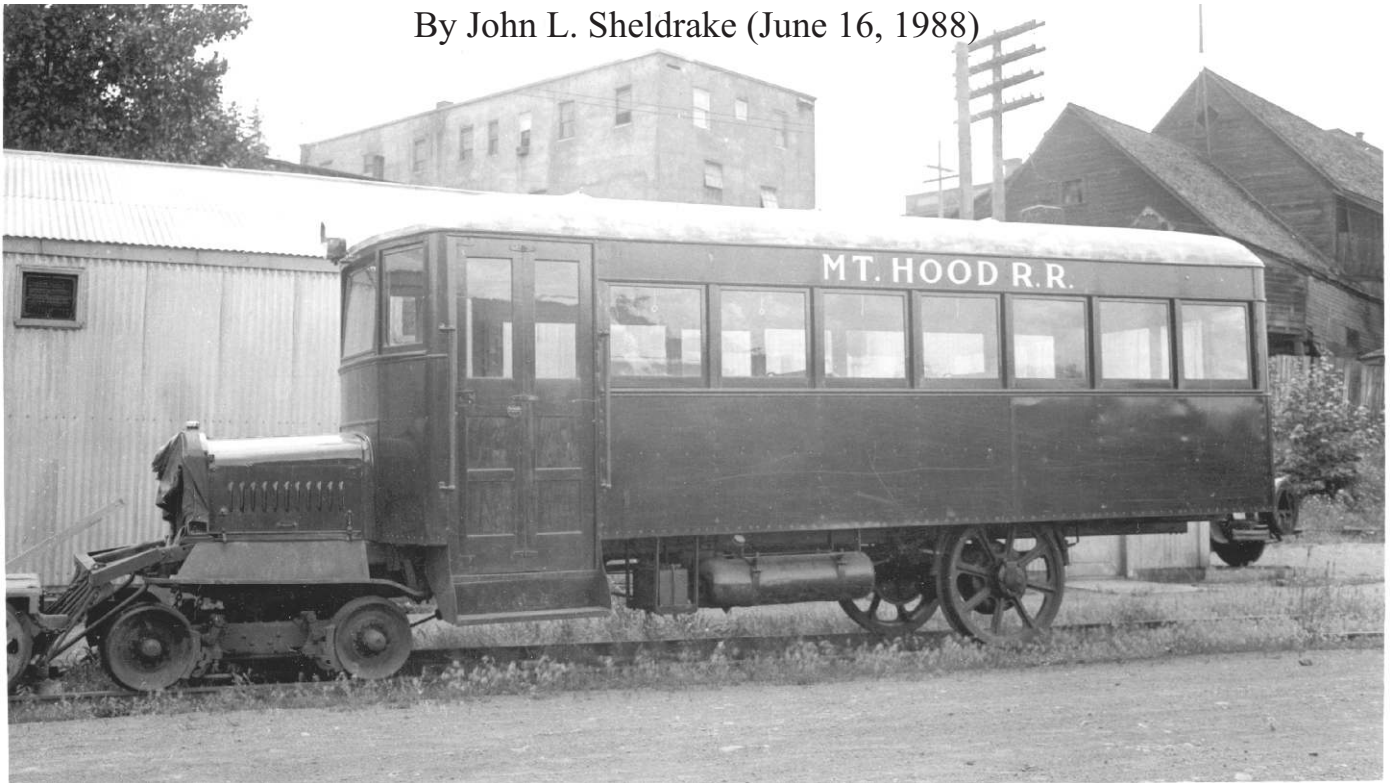
The Official Publication of the
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Portland, Oregon

www.pnwc-nrhs.org



Mount Hood Railroad Jitney Remembrances

By John L. Sheldrake (June 16, 1988)



Gas passenger rail bus #10. Photo by D.S. Richter, June 18, 1936, John Labbe collection, OSO Publishing Company via Glen Comstock.

The Mount Hood Railroad was built by Utah people to service their mill at Dee, Oregon. The Oregon Lumber Company built a complete town, with their offices, a hotel, post office, and of course, the mill. Later the railroad continued on to Parkdale, Oregon. After they logged Starvation Flat, now Trout Creek Flat, they sold off small parcels to their mill workers. Oregon Lumber also had a logging railroad up the West Fork of Hood River. This logging railroad was used for years until they ran out of timber. Driving up the road to Lost Lake, you could see some of the trestles on the logging railroad.

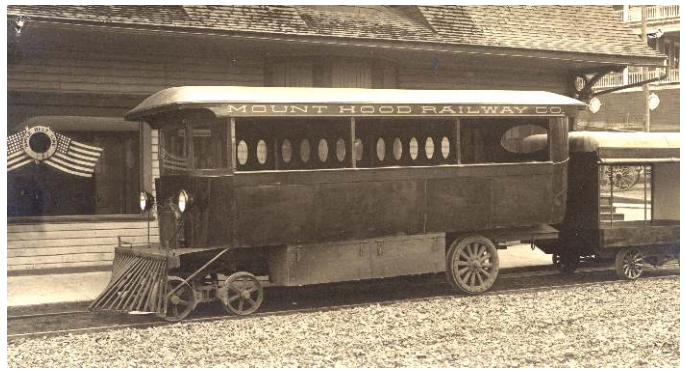
There were a number of stations along the railroad between Hood River and Parkdale. Not all of them had buildings; some were only a sign post. The Mount Hood Railroad had a couple of features that will bear telling. One was the switchback that took the railroad out of Hood River Canyon and up to Pine Grove. Another was the "Y" at Parkdale that enabled the train to turn back toward Hood River. However, when they got back to the switchback, the train usually backed down to Hood River.

