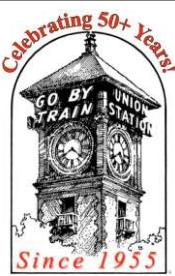


The Trainmaster

June 2014

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

www.pnwc-nrhs.org



STEAM ON THE TILLAMOOK BRANCH



The Southern Pacific No. 2833 2-8-0 Consolidation, Class C-10, Train 688 local freight on the Tillamook Branch circa 1920's. R.H. Sawyer photo, PNWC-NRHS Collection (Provided by Bruce Strange). This locomotive had a wide 3-piece construction crown-bar type of fire box, and was built by the Baldwin Locomotive Works in March, 1911. Put into service at Sparks, Nevada in October. 1911. This locomotive incurred a boiler explosion on October 3, 1912, at 1.48 miles west of Cosgrove, Nevada. See the full text of the ICC report of the incident at: <https://archive.org/details/investigati0unit>. This particular engine would later have a fatal encounter with the Little Baldwin Trestle on the Tillamook branch. It would fall a hundred feet or so through the trestle to its demise on August 6, 1935.

Steam to the Salmonberry on The Tillamook Branch

The Chapter sponsored an excursion on the Oregon Coast Scenic Railroad on May 17th. A group of over 140 chapter members and other riders joined us for a beautiful day along the Nehalem River. Our train of three coaches, a open air gondola, and a baggage car, was pulled by the No. 25 McCloud Steam Locomotive from Wheeler to Salmonberry and back.



No. 25 at Wheeler (Photo by Darrel Mattoon)



Arlen Sheldrake taking photos of the train preparing for the photo run-by (Photo by Trent Stetz)



A guest and Ken Vannice enjoy the view from the baggage car (Photo by Darrel Mattoon)



The passengers deboard the train and line-up on the bridge at Salmonberry for the photo run-by (Photo by Trent Stetz)



George Hickok and Tim Thompson reboard the passengers at Salmonberry (Photo by Arlen Sheldrake)



No. 25 steams across the bridge for the photo run-by (Photo by Arlen Sheldrake)



Tim and Trent unloading the passengers at Wheeler at the end of the trip (Photo by Darrel Mattoon)



Our Excursion Train (Photo by Darrel Mattoon)



George watches as the train returns to Wheeler (Photo by Darrel Mattoon)

NRHS: A Time of Transition

by Al Baker, PNWC-NRHS National Representative

I believe NRHS has entered an era in which we are going to see some very significant transition, likely resulting in a somewhat different organization. Just what that organization will look like is too early to tell. Here are some of my thoughts.

Membership Renewals, Finances, and Membership Renewal Processing

Memberships continue to drop about 5-6% per year as they have for the past several years. This correlates with what is happening in most other historical, charitable, and service organizations in the USA. As the older folk pass-on, younger people are less inclined to join organizations. So, with the organization getting smaller, that means less money coming in from membership renewals. This is the primary cause for national now being in a financial bind.

In order to financially survive, NRHS has been earnestly seeking ways to cut the cost of operations. The biggest single item identified was the high cost of processing membership renewals using the current paperwork and US Mail system. Every one of our 10,000 plus memberships has been manually processed.

Some research and a study has indicated that if the NRHS goes to electronic on-line dues processing, that it can save about \$60,000 per year. If after this system gets put in place, and we find that we really do save that much, then that will be very helpful in the helping the NRHS to survive financially. Again, it will help, but other measures and procedures will likely need to be changed also, for instance, the grants program and publications. And, we have already just recently gone through a major reorganization of NRHS governance with a new Board of Directors and Advisory Council system.

So because of this, I believe NRHS is now in a period of significant transition and this will be going on for the next two or three years at least. There will likely be very significant changes in NRHS and in what it will be doing in the future. Current programs may be eliminated or redefined. For now it is impossible to predict what NRHS will look like in the future.

NRHS Election

By the time you get this you will likely have received your NRHS Election Ballot. All of the offices have only one candidate, except President.

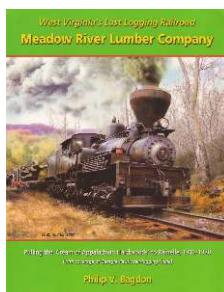
Our Incumbent President is Greg Malloy. He has been the President for many years. The challenger is Al Webber, who represents our chapter on the board as the District 6 Director. Al has been very active and on the NRHS Board of Directors for quite some time. Both men, like all of us, have their pluses and minuses.

