

The Trainmaster

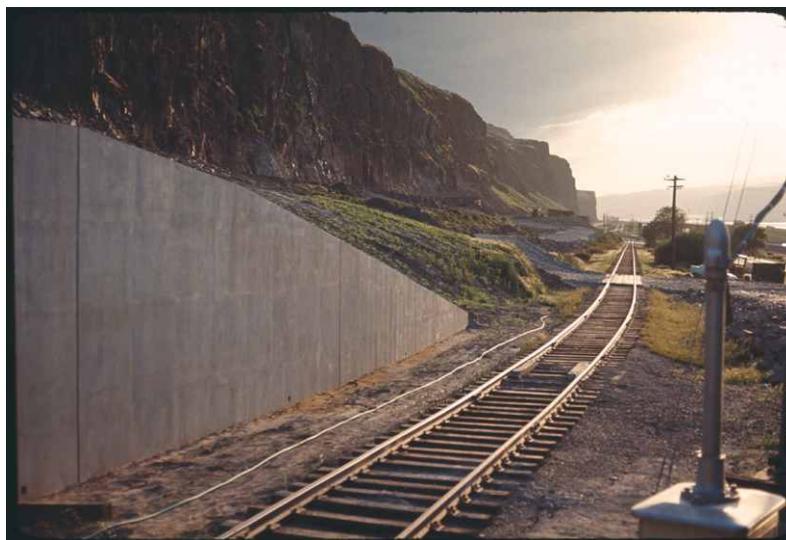
September 2012

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



THE DON HUNTER PROJECT

by Arlen Sheldrake



May 16, 1965 SP&S
Excursion: Looking
down the tracks from
the SP&S Excursion
Train as it approaches
the Celilo Railroad
Bridge (also known as
the Oregon Trunk
Railroad Bridge or
Wishram Bridge) and
crosses the
Columbia River into
Washington State. (Don
Hunter Photo)

Don L. Hunter, age 98, has been taking photos and creating 35mm slide programs since 1938. As an avid photographer, he still has an eye for what makes a good shot. Don would take a variety of pictures of a single item or a scene and try to capture just the right light and shadows while attempting to get the best color, time of day, and overall best image of the subject. He used various films, such as Ektachrome, Kodachrome, Agfachrome, Provia, Velvia, and Anscochrome, as well as a few different cameras.

It would be an understatement to say that Don likes trains. Some of his earliest memories involved trains, he dreamed of trains, and even played he was a train. In his memoirs, *Growing up in Eugene*, he writes: “For many years, I would have a recurring dream of seeing a train running on the streetcar tracks on Eleventh Street. Since the demise of steam, my recurring dream has morphed to visions of a steam locomotive running on the mainline (and me without my recorder!)”.

“Bob Merrell and I would go down to the prune dryer to play “train” on the rail carts. The dryer featured an extensive network of tracks and dark corridors that we could run and ride the carts through, as well as a transfer track. It was exhausting fun. This continued on until the day Bob hurt his knee when the car he was riding overshot the end of the track.”

Don has approximately 250,000 to 500,000 slides in his collection and kept detailed notes on loose sheets and then in notebooks from 1938 through 2007. These notes list the dates, locations, subjects, film types, and other details of the slides. He has created over 23 slide programs and worked painstakingly to make these programs something special for public viewing. He wanted to ensure he captured his audience's attention to the sight and sound of these programs. His images include flora, fauna, daily life, events, steam trains, street cars, geographical formations, and audio visual equipment. Most of Don's photographs capture the Pacific Northwest natural and cultural history. Moreover, his 35mm

slides include national content from Lane County, the states of Oregon, Washington, Illinois, California, Maryland, and New York, as well as international content from Argentina, China, and Canada.

Don photographed the last steam logging railroads of Oregon and Washington in the late 1950s and early 1960s--including Georgia Pacific with three 2-8-2s, a 2-6-2T and the last fleet of disconnected log trucks in America; Rayonier, with a mix of 2-8-2s, 2-6-6-2s (including ex-Sierra RR #38), and 2-6-6-2Ts; and Klickitat, with two three-truck Shays. He also photographed the final summer's operation of UP Big Boys between Laramie and Cheyenne.

