

The



Trainmaster

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COVERED RAILROAD BRIDGE ON THE ROGUE RIVER



An interesting Covered Railroad Bridge crossing the Rogue River. Date and Photographer Unknown, photos were likely taken by a unknown main line railroad photographer.

In the Collection of the PNWC Archives, From the collection of Lamar Ferguson Albums.

What railroad operated in the area of the Rogue River?

Portland and Western Railroad Locomotive # 2313

by Stuart Adams



Santa Fe # 3612 as delivered from EMD
Photo courtesy of Mike Woodruff

Wyoming Railroad's corporate paint scheme and Willamette and Pacific Railroad lettering and reporting marks, which were changed in 2012 to Portland and Western Railroad lettering and reporting marks, although the railroad's corporate name is the Portland and Western Railroad Incorporated. The engine definitely serves the railroad well, given its years of service on the ATSF, the WPRR, and the PNWR.

In 2008 it received remote control equipment and a new electronic bell as part of the electronic equipment upgrades that the Portland and Western did to its entire locomotive fleet to be able to be compliant with new systems being used for the Tri-Met WES Service from Beaverton to



Portland and Western / Willamette and Pacific # 2313. Photo courtesy of Matt Adams

Wilsonville. I believe that it is a handsome looking locomotive, and it's "Lake Oswego" name on the cab honors my hometown of Lake Oswego.

Reference: <http://www.rpicturearchives.net/LocoPicture.aspx?id=51197>

Seen around Washington State

Photos and Text By Dan Simmering

The public unveilings of Oregon DOT's two newest Talgo train sets were held July 27th at Eugene, OR and Seattle, WA. Of course, I attended the one in Seattle. The photo at right shows the Mt. Bachelor train set. The end of the train is held down by the cab control unit. That is some design! Since I photographed it, lettering had been applied to the train. These Talgos are expected to go into service between 15 and 30 August of this year. They will run system wide, not just in Oregon. I was interested to learn today that the cab control car does not tilt with the rest of the train as it rounds a curve.



The photo at left was of a group of Tacoma Rail locomotives in Tacoma making up the LPC train for BNSF. Of course, that is Mt. Rainer in the distance.

President's Dispatch

by Keith Fleschner



Moving the structure around the S-2

Whew, it's been a busy month or so. It started with an all-hands work party to move the structure covering the Chpater's S-2 at Antique Powerland in preparation for Steam-Up. Thanks to Phil Barney, Mark Reynolds, Kai Reynolds, Trent Stetz, Ron McCoy, Christopher Bowers, Pete Rodabaugh, Ken Vannice and George Hickok for the success of that project. Just two weeks after that we were into the thick of Steam-Up, with many chapter members contributing to a successful two weekend event. Two people that deserve special mention are Trent Stetz, who managed most of our volunteers who worked at Steam-Up, and Mark Reynolds, who on short notice filled in as the Sound System "guy" replacing Randy Rock. Big thanks to all the members who helped produce another successful Steam-Up.



PNWC Concessions Booth at Steam-Up



Brake Cylinder Parts from #2955

We've also spent the last few weeks getting a couple of cars ready for an anniversary celebration at the Port of Coos Bay Railroad. As I write, the PNWC 6800 (Red River) and the NRM 2955 (James J. Gillespie) "the Round End" are on their way to Coos Bay via Eugene. Many Chapter people worked to prepare the cars, my special thanks to George Hickok, Pete Rodabaugh and Arlen Sheldrake.

Your board has also seen an excursion proposal developed in last month. Thanks to David Larsen and Arlen Sheldrake for the proposal and the work of the excursion committee chaired by Jim Long to move it forward.

We also had a special election to replace the open board position created by the passing of Randy Rock. My thanks to Phil Barney for stepping forward to serve the Chapter.

And this is just a recap of some of the "special" chapter events of the last month; we continue the "ordinary", good programs, board meetings, *Trainmaster* production, and distribution, archives and library work, work at ORHF, etc. - I'm off to well deserved nap.

Photos by Trent Stetz

Astoria Railroad Preservation Association

Locomotive No. 21 was built in 1925 by Baldwin Locomotive Works for the Santa Maria Valley Railroad in southern California. For 37 years, it pulled loads of sugar beets, vegetables and petroleum products along the 36-mile rail line. It also became the "pet" engine of the railroad's owner, Capt. G. Allen Hancock, a West Coast financier who helped bankroll agriculture in the valley during the 1900s and had a passion for putting himself at the throttle. The 81-ton locomotive became a favorite on the railroad for both its domineering presence on the track and its famous engineer. The renown, steam-driven workhorse of the Santa Maria Valley Railroad was retired in



Backhead of Baldwin No. 21. The steam manifold and the 6BL automatic brake and plumbing installation. Looking through the firebox door one can see flues need to be installed yet as well as other ancillary devices.

