

The

March 2011



Trainmaster

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



PA Headed to Frisco



by Arlen Sheldrake with Doyle McCormack

No, not San Francisco. We're talking about Frisco, Texas... Back in 2000, Doyle McCormack (Daylight Locomotive Works) returned two Alco PA-1 locomotives to the USA from Mexico. The former ATSF 62L, former Delaware & Hudson #18, serial number 76541 built December 1948, is being rebuilt to operating condition in Portland by Daylight Locomotive Works as Nickel Plate Road #190.*

Doyle brought back two PA's, one for himself and the other, owned by the Smithsonian, which has been stored in Lebanon, Oregon awaiting disposition. In August 2010 the Smithsonian announced that they were gifting their PA-1 to the Museum of the American Railroad. This PA-1 is originally ATSF #59L, former Delaware & Hudson #16. Daylight Locomotive Works has been contracted to prepare the PA-1 for shipment while BNSF Railway is providing free transportation. The Frisco museum plans to return their newly acquired PA-1 to Santa Fe "warbonnet" livery.

Two flat cars (BNSF 585243 trucks, 585184 locomotive) were used to transport the PA-1 from Lebanon to Frisco. Cribbing to support the locomotive

was built at the Brooklyn Roundhouse out of some pretty stout lumber and trucked to Lebanon by Ed Bohm. On February 1st Rick Franklin Corporation (RFC) staff and equipment (4 large front end loaders and one backhoe) loaded the PA and trucks at the RFC facility in Lebanon. Volunteers helping project manager Doyle McCormack included: Phil Barney, Gary Oslund, Ed Bohm, and George Lavacot.

RFC shortline Albany & Eastern took the flat cars to Albany for interchange with Portland & Western Railroad. PNWR took the cars to Vancouver for interchange with BNSF, who took the cars to Frisco.

Anyone visiting the Museum of the American Railroad at Fair Park in Dallas comes away with an appreciation



for their extensive collection of some 36 locomotives and rail cars and their severely limited space.

The collection includes a Baldwin 4-8-4 Frisco #4501, Santa Fe FP45 #107, Santa Fe F7 #49 and 4-8-8-4 UP Big Boy #4018. The Museum is moving from Dallas to Frisco, which is located 35 miles north of Dallas. The St. Louis – San Francisco Railway logo “Frisco” has been adopted as the city’s logo. The new museum site will be on 12.5 acres. Robert Willis, member of the Museum board of directors and project champion, flew in from Dallas to witness the loading in Lebanon.

Of the four remaining PA-1 locomotives, the other two remain in Mexico at the National Museum of Mexican Railroads in Puebla. According to the Industrial Design History, www.industrialdesignhistory.com, the PA and FA versions of the Alco and GE Locomotives were designed by Raymond E. Patten who headed the Appearance Design Division, Appliance and Merchandising Division, GE from 1933 until his death in 1948. His PA and FA locomotives were described as “a locomotive so distinctive and so powerful looking that it actually helps railroads sell their services to passengers and shippers.”

More information about the Museum of the American Railroad may be found at: www.dallasrailwaymuseum.com. For some interesting pictures of the locomotives being loaded for the move in Mexico (includes photos of the other two PA-1s) and being off loaded in Albany Oregon go to: www.nkp190.com and click on Gallery.

The February 2011 issue of *Railfan & Railroad* magazine has two related articles: “An Acquaintance With the PA’s” and Ray Patten’s “Patents”, both by Preston Cook.

Doyle will tell his PA story as one of the seminars at the *Cascade Rails 2011* NRHS Convention in Tacoma on June 24 (www.cascaderails2011.com).

Photos by Arlen Sheldrake. Thanks to Rick Franklin for the hospitality and the expertise of his crew.

*In 1974/5 the D&H PA-1s were sent to Morrison-Knudsen in Boise for re-engining and upgrading. The 244 series prime movers were replaced by 251 series engines raising the locomotive horsepower from 2000 horsepower to 2400 horsepower. As a result of this re-powering, M-K redesignated the locomotives PA-4. (Not an Alco designation.)