Greg, as the head of about any organization, gets blamed for many of NRHS's problems. And for at least some, maybe rightfully so. Many people feel that he does not get it – that is he does not really understand the problems and concerns of the chapters and membership. And that may be true, especially for the past. But it can not be denied that he does have a very in-depth knowledge of what is going on. And maybe I am being fooled because of my relatively short time of involvement with national, but I am sensing that very possibly Greg is (finally) really starting to understand those problems and concerns of the chapters and membership. And if he does understand, then with his background knowledge and stature, he could be an excellent choice to continue our transition.

On the other hand, Al Webber represents new blood and potentially new ideas for leadership. And that could be a very good and refreshing thing for NRHS. However, I have not heard him take a different stand on issues, or propose new solutions to problems. I see that as both bad and good. We are all familiar with political candidates that are quick to criticize and promise things that they never do. So, as maybe you can tell, at this point, I am still trying to make up my mind who I will vote for. Good luck with your decision!

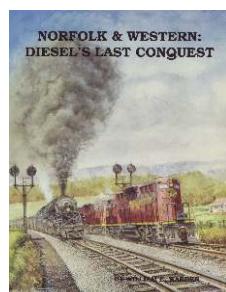
Shown is a sample of the many new books donated to the PNWC Library, which are available for check-out. Come down to Union Station and visit your library!

NEW BOOKS AT THE PNWC LIBRARY



West Virginia's Last Logging Railroad, Meadow River Lumber Company, by Philip V. Bagdon, published by TLC, Lynchburg, Virginia, in 2002. 80 pages, with photographs, maps, and plans.

This book describes the history of this logging railroad that used steam locomotives and direct rail loading at the logging site until 1971.



Norfolk & Western: Diesel's Last Conquest, by William E. Warden, published by TLC of Lynchburg, Virginia, in 1991. 64 pages with photographs and map.

This narrative describes "how the N&W's dieselization was accomplished and why it was accomplished when it was." Photographs illustrate the changeover, which occurred between 1955 and 1960.

National Train

We celebrated the 7th annual National Train Day at Portland Union Station on Saturday, May 10th from 10am to 4pm. Over 5000 guests enjoyed Portland's event, which featured over thirty information booths, live music, food vendors and fun family entertainment. An Amtrak Cascades' Series 8 Talgo trainset, as well as train equipment from the 1930's and 1940's including the SP&S No. 700 steam locomotive, the Traveller's Rest coach/lounge car, a Union Pacific caboose, and a Nickel Plate PA-1 Diesel Locomotive were on display. Little train fans enjoyed model train displays, facepainting and entertainment from the Rose Festival Character Clown Corps. Live music was played throughout the day featuring local bands The Marvins, Cascadia Crescendo and the Mudtown Stompers.



PNWC Outreach Booth



PNWC Used Book sales



PNWC "Observation Platform" Display



Operation Lifesaver Trailer



Oregon Coast Scenic Railroad



FRA Administrator, Joe Szabo



Titus the Tiger,
Mascot of the Oregon Zoo



Amtrak Information Booth



Guest Speakers: Donald Leap (AORTA), Guest, Hal Gard (ODOT), Joe Szabo (FRA), and Jim Martino (Amtrak Police Chief)



Kids enjoying the
Chuggington Play Area



ORHF Outreach Booth



The crowd trackside



Series 8 Talgo



Jeff Hart, from Talgo America

Photos this page by Jim Hokinson

Day 2014



NORTHBOUND, SOUTHBOUND, AND MY HOMETOWN.

PORTLAND, OREGON



Willow Creek Railroad Display



Speeder



Columbia Gorge Model Display



Historic UP Caboose

We wish to thank Amtrak and Union Pacific Railroad for their generous support of Portland's National Train Day. Also thanks to Trent Stetz (PNWC-NRHS), Dan McFarling (AORTA) and Shelley Gesicki (Amtrak) for leading the planning activity for Portland. Additionally, thanks go to the 30 volunteers who assisted the day of the event.