Baldwin No. 21

1962. Railroad buffs in Clatsop County joined forces in 1990, forming the Astoria Railroad Preservation Association. After combing trade journals and cruising the Pacific Northwest, word



finally came that the No. 21 engine from the old Santa Maria Valley Railroad was sitting dormant in Washington. The ARPA bought the locomotive with \$27,000 in community donations and brought the locomotive to Astoria piece by piece in 1991. The disassembled locomotive was stripped, sandblasted, cleaned and painted with primer by volunteers in their spare time. The renovation of the engine is still under way as crews work to restore it to the same working condition as when it rolled off the Baldwin lines in 1925. Information from: www.astoriarailroad.org/steam/Baldwin.html

The running boards are installed and the hangers for the air reservoirs can be seen on this right forward view of the locomotive.

Photos and Captions by Leonard Morgan from August 4, 2013

PNWC Archives Put to Work

by J. J. Thompson

In March of this year the Oregon Coast Scenic Railroad was able to borrow and scan elevation drawings of three bridges on our railroad. One of these bridges was a pin truss bridge originally constructed by the Phoenix Bridge Company for the Southern Pacific's seventh crossing of the Truckee River in Nevada in 1896. It was replaced and deconstructed in the late 1920s and relocated to the Tillamook Branch in 1939 and is the second crossing of the Nehalem River. Due to Federal Railroad Administration requirements, we are required to have bridge engineering and load testing done on all of our bridges by 2015. Without these drawings our bridge engineer would have had to complete new drawings of the bridge. The elevation drawings enabled us to meet the FRA requirements in half the time and half the costs. Our Fall Splendor excursions will be using this historic bridge each weekend in October. We are very thankful for the assistance and the resources that the Pacific Northwest Chapter of the NRHS so willingly provides in room one.



Bridge at Second Crossing of the Nehalem River (Photo by Martin E. Hansen)



[J.J. is the Office Manager for the Oregon Coast Scenic Railroad. OCSR operates the coast portion of the Port of Tillamook Bay Railroad between Naval Air Station Tillamook (NAST) south of Tillamook to the mouth of the Salmonberry River. More information about OCSR: <http://www.ocsr.net>. The offices and archives of the PNWC are located in room 1 and 1A of the Union Station Annex in downtown Portland. Bill Hyde, PNWC Archives volunteer, worked with J.J. to get him what OCSR needed.]

A Ride on the Eagle Cap Excursion Train

Photos and Text by Arlen L. Sheldrake

With worries on how long passenger runs will be continuing, I was very pleased when Wallowa Union Railroad announced a 2013 schedule that included 10 runs. These ten runs represent the entire revenue operation of this 62-mile railroad. Gone are the recent days of the revenue for storing idle center beam flatcars; gone are the promises of a former northern California promoter; long gone are lumber and log car revenues. All that is left for 2013 are these ten passenger runs. Paid WURR staff run the train while the friendly Friends of the Joseph Branch volunteers provide the on-board services.

On July 20th, Rita and I did the Two Rivers 3.5 hour trip. We departed Elgin promptly at the advertised 10 AM. This was our first visit to the sparkling new Elgin Multi-Modal Depot, funded mostly by *ConnectOregon* funds. The depot appears to be very functional and is an attractive place to park and board the train. The train ride parallels the Grande Ronde River with abundant wild life, fishermen, and rafters. In fact as we were leaving Elgin, a good looking doe wandered by the end of the train and on our return a doe with fawn meandered down the street next to the depot with a buck and two does on the other side of the arriving train. Also during the trip we had to slow for cows on the track...yes, this is country.



A box lunch is included in the price and at least for this trip was provided by Ten Depot Street. It a good lunch so we decided to try them for dinner in downtown La Grande. The restaurant is located on one end of Depot Street, with the handsome La Grande Union Pacific station at the other. The dinner, service and location in a historical building did not disappoint.

Our train consisted of two GP-type diesel-electric locomotives, a combo power/open baggage car, one coach and two table cars. This is a pull, pull operation with a locomotive on each end. Our train went from Elgin, MP 21 to Vincent, MP 40.60. The distance is measured from the line's beginning at La Grande with Idaho Northern & Pacific operating the branch from La Grande to Elgin. It appears that the rest of the 62-mile line is not in service and is growing a good crop of weeds.

The remaining runs for 2013 are August 31; September 14, 21, 28; and October 5, 12, 19. More information: <http://eaglecaptrainrides.com>. No word yet if there will be a 2014 season.