Of special interest for the Pacific Northwest Chapter – National Railway Historical Society may be the program created by Mr. Hunter entitled, “*The Last of Steam*,” and placed on a DVD by the University of Oregon through an IMLS grant in their “Exploring the Cultural and Natural History of the Pacific Northwest, Volume II.”

In 2010-11, Mr. Hunter gifted his slide collection to The Lane County Historical Society and Museum. The Society staff includes one project coordinator and two digital archivists, which are responsible for scanning, digitizing, adjusting the images with Adobe Photoshop, storing the images and uploading Mr. Hunter's images to the Museum's website. This project is being funded currently by four grants. These funders include Trust Management Services, LLC; Oregon Heritage Commission Museum Grant; Oregon Heritage Commission; and Lane County Cultural Coalition. His 35mm slides will be forever preserved and the public will have access through the Museum's web site: <http://www.lanecountyhistoricalsociety.org/research-photocatalog.html> as well as the Museum's archives and library. Digitized images of the Don Hunter collection are designated with an object-ID of DH.

Don Hunter (1914-), retired Audio Visual Director and professor emeritus of the University of Oregon (1947-1977), was a prolific amateur photographer. He is best known for his elaborate slideshow programs presented on upwards of three to four screens with accompanying music and narration. His photographic slides present rich documentary information for Lane County and surrounding areas dating back to 1938. Subjects and topics include: ghost towns; logging; natural disasters; steam locomotives; trips to numerous Audio-Visual Departments at universities across the United States and audio-visual equipment; wild land conservation; wildlife; and local events e.g., the annual Canoe Fete at the University of Oregon, the Eugene Celebration, the Oregon Country Fair, and the Scandinavian Festival. Nonlocal photographs of interest include the August 14, 1945 V-J Day celebration (Victory over Japan) in Chicago, Illinois and the 1964-65 New York World's Fair. The Lane County Historical Museum is accepting donations to help fund this project: <http://www.lanecountyhistoricalsociety.org/supportus.html>. The preceding information was provided by the Don Hunter project. This article was developed by Arlen Sheldrake with the kind staff at the Lane County Historical Society and Museum in Eugene, Oregon with assistance from George Hardy and Gary Hunter.



October 1965: Don Hunter posing with an oversized camera.



June 22, 1985: View of the front end of steam locomotive No. 38 at Rayonier Incorporated's railroad camp. Possibly part of railroad Camp 14. (Don Hunter Photo)

Don Hunter has been a member of the Pacific Northwest Chapter, NRHS (PNWC) since 1977 and resides in Eugene. Don was on the PNWC SP4449 1984 Louisiana World's Fair trip taking slides and recordings during the trip. Some of these slides were donated to PNWC. His slide shows were a highlight of multiple PNWC membership meetings including his Milwaukee Road part 1 and 2 slide shows. Don's son George reports that his father enjoys receiving and reading *The Trainmaster*. This article was developed with the assistance of Melody Stuart, Don Hunter Project Coordinator and Heidi Scheidl, Senior Digital Archivist, Lane County Historical Society and Museum; Janet Larson; John Holloway; Bill Bain and sons George Hardy and Gary Hunter.

Saturday, September 15th, 2012

5:00 PM

Rose Garden
Station



CHARTER & DINNER

Rare opportunity for last run after dark in summer.

Private charter of zoo steamer "Oregon" with multiple rides.*

\$22 per person
\$15 for children under 16.

All-inclusive price includes picnic dinner, beverages and dessert!

Open to all ORHF member organizations & invited guests

Bring your favorite folding chairs for the picnic.

* Motive power may be substituted if needed

Make reservations now!

Ron McCoy - PNWC Activities Chair
ronaldmccoy@mac.com
503-244-4315, option 2

Oregon Railroad Archeology

by Dave Larsen



Photos by Dave Larsen

On Thursday, April 12th, five regulars of the Library/Archives crew; Bill Hyde, Merrill Hugo, Bruce Strange, Trent Stetz and Dave Larsen took a railroad archaeological field trip to visit the fallen temples of a Railway Age in the Albany/Corvallis area. Ostensibly, the trip was focused on lunch in the Oregon Electric Albany station which came complete with visible trackwork in the street and OER emblems reigning over the main entrances (picture at left). OE service to Albany began on July 4, 1912, just over 100 years ago!

