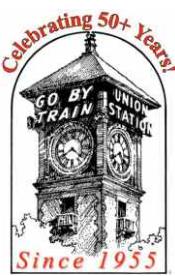


The Trainmaster

October 2012



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



The Oregon Rail Heritage Center Opens



Photo by Arlen Sheldrake



Photos by Trent Stetz

Over 160 enthusiastic ORHF volunteers welcomed and hosted over 6,300 excited guests (with 3,622 on Saturday 22nd and 2,737 on Sunday 23rd) at the opening weekend of the Oregon Rail Heritage Center near the new Portland Streetcar Central Loop extension stop at OMSI. Oregon rail history was brought alive by the three historic steam locomotives, the 1941 Southern Pacific 4449, the 1938 Spokane, Portland and Seattle 700, and the 1905 Oregon Rail and Navigation 197 which were all on display in their new engine house accompanied on site by two diesel locomotives, a PA-1 and RSD-5, and six heritage passenger cars outside. The 4449 was steamed up with its head poked out the engine house door and gave an occasional toot to the delight of the attendees. The weekend visitors got to view the cabs of both 4449 and 700. A very extensive Lego exhibit included a model of the Portland Customs house as well as Portland Union Station. The Operation Lifesaver trailer was on hand to educate the guests. The kids enjoyed a Chuggington Station play area. Tours were given of three heritage passenger cars including the 1941 SP "James J. Gilmore" parlor/lounge round end observation, the 1954 SP "Gordon Zimmerman" Baggage Car, and the 1950 SP&S Mount Hood Sleeper-Lounge Car. Lights and fans were provided to these cars by our carmen via a connection to the Plum Creek generator.

The opening of the 2.75 acre center is a long awaited dream of 14 years come true for a devoted team of volunteers. The facility was dedicated at a noon ceremony on Saturday with the unveiling of the dedication plaque above



Photos by Trent Stetz

the engine door of "Doyle L. McCormack Engine House", which was a name chosen by major donor Gordon Zimmerman.

It was 1957 when the Portland City Commissioner Ormond R. Bean developed the plan for future Oregon transportation museum. The City of Portland began acquiring steam locomotives in 1958 at Oaks Park to celebrate Oregon's statehood centennial in 1959. Five locomotives were placed at Oaks Park. The three at the center today were eventually moved from Oaks Park to the Brooklyn Yard and Roundhouse for restoration before being moved on June 30th to their permanent new home here at the Oregon Rail Heritage Center for the community to visit and enjoy, the first time since leaving Oaks Park in 1974. The three sets of huge engine doors at new center are made up of a set of original restored doors from the Brooklyn Roundhouse as well as two sets of reproduction doors, providing a sense of continuity to the locomotive's previous home of 30 years . The building and grounds will serve as both a restoration center for the locomotives and passenger equipment as well as an educational center for the public.

Beginning September 27th the Oregon Rail Heritage Center is open Thursday through Sunday, 1 to 5 PM. We are both ADA and child accessible. More information: www.orhf.org. If you aren't yet signed up to be a facility docent and are interested in working with the public, please send a message to Arlen Sheldrake: asheldrake@comcast.net.

PNW SHORT LINES

by Arlen L. Sheldrake

On June 20th construction crews from 2G Construction began construction of the new \$2.4 Monroe (Oregon) Community Library. One wing of the new library will be the preserved 1913 Southern Pacific depot. Construction is expected to be completed in February 2013 in time for the depot's centennial anniversary. **Train News Wire August 8, 2012^h & Gazette-Times June 30, 2012.**

Regional railroad operator RailAmerica has told the Port of Grays Harbor commissioners that it is shelving current plans to build a coal storage and export facility at the port's Terminal 3 in Hoquiam, Wash. Senior Vice President Gary Lewis told the port that the company now believes there are other uses for the terminal that are more likely to generate jobs, tax revenues and business for the port and for RailAmerica. **The Seattle Times 8/14/2012.**

