

The



Trainmaster

April 2012

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Pacific Northwest Chapter
National Railway Historical Society
Portland, Oregon



Amtrak Viewliner and Superliner Names



By Ron McCoy et al

If you've travelled aboard Amtrak in the past, you might have noticed that the sleeper cars were identified by names in addition to their normal Amtrak numbers. In the central and Western US, that equipment is typically from the Superliner II fleet; on the East coast it's from the Viewliner fleet. In the past few years, the names have been removed from the exteriors of the sleeper cars as they converted to the newest style of logos and reflective stripes during refurbishment, and perhaps something less tangible than a sticker is being lost.

In my travels, I found it easier to remember the name of a particular car as opposed to either its number on the train or its Amtrak stock number. As an example, I know I rode the car "Nebraska" in 1997 on a southbound trip of the Coast Starlight. My ticket stub could tell me that it was car 1130 in the train, and had

I looked for it, I could have seen that the car's Amtrak number was 32095. I've heard other passengers answer a query with, "I'm in the Indiana." On later trips, I've often seen a car's name and fondly recalled the trip I rode in it. The names confer a certain familiarity, a warmth. I happily note that, to date, most of the cars

still display their names on their doors at each end of the car, but those are visible only if you pass through the train, not as it passes you by.

During the recent visit of Amtrak's 40th Anniversary Train to Portland, I had the opportunity to talk at length with Christopher Jagodzinski, Amtrak's General Manager of Transportation in the East. I asked about the car names, and learned that Mr. Jagodzinski is also involved in the assignment of numbers to all the rolling stock in Amtrak's fleet. He likes the names, and I came away with the impression that removing them wasn't a plan of the refurbishment, just a side-effect.

For posterity, Mr. Jagodzinski has provided us with a complete roster of all the Viewliner and Superliner car numbers, along with their car names. Perhaps we'll see a return of the names in the future.



Article photos by Ron McCoy, Chris Fussell and Steve Hauff

SUPERLINER I

32000 Acadia
32001 Arches
32002 Badlands
32003 Edward Ullman
32004 Big Bend
32005 Biscayne
32006 Bryce Canyon
32007 Canyonlands
32009 George M. Pullman
32011 Channel Islands
32012 Crater Lake
32013 Denali
32014 Everglades
32015 Gates of the Arctic
32016 Waterton Glacier
32017 Glacier Bay
32018 Grand Canyon
32019 Grand Teton
32020 Great Basin
32021 Great Smokies
32022 Haleakala
32023 Hawaii Volcanoes
32024 Hot Springs
32025 Isle Royale
32026 Katmai
32027 Kings Canyon
32028 Lassen Volcanic
32029 Mammoth Cave
32030 Mesa Verde
32031 Mount Rainier
32032 North Cascades
32033 Olympic
32034 Petrified Forest
32035 Redwood
32036 Rocky Mountain
32037 Sequoia
32038 Shenandoah
32039 Theodore Roosevelt
32040 Virgin Islands
32041 Voyageurs
32042 Wrangell-St. Elias
32043 Yellowstone
32044 Yosemite
32045 Zion Park
32046 Assateague Island
32047 Canaveral
32048 Cape Cod
32049 Cape Hatteras
32050 Cape Lookout
32051 Capitol Reef
32052 Fire Island
32053 Gulf Islands
32054 Padre Island
32055 Point Reyes
32056 Apostle Islands
32057 Indiana Dunes
32058 Pictured Rock
32059 Sleeping Bear Dunes
32060 Carlsbad Caverns
32061 New River Gorge
32062 Arapaho
32063 Flaming Gorge
32064 Hell's Canyon
32065 Mount Rogers
32066 Oregon Dunes
32067 Sawtooth
32068 Wind Cave
32069 Seneca Rocks