Leaving Hood River you pass Powerdale, a generating plant owned by Pacific Power, then along the river and the pipe line until you start to climb up to the switchback. Climbing out of the switchback you cross over Highway 35 on your way to Pine Grove. Continuing on to Odell, Oregon, it is pretty much on the level. There was a siding at Neal Creek which was used in the early years. After leaving Odell you climb again to a station called Summit. There may have been a station here but it is long gone. Beyond Summit, you are on fairly level plateau until you get to Dee, Oregon. The railroad crosses the Dee Secondary a few miles southwest of Summit. Continuing South of Dee, you cross the East Fork of the Hood River and the Dee secondary highway.

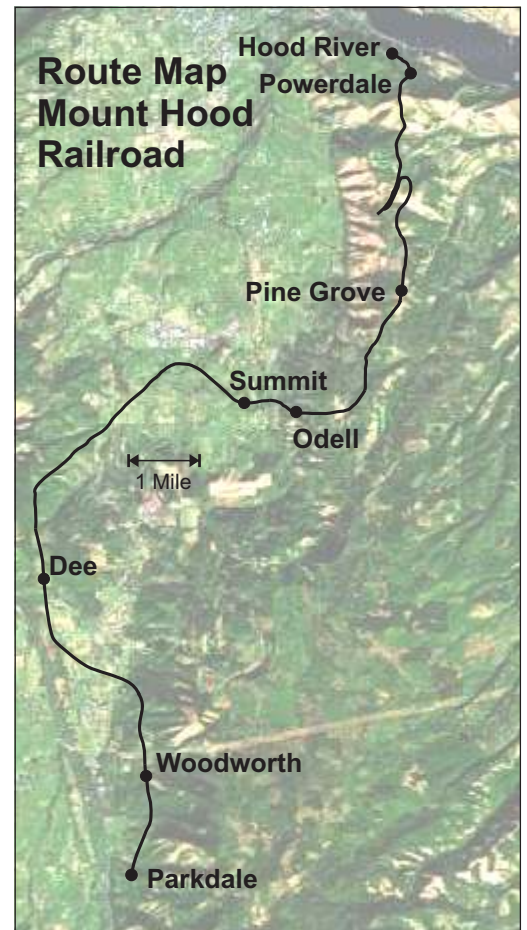
About halfway between Dee and Parkdale was Woodworth Station. There used to be a building here, but it may be long gone. At Parkdale it was the end of the line with a "Y" (mentioned earlier) to turn the train.

For years the Mount Hood Railroad operated a gasoline powered bus on the rails. It was called a jitney and made a regular trip every day from Hood River to Parkdale and return. The jitney always seemed to run ahead of the train. The jitney driver or motorman had to do his own thing. He did not have a brakeman to throw switches or signal stops. The railroad carried a lot of passengers for many years. And the train hauled many cars of apples, pears, and lumber out of Pine Grove, Odell, Dee and Parkdale to Hood River where they were switched to Union Pacific.

Now for a personal experience. As a boy of 10, I was sent over to the station at Parkdale to meet my grandfather. (He had come out on the train from Wisconsin). He had come up from Hood River on the jitney. I can't remember if I was late or the jitney was early. Anyway, when I got to the station, the jitney had backed around the "Y" and the train had come in. What to do? I did not know any better so I crawled under a freight car to get to the station and my grandfather. When I got home I got a good licking for crawling under that freight car. I never crawled under a freight car, again.



Early Mount Hood Railway transportation from Hood River to Parkdale. A small freight car is attached to passenger car, steel wheels on front, hard rubber wheels on back. You could hear it coming ½ hour before it got there. Passengers would stand on the platform and wave a white handkerchief if they wanted the train to stop. Transporting freight was the chief job of the Mount Hood Railroad. This Deitz image also shows the Mt. Hood Hotel with its landmark cupola. This image comes with the following caption: The banner in the window promotes the railroad as "The Apple Belt Line". This photo is used with the permission of the History Museum of Hood River County, www.historichoodriver.com. The museum has an extensive collection of historic photographic online on their photo blog.



Jitney at Parkdale in 2004
Photo by Trent Stetz

Note: The jitney some may remember that for many years was on display at end of track in Parkdale and was owned by Jack Mills. It was sold in 2006 or 2007 and is now at Mount Rainier Scenic Railroad.