L.B. Foster Co. on August 14th announced it has been awarded a contract by RailWorks Track Systems, Inc. to supply 11,000 of its CXT Concrete Ties for the construction of an unloading facility at the Tesoro oil products refinery in Anacortes, Wash. The ties will begin shipping from the Foster tie plant in Spokane in May. The concrete ties will support a high-capacity rail unloading system capable of accommodating four 110-car trains simultaneously in anticipated of receiving 800 tank cars of Bakken Shale crude daily from Tesoro's North Dakota operations. **Railway Age 8/15/2012.**

On August 16th the Medco No. 4 boiler returned to the Medford Railroad Park following the rebuild at Chelatchie Boiler Works in Ridgefield, Washington. The rebuild of the Willamette's boiler including transportation cost the Southern Oregon Chapter, NRHS \$115,000. Another estimated \$55,000 is needed to complete the restoration. Send donations to: SOC-NRHS, PO Box 622, Medford OR 97501 (www.soc-nrhs.org). **Larry Tuttle, Trainorders.com, 8/16/2012 & September The Manifest newsletter.** In related news the Southern Oregon Chapter (SOC) held a public forum on September 27 at the Butte Falls Community Hall to discuss the possibility of returning Medco #4 to Butte Falls for use on a tourist excursion railroad. SOC has entered into discussions with the City for approval to operate on the old Pacific and Eastern (Medco truck road) and use that right of way in town as the staging and boarding area.

On August 17th Sound Transit broke ground on the Northgate Link light rail extension. This 4.3-mile extension will run from Husky Stadium to stations serving the U District, Roosevelt and Northgate. The \$2.1 billion line will run mostly underground through one of the most congested travel corridors in the region and is scheduled to open in 2021. **Sound Transit News Release 8/17/2012.**

In early September the Architectural Heritage Center in SE Portland opened the exhibit *Streetcars Build a City* sponsored by the Portland Streetcar, Inc . and Shiels, Obletz, Johnsen Inc. The exhibit tells the story of the rise, fall, and re-birth of the streetcar in Portland and its indelible impact on the city. Guest curators are Dan Haneckow and Richard Thompson. **More information:** www.visitahc.org.

The Northwest Railway Museum September 5th mailing reported that Chapel Car 5, *Messenger of Peace*, is the most complex historic rehabilitation project in the Museum's 55 year history. The 1898-built car's exterior has been completed and work has shifted to the interior. The project is approximately \$30,000 short of needed funds for completion. **More information:** www.trainmuseum.org.

Sounder service to Lakewood and South Tacoma will start October 8th with a ribbon cutting on October 6th at the Lakewood, South Tacoma and Tacoma Dome stations. When service to Lakewood begins, Sound Transit will operate five peak-service trains that will start at the Lakewood Station, stop at South Tacoma, and proceed to the Tacoma Dome station and other stations further north. The first northbound train will leave Lakewood at 4:42 a.m. The first afternoon train to Lakewood will leave King Street Station at 4:20 p.m. Morning and evening trains will leave every 25 minutes. Service will also include game day trains for Seahawks, Mariners and Sounders FC fans. **More information:** www.soundtransit.org

On August 20th President Obama announced four transportation projects that will be expedited through the "We Can't Wait" initiative. Included were \$89 million Point Defiance Bypass Project and the \$3.54 billion Columbia River Crossing. **Progressive Railroading August 22, 2012.**

Trolley rides to the public will begin October 14th in Issaquah between the train depot and the East Fork of Issaquah Creek at Darigold. On August 23rd the No. 519 trolley returned from Gomaco Trolley Co. in Ida Grove, Iowa after being refurbished. The \$744,700 Issaquah Valley Trolley Project refurbished the trolley, restored downtown railroad track and prepared the streetscape for streetcar traffic. The 519 was purchased from Aspen, Colorado. **Issaquah Press August 28, 2012.**

More changes at the Portland UP Brooklyn Yard include demolishing the superintendent's office and constructing a new office for railroad crews as the Portland-Milwaukie Light Rail line comes through the area. Brock Nelson, UP Public Affairs Director, who was formerly housed in this superintendent's office, is moving to a temporary facility until his new office is ready in the building UP acquired that is partially in the way of the new southbound connection UP will build to the Graham Line. **Portland Business Journal September 5, 2012.**

