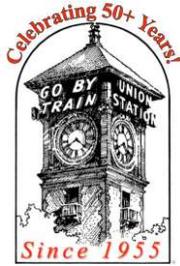


# The

November 2012



# Trainmaster

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Portland, Oregon



## GOLD HILL RAILROAD & LUMBER COMPANY

by Tony Johnson



Only known photo of Gold Hill Railroad & Lumber Company No. 1

This is the short story about the Gold Hill Railroad & Lumber Company (GHR&LR Co). It is one of those little logging railroad operations that seemingly no one has ever heard about. In fact, it is because of this railroad that I began my research to document the 60-plus companies that once interchanged traffic with the 300-mile long Siskiyou line of the Southern Pacific.

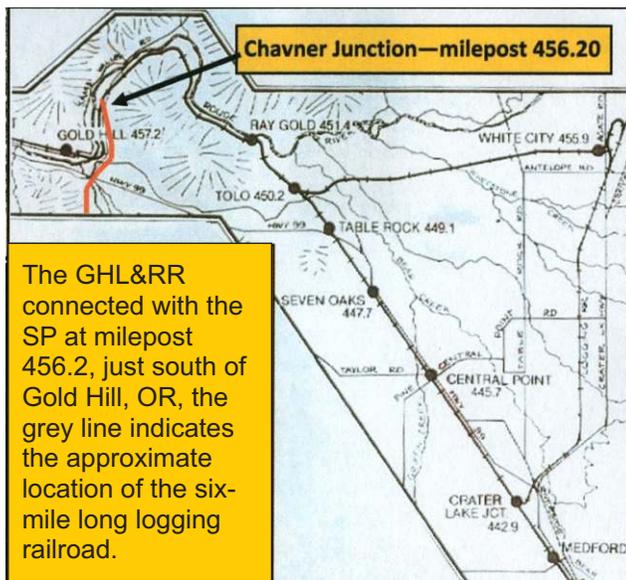
In this author's collection there is no reference to the GHR&LR Co. in any of my railroad books dealing with the SP Siskiyou Line and/or logging railroads in Oregon. It wasn't until 2006 when this author received a collection of handwritten and typewritten notes, and references that I became aware there once was a logging railroad operating out of Gold Hill. A few people I spoke with said that perhaps there was a narrow gauge logging railroad around the Sardine Creek area, but that's about all they knew.

It now appears there were two separate logging railroad operations under the name of Gold Hill Railroad & Lumber Company. One was a 6-mile long standard gauge railroad which connected with the Southern Pacific just south (railroad west) of Gold Hill at Chavner Junction. The smaller other railroad was approximately a two-mile long, two-foot gauge railroad operating in the hills east of Gold Line along Sardine Creek.

To add to the overall confusion the majority of the published documents refer to the company as the Gold Hill Lumber & Railroad Company, instead of as the Gold Hill Railroad & Lumber Company as printed on their stock certificates and as filed with the State of Oregon, Jackson County. In this article I will refer to it as it so printed in the various publications.

The enterprise is first mentioned in the April 1909 issue of *Timberman* magazine when the Gold Hill Lumber Company received material for its mill and a 1.5-mile long logging railroad on Sardine Creek. This company had acquired a 4000 acre tract at the head of Foot's Creek that was owned by the Rogue River Lumber & Mining Company. By February 1910 it was announced in the *Medford Mail Tribune* that "...a saw mill with the capacity of 75,000 feet daily and a payroll of upward of 100 men, with auxiliary for shingles, lath and sash, and doors, and a branch line railroad, are possibilities for Gold Hill by reason of the sale of L.W. Smith's Foot Creek timber tract to a company of Walla Walla, Medford, and eastern capitalists. The purchases of the Smith tract, and purchases and options on other smaller tracts, give the company all the fine timber on Foots creek, between 4300 and 4500 acres, bearing, according to conservative estimate, 150,000,000 board feet of pine and fir."

The following month it was announced that the Gold Hill Lumber Co was building 12 miles of railroad up the Rogue River Divide and will build a large mill there. The following month the company, now known as the Gold Hill Lumber & Railroad Company, had just purchased a 22-ton Climax locomotive from the Railway Equipment Company of Portland.



Part of a map from Austin & Dill's "Southern Pacific in Oregon", with a line showing where the GHR&L Company's standard gauge line connected with the SP at Chavner Jct.

By May 1910, a railroad grade with ties on the ground of one mile in length was in place from the SP connection at Chavner Junction. The frame of the new mill was up and they were waiting for the machinery to arrive soon. It was at this time that the company said it was going to build their railroad up Kanes Creek, which is just south of Gold Hill. The previously proposed route to Footh Creek never materialized.