Vacating the Brooklyn Yard

by Arlen Sheldrake

with Ed Bohm, Ed Immel, and Terry Kimzey

During the January 29-30 weekend, Doyle McCormack and Pat Tracy spent many hours positioning the 10 pieces of rolling stock for the required move out of the Brooklyn Roundhouse yard located in SE Portland. The careful positioning move was required so as to facilitate access to the equipment at the new storage site.

As previously reported, Union Pacific Railroad (Southern Pacific) has been a very gracious landlord but requested that all equipment and materials north of the office building be removed by January 31, 2011. Much of the preliminary work to expand the UP intermodal yard has already been accomplished so as soon as this consist leaves the construction crew will be arriving to tear up the tracks. Everything else, steam locomotives, auxiliary tenders, etc., must move by January 31, 2012.

The unique consist for this move included:

- DLMX 2000, former UP tank car
- ALCO FA-1, former SP&S 866 (the last FA-1 built)
- *Clackamas River*, formerly SP 9201, 10 roomette, 5 double bedroom sleeper, originally named *Rincon Hill*
- 1201, former Willamette & Pacific tank car
- PRPX 111, NYC 9100 series baggage car (former AFT 111 power/exit car), formerly UP 206
- DLMX 5001, former Shasta Daylight RPO car, then MOW
- DLMX 5000, former Shasta Daylight RPO car, then MOW
- GN 1130, *Ice Lake* coach
- F40PH, former Amtrak 231, "Operation Lifesaver"
- EMD – SDF40-2, formerly BNSF 6976, ATSF 5266 and Amtrak 644

This move on February 10 marks the beginning of the end for using the Brooklyn Roundhouse and the surrounding area for preserving railroad history. I think the "old timers" will all agree that for 25+ years the Southern Pacific, then the Union Pacific have been wonderful landlords. Originally, the lease of the facility was between the Pacific Northwest Chapter, NRHS and Southern Pacific. After some years, the lease was transferred from PNWC to the City of Portland.



Photos:
Left: John Frazee
Above and right:
Arlen Sheldrake

NOTES FROM A MEETING

Keith Fleschner, President

We have a pretty full year coming up. The **Big Event** for this year is shaping up to be the NRHS Convention, *Cascade Rails 2011* set for June 20-26. We can have a lot of fun and help our friends at the Tacoma Chapter in one activity. This issue of *Trainmaster* has information on the planned Convention events. If you are interested in helping with the Convention, please contact me.

Several Chapter Members are assisting with the planning of Cascade Rails 2011. My thanks to, Ed Berntsen, (the committee chair) Mike Bergman, Bill Chapmen, Roger Sackett, Steve and Mary Hauff, Jeff Schultz, Arlen Sheldrake, Trent Stetz, and John Tucker, for all the hard work that it takes to put a convention together.

National Train Day is also just down the track on May 7. Planning for activities in Portland has begun. I was able to attend the first meeting which was full of great ideas to engage the public in rail history and travel. I'd like to thank Arlen and Al Hall for continuing to work on planning this important day. The Chapter will have many activities during Train Day. Al will be doing sales and Ron McCoy will have an outreach booth. We need volunteers to assist in the general operation. If you're interested in that, please contact me.

I had the pleasure of stopping by Room 1 last week. Bob Weaver and the Library Committee are hard at work improving our library. More members should take advantage of this great membership benefit. If you haven't been to the library, I highly recommend it.

I also looked in at the efforts of Bill Hyde and the Archives Committee. They are working hard to preserve and catalog the records and documentation that we have saved over the years. Both groups could use more help. If you have time on Mondays, stop in and see them.

ORHF had the first meeting of its new operations committee; the impending move is becoming real. This is an important effort to figure out how this new structure will operate. Stay tuned for more information.

Pacific Northwest Chapter - Lending Library OPEN

March 19 and 26 (Saturdays), 1 to 4 pm & every Monday 10 am to Noon
Union Station Annex, 503 NW Irving
library@pnwc-nrhs.org
503-226-NRHS

MARCH PROGRAM CHANGE

The March 18th membership program is:
TODAY'S SUMPTER VALLEY RAILWAY
Taylor Rush, SVRy President

CASCADE RAILS 2011

CONVENTION EVENTS FINALIZED

On February 13, the *Cascade Rails 2011* NRHS Convention planning team finalized the June 20-26 Convention events. The approximately 550 NRHS members who signed up for the Advance Mailing Request by January 15 will receive their Convention booklet and event ordering form in the mail early in March. Mailings to others will begin in April, the required 30 days after the Advance Mailing.