The District of Columbia has added a third streetcar to its contract with Oregon Iron Works, Inc. in Clackamas, Oregon. The first two cars are expected to be delivered in August 2013, and the third by December 2013. **Washington Business Journal via Trains News Wire August 24, 2012.**

The Seattle Museum of History & Industry (MOHAI) has announced the December 29, 2012 grand opening of their new facility at Lake Union Park. The new facility is in a restored Naval Reserve Building. **More information: www.seattlehistory.org.**

On September 14th TriMet announced that 18 new and improved MAX vehicles have been ordered from Siemens for the Portland-Milwaukie Light Rail Project. Responding to rider complaints and a public survey that complained about the air conditioning and lack of legroom in areas of the Type 4 vehicles, changes are included for the new Type 5 vehicles. **TriMet press release (www.trimet.org).**

BNSF is again running freight on the route between Minot and Grand Forks, ND that was only being used by the Empire Builder and local freights since 2010. The 194-mile line was subject to flooding in the 15 mile flood-prone Devils Lake area. In June, BNSF crews began installing new ties and laying new rail east of Churchs Ferry. The project calls for raising the tracks an average of five feet this year and another five feet in 2013. The \$100 million project is funded by Amtrak, BNSF, the State of North Dakota, and the federal government. **Trains News Wire September 13, 2012.**

Union Pacific has repaired 400 idle reefers at a cost of \$5 million making potato farmers in the State of Idaho very pleased. In 2011 UP bad ordered 12% of its 4,920 car reefer fleet leading to an acute shortage of cars for last year's potato harvest. This year UP committed to 98% fleet availability for this year's harvest rush. In addition UP also spent \$61 million to purchase 225 new 72-foot cars that will be available in the third quarter of 2013. **Trains News Wire September 12, 2012.**

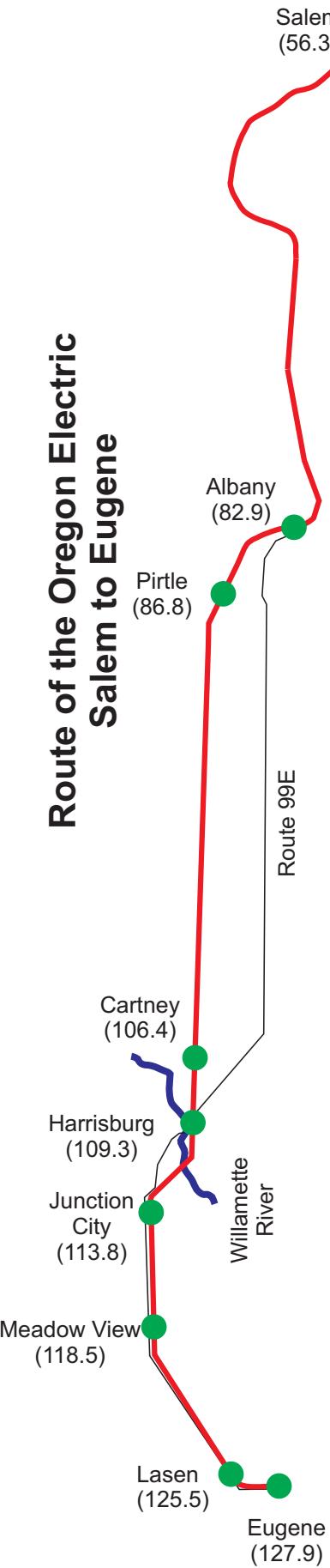
Union Pacific Railroad is planning to excavate 36,000 tons of soil from contaminated land along Ashland Oregon's railroad tracks and haul the material away by train. A temporary track will be built into the site this winter with excavation stretching into spring 2014. The 20-acre site parallels A Street and was used from 1886 to 1986 for railroad servicing and repairs and is contaminated with lead, arsenic and polynuclear aromatic hydrocarbons. The contaminated soil will be sent to a disposal site in Utah. The site will be cleaned to residential standards as UP intends to sell the property. **Ashland Daily Tidings September 19, 2012.**

On September 20th two of my interests collided with a picture posting by The History Museum of Hood River County's posting of a early 1900s picture of the Davidson Fruit Company with a OR&N passenger train sitting to the side. Also pictured is the Ice Factory building that brings back memories of my Father's tales of loading blocks of ice into reefers at the same location. **www.historichoodriver.com**, and scroll down and click on the railroad tag. Among other businesses, this is the current site of Full Sail Brewing, a liquid interest of mine.