[John L. Sheldrake, November 21, 1915 – January 7, 1991, was born in his parent's home in the community of Mount Hood,

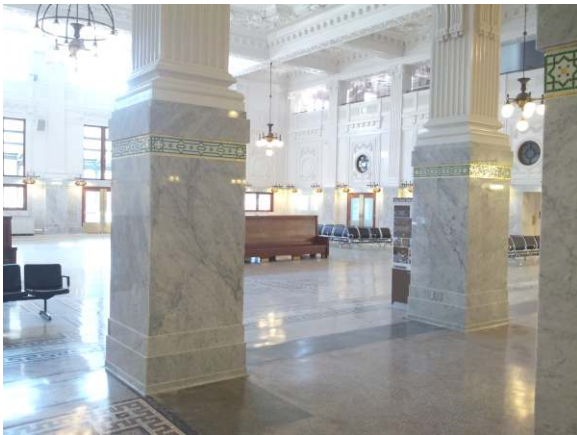
near Parkdale, Oregon in the Hood River Valley. The family moved to the city of Hood River in 1925. He was a lifelong rail fan passing this interest to his three sons; John W. (deceased), Arlen L. of Portland, and Roger H. of Corvallis.]

Seattle King Street Station Remodel Complete



Seattle's King Street Station was completed between 1904 and 1906. It served the Great Northern Railway and Northern Pacific Railway from its grand opening on May 10, 1906. The station was designed by the St. Paul, Minnesota architectural firm of Charles A. Reed and Allen H. Stem, who were later were associate designers for the New York Central Railroad's Grand Central Terminal in New York City.

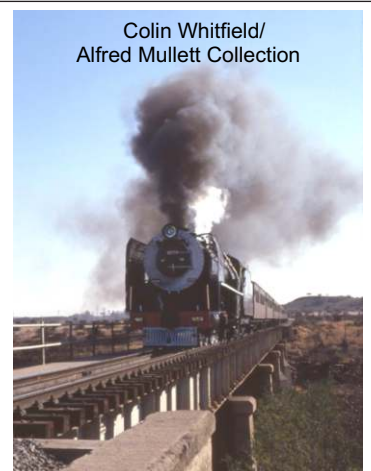
In April 2013, WSDOT and the city of Seattle transformed the busy and historic King Street Station to meet current and future needs of expanding passenger rail service.



Photos by Sean Sheldrake

July Membership Meeting **July 19th - Program** *by Alfred Mullet*

A farewell tour of South African and Rhodesian steam featuring photos taken by A. E. Durrant, John Carter, and other photographers during steam's last years. Photos cover the years from 1968 through the early 2000's.



Colin Whitfield/
Alfred Mullett Collection

Steam Engine Returns to Chelatchie Prairie Railroad

by Devin Higgins - Staff Reporter

Posted April 3, 2013

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10-3J ALCO 2-8-2T Crossett-Western Co. CN-67652
at Livingston, MT enroute to Wauna, OR MAR 1929
DSR 3-1 (Courtesy of PNWC Archives)

After being on “vacation” for the past four years, the Chelatchie Prairie Railroad’s 1929 2-8-2 T-class steam engine is back for the 2013 season, with its initial run scheduled for Sat., May 11.

Weighing in at a robust 85 tons, the “Minarets” class locomotive was built by the American Locomotive Company for the Crossett Western Lumber Company of Wauna, OR on the lower Columbia River in 1929. It is called a “2-8-2T” because it has two wheels on its front truck, eight driving wheels, then two more wheels on its rear truck, while the “T” designates it as a tank engine without a tender.

To generate the steam necessary to drive the engine, a 2,000 gallon saddle tank holds the water boiled through a burner that runs on used motor oil. A thousand gallons of oil are stored in a tank behind the engine’s cab.

Despite being built to help the local logging industry, the locomotive does sport a varied history of ownership. After 14 years of work with Crossett Western, it was sold to the Hammond Lumber Company of Samoa, CA, where it was used for 20 years from 1943-1963. It then lied in state at a Fortuna, CA park until it was acquired by Peter Replinger of Shelton, WA in 1974. The No. 10 stayed in Shelton until the Chelatchie Prairie Railroad purchased it in 2003.

After its one year of operation, the locomotive was partially disassembled after the lateral thrust bearings and brake rigging on the secondary driver axle needed to be rebuilt. As the repairs were being completed, however, the work was stopped due to a dispute between one of the No. 10’s owners and the rest of the group.

Over the next five years, the fate of the steam engine sat in limbo as the dispute was resolved through lawsuits. In the process, its value was set and the resulting buyout in Nov. 2012, placed the No. 10 under the total ownership of the Chelatchie Prairie Railroad.



Recent Photos provided by Doug Auburg

PNW SHORT LINES

by Arlen L. Sheldrake

The Sound Transit Board selected the North Downtown Central Corridor as the alignment to move ahead with further environmental review for a potential expansion of the Tacoma Link light rail system. The Board selected the 2.3 mile Corridor from four options that had risen to the top during the evaluation process. Tacoma Link currently operates a 1.6 mile route between the Tacoma Dome and Theater District stations. **Sound Transit press release 5/23/2013.**

Tom Murray Lands Simpson Dinky for MRSR! Thanks to the efforts of our founder, Tom Murray, Mount Rainier Scenic RR has obtained the old 1885 Porter built for Simpson Timber Co.'s original logging railroad out of Shelton, WA. Known as "The Dinky", old #1 was put on display by Simpson Timber at their Camp Grisdale in the early 1940s. She stayed there until Camp Grisdale was shut down in 1985 (when she was 100 years old). Former Simpson engineer Dave Skaegen obtained her and returned her to operation in the late 1980s. Years later he sold her for display to the super mall in Auburn, WA where she was until Tom Murray obtained her for MRSR and she was shipped to Mineral this week. This is a very historic engine in Washington State and she will be a great addition to the new logging museum that we are opening this summer in Mineral. **Trainorders.com 5/23/2013 posting by Martin E. Hansen (LoggerHogger).**