SUPERLINER II

32070 - ALABAMA
32071 - ARIZONA
32072 - ARKANSAS
32073 - CALIFORNIA
32074 - COLORADO
32075 - CONNECTICUT
32076 - DELAWARE
32077 - DIST/COLUMBIA
32078 - FLORIDA
32079 - GEORGIA
32080 - IDAHO
32081 - ILLINOIS
32082 - INDIANA
32083 - IOWA
32084 - KANSAS
32085 - KENTUCKY
32086 - LOUISIANA
32087 - MAINE
32088 - MARYLAND
32089 - MASSACHUSETTS
32090 - MICHIGAN
32091 - MINNESOTA
32092 - MISSISSIPPI
32093 - MISSOURI
32094 - MONTANA
32095 - NEBRASKA
32096 - NEVADA
32097 - NEW HAMPSHIRE
32098 - NEW JERSEY
32099 - NEW MEXICO
32100 - NEW YORK
32101 - NORTH CAROLINA
32102 - NORTH DAKOTA
32103 - OHIO
32104 - OKLAHOMA
32105 - OREGON
32106 - PENNSYLVANIA
32107 - RHODE ISLAND
32108 - SOUTH CAROLINA
32109 - SOUTH DAKOTA
32110 - TENNESSEE
32111 - TEXAS
32112 - UTAH
32113 - VERMONT
32114 - VIRGINIA
32115 - WASHINGTON
32116 - WEST VIRGINIA
32117 - WISCONSIN
32118 - WYOMING
32500 - PALM BAY
32501 - PALM BEACH
32502 - W. G. CLAYTOR JR.
32503 - A. P. RANDOLPH
32504 - PALM HARBOR
32505 - PALM SPRINGS

VIEWLINER

62000 - AMERICAN VIEW
62001 - ATLANTIC VIEW
62002 - AUTUMN VIEW
62003 - BAY VIEW
62004 - BEACH VIEW
62005 - CAPE VIEW
62006 - COLLEGE VIEW
62007 - COLONIAL VIEW
62008 - EAGLE VIEW
62009 - EVENING VIEW
62010 - FOREST VIEW
62011 - GULF VIEW
62012 - HARBOR VIEW
62013 - HARVEST VIEW
62014 - IMPERIAL VIEW
62015 - ISLAND VIEW
62016 - LAKE VIEW
62017 - MAJESTIC VIEW
62018 - MEADOW VIEW
62019 - METROPOLITAN VIEW
62020 - MOONLIGHT VIEW
62021 - MORNING VIEW
62022 - MOUNTAIN VIEW
62023 - MYSTIC VIEW
62024 - NATIONAL VIEW
62025 - NORTHERN VIEW
62026 - OCEAN VIEW
62027 - ORCHARD VIEW
62028 - PALISADES VIEW
62029 - PALM VIEW
62030 - PATRIOT VIEW
62031 - PRAIRIE VIEW
62032 - RIVER VIEW
62033 - SCENIC VIEW
62034 - SEA VIEW
62035 - SHORE VIEW
62036 - SKYLINE VIEW
62037 - SOUTHERN VIEW
62038 - SPRING VIEW
62039 - STREAM VIEW
62040 - SUMMER VIEW
62041 - SUMMIT VIEW
62042 - SUNRISE VIEW
62043 - SUNSET VIEW
62044 - SYLVAN VIEW
62045 - TOWER VIEW
62046 - TRANQUIL VIEW
62047 - VILLAGE VIEW
62048 - WAYSIDE VIEW
62049 - WINTER VIEW
62091 - EASTERN VIEW



ORHF Facility Construction

The Oregon Department of Transportation's Martin Luther King Boulevard viaduct on 99E in SE Portland provides an excellent viewing platform to watch the progress of the new Oregon Rail Heritage Foundation engine-house facility near the Oregon Museum of Science and Industry. Building completion is targeted for late June. There are lots of free parking spaces under the south end of the viaduct with an easy walking ramp up to the top. While you're there, be sure to check out the pictures in the four viaduct kiosks.



Left: The drop pit excavation shows the woody debris which underlies the site, a leftover from the sawmill that occupied the area previously. The material shows little decay and is unsuitable for a foundation. The building has to be constructed on piling. (January 30 photo by Arlen Sheldrake)

Below right: Steel piles will be used for the site because it was determined that the ground was too porous to use cast-in-place concrete piles. (January 13 photo by Arlen Sheldrake)



Left: A large pile driver was brought in because the company's smaller one was unavailable. (December 14 photo by Arlen Sheldrake)



Right: At this point, the piling was in and the forms were being set for the floor under the tracks. (February 24 photo by Arlen Sheldrake)

Below: Notice the amount of re-bar necessary under the engine tracks. The string of passenger cars at the left includes the Chapter's Mt. Hood. (March 8 photo by Arlen Sheldrake)



Below right: A concrete pump truck was used to deliver concrete to the forms. (March 11 photo by Chris Fussell)



Ralph H. Johnson

Rest In Peace

March 7, 1924 – February 26, 2012

PNWC/NRHS Member 1993 – 2012

Ralph was born in Thief River Falls, Minnesota and lived there and in Lindstrom, Minnesota until 1942 when he moved to Portland, Oregon with his parents.