Clowning Around



Union Station Main Concourse



PNWC Concession Sales



PNWC Concession Sales



Rose City Garden Railway



Trackside Music



Alco PA-1 NKP No. 190



More Clowning Around



Washington Park and Zoo Railway



Crowd in the South Concourse



Pacific Northwest Live Steamers



Waiting to see the cab of the SP&S 700

Photos this page by Leonard Morgan

PNW SHORT LINES

by Arlen L. Sheldrake

Nice to be back home after a 30-day trip to the other side of the world. Nothing like a boat ride from Singapore to Athens including the Suez Canal to re-enforce the thoughts that there is a whole lot of world out there and a LOT of interesting history. But now back to our slice of the world, the interesting and *green* Pacific Northwest.....

On April 28th Sound Transit officials smashed a bottle of Washington cider on the 21-foot cutter head of the tunnel boring machine as it moved into launch position on the Northgate Line tunnels. The machine, which between 2011 and 2012 successfully completed two one-mile tunnels for the University Link light rail project, is one of three tunnel boring machines that will help extend light rail 4.3 miles further north. The University Line light rail project is currently scheduled to open in the first quarter of 2016, six to nine months early and more than \$100 million under budget. The \$2.1 billion Northgate Line Extension, which will open in 2021, will run mostly underground through one of the most congested travel corridors in the region. **Sound Transit News Release 4/28/2014.**



Global Partners, owners of the oil terminal in Clatskanie, Oregon, announced April 30th that it will no longer accept rail cars built to the older DOT-111 standard at any of its oil terminals. The DOT-111 rail cars are controversial because they have fewer safety requirements than the newer CPC-1232 cars. The CPC-1232 standards added requirements for a thicker, more puncture-resistant tank shell, as well as leak prevention and rollover protection features. This new standard applies to rail cars ordered since October 2011. **NPR story 4/30/2014.**



The Ron V. Nixon Collection at the Museum of the Rockies, represents a unique historical photographic record of the pivotal role played by the railroads in the development of the United States and the significance of railroad transportation in the



19th and 20th century American history. From 1916 to his death in 1989, Ron V. Nixon created a unique collection of over 20,000 photographs. The collection also contains records, correspondence and historical writings that span the steam, diesel, and electro-motive eras of the railroads. The Museum of the Rockies Photos Archive and the Northern Pacific Railway Historical Association have completed 11,753 Ron V. Nixon collection image scans and catalog records. Funding for the project was provided by a grant from the North American Railway Foundation in Harrisburg, PA.

www.morphotoarchive.org/rvndb/ 4/24/2014. [The Museum is physically located in Bozeman, Montana; [www.museumoftherockies.org.](http://www.museumoftherockies.org/)]

The Oregon Electric Station Restaurant in Eugene has been sold to a partnership consisting of local businessmen Tom Connor and Don Woolley and the Ruggeri family, which owns an Italian restaurant company (Bice Group) that spans the globe. The partners closed the restaurant at the end of March and plan to reopen in June with a new menu. The menu will draw from the Ruggeris' Italian roots and also from the Pacific Northwest. The interior remodel will involve no structural changes. [The building was added to the National Historic Register in 1979.] **Eugene Register Guard 3/20/2014.**

TriMet has named the new multimodal bridge over the Willamette River the *Tilikum Crossing, Bridge of the People*. The name is the first one chosen for a Willamette River bridge that involved a public process. It was unanimously recommended by

 a volunteer committee appointed by TriMet that received and reviewed more than 9,500 submissions from the public. The new bridge will be the first cable-stayed bridge in the region, extending 1,720 feet over the Willamette River. It is a unique multimodal bridge that will carry transit, bicyclists and pedestrians, but no private vehicles. The bridge is part of the MAX Orange 7.3-mile Portland to Milwaukie light rail line that will connect Portland State University with Milwaukie. The line is scheduled to open September 12, 2015. **Portland Tribune 4/17/2014.**

Chai-EGI has filed with the Surface Transportation Board on April 23rd to acquire 80% of Iowa Pacific Holdings (IPH). The remaining 20% of the membership interests will be retained by certain existing IPH members who constitute IPH's senior management. Chai-EGI intends to consummate the transaction on or about May 8th. One of the many railroads in the IPH family is the Mount Hood Railroad in Hood River. **The Federal Register 4/23/2014.**

The move of Doyle McCormack's NKP190 PA to the *Streamliners at Spencer* event began with it being moved by the SP&S 700, Dead in Consist (DIC), to Portland Union Station as one of the display locomotives for Amtrak's National Train Day. Following this May 10th event, BNSF picked up the locomotive and began the move to Spencer, North Carolina. The PA is one of 26 historic streamliner diesel-electric locomotives being displayed at this 4-day event (May 30 – June