The location chosen to interchange traffic with the Southern Pacific was called Chavner Junction. Located at milepost 456.20, this was just on the other side, south of the SP bridge crossing the Rogue River, and a mile from the SP station at Gold Hill. Finding the exact location took a little time. All of the publications or documents did not name the SP location. Only the names Kanes Creek, Footh Creek, Sardine Creek or Gold Hill are ever mentioned. Eventually we found "Chavner Junction" mentioned. Southern Pacific documents show "Chavner Junction", one mile south of Gold Hill, exactly where we believe the mill and interchange was located.

The front page of the Sunday, June 12, 1910 Medford Mail Tribune headlined:

**"FIRST SPIKES IN NEW RAILROAD BE DRIVEN SOON**

Mrs. B.H. Harris Will Give First Spike in Kanes Creek Railroad Tap Tomorrow – Elaborate Preparations Made for Event.

"The ceremony of the driving of the first spike on the new line of railway which the Gold Hill Railroad and Lumber Company is building up Kanes Creek will take place Monday, in accordance with a decision reached late Friday by company officials, says the News.

"Mrs. B.H. Harris, wife of the vice president of the company, will give the spike the first tap that will start into the tie. Everything is in readiness to proceed with the work as soon as the spike is driven. Three cars of steel [rails] were switched out on the spur from the junction yesterday. The grade has been completed and ties laid for three miles."

The June 25, 1920 edition the GOLD HILL NEWS reported, "Locomotive No. 1 is now at work on the Gold Hill Railroad and Lumber Company's Kane Creek Line. It arrived from Portland Monday, and was placed on its own rails Thursday. Since then it has been busy transporting machinery and material to the mill and hauling out rails for the extension of the line.

"The engine is of the logging type, very businesslike in appearance and fully capable of handling all the traffic of the line, which will consist mostly of logs for the mill and limestone for the kiln. Its first job will be to bring out four carloads of wood to the main line for shipment.

"The engine is not the only rolling stock possessed by the new railway. A new flat car, branded "G.H.R.R.& L. Co." arrived Thursday. It will be followed by other cars as they are needed.

"Joseph King is engineer of the 'Kanes Creek Flyer' as the train has already been christened, while Fritz Hammersly, as fireman 'keeps her hot.'"

Articles of Incorporation were filed in Jackson County, State of Oregon in September 1910. John A. Baxter became president and John H. Carkin was secretary of the company. When filing the Articles of Incorporation the Board of Directors covered just about anything they could think of:

"Article II. - The enterprise, business, pursuit and occupation in which this Corporation proposes to engage is that of Coal,

Oil, Lumber, Realty, Water Power, Railroad, Telegraph and Telephone Lines and Mining for Gold and other Minerals...”

The company announced that in addition to timber the GHRR&L Co. was going to develop lime deposits and install the latest in modern kilns and other equipment. Six miles of railroad were already in place. By September 1910 there was a six mile long standard gauge logging railroad which connected with the Southern Pacific, and a separate two-mile long, two-foot gauge logging railroad about three miles east and four miles north of Chavner Junction, with no physical rail connection with the Southern Pacific.

While the standard gauge operation out of Chavner Junction used a new Climax, the two-foot gauge operation never owned a locomotive. Fragmentary evidence indicates that loaded log cars used gravity to move downgrade to the small mill, which was likely location near the junction of the left and right forks of Sardine Creek. The empty cars were pulled back to the woods by mules or horses for reloading. The finished lumber would have been transported by wagon to Gold Hill.

Even the identification of the standard gauge Climax used on the Kanes Creek operation is somewhat of a mystery.

Gold Hill Lumber & Railroad Company's only locomotive (that we know of) was built by the Climax Manufacturing Company of Corry, Pennsylvania. Existing shop records reveal an unorthodox method of issuing shop numbers (AKA serial numbers) to locomotives under construction. The owners of a Climax web found in photographic and historical records for which shop numbers cannot be verified. For these locomotives they assigned a temporary Tracking Number (T/N), preceded with the letter X. This is only used until new information can positively identify a locomotive, to which the letter “X” is removed. Our Gold Hill Lumber and Railroad Company Climax is one of those awaiting positive identification.

We do believe it was shop number 344. It was a standard gauge, model B-22, two-truck Climax weighing 22 tons. Until recently not a single photograph of this locomotive had surfaced. [In fact, no photos of anything related to GHR&L Company had surface!] Then in March 2012 a photograph was sent to us, claiming it was a Climax locomotive that worked for the Bullis Logging Company at Jacksonville, OR. Several of us looked at the photo and agreed that not only was this not the Bullis locomotive, but it may actually be GHR&L Co. No. 1. We contacted the university that sent the photograph with our claim. They looked on the back of the photo and found “G.H.L. & RR Co., Gold Hill, OR” written on it. The photo had been placed in the wrong file decades ago.

By October 1918 the two railroads were in full operation. Taking in everything after reading all the reports it sounded as if the GHL&RR Co. was going to be a huge success... but something happened.