PNW SHORT LINES

by Arlen L. Sheldrake

On July 23rd, the Port of Vancouver commissioners unanimously approved a lease for Columbia River terminal that would take in crude oil by train from North Dakota and ship it to West Coast refineries. The Vancouver terminal operation would involve as many as four, mile-long oil trains a day operated by BNSF Railway. The port lease is one step in the project. The 42-acre terminal also would have to be approved by Washington's Energy Facility Site Evaluation Council. Governor Jay Inslee would have final approval. Tesoro is a current tenant at the port. With Savage it wants to build a terminal with six storage tanks capable of handling 360,000 barrels a day for shipment to 19 West Coast and British Columbia refineries. **The Columbian 7/23/2013.**

The Washington State Community Economic Revitalization Board (CERB) recently approved a \$500,000 loan and \$100,000 grant for the Port of Whitman County in Colfax, Washington to build two rail spurs. The rail infrastructure will support the delivery of bulk commodities to the McGregor Company's planned \$10 million fertilizer and agri-chemical plant at the port. The port will provide \$137,856 in local funds to construct the spurs. The port is served by the Palouse River & Coulee City Railroad, which interchanges with BNSF Railway. **Progressive Railroading 7/23/2013.**

Two millionth Hyundai rolls through the Port of Portland in mid-July. Hyundai Motor Company first began importing cars through Portland in 1986. The growing volumes of Hyundai vehicles have helped keep Portland the second largest auto import hub on the U.S. West Coast. Construction of the \$12.2 million auto import facility and floating dock was financed by the Port, Oregon Lottery funds, and Hyundai. Auto Warehousing Company handles the inbound vehicles at the leased, 130-acre Terminal 6 auto processing facility. A \$2.8 million expansion is underway to expand the processing building by 27,000 square feet and increase capacity to more than 110,000 vehicles annually. Portland saw more than 275,000 vehicles roll across the docks in 2012, and each one has an estimated economic impact of \$271 to the local economy. **Port of Portland 7/24/2013 press release.** [Terminal 6 has 10 holding tracks and room for two+ unit trains; it is served by BNSF Railway and Union Pacific.]

On July 25th TriMet announced they had reached the halfway point on the construction of the Portland-Milwaukie light rail project. The opening is scheduled for September 12, 2015. Construction of the \$1.5 billion, 7.3 mile line began May 2012. **Progressive Railroading 7/26/2013.**

Sound Transit's Link light rail celebrated its fourth birthday on July 11th amid strong ridership growth and record-setting trends this summer. The line has carried more than 30 million riders since it opened to the public on July 18, 2009. Link has seen double-digit annual ridership growth since opening and averaged almost 32,000 weekday boardings in June, a 14% increase over June, 2012. Link also saw its busiest day ever when it carried more than 38,000 riders on Tuesday, June 11th. **Sound Transit 7/11/2013 press release.**

The 1905 Southern Pacific built bridge on the Siskiyou Line over the Middle Fork in the Cow Creek Canyon was damaged in late July by the Douglas Complex fire shutting down the Central Oregon & Pacific Railroad south of Riddle, Oregon. **Larry Tuttle, 7/30/2013, Trainorders.com posting.** As of July 30th the fire had doubled in size to 21,000 acres and had scorched two railroad trestles. 1,000 fire fighters and air tankers were fighting the lightning caused fire. **The Register-Guard 7/30/2013.**

Some may remember Jack Crider, formerly the manager of the Port of Tillamook Bay; then he went to the Port of Astoria. Jack is now CEO of the Humboldt Bay Harbor District, Eureka, California (<http://humboldtby.org>). **North Coast Journal 6/11/2013.**

The Sound Transit's board has approved a \$440 million contract with JCM Northlink L.L.C. to mine 3.4 miles of twin light-rail tunnels as part of the Northgate Link Extension project. The contract, which the board endorsed on July 25th, is the largest construction contract the agency has awarded. The work is scheduled to begin this fall and take about four years to complete. JCM Northlink is a joint venture formed by Jay Dee Contractors of Livonia, Michigan; Frank Collucio Construction Co. of Seattle; and Michaels Corp. of Brownsville, Wisconsin. The 4.3-mile Northgate Link Extension will connect the Northgate, Roosevelt and University District neighborhoods to downtown Seattle and Sea/Tac Airport. The \$2.1 billion extension is scheduled to open in 2021. **Progressive Railroading 7/30/2013.**



Siskiyou Line Bridge over the Middle Fork

Potash exporter Canpotex opened a C\$60 million wagon maintenance depot near Lanigan in Saskatchewan during June. The company said the purpose-built facility would give it greater control of maintenance, helping to enhance the performance of its fleet of 5,000 wagons. The depot features all-weather inspection, light repair and wheel maintenance facilities, as well as an automated washing plant. **Railway Gazette 7/30/2013.** This new facility is part of a railcar logistics' strategy initiated in 1996 when Canpotex partnered with National Steel Car Limited of Hamilton, Ontario to build the world's first railcar designed specifically to carry potash. The new design, combined with greater load capacity, allows Canpotex to operate longer trains that carry more potash. By exclusively running longer trains, Canpotex is one of the first Canadian shippers to support the railways' move toward a 'drop and lift' operating system. The majority of Canpotex product moves in unit trains west, from mine sites in Saskatchewan through to port facilities in Vancouver, British Columbia and Portland, Oregon. These trains, up to 170 railcars long, can carry approximately 17,500 tonnes of potash. <http://www.canpotex.com>.