MONDAY – JUNE 20

- Chehalis-Centralia Railroad
- Film Show

TUESDAY – JUNE 21

- Amtrak Cascades Tacoma-Vancouver WA
- 4449 Northbound, Portland-Tacoma
- Foss Waterway Seaport reception

WEDNESDAY – JUNE 22

- Northwest Railway Museum
- Seattle Traction Tour
- Lunch at Paradise Lodge, Mt. Rainer
- Puget Sound Dinner Cruise

THURSDAY – JUNE 23

- Mt. Rainier Scenic RR and Tacoma Rail trip
- Woodinville Winery Tour
- Seminars: NP's Stampede Pass
Lies, Loggers & Logging RRs
- Meet NRHS Officers Reception
- NRHS At-Large Member Meeting
- Tacoma Rail Night Photo Session

FRIDAY – JUNE 24

- Morning Seminars, 3 concurrent sessions,
3 time slots
- NRHS Board of Directors Meeting
- NRHS Annual Membership Meeting
- Evening Banquet

SATURDAY – JUNE 24

- Stampede Pass Steam 4449

SUNDAY – JUNE 25

- 4449 Southbound Tacoma-Portland
- Amtrak Coast Starlight Portland-Tacoma



Full event descriptions are being posted on the Convention website, www.cascaderails2011.com, in early March. The world-class Hotel Murano in downtown Tacoma is the headquarters hotel.

If you haven't yet sent in your request for Convention registration materials, send in the form that was included in the February Trainmaster and is in the February *NRHS News* and will be in the April *NRHS News* or is available online at: www.cascaderails2011.com. When will you get another chance to ride between Tacoma and Portland behind steam or take a train ride on the Stampede Pass line?

PNW SHORT LINES

by Arlen L. Sheldrake

Good news for the WSDOT project to upgrade the Clark County owned rail line between Rye Junction and Battle Ground. The minutes of the December 13 Clark County Railroad Advisory Board report that due to lower than expected bids, track replacement is being increased from 4,431 feet to 5,520 feet, tie replacement is being increased from 6,000 to 11,000, ballast is increased from 900 tons to 2,000 tons and joint replacement is increased from 400 to 500. The \$1.5 million project is expected to be completed by June 30, 2011. The line is operated by *Columbia Basin Railroad* as *Portland Vancouver Junction Railroad*. Tom Smith, PNWC member, is a member of the Clark County Railroad Advisory Board.

On January 11, the West Coast Railway Museum in Squamish dedicated the restored former *Canadian Pacific Railway* 'superintendent' car #8 *Alberta*. The *Alberta* was built in 1929 and retired in the late 1960's.

When traveling in Idaho, check out the *Oregon Short Line* depot in Caldwell. Owned by the City of Caldwell, it was constructed in 1906; restoration was completed in 2008. The Interpretive Center in the depot is open the first Saturday of each month from noon to 4 pm.

And when traveling a bit further east, get off I-90 at Deer Lodge, Montana and see the E70 "Little Joe," *Milwaukee Road* EMD E9A #36A, and the former *Milwaukee Road* depot; some nice pictures of the "Little Joe" and depot may be seen at www.bigskyfishing.com.

On January 19, WSDOT reported that Amtrak *Cascades* ridership hit a 16-year high of 838,251 passengers, exceeding 2009 by 76,641 for a 10% increase. The second train to Vancouver, BC contributed to this increase.

Ground breaking for the \$5.5 billion Honolulu light rail system is expected in March after the environmental review process was approved by the Federal Transit Administration. The project will connect East Kapolei with Ala Moana Center (20 miles); as reported in the January 19 *Honolulu Star Advertiser*.

The Beale Air Force base in Marysville, CA will be getting \$100,000 worth of plastic railroad ties from Axion International. The plastic ties are made of 100% recycled consumer and industrial plastics. The Business Wire also reports that the ties will be delivered by March 1, 2011 and used to replace existing worn-out ties. More information is at: www.axionintl.com.