Medford Railroad Park: The Medford Railroad Park combines 1 1/2" scale live steam train rides, an operating HO scale model railroad layout, displays of full size railroad equipment used in the area, a garden railway (G-scale) layout and a working exhibit of Morse telegraphy. Admission to the park is free; however, donations are welcome to help finance further development at the Park. It is open to the public on the second and fourth Sundays from April through October between the hours of 11:00 AM and 3:00 PM. Park partners include: Southern Oregon Live Steamers, Southern Oregon Chapter – National Railway Historical Society, Rogue Valley Model Railroad Club, Morse Telegraphy Club, and Southern Oregon Large Scale Trains. More information: www.soc-nrhs.org/medfordrrpark.htm

The Vancouver, Washington City Council on May 20th approved the creation of a local improvement district so 467 homeowners near the Columbia River [and the BNSF mainline] can pay for railroad crossing safety upgrades for establishing quiet zones at southeast 139th, 144th, 147th, and 164th avenues. **The Columbian 5/20/2013.**

In late April, Northwest Railroad Institute, a satellite operation of the International Air and Hospitality Academy, announced that starting in July it will begin offering a six-month training program for railroad jobs. The announcement came just two months after the Modoc Railroad Academy, based in Sacramento, Calif. quietly relocated to Marion, Ill., after engaging Portland-Vancouver Junction Railroad in months of negotiations to sublease part of the 33-mile Chelatchie Prairie Railroad near Yacolt to start its own program. The brainchild of former Port of Vancouver Commissioner Arch Miller, CEO of the International Air and Hospitality Academy, the Northwest Railroad Institute vows to do much of what Modoc originally promised: bring dozens of students to Clark County and fill a burgeoning need for skilled rail workers. *The Columbian* 5/1/2013. [More information: www.nwrailroadinstitute.com.]

Nationally, we are hearing a lot about unit oil trains and the affect they are having on pipeline development as more crude oil is produced by the hydraulic fracturing process. The growing use of railroads to ferry crude leads to a cool reception for new pipeline projects. Each rail tank car can carry more than 700 barrels of light sweet crude. Bringing the *Wall Street Journal* May 24th article, "Trains Leave Pipeline in Lurch" to just one example in the PNW: on May 28th Portland & Western Railroad handled its 11th unit oil train for the month of May to Port Westward on the Astoria Line. **The Wall Street Journal 5/24/2013 and Bob Melbo 5/28/2013.** [Note: A Portland & Western engineer who is also a 4449 volunteer mentioned that these unit oil trains take priority on the Astoria Line since there are no sidings long enough on the line to accommodate them. He also noted that most of the unit trains are from BNSF but occasionally they will get one from CP and that Port Westward can hold two unit trains.]

Since 2007, the Chelatchie Prairie Railroad scholarship board has awarded students for their hard work in high school as they transition to college. This year, the board gave out two \$500 awards to Battle Ground High School seniors, Anna Johanson and Hope Kunis. **The Reflector 5/28/2013.**



On May 28th the U.S. Department of Transportation Federal Railroad Administration awarded more than \$7 million to the State of Oregon through a TIGER (Transportation Investment Generating Economic Recover) grant to support a \$9.4 million project that will rehabilitate a 296-mile stretch of short line railroad track operated by the Central Oregon & Pacific Railroad. The project will help improve tunnels, rails, ties, and bridges. As the track runs parallel to I-

5between Northern California and Oregon, reopening the line provides an environmentally friendly, economically competitive alternative to shipping goods in the region. **FRA press release, DOT 48-13. May 28, 2013.**

On a 2 to 1 vote, the Benton County (OR) Board of Commissioners on May 28th decided to offer \$485,707 for the 18-mile stretch of track which runs from the Venell Farms loading facility south of Corvallis to the Hull-Oakes Lumber mill in Dawson. If the offer is accepted, the Union Pacific would salvage the rails and ties, leaving the railbed and right of way for the county. Under the contract language demanded by the railroad, the county also would acquire any liability associated with the property. If the two sides come to terms on price, the county would do a records check and environmental testing to gauge the extent of potential liability before closing the deal. Commissioner Linda Modrell, who has spearheaded the county's efforts to acquire the former freight rail line since it was shut down in 2007, said it was important to preserve the route for possible use in the future, either for moving cargo or restoring passenger service between Corvallis and Eugene. **Corvallis Gazette-Times 5/29/2013.**

On May 31st Todd Schannuth and his wife Linda visited Portland, the Oregon Rail Heritage Center and some of the American Freedom Train crew members Doyle McCormack and Ed Immel. Todd is the author of the excellent American Freedom Train web site: www.freedomtrain.org. Todd continues to build information on his web site about the travels of the AFT and encouraged Doyle and Ed to pull information from their "archives" to add to his web site; information such as daily trip orders and advance site reports.