On December 31, 1949 he married Jean Wilson at St. Mark's Lutheran Church in Southeast Portland.

His occupation was a technician for mail room equipment. He worked for Pitney Bowes for 23 years and as a free-lance technician for 10 years, retiring at age 63.

One of his hobbies was collecting antique American-made clocks. He and friend Bob Schug formed a company (Esjay Clock Company) for a few years building and selling grandfather clocks.

He liked riding trains, traveling in mainland Europe, England, Scotland, Wales, Mexico, Canada and all around the United States. Ralph also traveled in Chili and Argentina on a natural history and bird watching trip. He was adventuresome – hiking in National Parks such as the Grand Canyon, Glacier, Yellowstone and the Columbia River Gorge with his wife as his only companion.

He was an active member of the Pacific Northwest Chapter of the National Railway Historical Society. Through Ralph's guidance, this organization holds their monthly meeting at St. Mark's to this day. He volunteered many years for Oregon Public Broadcasting and was an active member of St. Mark's since 1950.

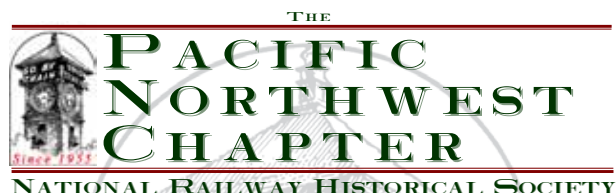
Ralph is survived by his wife, three daughters, Kim Cornell, Karen Allen (Bill) and Kelly Salveit (Chris) and six grandchildren.

(This obituary was distributed as part of Ralph's memorial service held March 3, 2011 at St. Mark's Lutheran Church. Several PNWC members were part of the well-attended service.)

He served as a Director on the PNWC Board from 2004 through 2007. In addition to car hosting on many PNWC

train trips, Ralph also served as the Library Committee Chair for many years. Ralph's service to PNWC was recognized with his receipt of the Unsung Hero President's Recognition Award on August 21, 2009. This award was part of the memorabilia the family displayed at the reception following the service.

After the service, Ralph's wife Jean said that following Ralph's wishes his ashes would be spread on a quiet rail line.



Unsung Hero

President's Recognition Awarded to
Ralph Johnson
August 21, 2009

For many years of steadfast service to the Chapter as the liaison for our membership meeting location at St. Mark's Lutheran, serving on many committees as well as service as a former Director-at-Large.

Keith Fleschner
Keith Fleschner, President PNWC-NRHS



Awarded this day, August 21, 2009
before the Membership at the monthly meeting.



PNW SHORT LINES

by Arlen L. Sheldrake

Most of my February was spent on the *ms Veendam* going around Cape Horn from Santiago, Chile to Rio De Janeiro, Brazil. There is a lot of dual gauge track in South America. While most of the trip was non-rail-related, we did manage three rail trips. The first was the Asociacion Uruguay Amigos Del Riel (www.trenesavapor.com) in Montevideo, Uruguay, a neat 1910 steam locomotive with immaculately restored 1952 passenger cars on broad gauge. The second was the Tren del fin del mundo (End of the world train), www.trendelfindelmundo.com. ar, near Punta Arenas, Chile, a cute narrow gauge railroad that I think is over-hyped but it runs in a beautiful valley of the Tierra del Fuego National Park. We also visited a neat outdoor rail museum, Museo Ferroviario in Santiago Chile and a relatively new inside rail museum in Buenos Aires, Museo Nacional Ferroviario. The third rail trip was the Trem do Corcovado rack railway www.corcovado.com.br, opened in 1884 in Rio de Janeiro which takes one up to the Statue of Christ monument located on the top of Morro do Corcovado, the best known Brazilian image in the world. It is a nice trip and quite the view. This rack train started out as steam and was converted to electric in 1910. Three separate trains were operating during our visit. And no, I didn't do the nearby cable car rides!