1) at the North Carolina Transportation Museum. As one might imagine, Doyle kept a close eye on his locomotive as he followed the move cross country in his pickup. PNWC members George Hickok and Pete Rodabaugh assisted Doyle's shadowing by installing an electronic tracking device in the PA to help him keep tabs on it. [www.nctrans.org/Events/Streamliners-at-Spencer-\(1\).aspx](http://www.nctrans.org/Events/Streamliners-at-Spencer-(1).aspx)

The Oregon International Port of Coos Bay has hired a chief engineer, Charles "Chuck" Steffensmeier, whose primary responsibilities include engineering oversight for rehabilitation and upgrade of the Port's Coos Bay rail line. Steffensmeier has more than 25 years of experience in rail engineering, having worked for various engineering firms and railroads during his career including Union Pacific Railroad, the Alaska Railroad, Metrolink-Southern California Regional Rail Authority and most recently with SANDAG in San Diego. In addition to working on rail projects, he will be involved in a number of marine structure projects the Port is pursuing in its Charleston facilities and elsewhere. **The World 5/5/2014.**



In related Coos Bay news, the Port has notified Scott Partney Construction of North Bend on April 22nd that they are the successful bidder at \$1,230,660 for rehabilitating bridges between MP 668 and 727 on the Coos Bay Rail Link. (www.coosbayraillink.com)

BNSF has purchased 5.4 acres from the Port of Portland to expand their 27-acre North Rivergate Vehicle Facility in North Portland. The improving auto market and recent influx of domestically produced vehicles for regional and international markets has prompted this sale. Until 2012, the Port was primarily an import gateway, but automotive exports to Korea and China are now experiencing strong growth. **Port of Portland corporate news release 5/5/2014.**

The Baldwin Saloon in The Dalles, Oregon continues to provide good eats while at the same time watching Union Pacific trains bust through The Dalles. Listen for the grade crossing signals as this is a NO HORN zone. The 1876 building is full of interesting antiques and paintings. baldwinsaloon.com (And across the street is a classic local bakery, great apple fritters!)

Wabtec Corp. has signed contracts valued at \$16.6 million with Alaska Railroad Corp. to provide Positive Train Control equipment and services on the railroad's 525 miles of controlled track. Under the contract, Wabtec said it will provide its Interoperable Electronic Train Management System equipment and PTC components for 54 locomotives. **Pittsburg Business Times 4/2/2014.**



The Washington Department of Transportation, along with Puget Sound & Pacific Railroad, and the City of Hoquiam celebrated the completed Hoquiam Horn Spur Railroad improvement project at a ribbon-cutting event last month with the contractor. The dolphin barrier was constructed over a 6-week period, extends above the water level and prevents boats from hitting the end of the 100-year old historic Hoquiam River Railroad Bridge when it is in the open position. The new structure replaces a wood pile barrier damaged by storm debris during a 2007 flood. WSDOT managed the \$350,000 FRA grant, which was applied toward construction and includes 16 steel pilings driven into the riverbed that are encased on the sides and top with a diamond-shaped metal frame and protected with plastic materials that cushion minor boat impacts. **KBKW News 4/8/2014.**

BNSF has kicked-off its 2014 plan to invest approximately \$1 billion to improve and expand rail capacity in states along the Northern Corridor, which spans the northern U.S. between the Pacific Northwest and Chicago. In Washington, BNSF plans to invest approximately \$235 million. Expansion projects include constructing second mainline track at various locations on the route between Cheney and Mesa; constructing two new staging tracks near Everett, installing a power switch at Anacortes, and planned property improvements to enhance operations at the intermodal facilities in Spokane and South Seattle. Maintenance projects include the surfacing and undercutting of more than 1,200 miles of track; replacing about 60 miles of rail and replacing more than 113,000 ties. **RT&S 5/2/2014.**

Two years after it ceased operations, British Columbia Vancouver's Downtown Historic Railway is dropping its trolley poles for good after the city of Vancouver raised concerns about safety. The streetcar line operated between Granville Island and Cambie Station from 1998 to 2012. Two former British Columbia Electric Railway interurban cars were used on the line, No. 1207 and No. 1231. No. 1207 was built in New Westminster in 1905 and is the only British Columbia-built streetcar in existence today. A Seattle resident owns the car and the city suggests it should be sent back south, much to the dismay of transit fans and the Transit Museum Society who operated the trolley. The St. Louis Car Co. built No. 1231 in 1912. **TRAINS NewsWire 3/26/2014.**