Some interesting news from the Southern Oregon Chapter, NRHS in their **August 2013 Manifest newsletter**:

- The Butte Falls mayor has asked for help from the Army Corps of Engineers on three projects, one is to build a tourist railroad. On July 4th the Chapter staffed a booth at the Butte Falls 4th of July celebration gathering signatures for the Jackson County Heritage District ballot measure and a "Name the Railroad Contest".
- The Chapter is one of many Jackson County heritage organizations collecting signatures to get a Heritage District Ballot measure on the May 2014 ballot. A total of 22,000 Jackson County registered voter signatures are needed.

In other Pacific Northwest NRHS chapter news, the Yaquina Pacific Chapter has voted to return its charter to NRHS and no longer be a chapter of NRHS.

The new McCoy grain terminal located between Rosalia and Oakesdale, Washington is slated to conduct loading tests in mid-August and to load grains in September. The facility will load 110-car shuttles, the industry standard, in 10 hours. The facility holds 1.4 million bushels of wheat and will likely primarily handle soft wheat. The work remaining includes hooking up equipment and minor electrical work, hooking up dust systems, completing roadwork for truck access and work on track to the terminal. About 5,000 feet of 12,000 feet of rail has been laid; all work is anticipated to be complete by the first week of September. The facility's access point off the BNSF Railway mainline begins at Marshall, Washington, roughly 30 miles away. Bridges on the state-owned P&L rail line [the P&L Branch is operated by the Washington & Idaho Railway] need to be repaired or replaced to hold the larger hopper cars. The Washington Department of Commerce is funding the repair of eight of the bridges this summer. There are 15 remaining bridges, four in need of repairs and 11 that need to be replaced. The \$17 million state-of-the-art grain terminal is a joint venture between Cooperative Agricultural Producers, Inc. and Pacific Northwest Farmers Cooperative. **Capital Press 7/26/2013.**

On August 16, 1885, the *Isabel* docks at Tacoma with the first cargo of tea from Asia bound for the East Coast via railroad. The Northern Pacific had gathered 200 cars at the Tacoma docks ready to load 2,000 tons of tea. The train sets out for the East Coast as an express, intending to reach New York in just over one week (the trip takes a month).

HistoryLink.org Essay 8752 Washington State History Online Encyclopedia.

In early August TriMet (Tri-County Metropolitan Transportation District of Oregon) was awarded an Operation Lifesaver award that will target millennial-age male pedestrian and transit riders through a safety marketing campaign featuring Facebook and online ads, and nontraditional print and television public service announcements. The Federal Transit Administration provided the funds with close to 20 agencies vying for the funds; four were awarded at up to \$25,000 each that required matching funds. **Progressive Railroading 8/9/2013.**



July 29 marked the first day of mobilization as the second of three phases of the West Vancouver Freight Access Trench project begins construction. Rotschy, Inc. of Vancouver, WA was selected to construct a pile supported concrete structure for a south lead track, which will create a grade-separated new rail entrance into the southeast side of the port. The project will eventually allow full length unit trains to enter the port without impeding upon the existing North/South BNSF rail line that carries both freight and passenger trains almost continually throughout the day. Currently, each time a train enters the port, this line must remain clear while the train is "broken" into pieces that can be processed and staged throughout the terminal. **Port of Vancouver USA 8/13/2013 press release.**



For the first time since Western Washington Railroad took over the 20-mile railway from Maytown to Chehalis last year, the railway is being used to ship goods rather than railcar storage. Truckloads of barley, grown by farmers in the Boistfort Valley, were delivered to the rail yard near West Street in Chehalis where the barley was loaded into 100-ton

railcars for shipment to Vancouver, Washington. **The Chronicle News 8/1/2013.**

On August 1st Whitefish officials cut the ribbon on a new canoe and kayak landing on Whitefish River. The dedication marks the completion of a 5-year cleanup project between Burlington Northern Santa Fe Railway and the city. BNSF started the cleanup after the EPA discovered contaminants in the Whitefish River from a nearby fueling facility. A \$25,000 grant from the BNSF Foundation made Whitefish Landing a possibility. Whitefish Landing is located on the Whitefish Pedestrian and Bicycle Trail, a short walk from the corner of Railway Street and Miles Avenue in Whitefish. **NBC Montana 8/1/2013.**