The Spring & Summer 2013 Amtrak Empire Builder complimentary magazine features a beautiful picture on the cover of downtown Portland and the Willamette River by Steve Terrill who dedicated the picture to his Father-In-Law John G. Melonas with the following caption: John G. Melonas was general manager of the SP&S Railway and later became a vice president of BN in charge of safety. After he retired, John helped restore the SP&S 700 and working with BN officials. John passed away in 1992. For his devoted love of the railroad, Pacific Railroad Preservation Association named a club car in his memory on the Empire Builder. It has since been retired from service. [John's son Gus Melonas is Director, Public Affairs, BNSF Railway and covers Idaho, Montana, Oregon, Washington, Wyoming & Canada; and is instrumental in getting the 700 to Vancouver for the annual holiday celebration.]

Canadian Pacific Railway is suing the British Columbia government to reclaim costs from the sale of resources on hundreds of thousands of acres of land in the B.C. interior. The unprecedented lawsuit, filed in B.C. Supreme Court on May 30th, names the province and hundreds of unnamed contractors and landowners who harvested trees or quarried stone on CP-owned lands, mostly located in the Okanagan and Kootenays. Contracts that CP made with the province as far back as 1892 allowed CP to retain timber and mineral rights on 830,000 acres of railway land when it was sold to private companies and the province, according to the lawsuit. **Vancouver Sun 5/31/2013.**

State regulators have approved a settlement with BNSF Railway Co. that imposes a \$55,000 penalty against the company for failing to repair defects at six railroad crossings in Whatcom County and one in Skagit County. The Washington Utilities and Transportation Commission approved the settlement. BNSF acknowledges that it failed to respond to repeated notices from the state commission about safety defects and did not repair crossings quickly enough, resulting in violations of state law. Among other things, the settlement requires the railroad to respond within 30 days to any notice from the state commission about routine crossing defects, and within seven days to notice of severe defects.

The Bellingham Herald 6/7/2013.

On May 30th Sound Transit opened six bids for the contract to mine 3.4 miles of twin light rail tunnels between Husky Stadium at the University of Washington and the Northgate Mall area in Seattle. The engineer's estimate for the work was \$594,803,500. The six bids opened ranged from \$440 million to \$517 million. The contract is the largest single piece of work on the \$2.1 billion Northgate Link Extension project. In addition to the twin tunnels, it includes excavating the underground stations in the Roosevelt and U District neighborhoods. The Northgate Link project is scheduled to open in 2021. **Sound Transit 5/30/2013 press release.**

Siemens Installing First Regenerative Energy Storage Unit in the U.S. on New TriMet Light Rail Line. The Sitras Energy Storage unit is being installed at the Tacoma substation in southeast Portland and is the first Sitras Energy Storage Unit in the U.S. transit market. Regenerative braking technology allows energy to be used for savings or voltage stabilization. In energy savings mode, the energy storage unit absorbs the energy generated by braking rail vehicles and stores it until the system can safely feed it back to the power supply during vehicle acceleration. As a voltage stabilizer, the energy content is constantly kept at a high level and energy is discharged when the system voltage falls below a specified limit. Installation of the Sitras Energy Storage Unit also allows TriMet to avoid placing a utility-connected substation in the same location. TriMet will utilize the system in voltage stabilization mode. Siemens is also manufacturing 18 rail vehicles and providing Rail

Automation signaling and communication (SCADA) technologies to center control on the rail line extension. **Business Wire 6/3/2013.**

The Fraser Valley Heritage Railway Society has begun service from Cloverdale, British Columbia three miles to Sullivan on Southern Railway rails. The service is using the restored British Columbia Electric interurban car No. 1225 with a towed generator car. The entire operation was relocated from Surrey to a larger car barn in Cloverdale in October 2012. Operations are weekends and holidays, June 22 through Thanksgiving, 10 am to 4 pm. More information: www.fvhrs.org. **TRAINS News Wire 6/3/2013.**



A ten-year operating agreement was signed between Coos Bay Rail Link and the Oregon International Port of Coos Bay authorizing Coos Bay Rail Link to be the regular operator of the 134-mile line. CBR has been running revenue freight trains since October 12, 2011 under an interim agreement with the Port. CBR is a wholly owned subsidiary of ARG Transportation Services, a railroad investment company based in Eugene. **TRAINS News Wire 6/4/2013.**

The Illinois Department of Transportation (IDOT) is expected to seek proposals in mid-July to build 35 high-speed locomotives. The locomotives would be for Illinois, Michigan, Missouri, Iowa, Washington, and California. The FRA recommended that the IDOT lead the procurement process. The locomotives are expected to meet standards developed by the Next Generation Equipment Committee, a team of government and rail industry experts. **Progressive Railroading 6/14/2013.**

The Willowa Union Railroad Authority, owner of the 63-mile Joseph Branch Line in northeastern Oregon, is having conversations with the Willowa Union Heritage Trail Consortium and Oregon Parks about the idea of developing trails with rails along the line. **The La Grande Observer 5/13/2013.**

If all goes according to plan, the Oregon Coast Scenic Railroad will be pouring the foundation for its “new” office – the old [1912] Tillamook Depot – by October. The building will serve as an office as well as a living museum; it is located on the Blue Heron property in north Tillamook. **Tillamook Headlight Herald 6/13/2013.** [Building a rail spur to the depot is phase 2 according to J. J. Thompson.]