Sound Transit has launched a new regional transit pass that allows riders to travel by bus, train, streetcar or water taxi all day for one price. The Visitor Day pass is being piloted by Puget Sound transit agencies and will be available for the next six months at a cost of \$9 per day. One or more days' worth of passes can be loaded onto a reusable ORCA smart card. The Visitor Day Pass is a virtual pass that only resides on an ORCA card and will be available as a pilot through September 30, 2014. At that time, usage data will be evaluated to determine if the day pass will continue. ORCA partners include: Community Transit, Everett Transit, Kitsap Transit, King County Metro Transit, Pierce Transit and Sound Transit, as well as Washington State Ferries. **Sound Transit press release 4/7/2014.**

Sound Transit and the Washington State Department of Transportation have signed an agreement governing construction activities connected to the Point Defiance bypass project. The project will reroute Amtrak Cascades service to an existing Sound Transit-owned line along the west side of Interstate 5 through south Tacoma, Lakewood, and DuPont. The new line will bypass the BNSF Railway mainline near Point Defiance and along southern Puget Sound south of Tacoma where passenger trains must slow down due to curves and single-track tunnels. Sound Transit already uses a portion of the new route for its recent extension of commuter service to South Tacoma and Lakewood. Under the contract, Sound Transit will manage construction activities and administer necessary track improvements for the project between Nisqually and Tacoma. The agreements outline WSDOT's coverage of all capital costs for the bypass project. It also provides Sound Transit up to \$34 million in federal High Speed Intercity Passenger Rail funding toward its recently completed D Street to M Street track and signal improvements project. The agreements establish parameters for operations of Sounder and Amtrak trains on the corridor and for Sound Transit's maintenance of the tracks. Construction will begin in 2015 and the new route will open in 2017. **TRAINS News Wire 5/2/2014.**

Mount Rainier Scenic Railroad rescheduled their May 17th Steam Fest railfan event to Saturday, July 19th to coincide with a grand opening ceremony that will showcase their new Logging Railroad Museum located at 349 Mineral Creek Road, Mineral, Washington. More information and tickets: www.mrsr.com.

The effort to raise funds to move the historic 1910 Northern Pacific Railroad dining car No. 1663 was successful and the car moved April 22nd to the LeMay Family Collection's Marymount campus in Tacoma where the car can be restored and one day put back into service as a diner at the LeMay site. Using the online fundraising site Kickstarter, \$17,686 was raised and the car was moved. **The News Tribune 4/22/2014.**



Portland Streetcar Inc., the non-profit that manages the city's streetcar system has tapped long-time city of Portland employee Dan Bower to lead the organization. Bower joined the city about 11 years ago and has been in charge of the active transportation division focusing on bikes and pedestrian improvements since its formation in June 2012. Bower replaces Rick Gustafson who served in this position since operations began. Up to this point Portland Streetcar contracted with Shiels Obletz Johnsen (SOJ) for executive director services, Gustafson is a principal with SOJ. **Oregon Live 3/5/2014.**

Roslyn, a town in Kittitas County on the east slope of the Cascades in Washington, was founded as a coal-mining town in 1886 when prospectors from the Northern Pacific Railroad found rich veins of coal. Within weeks Roslyn became a bustling

mining camp and a branch rail line was constructed to move the coal down to the main line at Cle Elum. After years of mining, only two companies remained in 1963 and in that year they also closed but lots of coal remains. More recently, in 1990 Roslyn became well known as it was chosen as the filming location for the TV series *Northern Exposure*. Extracted from **HistoryLink.org Essay 9239**, the Free Online Encyclopedia of Washington State History.



Amtrak has agreed to a request by BNSF Railway to temporarily detour the westbound Empire Builder in North Dakota to speed the improvement of BNSF infrastructure between Fargo and Minot, N.D. Chartered buses will cover the missed Amtrak stations in Grand Fork, Devils Lake and Rugby through September 30th. The use of an alternate route will enable BNSF to complete work in less time. The eastbound Empire Builder will operate normally and serve all scheduled stops. **Progressive Railroading 5/8/2014.**



Sound Transit on May 12th kicked off the public comment period on environmental studies outlining the impacts of a new light rail operations and maintenance satellite facility. The new facility is needed to service the expanding light rail train fleet as the system expands from 16 to 50 miles by 2023. The existing light rail fleet will triple in size from 62 to 180 vehicles by the time the new voter-approved expansions are all running. The current operations and maintenance facility in Seattle has capacity to store and maintain 104 light rail vehicles. **Sound Transit press release 5/12/2014.** [Seems like a LOT is going on in Sound Transit land...]