Sales of the Friends of SP 4449 2013 calendar commenced with the Oregon Rail Heritage Center grand opening September 22nd. This is another excellent work of Chris Fussell who currently is residing in Salt Lake City; all great pictures with interesting captions. For online ordering go to: **www.4449.com**. Or visit the Oregon Rail Heritage Center, Thursday thru Sunday, 1pm to 5pm.

Centennial of the Oregon Electric Extension: Oregon Railroad Archeology

Photos and Text by Dave Larsen



October 2012 marks the centennial of the opening of the Oregon Electric extension from Salem to Eugene. The Oregon Electric, as we know it today, started life as an electric interurban connecting Portland and Salem. In 1910, James J. Hill purchased the existing line with the intention of connecting it to the existing SP&S properties under the joint control of GN and NP.

Once the transfer was completed, the color of the OE motive power was changed from orange to green. Then, a significant move was made to expand the line to Eugene. Perhaps as a direct threat to the SP passenger service, the decision was made to continue the expansion of the OE as an electric interurban. It was very unusual, at the time, for a steam railroad to engage in the interurban building boom then sweeping the country. This move caused the SP to counter quickly with the Red Electrics. Unlike most interurban railways of the time, the new OE extension was built to very high standards.

Construction began on the 72 mile extension from Salem to Eugene in September of 1911. By the spring of 1912, the portion to Albany was complete and opened officially on July 4th. The Albany station still stands and the track is still visible in the street. The portion of the line to Junction City opened on October 15th. The station building still stands today next to the tracks through the middle of town. The final leg to Eugene opened officially to regular service on October 17th. The first station in Eugene was temporary and was replaced by the 1914 brick structure which still stands. All three of the surviving stations are currently restaurants.

Powering the electrics required substations

every 18 to 20 miles to convert the AC power to DC. The OE built three new substations for the extension, Pirtle (MP 86.8), Cartney (MP 106.4) and Lassen (MP 125.5). The imposing concrete substation structures still exist at Pirtle and Cartney.

From Albany (the largest OE yard outside of Portland) to Harrisburg, the right of way avoided any direct contact with the SP and towns on its route, except for a branch which ran to Corvallis and an SP branch which connected to the OE at American (MP 102.3). Still, many rural stations were



First Train Through Junction City



Junction City Station



Substation at Pirtle



Substation at Cartney

serviced along the route. The area from Junction City south became a major shipping point handling canned goods, lumber, fertilizer and other agricultural products. Freight traffic on the extension was heavy and trains usually required two steeple cab locomotives.

One interesting freight survivor from the electric era is located at Meadow View (MP 118.5). This fascinating relic is targeted for movement and possible restoration.



Meadow View Freight Building



Lift Bridge Over Willamette near Harrisburg

Between Harrisburg and Junction City lies the massive Willamette River lift bridge. It contains 820 feet of steel span and 1378 feet of trestle approach. The bridge was constructed to very high standards to ensure that the river could remain navigable. Today, that seems unnecessary, but the bridge remains as a monument to another time.

Passenger service from Portland to Eugene lasted until 1933. Peak passenger loads occurred between 1914 and 1919. Local trains required about five hours to service all of the small stops. Fares averaged about 3 cents per mile. Deluxe limited service completed the run in three hours and forty-five minutes. Limited trains often contained one of the two Niles built parlor observation cars in which the well heeled could purchase buffet meals while riding in luxury. One of

the parlor observations survives at the Western Railway Museum.



Station at Eugene

During World War II, diesels made their first appearance on the OE. That quickly led to the discontinuance of all electric operations on the extension.

Today, the OE extension is the property of BNSF. It is currently leased and operated by the Portland and Western along the same route traversed by the wooden electric interurban cars a century ago.