On January 14, an Amtrak *Cascades* train was the scene of an engagement between a couple (John and Sarah) who had been using the *Cascades* to get together during their dating years in Centralia while both were in school. One was at the University of Oregon in Eugene and the other at the University of Washington in Seattle. Mike Bergman, PNWC member, reports that John is a former intern in his Sound Transit office. Who says that the younger generation doesn't like trains?

The January 20 daily email newsletter *Crosscut* (www.crosscut.com) included an interesting though complicated article on the so-called Eastside Line that runs from Snohomish to Renton with a seven-mile spur veering off from Woodinville to Redmond. The 2009 Port of Seattle purchase to rail bank the line has become complicated with, among other things, *GNP Railway*, which currently runs freight trains on the northern end of the line between Snohomish and Woodinville, wanting to re-introduce freight service and commuter service throughout the corridor. *GNP Railway* petitioned the Surface Transportation Board in August to acquire common-carrier operating rights on the entire spur. Thomas Payne is Chief Operating Officer of GNP Railway Inc. (www.gnprail.com). An interesting related development is a petition for involuntary Chapter 11 bankruptcy reorganization of GNP Railway Inc. filed by creditors including business partner *Ballard Terminal Railroad* which hasn't received any payment since they began hauling freight for *GNP Railway* some 13 months ago. This information is from the February 4 *Seattle Times*.

Congratulations to member Leonard Morgan on his December 19 retirement from *Mount Hood Railroad*. Leonard worked 16 years for MHRR and 25 years total in railroading.

The *Columbia Basin Herald* reported January 21 that brothers Eric and Brig Temple are involved in an internal management dispute that is leading to the sale of three railroads: *Columbia Basin Railroad*, *Central Washington Railroad* and *Portland Vancouver Junction Railroad*. Once the fair market value of the railroads is determined, they will be put up for sale. Younger brother, Eric, Vice President, has the right of first refusal.

Scott Wickert, *Oregon Coast Scenic Railroad*, reports that POTB 101, the EMD GP9 SN 21703 known as the "Moo Unit," painted in special (Dutch Belted?) cow-inspired livery has been purchased privately and will reside with OCSR.

The *Wallowa County Chieftain* on February 9 reported that *Wallowa Union Railroad* is now storing 1,261 centerbeam flatcars for *Union Pacific*, down from 1,636 stored in December.

According to www.facebook.com/AmtrakCascades beginning January 17 all Amtrak *Cascades* trains have Wi-Fi, look for the network “AmtrakConnectCascades”. Amtrak *Cascades* is the second train in the Amtrak fleet to install a full-train Wi-Fi network. Amtrak’s Acela Express service in the Northeast launched Wi-Fi on all 20 trains in March 2010.

In February, the West Coast Railway Association began a year-long celebration of their 50th anniversary. WCRA is an historical group dedicated to the preservation of British Columbia railway history. They are a non-profit British Columbia society, registered as a Canadian charity, located 42 miles north of Vancouver in Squamish. Learn more at: www.wcra.org.

During 2010, the Port of Seattle handled slightly more than 2.1 million 20-foot equivalent units (TEUs), breaking its previous annual volume record of 2.08 million TEUs set in 2005. The Port features four container terminals and is served by *BNSF Railway* and *Union Pacific Railroad*, as reported by *Progressive Railroading* on January 26.

In 2010, Port Metro, Vancouver, BC set a record of 2.5 million 20-foot equivalent units, up 17 percent over 2009 as reported by *Progressive Railroading*. The Port is served by *CN* and *Canadian Pacific* railroads.

Not PNW content but the “War is Over” website, www.wio.ru, has some very interesting pictures of Soviet World War I and II armored trains and armored rail cars. The titles are in both English and Russian.

The Amtrak National Train Day fact sheet describes the 40th Anniversary Exhibit Train consist as: two locomotives, three renovated baggage cars displaying historic advertising, uniforms, photos, and other memorabilia, and an Amtrak Bistro car to be used as a retail center and for various exhibits. This train visits the Portland Union Station on October 29-30. In the spring, a website will be launched with historical information, anniversary event schedule, photo archive and videos.

During the latter half of 2010, the Port of Portland received 2,500 new, 53-foot containers built in Qingdao, China and destined for domestic use on *Union Pacific* and *CSX* railroads. The standard international containers come in various sizes with the 45-foot box being the largest in current use, as reported in the September/October Port Dispatch newsletter.