In the April 1918 edition of *Timberman* magazine it was announced that the, “GHL&RR Co. will resume operations at the box factory at Gold Hill, and of the sawmill and logging railway on Sardine Creek, 6 miles north of Gold Hill, in a short time. The plant, which has been idle for 4 years, has been taken over by Grants Pass men.”

What happened? We can only guess that perhaps there was a shortage of manpower on account of WWI, plus competition from the other small timber companies scattered all throughout Oregon. The lime deposits also never amounted to much.

In May 1918 the new owners of the property were Roy Hackett and C.C. Presley of Grants Pass. By August 1918, Hackett & Presley settled a threatened strike by 75 men by paying 10 hours wages, for 9 hours work. The new owners had brought in an experienced mill crew, a carload of railroad supplies, additional equipment and auto trucks. They said they are expanding the railway into the timber and have added a 30-ton locomotive, but the following month they suspended operations due to the labor shortage and the need for an extension of the railway to virgin timber. [No evidence has been found concerning this “30 ton” locomotive.]



A certificate for 175 shares of stock issued to John A. Baxter to himself on May 25, 1910

By August 1919, Hackett & Presley was forced by creditors into insolvency. The lumber was attached with labor liens, and timber foreclosure was pending against Hackett & Presley on the timber and mill. Even with all this there were plans to reopen the plant and railroad. By December 1919, the First National Bank of Southern Oregon in Grants Pass purchased the company's holdings.

In April 1920 the plant was sold by the bank to the Josephine Lumber Company, who planned to move everything to Merlin, OR. No mention is made of the railroads, so it is assumed it was pulled up about the same time the mill and its equipment was dismantled and moved. The disposition of the Climax locomotive and the rolling stock is unknown.

In the ninety two years since the railroads disappeared, several hiking trips have found little evidence. Chavner Junction was easy to find, but from ground level it's hard to see positive evidence where the railroad ran. Using Google Maps the right of way is easier to spot as it leaves westerly from the SP and towards the hills around Kanes Creek. Today, an irrigation canal sits in where part of the railroad once lay.

The railroad likely crossed under Hwy. 99 as it headed towards the woods. When Interstate 5 was building through Gold Hill in the 1960s, workers found a short section of rail in their digging. Beyond I-5 the right of way can't be found.

Finding traces of the two-foot gauge operation was somewhat easier. In September 2012, I was asked for an interview by veteran reporter Ron Brown for the Medford television station he's worked at for over twenty years. Ron is a good friend, and also a historian and railfan. Each Friday evening he produces a regular feature called "Oregon Trails", and this particular story would be on the Gold Hill Railroad & Lumber Company.



The former two-foot gauge roadbed near Sardine Creek. Reporter Ron Brown (white shirt) prepares to take footage for his television series.

After the interview we drove to Gold Hill (Ron lives in Gold Hill) and then east up along Sardine Creek. Ron says he knows where traces of the two-foot gauge railroad can be found behind a house. He contacted the property owner and advised him when we would arrive. We drove about six miles and pulled into a private driveway and residence, where the property owner met us.

As we hiked about 100 yards to the spot Ron said the old right of way was located, I asked how did he know where to look? He said, "I grew up in that house. As a teenager in the 1960s I found small railroad spikes when I took hikes."

Part of the right of way appears pretty much undisturbed, while in other areas the roadbed is obliterated by fallen trees, branches and poison oak. We spent about thirty minutes exploring, then we drove off so I could show Ron around Chavner Junction.

So there you have it. We continue to search for additional documents, publications and photographs to add to our research. Maybe someday we'll get lucky.

Tony Johnson has been retired since 1994, is a railroad historian, the vice president of Southern Oregon Live Steamers, and lives in Central Point, OR. He has an interest in the Southern Pacific, and in the numerous railroads that once connected with the Siskiyou Line.



This is looking north on the SP at Chavner Junction in May 2011. SP's bridge over the Rogue River and the town of Gold Hill are in the middle right distance. The Rogue River is also on the right.



The old roadbed near Sardine Creek is hardly visible through the undergrowth since the rails were removed 92 years ago.