On August 3rd and 4th the Amtrak Exhibit Train visited Spokane. The exhibit train was pulled by the Amtrak locomotive in "America's Railroad Salutes Our Veterans" livery commemorating the 50th anniversary of the Vietnam War. Exhibitors in the Amtrak station included railroad artist J. Craig Thorpe, River City Modelers model railroad group, Operations Lifesaver and the Inland Northwest Railroad Museum. **KXLY.com 8/1/2013.**

A 2-year statewide environmental study on exporting millions of tons of coal through a terminal north of Seattle will be performed by the state, marking a temporary win for elected officials and environmental groups worried about pollution. The state Department of Ecology announced on July 31st the study, which will be performed while the U.S. Army Corps Engineers and Whatcom County will also examine the local environmental impact of exporting coal through the Gateway Pacific Terminal at Cherry Point, outside of Bellingham. Millennium Bulk Terminal in Longview, Wash., is also seeking coal exports, but the study announced July 31st does not impact that proposal and would require a separate study, said Josh Baldi, regional administrator the state Ecology department. **Times Colonist 8/1/2013.**

On July 25th the Cultural Trust Board approved \$1,618,056 in grants for fiscal year 2014. This represents an increase of more than \$100,000 from 2013. Among the recipients is the Southern Oregon Chapter, NRHS who will receive \$5,000 for continued restoration of the Willamette MEDCO #4 steam locomotive. **Oregon Cultural Trust eNewsletter 8/1/2013.**

Work is now underway to help stabilize slopes and stop landslides along the passenger rail corridor near Everett. The \$16.1 million federally funded project began in early August to stabilize slopes above the rail line. Between November 2012 and early January 2013, landslides cancelled a record number of daily trips. **WSDOT 8/19/2013 press release.**

Forest Grove's SP Red Electric Station Celebrates 100 years

by Don Skinner

A century ago, workers laid bricks for a Southern Pacific Railroad Station on the corner of 19th Avenue and Main Street in Forest Grove. In their quest for expansion, Southern Pacific Railroad began commuter service to outlying cities within the Willamette Valley by creating interurban rail lines known as Red Electrics because of their bright red color. These electric commuter trains were usually two or three cars long and were also used for mail and light freight. The first trial run from Beaverton to Gaston occurred on January 5, 1914, and regular service began running through the Forest Grove station two weeks later. The station continued to serve passengers until July 28, 1929, when paved roads and increased use of buses and personal automobiles brought an end to the era of electrified rail systems. Both passenger and freight trains stopped running by 1943, when the station was converted to office space, and the building has since changed hands several times. Today, the Old Train Station (OTS) is home to the nonprofit Friends of Historic Forest Grove.



This photo of the Southern Pacific Railroad Station, now the Old Train Station at 19th Avenue and Main Street, was likely taken before 1920, possibly just after the station opened in 1914. (From the George Williams collection)

Reference for more Information:

(http://www.forestgroveor.gov/images/stories/government/boards/landmarksboard/documents/Spring_2013_Newsletter.pdf)

Current Photos by Trent Stetz



Reproduction of the SP Station Sign



The roofline has changed over the years. The open area at the end (shown above) has been enclosed

Doyle McCormack's 70th Birthday

by Bob Slover

70

Mileposts

90

There are stacks and stacks of books that will help you find your calling. Doyle didn't need books or surveys to know his calling in two words: Locomotive Engineer. And yet it doesn't take long to realize that his talents go beyond the cab of a locomotive. Many articles have been written about Doyle's mechanical successes, yet he'll tell you that somewhere in Ashtabula County, Ohio is the remains of a lawn mower engine that got the best of him.

I first met Doyle one December day in 1974. The 4449 had moved to the Burlington Northern's Hoyt Street Roundhouse for restoration as the American Freedom Train locomotive. Walking up the track from the turntable to the door, I entered the dank, dark roundhouse and continued up towards the front of the locomotive where Russ Shipman and Doyle were talking. During a break in the conversation I mustered all the guts a 17 year old could and said I had heard that there might be something for me to do on the locomotive. Doyle said "Lad, I've got 50 feet of something to do," so then I joined the gang cleaning the rust out of the locomotive's tender and the adventure began.

Doyle has modestly described himself as an average engineer, but it would be hard to find anyone more suited to the task of running around the country with a steam locomotive and 2,000 ton train full of priceless artifacts. Operating over unfamiliar territory would be enough of a challenge, but it pales against negotiating with railroad crews at 3 in the morning, arranging locomotive repairs out of the local yellow pages, and encouraging wet-behind-the-ears firemen. It's helpful if one of your guiding principles is: "Know you're right, then proceed."