Many thanks to *Union Pacific* for extending the free Brooklyn Roundhouse lease to June 30. This extension, however, brought with it the requirement that the move out must be fully completed no later than this June 30 date.

Marty Bernard posted on the *Altamont Press* Discussion Board on February 20 that the *Orange Empire Railway* Museum's Baldwin-Westinghouse electric locomotive built in 1923 was in revenue service today. It was built for the *Glendale and Montrose Railway* and ran between those two Los Angeles suburbs. It later became a *Union Pacific* unit and then *Yakima Valley Transportation Co. #297* in Washington State. It has been at the Museum for 27 years.

Many thanks to Charles Williams, editor of the *NRHS News*, for his nice treatment of our Chambers Covered Railroad Bridge story on pages 10-11 of the February issue. If you like (or don't like) what Charles is doing, shoot him a message, he loves to hear that his work is being received: nrhsnews@charter.net. Just remember, as with any other editor, ours included, Charles can only publish what he receives.

It was disappointing news to hear February 22 that *Amtrak's* 2012 National Train Day would not be celebrated in Portland as *Amtrak* resources are being focused on Los Angeles. This was especially disappointing to the SP&S 700 crew as they hoped to have their operational locomotive as the centerpiece of the event.

As posted February 7 on *Trainnews*, Volume 5, Issue 27 (www.trainnews.org): February 7, 1937 – The last *Great Northern Railroad* "Silk Train" left Seattle for points east. For 27 years, silk had been important enough on the GN (as well as NP and UP) to warrant special trains to move silk quickly. Japan produced about 90% of the world's silk and most of that was shipped to the US through Pacific Northwest ports.

For a continuing update on the dismantling of the Camp 6 Logging Museum, go to: www.camp-6-museum.org. Rick Bacon, former Site Manager/Curator/Director & General Manager 1969-2010, is keeping the site updated with pictures and information. The Museum was located in Tacoma's Point Defiance Park and closed December 31, 2010.

On February 20, the Oregon Rail Heritage Foundation board of directors decided that in addition to the *Holiday Express* consist, the PA, RSD-5 and *Little Boy* (auxiliary steam car) will also be stored at the new ORHF site. The rest of the rail equipment will be stored elsewhere.

The *Union Pacific* fourth quarter 2011 *Northwest Passage* Portland Service Unit newsletter listed a summary of the first quarter 2012 projects:

- Double tie gang, Portland Complex – 41,000 ties
- Steel Gang, Brooklyn Subdivision: 18.3 miles of new rail from Shedd to Millersburg.
- Mini tie gang, Eugene Yard – 1,700 ties; rail relay in 30 and 50 yards.
- Mini tie gang, Marginal Way in Seattle – 7,500 ties, 500 switch ties and 1,200 feet of road crossings.
- Mini tie gang, Hinkle Yard – 10,500 ties and 500 switch ties in groups 4 and 5.

On September 23, the Canadian government announced it will provide C\$15 million for the Ridley Island Road, Rail and Utility Corridor (RRUC) project at the Port of Prince Rupert, British Columbia. The C\$90 million

project also is being funded by CN, the Prince Rupert Port Authority and provincial government via a public-private partnership. The RRUC project calls for providing rail and road access to 1,000 acres of multi-user heavy industrial land that's accessible through the port's terminals. The public-private partners plan to create a common-user rail corridor, roads and access to port property. "Building capacity at the Port of Prince Rupert is necessary for the expansion of Canada's trade with fast-growing Asian economies," said Don Krusel, the Port Authority's president and chief executive officer. **02/24/2012 Progressive Railroading**

The south terminus of the TriMet MAX Green and Yellow lines near Portland State University in downtown Portland now has a large operational solar project. The system will produce about 65,000 kilowatt hours of energy annually which will offset energy used by site lighting and two light-rail electrical system buildings. The excess energy produced will add "clean energy" to Portland General Electric's grid. Over the 25-year plus life of the solar energy system, TriMet will earn more than 25 times its initial investment. **02/24/2012 Progressive Railroading**

The February issue of *West Coast Railway Association News* reports 48,735 visitors in 2011 to their West Coast Railway Heritage Park, a 53% growth over 2010 which sets a new all-time attendance record. The Park is located in Squamish, British Columbia. Their March issue reported a 2011 visitor count of 33,847 to the Locomotive 374 Pavilion. Steady visitor growth was reported since 2007 when the count was 13,105 to this 1886 *Canadian Pacific* locomotive display in downtown Vancouver, British Columbia.