The archaeological highlight of the trip was the result of Bill Hyde's extensive knowledge of the back roads and

unseen gems. Near Brooks are the ruins of the Oregon Electric Waconda substation and depot at milepost 46.4, built in 1907. The overhead catenary system of the OE required substations at regular intervals to convert AC power to the DC voltage required by the trains. Waconda once boasted a population of 177 people and had a post office in 1912. Today, only the concrete shell (picture at right) stands as a reminder to an age when electric interurbans knit communities together.



PNW SHORT LINES

by Arlen L. Sheldrake

Welcome to our new Trainmaster Editor Trent Stetz. I have enjoyed working with Trent on many other PNWC projects and I look forward to continuing this relationship through many, many issues of The Trainmaster. Welcome to the monthly Trainmaster world Trent!

On July 13th the Eagle Cap Excursion Train ran from Joseph to Enterprise, the first train in at least three years to do this trip. www.eaglecaptrain.com **Wallowa County Chieftain 7/13/2012.**

New Logging Museum to Open in June 2013! Ever since the Mt. Rainier Scenic Railroad began operating between Elbe and Mineral, WA in 1980, Mr. L.T. "Tom" Murray, Jr. has held on to a dream to see the steam trains take folks to a world-class logging museum in the foothills of Mt. Rainier. Now that dream is to become a reality!

The Mt. Rainier Scenic Railroad (MRSR) is wholly owned by the Western Forest Industries Museum (WFIM is a non-profit, 501c3 organization) whose board of directors recently voted to proceed with the creation of a logging museum and forestry interpretive center to be located at MRSR's restoration and maintenance facility in Mineral. Phase 1 of the three-phase project is planned to open to the public in June 2013. At that time, MRSR's excursion trains will begin running from the depot in Elbe directly to the new museum in Mineral. Arriving at a new boarding platform, the steam locomotive will take water at a reconstructed logging-era water tank while the passengers will be able to explore early-20th century logging camp buildings with their displays and narratives, numerous pieces of logging equipment (some of which are one-of-a-kind or the first of their type), the MRSR restoration shop, and the "Rod House" and "House of Gears" to see and learn about MRSR's exceptional collection of historic steam logging locomotives. Phase 2 of the project will include picnic grounds and a re-created steam-powered sawmill. Phase 3 will be the addition of a miniature train ride and log-loading demonstrations featuring live-steam locomotives and logging equipment donated by Mr. Murray from his personal collection.

Funding for the new museum is off to a great start as MRSR has been awarded a \$350,000 matching grant from the Washington State Historical Society. Other grant applications are pending and the WFIM board of directors is working to secure additional funding. Anyone can help ensure the success of the project, though, by making a tax deductible donation! Construction of phase 1 has already begun, so keep watching our web site (www.mrsr.com) for news! **Posted 7/18/2012 on Trainorders.com by Brian Wise, General Manager, MRSR.**

Oregon State Rail Plan Development: The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) tasks states with producing a State Rail Plan to establish policy, priorities and implementation strategies for freight and passenger rail transportation. Oregon has received a Federal Railroad Administration (FRA) grant to assist in developing a comprehensive State Rail Plan consistent with PRIIA and consistent with Oregon's own requirements for multimodal transportation. Upon FRA approval of a Detailed Work Plan, ODOT will initiate a public process to develop a State Rail Plan that:

- Sets forth state policy involving freight and passenger rail, including commuter rail operations,
- Identifies statewide rail policies, programs, strategies and potential funding sources,
- Presents strategies to enhance rail service in the state that benefits the public, including improvements in connectivity to transit and other modes of transportation,
- Serves as the policy basis for federal and state rail investments throughout Oregon.

The total project cost for State Rail Plan development is expected to be approximately \$1,000,000 with \$800,000 provided through the FRA grant.