The management and leadership skills that Doyle honed during these years have been put to good use in excursions all over the western half of the US, as well as maintaining the base of operations at Brooklyn. When it came time to leave that home of more than 30 years for a new building, he was at the forefront of the effort to move out of Brooklyn and build a new home.

He has been generous in sharing his skills and resources with rail preservation programs near and far; finding a drop table for the Heber Valley, making throttle valves and bearing adapters for a steam locomotive half way across the country. Closer to home he hasn't been bashful about helping the neighbors with steam locomotive and passenger car repairs. And beyond rail preservation, there are folks in this room who can recall a couple of October weekends spent with Doyle replacing the roof on my house.

At the core of these operating and mechanical adventures is people. This room is filled with those of us who have been motivated and encouraged by Doyle's passion for railroading and preservation, to contribute what we can to the effort. From breathing life into a rusty steam locomotive, to assembling a complete trainset with matching paint to travel to New Orleans and back, to making a home for it all when the dust settles. Then there are the folks who just happened to be there when the train passes by. One day at Holiday Express several years ago, we were in the cab when a young man from Ohio approached with a question. He was in town visiting his girlfriend and wanted to propose to her on an evening train. You could see the gears turning in Doyle's head as we came up with a scheme for him to make his proposal in the round-end car. Whatever the attraction of railroad equipment, on that day it couldn't hold a candle to the idea that his couple would one day be telling the story to their grandchildren.

No story about Doyle is complete without including his better half, Laurie, affectionately known as Mean Laura Jean. What a nickname for a woman who can't resist the pleadings of a stray cat or dog, who makes sure that friends have someplace to go for holidays, and somehow manages to always accidentally cook too much food. When they were married in the early 70's, the local odds makers didn't hold out much hope. They have proved the skeptics wrong. Although Laurie has gotten used to the other woman, the one with the orange skirts, she and Doyle are each the most important one in the others life.

I am thankful to count Doyle and Laurie as my friends. Many in this room know their caring generosity and can say the same thing. For those of us who may be to blame for Doyle losing his hair, we can apologize and say that he looks just fine without it!



Doyle and Laurie with the birthday cake, as Keith Fleschner and George Hickok look on

Gordon Zimmerman's 90th Birthday

Gordon celebrated his 90th birthday on August 10th. Gordon has rode the rails in all 50 states, 30 countries, and every mile of Oregon's railroads. While Gordon has always been crazy about trains, the SP 4449 has been the focus of his passion for railroading. He is the father of the 4449's successful concessions program, and helped transform a baggage car into the travelling gift shop that accompanies the 4449. This baggage car is named in his honor. Gordon has been a faithful supporter and long time member of the Pacific Northwest Chapter of the National Railway Historical society. As the top donor for ORHF's All Aboard Capital Campaign, he was given naming rights for the new building and bestowed that honor on Doyle L. McCormack. The Oregon Rail Heritage Center is a tribute to Gordon's passion for trains and a life from opera houses to enginehouses.



Gordon with Jean Hickok at the Celebration

In the Library and Archives...

by Merrill Hugo

Drawings of the Southern Pacific Railroad

Pacific Northwest Chapter Lending Library Visit Us!

OPEN Mondays and Sep. 21st

September 21st (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

When the Southern Pacific shut down their engineering office in Union Station they tossed over 10,000 drawings into the trash. Bob Weaver and Jim Loomis engaged in some inspired "dumpster diving" and rescued the drawings for the PNWC. They brought them over to room 1A and placed them, roughly arranged by size, into a file cabinet.



Merrill entering drawing information into the Chapter's computer database

The drawings are still in the cabinet and are still arranged roughly by size, and they constitute a varied collection. A veritable dog's breakfast. Yard maps for the Brooklyn yard may be flanked by a "No Smoking" sign and the plan for a trestle near Coos Bay. They include details for some locomotive parts, floor plans and elevations for section workers houses and stations, plans for water works along the line, maps for abandoned branches, shop plans, and much more.



Merrill and Henri reviewing drawings

When someone comes in and asks do we have a track diagram for the north end of the Eugene Yard we can answer "yes, I saw something a few weeks ago and I think it is one of those three drawers". This narrows the search to a few drawings among more than 2000 drawings in the three drawers with no particular order. Good Luck!

We are attempting to bring some kind of order to the assortment. We hope to eventually have each drawing entered into a searchable data base. The process is started by entering each drawing into a spread sheet by railroad drawing number, branch line, title, date, physical attributes and drawer number. The drawings will then be arranged by railroad number into folders in each drawer. This will allow us to run keyword searches like "Eugene Yard" which will tell us which drawers and folders hold the information requested.

Henri Larose and Merrill Hugo have been entering the data on drawings from the first of about 20 drawers into a spread sheet designed by them in conjunction with the Library/Archives Committee. Hugh Delanty and Dave have been entering data in similar spread sheets from a collection donated by S.P.&S.