The Oregon International Port of Coos Bay has a RFQ out to find a contractor for engineering support services with their railroad bridge rehabilitation project; tasks include:

- Perform a review of previous bridge inspections and field verify conditions noted by Osmose Railroad Services, David Evans & Associates, HDR engineering and Crouch Engineering on approximately 115 bridges on the 135-mile rail line and identify any additional defects needing repairs.
- Prepare a prioritized list of recommended repairs for the approximately 115 bridges on the rail line within the allotted budget.
- A list of emergency repair work completed in February to April 2012 will be provided on the Port website and those repairs will be deleted from the scope of work.
- Conduct load ratings on all of the 115 bridges other than those listed in Task 1 (Coos Bay, Umpqua and Siuslaw swing bridges as well as the bridge at MP 731.68) listing additional repairs during the load rating.
- Provide ongoing Bridge Engineering Support Services as needed.

During the week of February 20, the Portland Streetcar began testing the east side extension over the Broadway Bridge to the Oregon Museum of Science and Industry in SE Portland. Grand opening is September 21, www.portlandstreetcar.org.

While most of us have viewed the GN 2507 locomotive on display in Wishram, for another view, do a search on the Museum of History & Industry website, www.seattlehistory.org, for image 1986.5.121 titled "Aerial of Great Northern Railroad derailment from west, Mukilteo, 1948" that shows 2507 on its side in the water. It appears 2507 hit a slide. Some 60+ years later the slides are still occurring. The Museum says it has 3 million photos with 4,000 on-line.

The Oregon Department of Transportation has forwarded 65 *Connect Oregon IV* applications totaling \$77.8 million to the review process. Included are 21 rail-related grant requests seeking \$32.2 million. A total of \$40 million is available. For more information see www.oregon.gov/odot/comm/co. Oregon Transportation Commission awards are expected this summer.

The Association of American Railroads (AAR) announced March 1 that Iowa Pacific Holdings (IPH) is their newest member. Among the many railroads owned by IPH is the *Mount Hood Railroad* located in Hood River. Check out the new Sumpter Valley Railroad website at www.sumptervalleyrailroad.org. This is a nice new look for our friends in NE Oregon.

The city of Seattle has approved the construction of the two-mile First Hill streetcar line between First Hill and Pioneer Square. The 10-stop line will serve Chinatown, Seattle University, and Seattle Central Community College. Construction will begin in April on the \$132 million project with service to start in 2014. **03/02/2012 Trains News Wire**

The Electron Hydroelectric Project, located about 25 miles southeast of Tacoma, began generating electricity in 1904. The project draws water from the Puyallup River and funnels it 10 miles downstream to the Electron powerhouse via a wooden flume running high along the Puyallup River's steep, winding valley. The 10-mile

wood flume feeds water, up to 400 cubic feet per second, to Electron's man-made reservoir, which is capable of storing 120 acre-feet of water. The small rail line that sits atop the flume uses "speeder cars" to shuttle maintenance workers and equipment, and is known as "the crookedest railway in the world." A 28-minute video on the 1985 flume rebuild is available on the Puget Sound Energy site: <http://pse.com/inyourcommunity/pierce/Pages/Electron-Hydro>.

The Columbia River Maritime Museum is beginning the restoration of the 1924 Astoria Railroad Depot and their fund raising efforts continue. To find out how to contribute, go to: www.cmmm.org and click on 'Giving' and go to 'Depot Project.'