# PNW SHORT LINES

by Arlen L. Shel Drake

The West Coast Railway Heritage Park has “adopted” part of Highway 99 (Garibaldi Way – Clarke Road) in Squamish, B.C. This adds further visibility for the Heritage Park. The first cleanup day was held August 25<sup>th</sup>. **WCRA News October 2012.**

The Fraser Valley Heritage Railway Society is moving to a new home in Cloverdale, British Columbia. The mission of the FVHRS: To restore and to operate heritage interurban cars on the original BC Electric Railway Route through Surrey and the Fraser Valley to link heritage tourism destinations. More information: [www.fvhers.org](http://www.fvhers.org). **WCRA News October 2012.**

On September 27<sup>th</sup> the Sound Transit Board approved a contract with PCL Civil Constructors, Inc., to design and build the elevated station and guideway for the light rail extension from Sea-Tac Airport to South 200<sup>th</sup> Street. Construction of the new station and 1.6-mile extension is scheduled to begin early next year, with service to start in September, 2016. PCL submitted a price of \$169 million to do the project. **Sound Transit September 27<sup>th</sup> press release.**

Union Pacific has submitted permit applications to the city of Portland for \$23.3 million in projects including:

- \$20.6 million for a drivers' building and site work for redevelopment; \$1.6 million to construct a 7,700 –square foot administrative building; \$762,000 for various smaller projects to improve truck entrances and exits and construct a small building; all at the Brooklyn Intermodal Yard in SE Portland.
- \$300,000 to renovate an office in Northeast Portland for the relocated administrative team including Brock Nelson's new office. This building (former Grand + Benedicts on NE 2<sup>nd</sup> Ave.) was purchased as a part of the new south bound leg of Graham Line project. Brock is the Oregon-based UP public affairs director.

**Portland Business Journal September 5, 2012.**

“Year one of operations on the Willowa-Union Scenic Railway (WUSR) are off to a less-than-auspicious start, failing to meet too many key objectives, be they in the number of trains to be run, track and equipment maintenance or in terms of capital improvements. WUSR, operated by Court Hammond's Sierra Nevada & Pacific Railroad (SNAP) – the company that Willowa and Union county officials hired to stanch the financial bleeding of the counties' charming but struggling line – offered promise where little had existed. One of the promises, Engine No. 19, a 1915 Baldwin steam locomotive is still in Yreka with no known shipping date.” **Wallowa County Chieftain September 19, 2012.**

A mounting pile of debt and legal problems could delay or sidetrack the plan to move the historic “Blue Goose” (#19) steam locomotive from Yreka California to WUSR in northeast Oregon. One of the lien holders is the city of Montague, which says that Court Hammond owes them about \$100,000 from a 2008 loan. “As far as we know under our agreement, it's an asset of the railroad, and so we have some say over it, and as far as we're concerned the cease and desist order that we have received also applies to the engine,” stated Jayne Keller, Mayor of Montague. **KDRV-TV, Medford, September 24, 2012.**

Lloyd Palmer, Yaquina Pacific Chapter Historian and Big Island Railroad Historian, reports major progress in cosmetic restoration of the GN X-97 caboose located in his yard. “We painted it with an undercoating of Corlar 2.1 ST primer, two top coats of Imron 3.5 HG Rinker Red and a clearcoat of Imron 3.5 HG-C. The black roof was done with a coat of the Colar then a thick coat of Dupont's Defender-Pro truck bed liner.” I would bet this is the best paint job this caboose has ever had....

On October 1<sup>st</sup> Richardson International LTD. announced plans to invest about \$120 million in its Port Metro Vancouver (BC) terminal to increase storage capacity for grains and oilseeds. Richardson International plans to build an additional concrete grain storage annex with a total capacity of 80,000 metric tons at the terminal which is served by CN. The project calls for installing distribution equipment and upgrading a dust filtration system. Richardson recently spent \$20 million to improve rail receiving capacity and increase operating efficiencies at the port terminal. Reconfiguring the rail yard and adding a second rail unload pit and rail-car indexer will enable the company to double the number of rail cars it unloads daily, from 150 cars on a single track to 300 cars on a double track. **Progressive Railroading October 2, 2012.**

Volunteers with the Yakima Valley Trolleys hope to return trolley service to the line in time to celebrate its 100<sup>th</sup> anniversary on June 21, 2013. Trolley runs to Selah stopped in 2005 when thieves first cut down the copper wire through Selah Gap; the thefts have continued and worsened through the recent years. Yakima Valley Transportation Co, operated passenger service on the line from 1913 to 1935. Freight continued to be transported on the line until 1985. But 11 years earlier, in 1974, two trolleys were obtained from Portugal that became the property of the city and again offered passenger service to Selah until the thieves took the wire. **Yakima Herald-Republic September 29, 2012.** More information: [www.yakimavalleytrolleys.org](http://www.yakimavalleytrolleys.org).