We look forward to moving the data into a more sophisticated data processing system using Microsoft Access™ and ultimately putting this on the web.

(Picture at Right)Members of the The Library and Archives Group visited the Western Railway Museum in Rio Vista, CA. Joe Harper, Dave Larsen, Bruce Strange, Merrill Hugo, Bill Hyde, and Henri Larose are pictured here, in front of the Peninsular Railway Number 52. This car ran between San Jose and Palo Alto (Stanford University) from around 1905 until the thirties. The Peninsular Railway was or became a subsidiary of Southern Pacific. It is standard gauge, powered by 600 volts DC, and built by the American Car Company.



August Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on August 16, 2013

The August general meeting was called to order at 7:34 pm by President Keith Fleschner. Two guests, Norm and Elaine, were recognized and welcomed.

The July minutes were presented. Arlen Sheldrake made a motion to approve the minutes and Ken Vannice seconded. The membership voted to approve the minutes.

George Hickok gave the monthly treasurers report; He stated that all accounts balanced. He reported that we continue to sell Steel Bridge books past the break- even point. On the S-2 restoration project, work and spending continues. The poster project is ongoing, well under projected budget and is now waiting for the completion of the marketing plan. George also presented the Chapter's 2012 IRS Federal Form 990-EZ and State CT-12 information, which was sent in on August 15th. A 2012 chapter balance sheet was also presented. Dave Larsen made a motion to accept the report and Ken Vannice seconded. The membership voted to accept the report.

George Hickok reported that the Port Of Coos Bay has now restored a large portion of rail line and is approaching their one hundred anniversary. In celebration, they will be providing rides behind one of their diesel locomotives. The chapter will lease them the 6800 car and the NRM will lease the round-end car for the multiple day event on August 23rd and 24th. A group have folks, including George, Pete and Keith, have been prepping the two cars for inspection and then transport via Union Pacific to Eugene.

Ron McCoy presented the *UNSUNG HERO* award to Bruce Strange. "Bruce has been an active volunteer at the Chapter's Archive for many years. Looking through the many one-of-a-kind images, Bruce saw an opportunity for the Chapter. His large-format prints, complete with historic interpretation and the Chapter's contact info have been very popular with the public. Not only do they generate income, they also educate and raise the Chapter's profile."

Keith Fleschner noted that the two weekend Steam-Up event at Antique Powerland went well. Most of the attendees at the chapter meeting attended one or more of the days of Steam-UP. Thanks to all who volunteered their time for the event.

Arlen Sheldrake addressed the group, thanking all of those who have become docents at ORHC, and also asking for additional volunteers to become docents who have an interest to talk with the public on their visits to ORHC.

Ron McCoy reminded the group of the Forest Grove Red Electric SP Railroad Station's 100th anniversary event, to be held on Saturday, August 17th from 3 to 7pm.

Christopher Bowers reminded the group of the Railroad Heritage Forum which will be held in Tacoma on September 7th. Flyers were available.

Jean Hickok noted that long time PNWC member Gordon Zimmerman celebrated his 90th birthday.

President Fleschner noted that ORHF Holiday Express will be held for three weekends again this year. Rack cards are available. More information and details to come!

The meeting was adjourned at 8:15pm for snack time which was provided by Jean Hickok. Due to rising costs it is requested a three dollar donation for the snack time.

The President also announced that the library committee tonight has a display of materials on "overseas railroads".

The program for the evening was 2012 European Rail Travels presented by Ed Immel. His presentation included some very interesting rail attraction information about Finland, St. Petersburg, Berlin-Germany (with their distinctive 2-10-2 steam locomotives), Budapest-Hungary and Vienna via a series of beautiful videos.

Respectfully submitted Trent Stetz, Editor and Director-at-Large.