MAGAZINES WANTED

Railfan & Railroad, 2000 to 2011

The Archives staff would like to complete the PNWC Archives collection.
Drop them off during Library open hours or email: library@pnwc-nrhs.org

PHOTOS NEEDED – ASTORIA DEPOT

The Columbia River Maritime Museum is launching a restoration effort for the long-neglected Astoria Depot that they own. If you have any early pictures of this 1924 historic structure, especially interior shots, please forward them to:

Carol Shepard (admin@crmm.org)
Columbia River Maritime Museum
1792 Marine Drive
Astoria OR 97103



The following note was received February 27, 2012 from Rose Blackson, Amtrak Marketing, Portland, Oregon. The Pacific Northwest Chapter membership was instrumental in helping Rose put on the very successful Portland Amtrak National Train Day events:

Hello to all my great partners who have supported NTD in Portland for the past 5 years.

My appreciation to each of you is bottomless when I think of all that you have done to help make the Portland NTD event a bigger success than ever expected. You have my personal gratitude and admiration for all the hours and days of planning and organizing that we did together.

This year Amtrak has had to face some new challenges that will affect the way we have done things in the past. As we restructure ourselves, we are working harder to develop the National Rail System that we can all be proud of. As a result, we have had budgets cuts that affected us all. Consequently, there is no money to support a National Train Day event in Portland. Our resources, both financial and personnel are at an all time low and the decision has been made to cancel the Portland event for this year.

This is disappointing as we have gained some great momentum for increasing the attendance each year. I believe that we are a group of dedicated individuals who stand proud of what we accomplished. Again, I am grateful for all your support and look forward to working with you on projects in the future.

Gratefully yours,
Rose

The TRAINMASTER is Everywhere

At the World Headquarters (Friends of SP4449 office) at the Brooklyn Roundhouse, the *Trainmaster* is prominently displayed in the one room where decisions are simple and generally correct. Had the photographer, our leader and President Keith Fleschner requested, your editor could have supplied a different *Trainmaster* printing option (lower right) that we have been beta-testing in limited households. In initial evaluations, we have found

that only certain columns/articles tend to print well in the alternate format. We are attempting to ascertain (sic) whether this is a mechanical, or style and content issue.



RESTORING AN ALCO PA-1

Thanks to the video talents of PNWC member Roger Graeber, you now have the opportunity to own a 60-minute DVD of Doyle McCormack's presentation at the Cascade Rails 2011 NRHS convention in Tacoma. Doyle's presentation includes the entire history of the PA acquisition from Mexico and the extensive restoration work. The viewer learns why Doyle's PA is being restored as Nickel Plate Road #190. Also included on this video is Richard Hie's surprise award to Doyle.

All proceeds from sales of this DVD go to the Oregon Rail Heritage Foundation Capital Campaign to fund the new ORHF facility. Roger is providing these DVDs at no cost.

To order, send your \$25 check made out to ORHF to: ORHF, Attn: Arlen Sheldrake, PO Box 42443, Portland OR 97242. Please note on your check: PA DVD.

Pacific Northwest Chapter - Lending Library OPEN

April 21 (Saturday), 1 to 4 pm & every Monday 10 am to Noon
The Library will be open the Saturday following the membership meeting and every Monday.

Union Station Annex, 503 NW Irving
library@pnwc-nrhs.org 503-226-NRHS

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.

MARCH MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – March 16, 2012

The March meeting was called to order at 7:36 by President Keith Fleschner. He noted that we had no visitors at this meeting. Recognition was made of the passing of Ralph Johnson who had been an active member since 1993. In remembrance of Mr. Johnson, at his request, donations may be made to St. Mark's Lutheran Church.

After review of the February minutes Arlen Sheldrake made a motion to approve the minutes and Mark Reynolds moved to second the motion. The membership approved the minutes.

George Hickok made the monthly Treasurers report and reported that all accounts balanced after some income and some expenses. Tammy Auburg made a motion to accept the report and Mark Reynolds seconded. The membership voted to accept the report.

Diana Mack reported that most members have renewed their membership.

Arlen Sheldrake reported that concrete is being poured at the ORHF museum site.

President Fleschner reported that because of the high estimate received to prepare and repaint the S-2 locomotive, the board is researching doing the project ourselves. It will involve using a 'needle-gun' to remove the old paint.

Arlen Sheldrake reports that the book on the Steel Bridge is in progress. Thanks to Dick Ordway for providing some photographs. Trent Stetz is doing the artwork, and Bob Weaver is our crack researcher, Richard Thompson is doing the trolley chapter, Arlen Sheldrake is doing most of the writing, and Steve Hauff is the editor..