The opening of the eastside streetcar line in Portland was delayed from April to September because the new streetcars would not be ready - - and they still aren't. The amended delivery of five streetcars was rescheduled to July 10, July 24, August 28, September 11 and October 30 but these deadlines are also missed. The third set of deadlines is now November 29, December 17, December 28, January 11 and January 26. These delays have caused the City of Portland to amend their contract with LTK Engineering Services who has been hired to monitor the work by the Oregon Iron Works company United Streetcar, the streetcar manufacturer, twice. The first extension was for \$348,522, the current extension is for \$386,229 which extends the LTK contract to March 30, 2013. **The Oregonian October 3, 2012.**

On Saturday October 6<sup>th</sup> community members celebrated Sounder commuter rail's arrival in Lakewood and South Tacoma with free train rides and ribbon cutting ceremonies. Regular service began Monday October 8<sup>th</sup>. **Sound Transit News October 3, 2012.**

The Washington State Department of Transportation has started work on the Washington State Rail Plan. This plan will serve as a strategic blueprint for future public investment in the state's freight and passenger rail network. It will provide an integrated plan that meets federal and state requirements and will propose 5- and 20-year strategies to improve the overall rail environment. The final plan will be released by the end of 2013. For further project information:

**[www.wsdot.wa.gov/projects/rail/staterailplan](http://www.wsdot.wa.gov/projects/rail/staterailplan).**

Coos Bay Rail Link reports that trains will soon return to North Bend and Coos Bay as final repairs are made to the large swing bridge between North Spit and North Bend. **KCBY News, Coos Bay/North Bend October 4, 2012.** On October 12<sup>th</sup> the first locomotive in five years crossed the Coos Bay Rail Bridge and slowly made its way through Coos Bay. The Coos Bay Rail Link locomotive will be used to ferry supplies for repairing the line for service. **The World Link, October 12, 2012.**

On October 12, 1891, the international railroad connection between Seattle and New Westminster, British Columbia, was made when the two lines meet just south of Stanwood, about two miles north of the Sillagumish Bridge crossing. Opening ceremonies would occur two weeks later on November 27, 1891. The local effect of the Great Northern Railway on Snohomish County communities will be tremendous. **[www.historylink.org](http://www.historylink.org) , Washington Department of Archaeology and Historic Preservation; file #8688.**

The British Columbia government announced it selected SNC-Lavalin Inc. as the preferred contractor to work with to finalize an agreement to design, build and finance the Evergreen Line light-rail project. The seven-mile Evergreen Line will link Burnaby, Port Moody and Coquitlam via light rail service. The project includes elevated and at-grade guideways, a 1.2-mile bored tunnel, seven stations, power substations, train operating systems, parking facilities, and a vehicle storage and light maintenance facility. The C\$1.4 billion project will be funded by the federal and British Columbia governments, and TransLink. The SNC-Lavalin team includes SNC-Lavalin Inc., Graham Building Services (joint venture), International Bridge Technologies Inc., SNC-Lavalin Constructors (Pacific) Inc., SNC-Lavalin Constructors (Western) Inc. and MMM Group Ltd. Completion is planned for the summer of 2016. **Progressive Railroading October 5, 2012.**

On October 8<sup>th</sup> the Washington State Department of Transportation announced the release for comment of the Point Defiance Bypass Environmental Assessment. The document and an executive summary can be viewed at:

**[www.wsdot.wa.gov/Projects/Rail/PNWRC\\_PtDefiance/environmental\\_assessment.htm](http://www.wsdot.wa.gov/Projects/Rail/PNWRC_PtDefiance/environmental_assessment.htm).** After considering the public comments from the two October open houses and the public hearing in DuPont, the Federal Railroad Administration is expected to make a decision near the end of 2012. If the proposed \$89 million project versus the no build option is approved, WSDOT would start work on improving this rail line, with trains scheduled to start running in 2017. The build alternative includes:

- Construction of a new second track adjacent to Sound Transit's existing main line between South Tacoma and Lakewood.
- Installation of new rails, ties, and ballast on Sound Transit's existing track between Lakewood and Nisqually.
- Improvements at the connection to BNSF's main line near Nisqually.
- Safety improvement at some existing at-grade crossings within the project corridor.
- Relocation of the Existing Tacoma Amtrak Station from Puyallup Avenue to the Tacoma Dome Station at Freighthouse Square (the Tacoma Dome Station) in Tacoma. Property acquisition for additional parking west or north of Freighthouse Square is anticipated.

In early October, Teevin Bros. began operating a log transloading facility 10-miles east of Albany at Crabtree, Oregon. Logs are coming from Weyerhaeuser and Cascade Timber Consulting via truck and are being sorted and loaded on Albany & Eastern Railroad (AERC) log cars. AERC interchanges with Portland & Western Railroad in Albany who then takes the loaded cars to

the Teevin Bros. export yard in Rainier on the Astoria Line. The Crabtree yard is expected to receive 30 truck loads per day and ship about 10 rail car loads. **Albany Democrat-Herald, October 10, 2012.**

The 4449 keeps getting good publicity with the Hallmark Keepsake, 2012 Limited Quantity Repaint, 4449 Daylight Steam Locomotive, LIONEL Trains, Special Edition Christmas tree ornament. This repainted version of the 8<sup>th</sup> ornament in the LIONEL Trains series was issued in limited quantities earlier this fall.