Tukwila Sounder Station project ground breaking occurred June 24th to replace the temporary station with a permanent one. The station will have nearly twice the amount of parking and feature improved transit connections, artwork, permanent shelters and more pedestrian and bike pathways. **Progressive Railroading 6/20/2013.**

Twenty six cars of a UP freight derailed on June 16th at 3:15 a.m. in Durkee Oregon. The train included 5 locomotives and 140 rail cars. Included in the train were the three RDC units formerly owned by Willowa Union Railroad that were headed to Idaho Northern and Pacific Railroad in Idaho. **Baker City Herald 6/19/2013 and other sources.**

During the week of June 10th the second Portland Streetcar produced by United Streetcar in Clackamas, Oregon officially went into service. A third streetcar delivered in April could also begin service in June. And the final three streetcars ordered by the City of Portland should be delivered in the following weeks and months. According to Rick Gustafson, Portland Streetcar executive director, the deliveries are about one year behind schedule. **Clackamas Review 6/19/2013.**

And how about that picture on page 56-57 of the **July 2013 Trains Magazine**: Misty morning on the 'City of Portland', passing through Troutdale, Oregon during WWII.

CHEHALIS-CENTRALIA OPENING WEEKEND

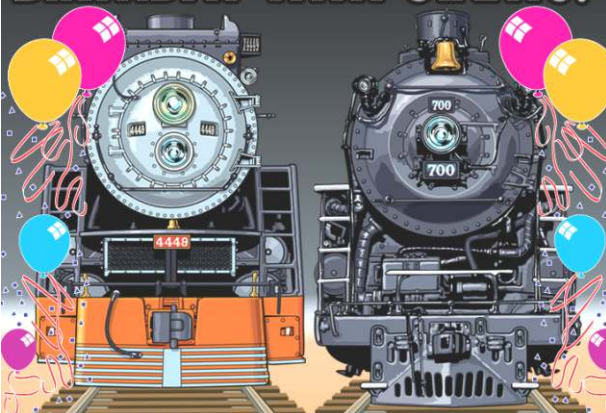
In 2013, the CC&C #15 marks its 97th birthday, a remarkable feat. As the railroad looks forward, emphasis will be placed on how best to ensure the future for such historic equipment. It is our hope that the 15 and other equipment of the CCR&M will still be operating not just ten years from now, but fifty years from now and beyond.

(<http://steamtrainride.com/about/>)



Photos by Henri Larose

CELEBRATE YOUR NEXT BIRTHDAY WITH GIANTS!



For one of the most memorable and easy to put on kids birthdays ever, come to where the giants dwell...the Oregon Rail Heritage Center located just a few blocks from OMSI.

Up to 40 people • Catering available or bring your own food • Tables and Chairs provided • Free engineer hat and photo op for birthday celebrant in cab of locomotive!
Only \$100 for all!!!

For more information visit www.orhf.org or call 503-233-1156

The 2013 Great Oregon Steam-Up

Antique Powerland Museum
Brooks, Oregon

"The Best Family Event in Oregon"

2 Great Weekends:
July 27-28 & August 3-4
7:00am-6:00pm




Fun for the entire family!

All Equipment Operates • 15 Great Museums

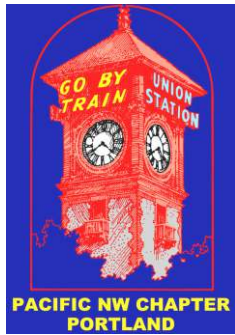
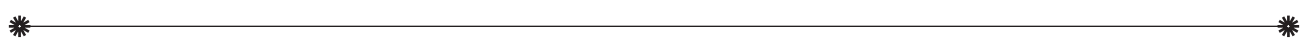
Train & trolley rides, Daily parade, Chainsaw carving, Youth Passport activities, lots of demonstrations and exhibits, old iron and collectibles swap meet and flea market, live country music. Lots of great food.

August 3-4 is Oregon National Guard Appreciation Weekend, including vintage military vehicles

1/4 mile West of I-5 Exit #263
Admission: \$10; Kids 12 and under are free.
503-393-2424 www.antiquepowerland.com



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Chapter Vests and Name Tags

In the near future, we will be re-ordering PNWC name tags and blue vests with the silkscreen logo on the back, for those chapter members who wish to purchase them. If you are interested, please contact Trent Stetz (503-643-1494 or Trent.Stetz@yahoo.com) with your request and size information. Thanks!



Phil Barney

Nominations for Vacant Director-at-Large Position

The Chapter Board has received and accepted the nomination for the vacant Director-at-Large position, whose term runs through the end of 2015. The nominee for the position is Phil Barney. The special election to fill this vacant position shall be held at the July 19th Chapter Membership meeting.

In the Library and Archives...

by Dave Willworth
Archives Research

The Pacific Northwest Chapter (PNWC) Archives averages two research requests a month. These requests can vary greatly for what they are needed. Someone could be inquiring for a personal interest or maybe a family member worked for a railroad and the family would like some detailed information regarding the job and/or the railroad. There are requests for detailed information for a book being produced. The many photographic materials that are in the archives are of great historic value and are constantly researched. Railroad right-of-way drawings and yard drawings show where railroads once existed. These records not only provide details of historical interest they can answer questions for land ownership and use, legal crossing locations, and show areas that might have environmental concerns. Locomotive and rolling stock drawings and of buildings and bridges are needed for restoration and model building.