The Port of Astoria's new CEO Hank Bynaker started the week of July 16th. Bynaker was most recently the general manager and director of operations and marketing at Washington United Terminals, a privately owned berthing facility located in the Port of Tacoma. Bynaker told the Daily Astorian that establishing a rail connection running east from Astoria will be important to the port's success, as is the development of international ties. (Note: Portland & Western Railroad operates the Astoria line as far as the Georgia Pacific Wauna Paper Mill, the western most customer on the line.) **The Oregonian 7/19/2012.**

On July 18th Sound Transit marked the third anniversary of the Link light-rail system and has transported 21.6 million riders since it opened July 18, 2009. The 3.1-mile University Link extension will open in 2016. Ground breaking occurred in August for the 4.3-mile extension from University to Northgate and is slated to open in 2023.

A two-million dollar Evergreen Line contract for work to prepare for the relocation of railway tracks in Port Moody, British Columbia, has been awarded to BEL Contracting. The tracks will be relocated to accommodate a portion of the

rapid transit project as rail service is expected to continue without interruption. Work begins in August and includes relocation of utilities, realignment of Columbia Street adjacent to the tracks and construction of a gravel base for relocated tracks. **The Canadian Press July 23, 2012.**

The Railex shipping company plans to build a new 500,000-square-foot wine storage and distribution center near Wallula for wine from Ste. Michelle Wine Estates. The Port of Walla Walla approved leasing 30 acres just east of Highway 12 to Railex and selling the land for \$450,000 to the company as soon as a sales agreement and some boundary adjustments can be completed. The new building will allow Railex Wine Services – the new subsidiary Railex is creating for wine storage and transportation – to store up to 5 million cases of wine and is scheduled to open in February 2013. The Ste. Michelle goal is to increase rail shipments of wine from 25% to 50% starting next year. **Tri-City Herald July 19, 2012.**

On July 19th Tacoma Rail called on Centralia-Chehalis Railroad Association (CCRA) on short notice to do some rail car switching and move some cars to Centralia for pickup by BNSF. So if you saw Chehalis & Cascade #15 working under white flags with CCRA volunteers flagging rail crossings in Centralia, it was steam doing real work.

A Montana Legislative Interim Committee has suggested that the Homestake Pass Line be reopened to handle the proposed increase in coal trains headed to west coast ports. The Homestake Pass Line was built in the 1880s by the Northern Pacific Railway and has been inactive since the early 1980s and is owned by BNSF Railway. The line runs from Garrison to Logan Montana passing through Bozeman, Billings and Missoula. **Helena Independent Record July 24, 2012.**

The 1886 Esquimalt and Nanaimo Railroad station in Nanaimo, BC that was extensively damaged in a 2007 fire has been restored with a grand re-opening on July 25. The restoration took five years and C\$2.4 million; the Young Professionals of Nanaimo raised C\$420,000, the Downtown Nanaimo Partnership Society raised C\$40,000 and VIA Rail gave C\$900,000 in insurance money. With Fibber Magees Station (an Irish restaurant pub) as the main tenant, a C\$1.1 million commercial loan was obtained to finish the restoration. The Island Corridor Foundation (www.islandrail.ca) hopes to begin rail line reconstruction in October with the aim of having passenger service up and running between Victoria and Courtney by May 2013. **Daily News July 18, 2012 & Cowichan Valley News July 13, 2012.**

Rail Logistics Cold Train service is expanding its Washington State-based refrigerated container fleet to 300 state-of-the-art 53-foot containers and will expand its service territory this year. Launched in early 2010, the Cold Train Pacific Northwest-Chicagoland Express Refrigerated Intermodal Service operates in partnership with BNSF and the Port of Quincy, Wash. It now serves shippers in Washington State and the Midwest. In 2011 the Cold Train shipped about 300 containers per month; in 2012 this number is close to 400 containers of fresh and frozen cargo. Projections call for more than 600 per month at year end. Regular Cold Train service to/from Florida, Georgia, Pennsylvania and New England will begin in August. **Railway Age July 24, 2012.**