After many, many hours of work by Friends of SP4449 crew and others, President Mark Kramer proudly announced October 14<sup>th</sup> that the Travellers Rest lounge car had been inspected and approved (PC 1) by Amtrak for the Bend trip. The only way trips like Bend can economically occur is as an Amtrak special trip thus requiring that each car and locomotive in the consist must meet Amtrak requirements. The work crew included Keith Fleschner and Pete Rodabaugh.

Remember, to help a good cause and get a beautiful 2013 calendar, visit the new Oregon Rail Heritage Center (ORHC) gift shop and purchase a copy or two of the Friends of SP4449 2013 calendar. ORHC is open from 1 to 5 pm, Thursday thru Sunday. Or order online: [www.4449.com](http://www.4449.com)

The historic 1910 Northern Pacific depot in Ellensburg, Washington should now have a new roof. In July a three-month process to repair and replace the roof was started. The work includes tearing off the old materials and repairing the structure, then re-sheeting with plywood and installation of ice guards. New tiles will be put on with stainless steel nails so they won't rust out like the original ones. Interior doors and the ticket/telegrapher office have been restored. **Daily Record, July 28, 2012;** an extensive history of the depot can be found at: [www.historicellensburg.org](http://www.historicellensburg.org).

The five regional district members of the Island Corridor Foundation are being asked to contribute C\$3.2 million for the structural repairs to the 48 bridges between Victoria and Courtenay, British Columbia. Last spring the ICF secured C\$15 million in federal and provincial funding for railroad infrastructure as part of the plan to rebuild the Island railway. Island Corridor Foundation October 10<sup>th</sup> Press Release, [www.islandrail.ca](http://www.islandrail.ca).

To honor the 4449's visit to the Columbia River Gorge, the History Museum of Hood River County posted historic railroad related pictures on their picture blog: <http://historichoodriver.com>: 10/15 = 1908 postcard view of the Mount Hood and OR&N Hood River depots, 10/16 = 1900s MHRR engine #1 in Dee area with a mixed consist, 10/17 = Loading barrels of Sunnysweet Apple Juice into a Fruit Growers Express Combined Ventilator and Refrigerator car, 10/18 = Probably Heisler s/n 1440, 1920, 47-tonner, may have been only standard gauge Oregon Lumber Company Heisler - in the Hood River Valley Dee area (Steve Hauff), 10/19 = 1890s OR&N 154 Threading the Needles in the Columbia River Gorge.

*Annual Holiday Potluck*

**PROVIDED: Ham main dish & potatoes**  
**BRING: Hot Dishes, Side Dishes, Salads, Pies, Cakes & Cookies**

❄️ **DECEMBER 21<sup>st</sup>** ❄️ **6:30PM**

St. Mark's Lutheran Church  
**Toys must be  
New & unwrapped**  
Membership meeting &  
Annual Elections to follow  
immediately thereafter.

**TRAIN  
TOYS  
FOR  
TOTS**

# Holiday Express Car Hosting

PNWC will again be providing Car Hosts for this year's Holiday Express! This year's event will be held over the three weekends in December (See Schedule to right). Yes, we are doing one more weekend during the traditionally busy Holiday period, so we need your help to manage the extended schedule of trips.

Car hosts are normally scheduled in three run blocks, with each shift taking about 4 hours. If you have never been a car host before, this is the perfect event to begin! Duties include: preparing cars for passengers before and after each trip, greeting and seating passengers, assisting passengers as necessary, explaining the area and equipment history per passenger's questions, providing an overview of PNWC and ORHF's mission, and assisting with car clean-up after each block.

We are trying to spread the workload this year, in part due to the trips being offered on three weekends, and most importantly provide the opportunity to involve new members into the Car Host Team. With your help, we can make the shift work move quickly and give many new volunteers the opportunity to support Holiday Express and the important fund raising of ORHF. We plan to assign lead car hosts, and assign less experienced hosts with these individuals. Our aim is to provide all of our passengers a memorable experience, a safe ride, and a level of customer care that makes them self-promote the trips and bring us new guests. The first contact with the car host team needs to be as good as we can provide with a professional and friendly approach to the passengers and a willingness to be customer service oriented.

As usual our foremost concern is passenger safety, and car hosts are encouraged to have a First Aid Card with CPR training experience, but more importantly be safety conscious, helpful and aware of the railroad environment that we take passengers into (which for many children is their first "train ride"). Our aim always is to get passengers on the train safely, assist in proper seating and transfer activities, be available for questions, and have fun with our passengers in a safe and enjoyable way.



Non-Chapter members are most welcome, and can work with an experienced chapter member on trips. Sign-up sheets will be available at the November meeting.

A Holiday Express car host planning and orientation meeting will be held in late November. Please come and join us for the wonderful Holiday event.

In order to start your planning and to help me identify your interest and availability please email (or snail mail a note), and please indicate if you have had recent car host or customer service experience.