The Western Forest Industries Museum which owns the Camp 6 Logging Museum in Tacoma’s Point Defiance Park has ended the management contract with the Tacoma Chapter NRHS which has managed Camp 6 with volunteers for more than 20 years and has been involved with Camp 6 since 1980. The Western Forest Industries Museum also owns the *Mount Rainier Scenic Railroad* in Mineral, Washington, as reported in the *Tacoma News Tribune*, February 1.

The 45,000 square-foot building #4 of the Prineville Freight Depot complex, recently completed by the *City of Prineville Railway*, includes a track and a bridge crane capable of lifting 25-tons. This was reported in the *Central Oregonian* newspaper on January 30.

A February 3 TriMet press release celebrated the February 2, 2011 second anniversary of the Westside Commuter Rail (WES) line that provides weekday rush hour service between Beaverton and Wilsonville. Over the past year, annual ridership increased 15 percent, totaling more than 340,000 trips. WES is Oregon’s first commuter rail line, and also the nation’s first suburb-to-suburb commuter rail service. Regular WES commuter and PNWC member Trent Stetz reports that the RDCs are operational and are a very nice ride. TriMet purchased two *Alaska Railroad* RDCs to provide schedule protection in case of a Colorado Rail Car DMU failure.

The David Lustig article “Doyle’s Dream” in the January 2001 *TRAINS* magazine describes 12-year old Doyle McCormack’s second cab ride in January 1955 with his father in the PA-1 Nickel Plate 190 in blue and white livery. The ability to search 60,000 pages of *TRAINS* magazine’s 60 years provides some very interesting material.

The Semaphore Restaurant at the intersection of 17th and Holgate in SE Portland closed on February 27. This restaurant has operated at this location since 1950 and was the location for PNWC member Saturday lunches for many years. Within a few years, the new Milwaukie light rail line will occupy this site.

2011 PNWC Annual Banquet

When: Saturday, April 16
Location: Stockpot Broiler Restaurant at Red Tail Golf Course
 8200 Scholls Ferry Road
 Beaverton, OR
Time: 5:00 PM Social Hour, 6:00 PM Dinner, 7:00-8:30 PM Program
Program: 25-year Pin Presentation
 Jack Holst Award Winner
 Doyle McCormack presents: "The Journey," his quest to locate a PA diesel, bring it back from Mexico and restore it.

Contact Al Hall with questions at: 503-699-5042
 email: albhall@comcast.com

Directions:



From I-5 take Hwy 217 N (Exit 292A) toward Tigard/Beaverton. Take Scholls Ferry Rd exit (Exit #4 toward Progress). Turn right onto SW Scholls Ferry Rd. The Red Tail Golf Course and Stockpot Broiler entrance is 1/4 mile on your right.

From Hwy 26 take Hwy 217 S. Take Scholls Ferry Road exit (exit towards Progress). Turn left onto SW Scholls Ferry Rd. The Red Tail Golf Course and Stockpot Broiler entrance is 1/4 mile on your right.

Each dinner is \$30.00 per person which also includes gratuity. Entree includes delicious vegetables, fresh garden salad, beverage and dessert. Each person may choose one of the below entrees. Please list all names of those you are paying for and each person's choice of entrée.

Qty	Choice of Entrée	Name
_____	U.S.D.A. highest quality Prime Rib of Beef	_____
_____	Pan Seared Breast of Chicken	_____
_____	Caramelized Herb Filet of Salmon	_____

Make check payable to: PNWC-NRHS

Mail check and above information to: PNWC Banquet
 c/o Al Hall
 17112 Kelok Rd.
 Lake Oswego, OR 97034

Our Past on the Internet

by Ron McCoy & Arlen Sheldrake

Portland's Transport Museum: On January 14th we were treated to a real spectacle of watching a Portland Traction Company diesel locomotive push the first two steam locomotives into Oaks Park where they will rest until the new transport museum is completed. The steamers are Spokane, Portland and Seattle, Northern type number 700, and Union Pacific, Pacific type number 3203. Your editor (C.J. Keenan) drove the "golden spike" with City Commissioner Ormond R. Bean holding. It is to our interest to take whatever action is needed to see that its success is constant.