L.B. Foster Company (www.lbfoster.com) announced July 25 that they received their largest rail products contract valued at approximately \$60 million from contractor Kiewit/Kobayashi, a joint venture for the construction of the Honolulu Authority for Rapid Transportation (HART) passenger transit system in Hawaii. Foster will provide concrete ties, direct fixation fasteners, and third rail with accessories and special track work that will be installed throughout the HART project's new elevated railway system and maintenance yard. **Railway Age July 15, 2012.**

The Port of Seattle announced its Terminal 18 now has three more super-post Panamax cranes, which enable the facility to handle the world's largest container vessels. Three of the large cranes previously were delivered to the terminal in December 2011. Considered the world's largest container-handling cranes, the super-post Panamax cranes are 267 feet high and can accommodate vessels carrying up to 18,000 20-foot equivalent units (TEUs). The cranes feature a reach of 24 containers wide and can lift container loads weighing up to 65 long tons. **Progressive Railroading July 30, 2012.**

Siemens Rail Systems in Sacramento was awarded a \$73 million contract to produce 18 light-rail cars for TriMet's Portland-Milwaukee Orange line and recently received a \$466 million contract to build 70 locomotives for Amtrak. These will be the first locomotives built in the Sacramento plant. **The Sacramento Bee July 12, 2012.** (Note: In recognition of some of the terrible seating in the Type 4 cars, TriMet has asked riders to provide seating configuration input for these new cars.)

BNSF Railway will spend \$106 million in Washington State this year including a new lead to access the Port of Longview, 1,020 miles of track surfacing and undercutting work, replacing 56 miles of rail and about 178,000 ties. **Puget Sound Business Journal August 3, 2012.**

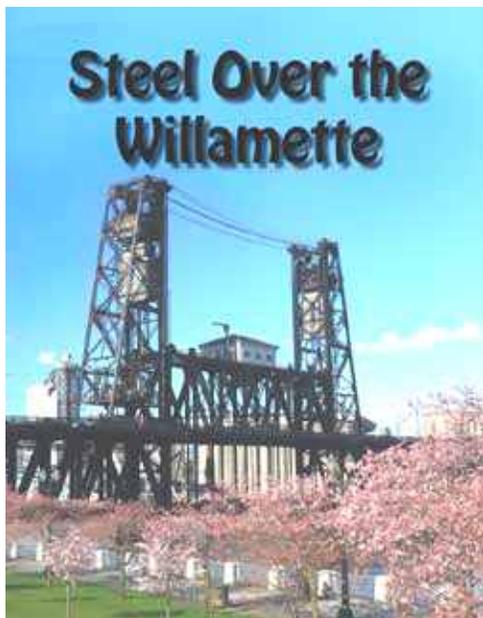
Portland General Electric has given the Bull Run Powerhouse to Powerhouse Re Gen LLC an organization that was established to save, acquire, preserve, and re-purpose the powerhouse. Built by the Mount Hood Railway and Power Company, the powerhouse generated electricity from 1912 to May 2008. On September 29th, from 1 to 5 PM, a 100th anniversary party with tours, food, and live music will be held at the powerhouse. More information: www.savebullrun.org. **Webfooter Extra August 2012.**

Coos Bay Rail Link August 2012 Update: Averaging 45 cars weekly with 10 customers; commodities include wood products, steel and dairy feed; four reconditioned locomotives and 10 employees. www.coosbayrallink.com.

On August 6th Amtrak marked the completion of the first and second phases of a major upgrade to their Seattle maintenance facility which supports Amtrak operations and maintenance agreements in the Pacific Northwest for Empire Builder, Coast Starlight, Cascades and Sounder trains. The upgraded maintenance facility is an enclosed structure over two tracks and will be used primarily by Talgo to maintain Amtrak Cascades trains. The second phase, completed in December 2011, involved a new, three-story maintenance warehouse and administrative office. Amtrak's annual capital program funded the \$37 million project. The third phase will include construction of a service and inspection facility for Amtrak long-distance and Sound Transit trains. The fourth phase calls for building a new locomotive servicing and repair building. **Progressive Railroading August 7, 2012.**