Some recent research requests:

- Photos of old Portland Terminal locomotives
- Drawings of SP buildings
- Passenger train air conditioning
- Tunnels west of Portland
- Oregon Coast Scenic Railroad needed drawings of bridges and trestles on their line
- Oregon Electric crossing records
- Type of fuel used on steam locomotives operated around Hood River, Oregon
- Information on Brix Logging railroads for a book being produced
- Logging Railroad requests are a wonderful constant
- Passenger train information for a display at OHS
- Information on Pacific Northwest railroads from other historical societies
- Historical information and materials are used for PNWC "Out-Reach" displays

Pacific Northwest Chapter Lending Library

OPEN Mondays and Jul. 20th

July 20th (Saturday) 1 pm to 4 pm
and open every Monday 10 am to Noon

The Library is normally open the Saturday following the membership meeting.

The Library is located at:
Union Station Annex, 503 NW Irving, Portland
(The Annex is the brick building just south of Union Station.)

library@pnwc-nrhs.org 503-226-NRHS

Requests come from many places not just the Pacific Northwest. We've had them from different parts of the US and around the world.

Right now search requests are handled by strictly manual searches of the archives through material that mostly does not have any recorded database. This is very time consuming and can be damaging to material. In some cases we are unable to do a timely search due to other commitments or shortages of help. The searchable digital database that is currently being produced by the Library Archive committee will be an invaluable tool to help in researching the PNWC archive materials. To produce the database requires many, many hours of volunteer time for data entry. The material needs to be reviewed, information recorded and then entered. We are very lucky to have a few dedicated volunteers working on this.

The committees can always use more help with this project!



28 Years ago in the July 1985 Trainmaster...

The fundraising for the Union Station clock tower neon sign project has gone very well, and we have let the contract for the cleaning, scraping and painting. The matter of insurance has been resolved, so the work will begin shortly, probably before you read this. The neon people will then do their thing and while we may turn the lights on sooner, the formal lighting-off will be at the time of the AAPRCO Convention, which runs from Fri., Sept. 20 through Sun., Sept. 22. With as many as 40 private cars likely to be parked at Union Station, we'll have a built-in audience for the event, and it will be great to see our goal finally attained.

June Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on June 21, 2013



Pres. Keith and Secretary Jim

The meeting was called to order by President Keith Fleschner at 7:33pm. One guest was present, Mr. Dale. President Fleschner also announced two new chapter members: Bud Thompson and Gary Thompson.

President Fleschner made the formal announcement of the death of Board Director Randy Rock who passed away on May 19, 2013 from a stroke. He then asked for a moment of silence in his memory. The position is now open and is to be filled as directed by the chapter bylaws. The board has nominated Phil Barney. Nominations were opened to the membership but there were no other nominations. The election will be posted in the Trainmaster and a vote will be held at the July meeting.

The May minutes were presented as in the Trainmaster. Arlen Sheldrake made a motion to approve the minutes and Alfred Mullet seconded. The membership voted to approve the minutes.

The monthly Treasurers report was given by George Hickok and he announced that all accounts balanced. He said he had no details on the S2 restoration expenses. He did report that there have been five hundred twelve copies of the Steel Bridge book sold. The poster project printing is completed and a copy of each of the two were framed and on display. Doug Auberg made a motion to accept the report and Arlen Sheldrake seconded. The membership voted to accept the report.

Keith Fleschner reported that work on the S2 restoration is going slow. It is tented from forward of the cab and scaffolding is erected along the west side. He is presently removing the diamond plate decking because of rust.

Al Hall reports that Antique Powerland is getting ready for the 43rd steam-up which will be the last weekend of July and the first weekend of August. The featured tractor this year is John Deere.

President Fleschner then turned the floor over to Ron McCoy who has reactivated the 'Unsung Hero' award. This month the award was presented to Lila Stephens.

Trent Stetz laid out a sign-up sheet for working at Steam-Up and a sign-up sheet for those wanted a new name tag and/or a new chapter vest. Ron McCoy added that the name tag will be a new design and will have a magnetic clasp.

John Willworth, representing the library, tonight had a display of chapter books on Steam Locomotives, the



John Willworth

Southern Pacific Railroad and the 4449.



Mark Kramer

The meeting was adjourned at 8:07pm.

The evening snack was presented by Lila Stephens. Thank You Lila.

The evening program was presented by Mark Kramer, President of the Friends of the 4449. He gave a very excellent show on the fifteen year inspection and repair of the 4449.

Photos by Jim Hokinson and Trent Stetz

Respectfully submitted by Jim Hokinson, Secretary.



The 4449 Posters

Unsung Hero Award

The Unsung Hero award for June 2013 was presented to Lila Stephens, for her generosity and dedication in providing snacks for the monthly membership meetings. Since she joined the chapter in 2010, she has never stopped asking "how can I help?"

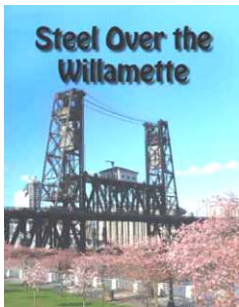




Soon the Last Oregon Wig-Wag....