Further Reading and Reference on the Oregon Electric Railway:
"The Spokane Portland and Seattle Railway" by Ed Austin and Tom Dill, Pacific Fast Mail, 1996, Chapter IV, pages 297 thru 369
"The Northwest's Own Railway - Volume II" by Walt Grande, Grande Press, 1997, Chapter 5, Pages 138 thru 251



Photo by Trent Stetz

The 1904, 5 foot gauge, Finnish steam locomotive number 418 was given to the City of Portland in 1959 for the Oregon statehood centennial and resided in Oaks Park from 1960 until 1980. On August 7th, 1980 it was moved to Junction City where it is in a park across the street from the 1912 Oregon Electric station today.

Peggy Needs a Face Lift

The 103 year-old, 42-ton Shay locomotive *Peggy* has been a resident of the Washington Park campus in SW Portland since 1972. *Peggy* is admired by visitors, and adored by children who come to the park daily. The World Forestry Center has made *Peggy* accessible to all who want to climb aboard and to 'ride' in her engine's cab. *Peggy* is also fully ADA accessible.

The World Forestry Center has commenced a fund-raising campaign to refurbish *Peggy* with the anticipation that the preservation work will be completed by the end of October 2012. The objective is to complete repainting before the rains and winter set in. The cost of this project is \$9,000. Given Contracting Inc. will complete the painting and restoration work including cleaning and finishing the planking inside the engine's cab.

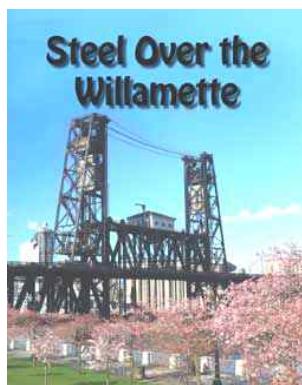
Between the years 1969-1971, members of PNWC rebuilt *Peggy*'s cab and wood sills while it was at Oaks Park (with other "famous" steam locomotives) and was involved in many other facets of her restoration prior to her being moved to the World Forestry Center in 1972. It is estimated that restoring this cab work will cost \$1,200 of the total \$9,000 project.

PNWC has agreed to match up to \$600 your individual contributions to this restoration effort. Fund raising began at the September chapter meeting with more than \$800 already been donated. Please send your tax deductible donation by October 19th to: PNWC-NRHS, Attn: Peggy Restoration, 800 NW Sixth Avenue Room 1, Portland OR 97209; make checks out to PNWC-NRHS. Thank You!



Photo by Arlen Sheldrake

Now 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.

www.pnwc-nrhs.org

Send your check payable to PNWC-NRHS to:

PNWC-NRHS Steel Bridge

800 NW 6th Ave. Rm. 1

Portland OR 97209-3794

Questions: steelbridge@pnwc-nrhs.org

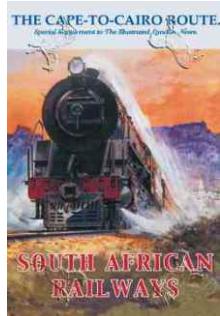
MEMBERSHIP MEETING – Friday – October 19

Alfred Mullett will be presenting an introduction to the Cape Gauge Railways (3'6" gauge) located in Southern Africa and New Zealand at the October 19th PNWC-NRHS Meeting.

3'6" is the standard track gauge in Southern Africa and New Zealand. This is anything but narrow gauge railroading. South African Railways and its predecessors were leaders in railroad technology development, as well as the operators of some of the most beautiful and unique locomotive power ever to ride on two shimmering bands of steel.



Be prepared to meet the Mountains, Northerns, and Garratts that ruled some of the most stunning, challenging, and hostile rail to grace the planet, and did it with panache.



Dispatch Notes

Keith Fleschner, President



We had a great picnic at the Zoo. Thanks to Jeff Honeyman of the Zoo-and his crew, and to Ron McCoy and his crew for putting on a great event. We also saw the opening of the Oregon Rail Heritage Center an event many have waited a lifetime for. Every chapter member has had a hand in seeing the dream become a reality.



Thank you for your continued support!