The Port of Portland's South Rivergate Yard \$11 million project was recently completed. The project jointly funded by the Port, state of Oregon, BNSF Railway and Union Pacific Railroad was begun in 2010 and involved construction of five additional tracks to increase capacity and enhancements to rail connections so the facility can handle multiple unit trains of 100 cars or more. **Progressive Railroading August 9, 2012.**

On August 8th Sound Transit began running test trains along the new track between Tacoma's Dome District and Lakewood, the final stage of preparation before passenger service begins in October. The new rail extension has 17 at-grade crossings and includes the D-to-M construction project, a \$162 million project that laid 1.4 miles of rail from Freighthouse Square to M Street. The D-to-M section was the most complex and expensive part of the Lakewood line because it was the steepest and cut through the heart of Tacoma's transportation core. The grade in that section is 2.85 percent, a slope that puts it among the steepest rail lines in the country. Amtrak Cascades and Coast Starlight service is also expected to use this line in about five years when service is moved from going around Point Defiance. **The News Tribune August 8, 2012.**



Now Available

Celebrating the 100th anniversary of this world unique bridge, this 60-page book tells the story of Portland's Steel Bridge in text, with dozens of historic and current photos. Available for just \$14.99 plus \$5.00 shipping or pick up your copy at a membership meeting and save \$5.

www.pnwc-nrhs.org

Send your check payable to PNWC-NRHS to:

PNWC-NRHS Steel Bridge

800 NW 6th Ave. Rm. 1

Portland OR 97209-3794

Questions: steelbridge@pnwc-nrhs.org

Pacific Northwest Chapter - Lending Library OPEN Mondays in September

Closed September 22 (Saturday) but open every Monday 10 am to Noon

The Library is normally open the Saturday following
the membership meeting & also every Monday.

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

Oregon Rail Heritage Center and Portland Streetcar Extension Opening

The Oregon Rail Heritage Center will be opening these doors for its first visitors from 10 AM to 5 PM on both September 22 and 23rd. www.orhf.org (August 2012 Photos by Trent Stetz)



The Portland Streetcar is excited to open its newest line, the Central Loop, on September 22, 2012. The celebrations will start at 10:00AM with a Press Event and speeches at the OMSI Plaza in SE Portland. Service will begin by 11:00AM following the press event and the departure of the first, ceremonial train. The Central Loop will connect with the existing streetcar on 10th & 11th in Downtown Portland. From there it will cross the Broadway Bridge traveling along Broadway, Weidler, 7th, MLK and Grand connecting to the Rose Quarter, Lloyd District, Oregon Convention Center, the Central Eastside Industrial District and OMSI.



Portland Streetcar testing on the Broadway Bridge Ramp (Photo by Trent Stetz)

This is the first streetcar project in the country to be funded with a Federal Grant and includes new vehicles made by United Streetcar located in Clackamas, Oregon. <http://www.portlandstreetcar.org/>

Dispatch Notes

Keith Fleschner, President

I write this on what will become a significant day in rail history in Portland. Today August 23, 2012 the turntable was removed from its location at Brooklyn yard. This marks the end of use of Brooklyn yard by a variety of rail groups –including the PNWC. It should not be forgotten that UP was a very gracious landlord for many years, and the move lets them expand operations in the yard.

As is often the case an end in one location is a start some where else. The new ORHF facility is mostly complete. The contractor is down to “punch list” items. ORHF volunteers (many of them Chapter folks) have been working on projects around the site. Rail has been laid –which provides storage for the Holiday Express consist. A crew has also been working with Phil Barney to install the beautiful wooden roundhouse doors that Phil has built or rebuilt. The doors are strong link back to the past of the roundhouse, and help make a steel building feel like home.

Completion of the building sets the stage for the next big thing-public access and the start of the development of a rail museum in Portland. This has been a dream of many of us for years –the dream is becoming a reality. I encourage everyone to get involved. We need docents (talk to Arlen) and a variety of other volunteer functions. And of course the donation of money is vital to ongoing projects.