New Member: Nelson Hickok, Traffic Manager, Western Paper Converting Co., Salem, Oregon

The above paragraphs come from the Volume 3 – Number 2, February 5, 1958 issue of *The Trainmaster* that is now online on the PNWC Web site: www.pnwc-nrhs.org. Chapter members Ron McCoy and Christopher Bowers have digitized the first three years: 1956, 1957, and 1958; they will add more as the process continues. Editions can be searched individually for key words by using any web browser's "Find" feature. The Website Committee hopes to soon incorporate a more powerful search feature that would allow searching of the entire PNWC website.

The goal of this project is to provide the general public and members access to the rich history contained in our over 50 years of newsletters.

Take a look, go to www.pnwc-nrhs.org and click on Trainmaster.

(Note: UP #3203 is currently identified in publications as OR&N #197, its original identifier.)

PNWC – NRHS MISSION

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

JANUARY MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – January 21, 2011

Meeting was called to order at 7:35pm.

President Fleschner reminded everyone about the S.P.& S. swap meet at the Holiday Inn on January 22, 2011. Also on that date is the annual Board training for non-profit entities.

The next big event is the Annual Banquet, to be held at the Stockpot Restaurant on April 16, 2011.

Next on the calendar is National Train Day, May 7, 2011 at Union Station. It should be big as this is also the fortieth anniversary of Amtrak.

There were no Minutes to review at this meeting.

George Hickok, Treasurer, reported that all the bills are paid and we are all caught up on finances. Postal rates are going to increase in April which means it will cost us about another .74 cents a month. He is looking into a software package that will speed up the addressing.

Ron McCoy reported that the S-2 fund is now at \$22,750.00. A donation through a grant is expected soon.

Ed Berntsen reported that the Tacoma Convention scheduled for June 20 to 26 is on track. He showed the new registration form and reported there is a new promotional rate. So far five hundred fifty people have registered. They are working with National on getting online registration.

The Holiday Express consist is able to be viewed across the street from O.M.S.I.

Ron McCoy requested everyone go to the Chapter website often to learn about the ongoing activities of the Chapter. The 1956 issues of *The Trainmaster* are now online at the website. 1957 and 1958 issues will be online in the next week. A members only site will be available soon. If anyone would like to help, please contact Ron.

Ed Berntsen told of the docent service on Amtrak trains that travel through the Parks and that volunteers are welcome to sign up.

The George Kraus Estate made a large donation to the Chapter and Arlen Sheldrake is looking for information on this person so a full article of appreciation can be written.

The program for the evening was a video on passenger trains in America.

The meeting was adjourned at 8:33pm.

Respectfully submitted, Jim Hokinson, Secretary



If you'd like to help restore the Chapter's S-2, make a donation to the restoration fund.

Add your support to this worthwhile project.

Make a gift to the Pacific Northwest Chapter. Then make a matching gift to the Oregon Cultural Trust and claim 100% tax credit. It's that simple. Learn more or donate online at: www.culturaltrust.org

**Oregon
Cultural
Trust**

775 Summer Street NE, Suite 200
Salem, OR 97301
(503) 986-0088
CULTURAL.TRUST@STATE.OR.US

S2 #36 Restoration Fund

DONORS

Golden Spike level: \$1000 and up

John & Lois Sheldrake♥, James & Valinda Hokinson, Autzen Foundation, George & Jean Hickok, Arlen & Rita Sheldrake, Gordon Zimmerman, Tom Steeves, Bill & Doris Field♥, Misc. Anonymous

Rail level: \$500 to \$999

Darel & Diana Mack, Al & Judy Hall, Mark & Carolyn Reynolds, Steve & Mimi Cogswell, Maxine Rodabaugh

Cross-Tie level: \$100 to \$499

Friends of SP 4449, Judson Parsons, Todd Landwehr, Al Baker, Dale Reynolds, Chuck McGaffey, Thomas Barrett, Bill & Teresa Hyde, Ron McCoy & Christopher Bowers, Jerry Tanquist, Michael Bryans, Kent Hutchens, Kenneth Vannice, Roger Sackett, Roberta Ballard

Tie Plate level: \$50 to \$99

Doug & Tammy Auburg, Robert Wenzel, Mark Whitson, Phil Barney, Rolf Schuler, Raymond DeBuse, Chuck McGaffey

Steel spike: \$1 to \$49

Brian & Laurie Foster, Monica Wickley, Thomas Vandegriff, George Mickelson, Gerald & Olive Schuler, David Larsen, Keith Rydman, Tracy Stutz, Ted Ahlberg♥, Jim Long, Dennis Seant,

♥ = In Memoriam

Target
\$40,000



Chapter Officers

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Treasurer	George Hickok	503.649.5762
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Al Baker	2010-2012	503.645.9079
Ron McCoy	2009-2011	503.310.4811
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The Trainmaster is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members.