Located in Ashland's appropriately named Railroad District is a Wig-Wag crossing signal providing protection for Oak Street. Currently the other operating Wig-Wag signal is on 11th Street in Medford but it will soon be retired when the crossing is closed. Ashland is served by Central Oregon & Pacific, now owned by Genesee & Wyoming. Photo by Arlen Sheldrake, information from Bob Melbo.

Still Available



Celebrating the 100th anniversary of this world unique bridge, this 60-page book tells the story of Portland's Steel Bridge in text, with dozens of historic and current photos. Available for just \$14.99 plus \$5.00 shipping or pick up your copy at a membership meeting and save \$5!

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PACIFIC NORTHWEST CHAPTER TIMETABLE No. 612

Board of Director's Meetings: July 11, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
August 8, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm

(Open to all Chapter Members. Note address for Board meetings; follow instructions posted on the door for entry.)

Membership Meetings: St. Mark's Lutheran Church, 5415 SE Powell Blvd. 7:30 pm (Guests Most Welcome!)

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

- July 19:** *End of Steam in South Africa*, newly acquired photos by Alfred Mullett
- August 16:** *Railroads in Finland, Russia, Germany and Austria*, an Ed Immel October 2012 video travel log.
- Sept. 20:** *Cascade Crossing, Oakridge to Cascade Summit*, TRAINS Ultimate Railroad DVD by Kalmbach, 2008. Late Southern Pacific era coverage.

NOTABLE NON-CHAPTER EVENTS:

- May 31 - Sept 1 *125th Anniversary Celebration of the Ilwaco Rail & Navigation Company* – An exhibition “From the Water to the Woods: 125 Years of Local Rail”, Ilwaco, WA, www.columbiapacificheritagemuseum.org
- July 4 *Fireworks Spectacular*, Garibaldi – Rockaway, Oregon Coast Scenic Railroad, www.ocsr.net
- July 4, 5, 6 *Willamette Shore Trolley Grand Opening*, <http://www.oerhs.org/wst/>
- July 6-7 *Mount Rainier Scenic Railroad Museum*, Grand Opening, www.mrsr.com
- July 11 *Willamette Shore Trolley* regular service begins, www.oerhs.org/wst/
- July 12-14 *Go Go Thomas Tour 2013*, Northwest Railway Museum, www.trainmuseum.org
- July 14 *Medford Railroad Park* open house & run day, 11 to 3, www.soc-nrhs.org
- July 19-21 *Go Go Thomas Tour 2013*, Northwest Railway Museum, www.trainmuseum.org
- July 17-20 *NP Railway Historical Society Convention*, Butte MT, www.nprha.org
- July 20 *Two Rivers*, Eagle Cap Excursion Train, Elgin OR, www.eaglecaptrainrides.com
- July 20-21 *Clamshell Railroad Days*, Ilwaco, WA, www.columbiapacificheritagemuseum.org
- July 23-27 *UP Historical Society Convention*, Topeka KS, www.uphs.org
- July 27-28 *Down River Days Train Ride*, North Pend Oreille Valley Lions Club, www.lionstrainrides.com
- July 27-28 *The Great Oregon Steam-Up* at Antique Powerland, Brooks, OR, 7am to 6pm, www.antiquepowerland.com
- July 27-31 *GN Railway Historical Society Convention*, Naperville IL, www.gnrhs.org
- July 28 *Medford Railroad Park* open house & run day, 11 to 3, www.soc-nrhs.org
- August 3-4 *The Great Oregon Steam-Up* at Antique Powerland, Brooks, OR, 7am to 6pm, www.antiquepowerland.com
- August 16-18 *Snoqualmie Railroad Days*, www.railroaddays.com
- August 31 *Two Rivers*, Eagle Cap Excursion Train, Elgin OR, www.eaglecaptrainrides.com
- August 31-Sept 1 *Affair on Main Street*, North Pend Oreille Valley Lions Club, www.lionstrainrides.com
- Sept 14, 21, 28 *Fall Foliage*, Eagle Cap Excursion Train, Elgin OR, www.eaglecaptrainrides.com
- Sept 19-22 *Milwaukee Road Historical Association Convention*, Rockford, IL, www.mrha.com
- Oct 2-5 *Southern Pacific Historical & Technical Society Convention*, Fresno CA, www.sphts.org
- Oct 5-6 *First Autumn Colors Train Ride*, North Pend Oreille Valley Lions Club, www.lionstrainrides.com
- Oct 5, 12, 19 *Fall Foliage*, Eagle Cap Excursion Train, Elgin OR, www.eaglecaptrainrides.com
- Oct 12-13 *Second Autumn Colors Train Ride*, North Pend Oreille Valley Lions Club, www.lionstrainrides.com
- Oct 19-20 *Pumpkin Train*, Oregon Coast Scenic Railroad, www.ocsr.net
- Oct 19-20 *Third Autumn Colors Train Ride*, North Pend Oreille Valley Lions Club, www.lionstrainrides.com
- Oct 26-27 *Great Pumpkin Train Rides*, North Pend Oreille Valley Lions Club, www.lionstrainrides.com
- Nov 30-Dec 1 *Santa Train 2013* Northwest Railway Museum, www.trainmuseum.org
- Dec 7-8, 14-15, 20-21 *Santa Train 2013*, Northwest Railway Museum, www.trainmuseum.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.