I've been focused a lot of ORHF the last few months I'd like to thank everyone who has kept all the non ORHF projects going

- We have a picnic planned Thanks to Ron McCoy
- We went to Steam-up with a bunch of people
- Work continues at the library and in the archives
- We continue to have great programs each month
- We've made a seamless transition to a new Trainmaster editor, Thanks to Trent for taking the job on, and to Steve and Mary for all the years of work

Thank you all –see you at the picnic



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

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

Tickets available now from TicketsWest
www.Ticketswest.com

For Schedule and Details
visit www.4449.com

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

2012 Steam Up at Antique Powerland

A group of folks from the Chapter spent two weekends at Antique Powerland during their annual Steam Up. The PNWC volunteers staffed both a concessions tent near the entrance to grounds as well as a "Youth Passport" stop in the gazebo near our static display of equipment. The chapter has three main pieces of equipment at Powerland which include (l-to-r) the Portland Terminal S2, a Southern Pacific Flanger, and a Southern Pacific Jordan Spreader. Thanks go to Joe Harper, Bill Hyde, Merrill Hugo, Bruce Strange, Henri Larose, Dave Larsen, Jim Hokinson, Ken Vannice, Glen Laubaugh, Ken Peters, Ron McCoy, Mark Reynolds (and Kai) & Trent Stetz; and of course Al and Judy Hall.

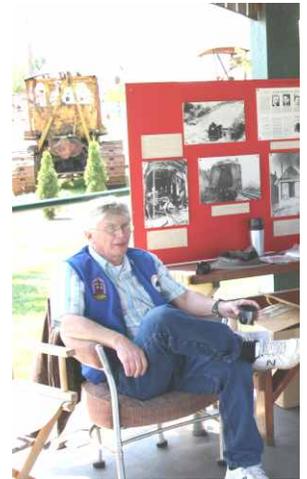


The Chapter's "Maintenance of Way" Exhibit at Powerland

Trent Stetz providing a Youth Passport stamp to a young guest



Dave Willworth at the Youth Passport display



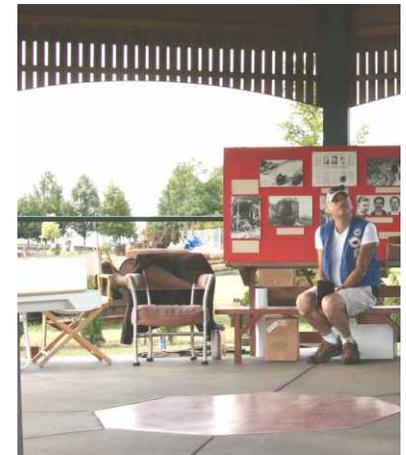
Joe Harper and Bruce Strange talking with a customer at the concessions tent



Overview of the PNWC Concessions area at Powerland



Mark Reynolds reviewing sales



Ron McCoy at Youth Passport Setup



Glen Laubaugh showing off the displays

Photos by Jim Hokinson & Trent Stetz

August Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Membership Meeting – August 17, 2012

The members arrived to a darkened meeting room because of a blown electrical transformer. The meeting started with the evenings program with the power supplied by the new chapter generator. The program was very interesting and informative presented by Mr. Nicholas Stewart of Tri-Met, on The Colorful History of the Portland-Milwaukee light rail route.

During the break the evening snack was provided by Jean Hickok. Thank You Jean.

The regular meeting was started at 9:34pm, by President Keith Fleschner.

The July membership meeting minutes were brought up, Brian Ackler made a motion to approve the minutes and Ken Vannice seconded. The membership voted to approve the minutes.

George Hickok gave the monthly Treasurers report and reported that all accounts balanced. Alfred Mullet made a motion to accept the report and Ken Vannice seconded. The membership voted to accept the report.

George Hickok reported that the Steel Bridge book seems to be selling well and so far with the money received we have recovered about a third of our expense.

President Fleschner urged everyone to sign up and attend the picnic at the zoo on September 15.

Arlen Sheldrake reminded members of the docents meeting tomorrow, Aug. 18.

Keith Fleschner and George Hickok addressed concerns that several members have had about the poster project as a revenue builder and answered new questions to members attending.

President Fleschner reminded everyone about the opening of the new ORHF building on September 22, 2012.