Contact Mark Reynolds at (cell 503-523-9740) or [ma.reynolds.consulting@frontier.com](mailto:ma.reynolds.consulting@frontier.com). For now I need to know what your availability is for Friday, Saturday, Sundays and if you are willing to do more than one shift, or half shifts. Please note that we begin the shift about 30-minutes before each shift, in order to transfer, vests, radios, trip instructions, and cleanup. Remember we leave every run on time and assume parking lot congestion is typical.

I look forward to your positive response, and will be discussing the details of a refresher training session scheduled (tentatively on November 17th at ORHF East Switchyard at 6 to 7 pm) at the next Chapter meeting, on November 16th, for new and returning participants.

Friday Nov. 30					2 PM	3 PM	4 PM		6 PM	7 PM	8 PM
Saturday Dec 1	10 AM	11 AM	12 PM		2 PM	3 PM	4 PM		Sold	7 PM	8 PM
Sunday Dec 2	10 AM	11 AM	12 PM		2 PM	3 PM	4 PM		6 PM	7 PM	8 PM
Friday Dec 7					2 PM	3 PM	4 PM		6 PM	7 PM	8 PM
Saturday Dec 8	10 AM	11 AM	12 PM		2 PM	3 PM	4 PM		Sold	7 PM	8 PM
Sunday Dec 9	Sold	Sold	12 PM		2 PM	3 PM	4 PM		6 PM	7 PM	8 PM
Friday Dec 14					2 PM	3 PM	4 PM		6 PM	7 PM	8 PM
Saturday Dec 15	10 AM	11 AM	12 PM		2 PM	3 PM	4 PM		6 PM	7 PM	8 PM
Sunday Dec 16	10 AM	11 AM	12 PM		2 PM	3 PM	4 PM		6 PM	7 PM	8 PM

## Dispatch Notes

Keith Fleschner, President

We humans like to name our times, the gilded age, the age of expansion, etc. I believe this time in the Pacific Northwest will go down as the age of cooperation. We've seen it with the recent 4449 trip to Bend. Some chapter members helped by buying tickets, many by working the train as car hosts, Others helped in getting a variety of things done before the trip. We continue to work together on a variety of tasks at the engine house.

As I was listening to Alfred Mulletts excellent program on South African steam I was struck by the variety of excellent programs we have had recently. My thanks to all the presenters and to Al Baker for making all the arrangements.

Holiday express is soon to be on us we need "all hands on deck" we have lots of car host opportunities and plenty of other volunteer positions directly with ORHF if you can please help.

As we approach another election cycle I'd like to thank all the officers and directors who work very hard to serve you.

# Deschutes Steam Special

On October 20th and 21st PNWC Chapter members were both passengers as well as car hosts & train crew for the Friends of SP4449 excursion pulled by the Daylight SP 4449 along the Columbia River Gorge and Deschutes River to an overnight stay in Bend. Three Amtrak coaches were part of the train as were seven privately owned cars, five dome and two lounge. The baggage car *Gordon Zimmerman* and the buffet-lounge car *Traveller's Rest* were also in the consist. Presented here is a collection of photographs from the trip as provided by Keith Fleschner, Al & Judy Hall, Henri Larose, Bill Markwart, Arlen Sheldrake and Trent Stetz.



# October Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

## Membership Meeting – October 19, 2012

The meeting was called to order by President Keith Fleschner at 7:32 pm. The meeting attendance was small due to another meeting for the people involved in the SP 4449 trip to Bend on the next day.

President Fleschner related that Nick Stewart of TRI-MET has invited members to attend a viewing of the “old” Brooklyn Diner” before it is demolished to make room for the new light rail line. The building is located at the west end of the viaduct a SE 18 and Holgate. Contact Arlen Sheldrake for details and reservations.

The September minutes of the members meeting were reviewed. Bryan Ackler made a motion to approve the minutes and John Willworth seconded. The members voted to approve the minutes.

George Hickok made an on-screen presentation of the treasurers report. He showed that all accounts balanced with the bank statements. Doug Auburg made a motion to accept the report and Lila Stephens seconded. The membership voted to accept the report.

George Hickok reported that the poster project is on track and showed a proof of the 4449 daytime poster. Mr. Hickok also reported that membership renewals are coming in and urged everyone to renew soon. He also reported that the “Peggy fund” has exceeded the goal set and the money will be sent to the Forestry Center. John Willworth reported that the Peggy has been painted.

President Fleschner reminded everyone that we will again do the Train Toys for Tots at the December potluck and meeting.

President Fleschner announced that it is time for election of officers and that all current officers have agreed to run again. Two Director-At-Large positions are expired. The first, Randy Rock has agreed to run again. The second, Al Baker has reached the end of his two terms, so he asked for nominations. Lila Stephens nominated Ken Vannice. Since Mr. Vannice was not in attendance President Fleschner will contact him to confirm his acceptance. Candidate statements are to be in the November Trainmaster.