Mr. Sheldrake also reports that on May 5 (changed to April 28) will be the farewell tour of the old roundhouse as it will be the last chance for the public on the grounds. A bus will be rented for transportation and there will be a fifteen dollar charge per person. The engines and all property HAS to be off the grounds by June 30, 2012.

Trent Stetz reports that on March 31, there will be a chapter tour to the Northwest Rail Archives. Please make reservations soon.

President Fleschner reports that the web site committee has been busy continuing work on the web site.

Dave and John Willworth of the Library Committee had a display of video and literature featuring Southern Pacific for members to borrow.

Al Baker announced that the April program will be about Sumpter Valley logging railroads. The May program will be presented by Ed Immel reporting on Irish trains and the July program will be presented by Jerry Tanquist on Deschutes County railroads.

Arlen Sheldrake announced that the Maritime Museum owns the Astoria depot and is looking for photographs to aid in restoration.

Jim Hokinson asked all members to record and report all their volunteer hours.

The snack time was provided by Jean Hickok.

The program was a video on the history of Southern Pacific.

The meeting was adjourned at 8:25.

Respectfully submitted by Jim Hokinson, Secretary

NOTABLE NON-CHAPTER EVENTS: (cont'd from Page 12)

Sept. 15, *September Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net

Sept. 22, *Portland Streetcar Loop* opens to OMSI & ORHF Enginehouse, www.portlandstreetcar.org

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

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

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

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

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

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

June 1, 2013, *SP 4449* 15-year renewal required

Sept. 2015, *Portland-Milwaukie Light Rail* (Orange Line) opens with an OMSI/ORHF station

PNWC – NRHS MISSION

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

HELP!

STEEL BRIDGE

Several members of our Chapter have volunteered to assemble a booklet to commemorate the July 2012, 100th anniversary of the Steel Bridge over the Willamette River in Portland.

The booklet will be about 50 pages in length, 8 1/2 x 11 format and will be a rather comprehensive history of this unique structure. It will also feature sections on the various rail companies that have used the bridge for freight, passenger, trolley and light-rail operations.

This is a major historical effort for the Chapter and will require the assistance of many organizations and individuals. While we have already located some of the following items, we are trying to make sure that no data is overlooked.

If you have:

- Photos of the trolleys on the bridge
- Photos of rail freight or passenger operations, particularly during the steam era
- Photos of the bridge during significant maritime events
- Photos of MAX on the bridge during the early years
- Maps of the trolley routes that used the bridge
- Maps of the bridge and railroad approaches
- Drawings of the bridge

Please contact Arlen Sheldrake or Bob Weaver at:
steelbridge@pnwc-nrhs.org

HELP!

Bill of Lading

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Chapter Officers

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jim Hokinson	503.635.4826
National Director	Edward M. Berntsen	253.383.2626

Chapter Directors-at-Large

Randy Rock	2010-2012	360.574.9083
Al Baker	2010-2012	503.645.9079
Ron McCoy	2012-2014	503.310.4811
Christopher Bowers	2012-2014	503.577.0063
Jean Hickok	2011-2013	503.649.5762
Trent Stetz	2011-2013	503.582.6406

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Karl Westcott	503.658.4943
Concessions	Al Hall	503.699.5042

Chapter Rep., Oregon Rail Heritage Foundation

	Keith Fleschner	503.516.9272
Chapter Home	George Hickok	503.649.5762
Elections	Jim Loomis	503.253.3926
Excursions	Jim Long	503.313.7382
Flanger Restoration	Ron McCoy	503.310.4811
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PACIFIC NORTHWEST CHAPTER TIMETABLE #597

Board of Director's meetings: April 12 & May 10, 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. 7:30 pm:

- April 14:** Banquet: Stockpot Broiler Restaurant, Beaverton – Program including: 25-year pin presentations, Jack Holst Award winner presentation, Sharon Wood Wortman - Bridge Stories; Stockpot Broiler Restaurant, Beaverton – see insert to sign up.
- April 20:** *Sumpter Valley Logging Trains*, Alfred Mullett, co-author of the Arcadia book *Sumpter Valley Railway*.
- April 28:** *Farewell Tour; Brooklyn Roundhouse*, see insert to sign up
- May 18:** *Isle of Man & Irish Steam*, Ed Immel
- June 15:** TBA
- July 20:** *Railroad Stories Along the Deschutes*, Jerry Tanquist