Articles which appear in *The Trainmaster* does not express the official position of the organization on any subject unless specifically noted as such.

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ISSN: 0041-0926

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PACIFIC NORTHWEST CHAPTER TIMETABLE #584

Board of Director's meetings: March 10 and April 7, Thursdays, 9320 SW Barbur Blvd Suite 200, 7:30 pm (Note address for Board meetings; follow instructions posted on the door for entry.)

Membership Meetings: St. Mark's Lutheran Church, 5415 SE Powell Blvd:

March 18: *Today's Sumpter Valley Railway*, Taylor Rush

April 15: *Locomotive Classification Systems*, Steve Hauff

April 16: *Annual Banquet*: 5 pm Social Hour, 6 pm Dinner

Program: Doyle McCormack, *The Journey*; his quest to locate an Alco PA diesel, bring it back from Mexico and restore it

May 20: *The Pennsylvania Railroad*, Al Baker

June 17: *Trains In War*, a video

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

NOTABLE NON-CHAPTER EVENTS:

March 12, *33rd Annual Winterail 2011*, Stockton, California, www.winterail.com

March 12-13, *All Scales Model Railroad Swap Meet*, 10 am-3 pm, Yard Birds Event Center, Chehalis, Washington

April 23, *Bunny Express*, Mount Rainier Scenic Railroad, www.mrsr.com / (888) STEAM11

May 7, *Amtrak's National Train Day*, "The Kid in You", www.nationaltrainday.com, Portland Union Station

May 8, *Mother's Day Lunch Train*, Oregon Coast Scenic Railroad, www.ocsr.net / 503.842.7972

May 8, *Mother's Day Brunch*, Mount Rainier Scenic Railroad, www.mrsr.com / (888) STEAM11

May 19-21, *SP&SHS and WPRRHS Joint 2011 Convention*, Bend, Oregon, www.wprrhs.org

May 21, *Gorge Rail 2011*, Columbia Gorge Discover Center, 9 am-5 pm, The Dalles, Oregon, www.gorgerail.com

May 28-30, *Opening Weekend & Flea Market*, Sumpter Valley Railway, www.svry.com

June 9-13, *White Pass Railfan Week*, White Pass & Yukon Railroad, Skagway, Alaska, www.extra2200south.com

June 10-12, *Dunsmuir Railroad Days*, www.dunsmuir.com

June 20-26, *Cascade Rails 2011*, NRHS Convention, Tacoma, Washington, www.cascaderails2011.com

July 4, *Fireworks Spectacular Train*, Oregon Coast Scenic Railroad, www.ocsr.net / 503.842.7972

July 7-10, *Milwaukee Road Historical Association Annual Convention*, Austin, Minnesota, www.mrha.com

July 13-16, *Northern Pacific Railway Historical Association Convention*, Carlton, Minnesota, www.nprha.org

July 15-17, *SP&S Historical Society Convention*, Spokane, Washington, www.spsrhs.org

July 16-20, *Great Northern Railway Historical Society Annual Convention*, St. Cloud, Minnesota, www.gnrhs.org

July 21-24, *Train Festival 2011*, Rock Island, Illinois, www.trainfestival2011.com

July 27-30, *27th Annual Convention*, *Union Pacific Historical Society*, Spokane, Washington, www.uphs.org

July 30-31 & August 6-7, *Great Oregon Steam-Up*, Brooks, Oregon, www.antiquepowerland.com

Aug. 19-21, *73rd Snoqualmie Railroad Days*, www.trainmuseum.org

Sept. 8-10, *Southern Pacific Historical & Technical Society Annual Meeting*, Portland, Oregon, www.sphts07.org

January 2012, Brooklyn Roundhouse, vacated and steam locomotives moved

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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