Photos by Jim Hokinson

Deschutes Steam Special

Ride with the SP 4449 to Bend, OR



Portland and Vancouver Departures Saturday October 20, 2012 at 8:30AM

- Ride behind the historic Southern Pacific 4449 Steam Locomotive
- Two-day trip through the beautiful Columbia and Deschutes River Gorges and return to Portland
- Vista Dome, Club and Coach seating available in vintage rail cars
- Complimentary box lunches with beverages provided
- Overnight premier hotel accommodations with transportation to and from train to Bend included

Tickets available now from TicketsWest
www.Ticketswest.com

For Schedule and Details
visit www.4449.com

DON'T MISS THIS CHANCE TO RIDE WITH SP4449
All proceeds from this excursion will go toward keeping this historic steam engine in service

Historical Note: Oct 5th marks 101 years of Oregon Trunk service to Bend!

September Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Membership Meeting – September 21, 2012

The Meeting was called to order by President Keith Fleschner at 7:37pm.

Guest John Russell, member applicant.

The August, 2012 meeting minutes were reviewed. Arlen Sheldrake made a motion to approve the minutes.

The motion was seconded and the membership voted to approve the minutes.

President Fleschner announced a thank you to Jeff Honeyman, Ron McCoy and Christopher Bowers for a very fine picnic and train tour of the Oregon Zoo.

Arlen Sheldrake reminded everyone of the grand opening of the new ORHF enginehouse on September 22 and 23, 10:00am to 5:00pm. He said the 4449 will be steamed up for display.

Arlen also stated that the Holiday Express will be three weekends this year. Also tickets for the 4449 trip to Bend will be available at the Grand Opening. More docents will be needed when the enginehouse opens to the public Thursday through Saturday each week.

Ed Berntsen announced since the membership has now voted in a new NRHS board the first meeting will be held in October. There is now an opening for a National Advisory Council member for the area and if interested, contact him for more information.

Arlen Sheldrake announced a thank you to the new Trainmaster Editor for a fine first issue.

Ron McCoy announced that the shay engine 'Peggy' on display at the Forestry Center is slated for cosmetic restoration by the Forestry Center and they have asked us for a donation of twelve hundred dollars from the Chapter. Ron reported that the Board of Directors suggested that the Chapter offer up to six hundred dollars to match any individual private donations from the members. This would take an amendment to the yearly budget. Ed Berntsen made a motion to amend the budget to allow for a gift of up to six hundred dollars matching any donations for the restoration of the engine. Arlen Sheldrake seconded the motion. The membership voted to approve the motion. By the end of the meeting eight hundred and forty five dollars had been collected from the members present. Any other donations will be gladly accepted and put to good use to restore this fine engine. Any donation is tax deductible.

George Hickok gave the monthly Treasurers' report. He said all bills have been paid and all accounts balance.

He said at the next meeting he will have the report information displayed on the screen for all to see.

Ken Vannice made a motion to accept the report and Doug Auburg seconded. The membership voted to accept the report.

David Cautley reported that another dome car has been added to the consist for the 4449 Bend trip.

Arlen Sheldrake said the Friends of the 4449 are producing a 2013 calendar.

Al Hall gave a thank you for all who helped with the Steam-up at Brooks. He reminded everyone that September 29 is Museum day and there is free admission to Antique Powerland.

George Hickok reported that the Chapter (he) is doing mailings for ORHF and making a small amount of money for our efforts. Some of the ORHF membership certificates have been mailed and others will be mailed soon.

John Willworth had a library display set up at the side of the meeting room.

George Hickok showed a proof of the first poster of the poster project. A new printer has been found to do the printing for about half the price of the first. The posters will be printed on 80 pound paper.

Jim Hokinson reminded everyone to turn in their volunteer hours which include any hours worked for ORHF.

The meeting was adjourned at 8:41pm. Snack time was provided by Lila Stephens. Thank you Lila.

The program for the evening was a photo tour of The Last Days of the Brooklyn Roundhouse, presented by Charles Morris. The program for October will be South Africa and New Zealand narrow gauge railroads, by Alfred Mullett.

Respectfully submitted, Jim Hokinson, Secretary.

Pacific Northwest Chapter Lending Library

OPEN Mondays in October

Open October 20 (Saturday) 1pm to 4pm
and open every Monday 10 am to Noon

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

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

Library Contains over:
200,000 photographs; 15,000 maps and technical
drawings; 400 periodical titles (and over 10,000
separate issues); 2,000 employee and public timetables;
1,700 books and technical manuals and 600 videos!