Thieves took 2,000 replacement ties stacked along the Central Oregon & Pacific Railroad tracks in Southern Oregon between October and April. The theft was recently discovered, no rail operations were affected. **The World 5/8/2014.**

On February 28th thirteen rail cars loaded with logs arrived on the Coos Bay Rail Link (CBR); seven cars loaded for Menasha Forest Products in North Bend and six for Georgia-Pacific in Bunker Hill. These loaded cars represented the first to arrive from a joint venture between the Oregon International Port of Coos Bay along with the Oregon Infrastructure Authority and the Greenhill Reload LLC in Eugene. **The World 2/28/2014.** The Greenhill Reload is located on a new \$300,000 2,294-foot siding in Lane County that is expected to generate an estimated 2,000 to 3,000 rail car loads per year to CBR. (**Coos Bay Rail Link**)



Some volunteer work is truly hard work with few pleasures. Some volunteer work is almost all pleasure. On May 13th Al Baker and I got to host an Oregon Rail Heritage Center tour of 43 fourth grade students from the Bend, Oregon Cascades Academy. These eager young learners and their 11 parent chaperons were fun to entertain and hopefully to impart some rail history. If you want to get in on some of this fun, shoot Al Baker a message: ORHC.Volunteer.Coordinator@comcast.net. Al is the ORHC Volunteer Coordinator and I, along with Ed Immel, lead the Greeter/Docent volunteer group. The PNWC is one of the Oregon Rail Heritage Foundation partner organizations.

Work is expected to begin at the end of the summer on the railroad line near Mounts Road between Nisqually and DuPont to prepare for the larger Point Defiance, Washington bypass project. BNSF will do the work on its tracks near Mounts Road to prepare for the split from its main line to the track that borders Interstate 5. All work on the Point Defiance project must be done by 2017. **The New Tribune 5/14/2014.**



The Port of Quincy Intermodal Terminal Expansion Project in eastern Washington would include installation of three additional intermodal tracks to increase the capacity of the facility to be able to simultaneously load or unload a 7,500-foot intermodal container train. The project would also include a new track to allow trains of up to 8,000 feet to pull off of the main line at Quincy for arrival and departure in one piece, a 7,500-foot long set-out/pick-up track, and expanding the terminal surface area to provide for more container storage. The expansion would be funded by a requested \$16,200,000 TIGER (Transportation Investment Generating Economic Recovery) VI Grant with a Port of Quincy \$1.8 million local match. In 2010, Cold Train shipped about 1,000 intermodal shipments to/from Quincy, while in 2013 Cold Train shipped over 7,000 intermodal shipments to/from Quincy. Port of Quincy, Cold Train, and BNSF are finding that current track configurations at Quincy will not keep up with the projected growth in business there. At present, intermodal trains must occupy the main line while making pick-ups or set-outs of Cold Train containers. **Railway Age 5/16/2014.**



FLASH- As of May 17th the Willamette Shore Trolley web site, www.oerhs.org/wst, has changed their schedule from resuming service Spring 2014 to Summer 2014. The operation will be from just south of the Sellwood Bridge to Lake Oswego and will extend back to the South Waterfront once the Sellwood Bridge replacement project is completed. The operation will use one of the former Portland Vintage Council Crest cars.



Step Back In Time...



A portion of the mural at 3150 N Mississippi on the wall of the City of Portland Maintenance Building near Albina Yard. The mural was completed by artists from the non-profit group *SpaceCraft: Mission to Arts* and funded by the Regional Arts & Culture Council. Artists Jakub Jerzy Kucharczuk, Matt Schlosky and Matthew Allen Wooldridge used the odd shape of the building to create a timeline of neighborhood history starting with the Native American settlement of the area to its recent past as the center of the African American community. Altogether, the mural is 177 feet long and was completed in September 2012. Photo of the SP locomotive portion of the mural by Arlen Sheldrake.

May Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society
Held on May 16, 2014

The meeting was called to order by President Keith Fleschner at 7:30pm.

Guests attending the meeting were; Larry Tuttle of the Southern Oregon Railroad Association and family and friends, and, Iris Walling and Mike Bliziotes. Welcome.

The minutes of the April meeting were called. Arlen Sheldrake made a motion to approve the minutes and Bryan Ackler seconded. The membership voted to approve the minutes.

George Hickok said there was no Treasurers report this evening due to overwhelming family and Chapter activities. There will be a full report next month. Mr. Hickok did report that the Chapter did receive a large sum from Intel Corporation as matching funds for the volunteer hours completed by Intel employees. Mr. Hickok then reported that the board approved an action to be presented to the membership for an additional five hundred dollars to be added to the budget approved for the Randy Rock Information and Aid Building at Antique Powerland for electrical service to be installed. Doug Auburg made a motion to approve the addition and Arlen Sheldrake seconded. The membership voted to approve the addition. Mr. Hickok reported that the Rock family had expressed a desire to also help with the funding and they will be contacted.

Larry Tuttle reported that the Southern Oregon chapter did a name change but are still associated with the National Association. They also offer a local only Associate membership for fifteen dollars a year.

President Fleschner gave a THANK YOU to all the volunteers who have helped on the National Train Day. He reported that the official attendance count for National Train Day was over five thousand.

President Fleschner then reported that George Hickok and Pete Rodabaugh installed a tracking device on Doyle McCormick's Nickel Plate PA so he can track it while it is being moved cross country to the "Streamliners at Spencer" event at North Carolina Transportation Museum in Spencer.

Jean Hickok said she has vests that were ordered and they can be picked up.

Ron McCoy made the monthly presentation of the UNSUNG HERO award to Henri Larose for all of his time spent on many chapter activities. Congratulations Henri.

Al Baker said he attended the National meeting and the full report will be in the Trainmaster. [Editor's Note: See Page 3] He did report that two people are running for President of the national organization and he urged everyone to vote.

Ron McCoy thanked Al Baker for his representing the chapter at the National level and then described to the membership the new billing procedures implemented by National. Ron noted the efforts of our Website Committee to make chapter dues paying available 'online'.

President Fleschner announced that there will be a questionnaire going to the members concerning possible future action by the chapter as related to the National organization.

Trent Stetz reported that Amtrak was very pleased with our help on handling of National Train Day and Portland's attendance was highest on the west coast. He also announced the new Brooklyn Yard exhibit at the Heritage Center. He reminded everyone that next Wednesday night, May 21, is a SP4449 night at the Heritage Center at 6:30pm. He then noted that in honor

of the program about the SP&S 700, the Archive & Library Committee's display for the evening was on the SP&S and No. 700, with photographs and books.

Al Baker reported that the program tonight is about the SP&S 700, and he has scheduled programs through September.

Jim Hokinson reminded everyone that they need to keep track of, and report to him their volunteer hours.

President Fleschner adjourned the meeting at 8:06pm.

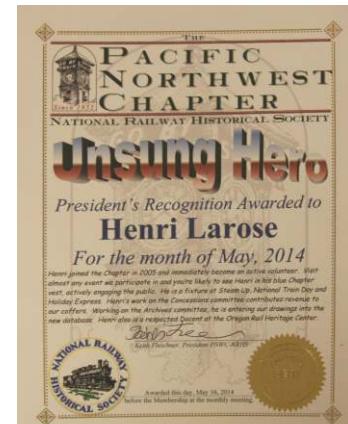
Snack time was provided by Lila Stephens and Bryan Ackler. Thank you.

The program for the evening was presented by PRPA Vice-President Steve Sedaker. It was informative and entertaining review of the activites of the SP&S 700 during 2013.

Respectfully submitted by Jim Hokinson, Secretary. Photos by Jim Hokinson



Steve Sedaker provided the program on the SP&S 700



Henri Larose receives the *Unsung Hero* Award for May 2014

Portland Vintage Trolley



Encore runs of the Portland Vintage Trolley... Since the two trolleys have yet to be shipped to St. Louis for use there, Trolley No. 511 was available to run on the Portland Transit Mall on Sunday, May 25th, in honor and cerebration of Memorial Day. Photo in front of Union Station by Trent Stetz.

Pacific Northwest Chapter Lending Library

Visit Us!