The meeting was adjourned at 10:19pm.

Respectfully submitted by Jim Hokinson, Secretary.

MEMBERSHIP MEETING – Friday – September 21st Last Days of the Brooklyn Roundhouse – a PhotoTour by Charles Morris, a PNWC member

With demolition of the Brooklyn Roundhouse commencing August 6th, you will want to take this photographic tour to remember this once proud remnant of the Southern Pacific Railroad's steam program and the home since the early 1980s of the SP4449 and later the other City of Portland locomotives.

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.



Oregon Public Broadcasting will be airing a program called "Celebrating North America's Steam Railways" on September 16th, 2012. This airing will be a part of the fall membership drive for OPB.

To answer phones as a organization representing ORHF, we needs to commit to a group of volunteers for the one evening. OPB uses on-set phones and laptops and the shift includes a half hour orientation and training on the laptops. Groups are encouraged to wear clothing that represents them: T-shirts are customary, but uniforms and other iconic articles are welcome.

The shift would be 6:00pm-10:15pm at the OPB studios at 7140 SW Macadam Avenue, Portland, OR. 97266

For more details, please contact Gary Brandt at: orhf.volunteer@yahoo.com

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.

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

Bill of Lading

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

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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	503.643.1494

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Vacant	
Concessions	Vacant	
Chapter Rep., Oregon Rail Heritage Foundation		

Chapter Home	Keith Fleschner	503.516.9272
Elections	George Hickok	503.649.5762
Excursions	Jim Loomis	503.253.3926
Flanger Restoration	Jim Long	503.313.7382
Library	Ron McCoy	503.310.4811
Meeting Programs	Dave Willworth	503.226.6474
Membership	Al Baker	503.645.9079
Rolling Stock	Diana Mack	503.723.3345
	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
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PACIFIC NORTHWEST CHAPTER TIMETABLE #602

Board of Director's Meetings: September 13, Thursday, Hickok's, 6380 SW Prospect Ct, Aloha, 7:30pm
October 11, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm

(Open to all Members. Note address for Board meetings; follow instructions posted on the door for entry.)

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

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

September 15: *Farewell to the Zoo Loop*, 4:30pm, member & guest BBQ & train rides, see Advertisement

September 21: Membership Meeting - *Last Days of the Brooklyn Roundhouse*, a photo tour, Charles Morris

September 22 & 23: *ORHF Oregon Rail Heritage Center opening*, 11 AM – 5 PM, 2250 SE Water Avenue

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

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

November 30 to December 2, December 7 to December 9 : *Holiday Express*, Oaks Park Station, www.orhf.org

December 16: Membership Meeting - Election and Holiday Potluck

NOTABLE NON-CHAPTER EVENTS:

Sept 1 *Labor Day Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net

Sept 7 *Streetcars Build a City* exhibit opens, Architectural Heritage Center, 701 SE Grand, Portland, www.visitahc.org

Sept 8 *GN Day in Skykomish*, 9:30 – 4, Skykomish WA, more info: Bob Kelly, mvmmvm@comcast.net

Sept 12-15 *32nd Narrow Gauge Convention*, Bellevue WA, www.seattle2012.com

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

Sept 16 *Celebrating North America's Steam Railways*, Oregon Public Broadcasting-TV, 7 PM, www.opb.org

Sept 22 *Grand Opening, Portland Streetcar Loop* to OMSI & Oregon Rail Heritage Center, www.portlandstreetcar.org

Sept 28-30 *Sacramento Community Celebration*, Old Sacramento, UP 844, www.up150.com

Sept 28 *Alpenfest*, Wallowa Union Scenic Railway, www.wurailway.com

Sept 29 *Bull Run Powerhouse 100th Anniversary Party*, 1-5 PM, Sandy OR, www.savebullrun.org

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

Oct (Saturdays) *Pumpkin Trains*, (steam!) ..Wallowa Union Scenic Railway, www.wurailway.com

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

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

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

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

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

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

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

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

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

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

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

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

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

Dec 15 & 22 *Santa Land Express*, Wallowa Union Scenic Railway, www.wurailway.com

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

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

PNWC – NRHS MISSION

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