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

NOTABLE NON-CHAPTER EVENTS:

- April 6, *The Other Washington*, T.O. Repp, White River Valley Museum, Auburn, Washington, www.wrvmuseum.org
- April 7, *Bunny Express*, Mt. Rainier Scenic Railroad, www.mrsr.com / 1.888.STEAM.11
- May 5-6, *Willamette Shore Trolley*, Sat-Sun operations thru September, www.oerhs.org / 503.697.7436
- May 12, *Amtrak's National Train Day*, Centennial Station, Olympia, Washington, 8:30-1 pm, www.nationaltrainday.com
- May 12-13, *Mother's Day Specials*, Chelatchie Prairie RR, Yacolt, Washington, www.bycx.com
- May 13, *Mother's Day Brunch Train*, Oregon Coast Scenic Railroad, www.ocsr.net
- May 19, *GorgeRail 2012*, Columbia Gorge Discovery Center, The Dalles, Oregon, www.gorgerail.com
- May 25-Sept. 30, *Sumpter Valley Railroad*, Saturdays & Sundays, www.sumptervalleyrailroad.org
- May 26, *Memorial Weekend Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
- May 26-28, *Memorial Day Specials*, Chelatchie Prairie RR, Yacolt, Washington, www.bycx.com
- May 26-Sept. 30, *Chehalis-Centralia Railroad*, Saturdays & Sundays, www.steamtrainride.com
- June, *Locomotives 700, 4449, 197* move into new enginehouse near OMSI, www.orhf.org
- June 2-3 & 9-10, *Day Out With Thomas*, West Coast Railway Heritage Park, Squamish, British Columbia, www.wcra.org
- June 8-10, *Dunsmuir Railroad Days*, Dunsmuir, California, www.dunsmuirrailroaddays.org
- June 16, *Father's Day Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
- June 28-July 1, *Milwaukee Road Historical Association Convention*, Moscow, Idaho, www.mrha.com
- June 30, Move out of the Brooklyn Roundhouse must be completed, www.orhf.org
- July 6, *Union Pacific 150th Display Train* (E-9 power) in Pocatello, Idaho, www.up150.com
- July 7-11, *Great Northern Railway Historical Society Convention*, Klamath Falls, Oregon, www.gnrhs.org
- July 8, *Union Pacific 150th Display Train* (E-9 power) in Boise, Idaho, www.up150.com
- July 11, *Union Pacific 150th Display Train* (E-9 power) in Spokane, Washington, www.up150.com
- July 14-15, *Union Pacific 150th Display Train* (E-9 power) in Portland, Oregon, www.up150.com
- July 14, *First July Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
- July 14-15, *Clamshell Railroad Day Festival*, Ilwaco, Washington, www.columbiapacificheritagemuseum.org
- July 18-21, *Northern Pacific Railway Historical Association Convention*, Butte, Montana, www.nprha.org
- July 21, (1912), *100th Anniversary* of Portland's unique double-lift Steel Bridge opened to rail traffic
- July 28, *Second July Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
- July 28-29, *Great Oregon Steam-Up*, Antique Powerland Museum, Brooks, Oregon, www.antiquepowerland.com
- Aug. 1-4, *Union Pacific Historical Society Convention*, North Platte, Nebraska, www.uphs.org
- Aug. 4-5, *Great Oregon Steam-Up*, Antique Powerland Museum, Brooks, Oregon, www.antiquepowerland.com
- Aug. 4-5, *Nampa Depotfest*, Nampa, Idaho, www.canyoncountyhistory.com
- Aug. 9-11, *SP&S Railway Historical Society Convention*, Vancouver, Washington, www.spsrhs.org
- Aug. 17-19, *Snoqualmie Railroad Days*, Northwest Railway Museum, Snoqualmie, Washington, www.trainmuseum.org
- Aug. 18, *August Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
- Sept. 1, *Labor Day Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
- Sept. 12-15, *32nd Narrow Gauge Convention*, Bellevue, Washington, www.seattle2012.com

(cont'd on Page 10)