OPEN Mondays and June 21st

June 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

Bill of Lading

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Chapter Officers

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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 623

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

June 20: *Tacoma Rail*, Arcadia book author David Cantlin. Once called the “step child utility”, today Tacoma Rail moves more than 82,000 rail shipments on 204 miles of track annually and contributes more than \$1.6 million in tax revenues to the city of Tacoma.

July 18: *The History of the OMSI/Water Street MAX Station Area*, Nick Stewart, Real Property Specialist, Capital Projects & Facilities Division, TriMet. Nick will present a slideshow of historic photos, maps and newspaper articles that he collected while researching property acquisitions TriMet needed for the Portland Milwaukie Light Rail project. You will see images of the world's largest sawmill which once occupied the site, learn why Water Avenue got its name, find out about Elizabeth Caruthers (Caruthers Street), look at track maps for the PTC East Portland Yard, see construction photos of the original Grand Avenue Viaduct, and find out how the Oregon Rail Heritage Center site is technically a big triangular street.

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

Board of Director's Meetings: June 12, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
July 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.)

NOTABLE NON-CHAPTER EVENTS:

Apr 12-July 27 *All Aboard! Railroads in the High Desert*, High Desert Museum, Bend, OR, www.highdesertmuseum.org
May 1-Dec 31 *Brooklyn Rail Yard Exhibit*, Oregon Rail Heritage Center, www.orhf.org
May 9– July 20 *Rolling Stock of the IR&N*, Ilwaco, WA, www.columbiapacificheritagemuseum.com
May 29-Jun 1 *Streamliners at Spencer*, (Including the Alco PA NKP 190), NC Transportation Museum, www.nctrans.org
June 10-14 2014 Annual NRHS Convention, Northern Arkansas, www.nrhs.com
June 13-15 *Dunsmuir Railroad Days*, Dunsmuir CA, visitsiskiyou.org
June 14-15 *Steam Father's Day Weekend*, Chelatchie Prairie Railroad, Yacolt, WA, www.bycx.com
June 18-21 *Friends of Burlington Northern Railroad*, Tulsa OK, www.forbnr.org
June 21 *Elgin Stampede's Train Robbery*, Eagle Cap Excursion Train, Elgin OR, eaglecaptrainrides.com
June 26-29 *Milwaukee Road Historical Assn. 2014 Convention*, Rock Island, IL, www.mrha.com
June 28 *Murder Mystery Dinner Train*, Chehalis-Centralia Railroad, Centralia, WA, steamtrainride.com
June 28-29 *Steam Runs*, Chelatchie Prairie Railroad, Yacolt, WA, www.bycx.com
July 4 *Fireworks Train*, Oregon Coast Scenic Railroad, Garibaldi, www.oregoncoastscenic.org
July 11-13 & July 18-20 *Day Out With Thomas 2014*, Northwest Railway Museum, www.ticketweb.com/dowt
July 12-16 *Great Northern Railroad Historical Society convention*, Helena MT, www.gnrhs.org
July 19 *VIP Railfan Event*, Mount Rainier Scenic Railroad, www.mrsr.com
July 19-20 *Clamshell Railroad Days*, Ilwaco WA, www.columbiapacificheritagemuseum.com
July 19-20 *Founder's Day*, Pacific Northwest Live Steamers, Mollala, OR, www.pnls.org
July 26-27 *Down River Days*, North Pend Oreille Lions, Ione, WA, www.liontrainrides.com
July 26-27 *Great Oregon Steam-Up*, Antique Powerland, Brooks, OR, www.antiquepowerland.com
July 27-Aug 3, 2014 *RailCamp Northwest*, Tacoma, www.nrhs.com
July 30-Aug 2 *UP Historical Society convention*, Ogden, UT, uphs.org
Aug 2-3 *Great Oregon Steam-Up*, Antique Powerland, Brooks, OR, www.antiquepowerland.com
Aug 8-10 *60th Anniversary Event*, Pacific Northwest Live Steamers, Mollala, OR, www.pnls.org
Aug 15-17 *Snoqualmie Railroad Days*, Northwest Railway Museum, Snoqualmie, WA, www.railroaddays.com
Aug 21-23 *SP&S Historical Society Convention*, Vancouver Red Lion Hotel at the Quay, www.spshs.org
Aug 23 *17th Annual Railroad Show*, NP Railway Museum, Toppenish WA, www.nprmuseum.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.