August Unsung Hero: Bruce Strange



Bruce Strange at National Train Day 2013 with the Large Photos



Jean Hickok serving snacks to Ken Vannice

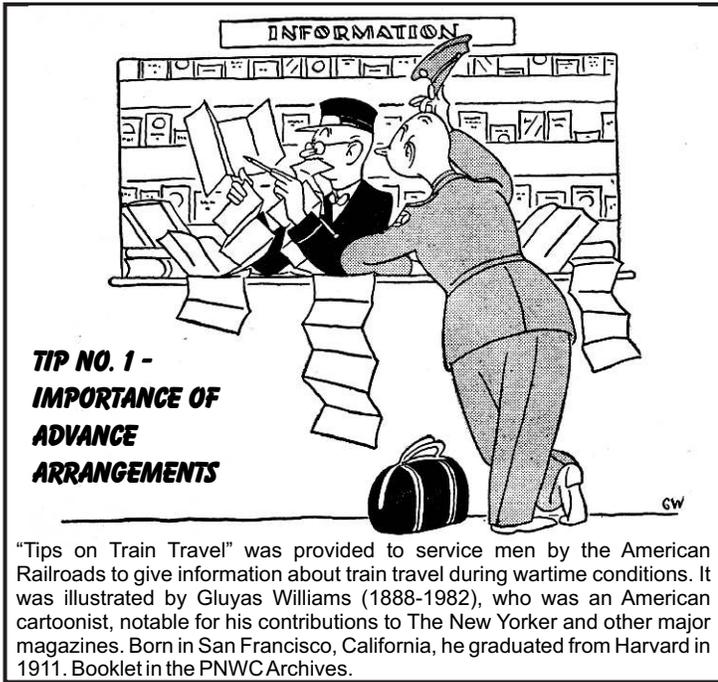


John Willworth with the selections from the Library



Ed Immel giving the presentation

Photos by Trent Stetz



Chapter Vests Still Available to be Ordered until Sept 20th



We are ordering those stylish PNWC blue chapter vests with the Chapter and National patches on the front and silkscreen logo on the back (see picture at left), for those chapter members who wish to purchase them! Approximate cost of \$25 per vest. due when the vests are delivered. If you are interested, please contact Trent Stetz by September 15th (503-643-1494 or Trent.Stetz@yahoo.com) with your request and vest size information. Thanks!

Bill of Lading

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Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jim Hokinson	503.635.4826
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Ken Vannice	2013-2015	503.244.8732
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

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Archives	William Hyde	503.666.5530
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Car Host	Mark Reynolds	503.638.7411
Concessions	Vacant	

Chapter Rep., Oregon Rail Heritage Foundation

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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 614

Board of Director's Meetings: September 12, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
October 10, 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

- Sept. 20:** *Cascade Crossing, Oakridge to Cascade Summit*, TRAINS Ultimate Railroad DVD by Kalmbach, 2008. Late Southern Pacific era coverage.
- Oct. 18:** *Rail Car Air Brakes; A Technical Review* by George Hickok.
- Nov. 15:** *Automatic Equipment Identification (AEI) & Tracking* by George Hickok.
- Dec. 20:** *Annual Holiday Potluck and Officer Elections*

NOTABLE NON-CHAPTER EVENTS:

Now – Sept 7, 2014 *Rocky Mountain Express*, Spokane Riverfront Park IMAX , www.spokaneriverfrontpark.com
August 31-Sept 1 *Affair on Main Street*, North Pend Oreille Valley Lions Club, www.lionstrainrides.com
Aug 31-Sept 2 *Steam Labor Day Weekend Special*, Chelatchie Prairie Railroad, www.bycx.com
Sept 7 *Northwest Railroad Heritage Forum*, 10 to 5, Wash. State History Museum, www.railheritage.org, Tacoma, WA
Sept 8 *Medford Railroad Park Open House/Run Day*, 11 to 3, Medford, Oregon, www.soc-nrhs.org
Sept 12-13 *Steam Fall Leaves Special*, Chelatchie Prairie Railroad, www.bycx.com
Sept 14-15 *Train Fest*, Pacific Northwest Live Steamers, Noon to 5pm, Molalla, Oregon, www.pnls.org
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
Sept 22 *Medford Railroad Park Open House/Run Day*, 11 to 3, Medford, Oregon, www.soc-nrhs.org
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 10-12 *5th Annual Central Coast Railroad Festival*, San Luis Obispo CA, www.ccrf.com
Oct 12 *Grand Opening*, San Luis Obispo Railroad Museum, www.slorm.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
Oct 26-27 *Pumpkin Train*, Chehalis-Centralia Railroad & Museum, www.steamtrainride.com
Nov 30-Dec 1 *Santa Train 2013* Northwest Railway Museum, www.trainmuseum.org
Nov 29-Dec 1 *Holiday Express (SP&S 700)*, Oregon Rail Heritage Foundation, www.orhf.org
Dec 6-8 & 13-15 *Holiday Express (SP&S 700)*, Oregon Rail Heritage Foundation, www.orhf.org
Dec 7-8, 14-15, 20-21 *Santa Train 2013*, Northwest Railway Museum, www.trainmuseum.org
Dec 7-8, 14-15 *Candy Cane Express*, Garibaldi, Oregon Coast Scenic Railroad, www.ocsr.net
July 27 - Aug 2, 2014 *RailCamp Northwest*, Tacoma, www.nrhs.com
August 23-29, 2015 *Portland Daylight Express*, The NMRA annual convention in Portland, www.nrma2015portland.org
Sept. 12, 2015 *Portland-Milwaukie Light Rail* opens with a OMSI/ORHC 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.