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.

Bill of Lading

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Treasurer	George Hickok	503.649.5762
Secretary	Jim Hokinson	503.635.4826
National Director	Edward M. Berntsen	253.383.2626

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Al Baker	2010-2012	503.645.9079
Ron McCoy	2012-2014	503.310.4811
Christopher Bowers	2012-2014	503.577.0063
Jean Hickok	2011-2013	503.649.5762
Trent Stetz	2011-2013	503.643.1494

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Vacant	
Concessions	Vacant	
Chapter Rep., Oregon Rail Heritage Foundation	Keith Fleschner	503.516.9272
Chapter Home	George Hickok	503.649.5762
Elections	Jim Loomis	503.253.3926
Excursions	Jim Long	503.313.7382
Flanger Restoration	Ron McCoy	503.310.4811
Library	Dave Willworth	503.226.6474
Meeting Programs	Al Baker	503.645.9079
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Articles which appear in *The Trainmaster* does not express the official position of the organization on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source, except in cases where the article originated in a third party publication and special permission was given to *The Trainmaster* to print the article here. Please address contributions and correspondence to:

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PACIFIC NORTHWEST CHAPTER TIMETABLE #603

Board of Director's Meetings: October 11, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
November 8, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
(Open to all 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

October 19: Membership Meeting - *Cape Gauge - The Other Narrow Gauge*, Discussion of South Africa and New Zealand 3'-6" Gauge Railroads, Alfred Mullett

November 16: Membership Meeting - *A Walk along the Old Milwaukee Road*, Montana Adventures, Ken Vannice

November 30 to December 2 : *Holiday Express*, Oaks Park Station, www.orhf.org

December 7 to December 9 : *Holiday Express*, Oaks Park Station, www.orhf.org

December 14 to December 16 : *Holiday Express*, Oaks Park Station, www.orhf.org

December 16: Membership Meeting - Election and Holiday Potluck

January 18, 2013: Membership Meeting - Program to be Announced

NOTABLE NON-CHAPTER EVENTS:

Oct 6 & 7 *Fall Splendor*, Wheeler to Batterson, Oregon Coast Scenic Railroad, www.ocsr.net / 503.842.7972

Oct 6 *Electrifying Times: Streetcars & the Building of Portland* (Lecture), Architectural Heritage Center, www.visitarch.org

Oct 11-14 *Southern Pacific Historical & Technical Society Annual Convention*, Ventura CA, www.sphts.org

Oct 13 *October Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net

Oct 13 *Milwaukee Road Meet*, 10 AM– 5 PM, Cascade Rail Foundation, www.milwelectric.org

Oct 13-14 *Fall Foliage & Photographers' Weekend*, www.sumptervalleyrailroad.org

Oct 20-21 *Deschutes Steam Special*, Portland to Bend with SP4449, www.4449.com / www.TicketsWest.com

Oct 27 *10th Autumn Leaf Slide Show*, Fox Theater, Centralia WA, www.autumnleafslideshow.blogspot.com.

Oct 27-28 *Pumpkin Trains*, Chehalis-Centralia RR, www.steamtrainride.com / 360.748.9593

Oct 31 – Nov 3 *Beyond Boundaries*, National Preservation Conference, Spokane, www.preservationnation.org

Nov 10 – Dec 28 *Polar Express*, Mount Hood Railroad, Hood River, www.mthoodrr.com

Nov 17 *Portland Streetcars – The Council Crest Line* (Lecture) Architectural Heritage Center, www.visitahc.org

Nov 23 – Dec 16 *Polar Express Trains*, Fri-Sat-Sun, Chehalis-Centralia RR, www.steamtrainride.com.

Nov 25 – Dec 16 *Christmas Tree Specials*, Sat & Sun, Chelatchie Prairie RR, www.bycx.com / 360.686.3559

Dec 1 *December Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net

Dec 1-2 & 8-9 *Polar Express*, West Coast Railway Heritage Park, Squamish BC, www.wcra.org

June 1, 2013 SP 4449 15 year renewal required.

Sept. 2015 Portland-Milwaukie Light Rail opens with a OMSI/ORHF station.

PNWC – NRHS MISSION

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