In preparation for the Holiday Express, George Hickok has been doing work on the 6800 car. Mark Reynolds is the new Car Host Manager and will be contacting people to volunteer.

Doug Auburg reported that the Chelatchie Prairie Railroad Association is now owner of 47% of a 2-8-2 steam engine and will be taking full ownership soon. The engine will be repaired and should be running in the summer of 2013.

At 8:05 the meeting was adjourned.

### **UPCOMING MEMBERSHIP MEETING PROGRAM – Friday – November 16**

Ken Vannice will be presenting: *A Walk Along the Old Milwaukee Road, Montana adventures.*

We will be taking a quick look at the geography of Montana and the development of the railroads to help us understand the Milwaukee Road in Montana. We will then start at Harlowton, MT where the electrified Milwaukee Road began and follow it to where it leaves the state and enters Idaho. Along the way we will come across buildings, equipment, right of way, and the big sky. That which caught my attention was the spectacular Eagles Nest tunnel.

# Pacific Northwest Chapter Lending Library

## OPEN Mondays in November

Open November 17 (Saturday) 1pm to 4pm  
and open every Monday 10 am to Noon

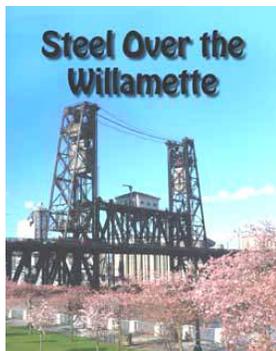
The Library is normally open the Saturday  
following the membership meeting.

The Library is located at:  
Union Station Annex, 503 NW Irving, Portland  
(The Annex is the brick building  
just south of Union Station.)

library@pnwc-nrhs.org 503-226-NRHS

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Portland OR 97209-3794

Questions: steelbridge@pnwc-nrhs.org

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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	503.643.1494

### 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
Chief Mech. Officer	Peter Rodabaugh	503.771.8545
Car Rental Agt	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
Webmaster	Jim Long	503.313.7382
	Mark Whitson	503.533.7005

**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. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source, except in cases where the article originated in a third party publication and special permission was given to *The Trainmaster* to print the article here. Please address contributions and correspondence to:



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# **PACIFIC NORTHWEST CHAPTER TIMETABLE #604**

**Board of Director's Meetings:** November 8, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm

December 20, 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.)

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**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](mailto:albaker33@comcast.net)**

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

**November 30 to December 2 :** *Holiday Express*, Oaks Park Station, [www.orhf.org](http://www.orhf.org)

**December 7 to December 9 :** *Holiday Express*, Oaks Park Station, [www.orhf.org](http://www.orhf.org)

**December 14 to December 16 :** *Holiday Express*, Oaks Park Station, [www.orhf.org](http://www.orhf.org)

**December 21:** Membership Meeting - Potluck starts at **6:30 pm**; Followed by 2013 Officer/Director Election, 2013 Budget Approval & Train Toys for Tots

**January 18, 2013:** Membership Meeting - *Washington Park & Zoo Railway*, a preview of upcoming changes, Jeff Honeyman

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## **NOTABLE NON-CHAPTER EVENTS:**

Oct 31 – Nov 3 *Beyond Boundaries*, National Preservation Conference, Spokane, [www.preservationnation.org](http://www.preservationnation.org)

Nov 10 – Dec 28 *Polar Express*, Mount Hood Railroad, Hood River, [www.mthoodrr.com](http://www.mthoodrr.com)

Nov 16 *Rocky Mountain Express* opens, IMAX , Pacific Science Center, Seattle, [www.pacificsciencecenter.org](http://www.pacificsciencecenter.org)

Nov 17 *Portland Streetcars – The Council Crest Line* (A Lecture) Architectural Heritage Center, [www.visitahc.org](http://www.visitahc.org)

Nov 23 – Dec 16 *Polar Express Trains*, Fri-Sat-Sun, Chehalis-Centralia RR, [www.steamtrainride.com](http://www.steamtrainride.com).

Nov 23 – Dec 23 *North Pole Express*, Fri-Sat-Sun, Thunder Mountain Line, [www.thundermountainline.com](http://www.thundermountainline.com)

Nov 24 – Dec 16 *Santa Express*, Sat & Sun, Mount Rainier Scenic Railroad, [www.mrsr.com](http://www.mrsr.com) / 1.888.steam.11

Nov 24 – Dec 12 *Santa Train*, Sat & Sun, Northwest Railway Museum, [www.trainmuseum.org](http://www.trainmuseum.org)

Nov 25 – Dec 16 *Christmas Tree Specials*, Sat & Sun, Chelatchie Prairie RR, [www.bycx.com](http://www.bycx.com) / 360.686.3559

Dec 1 *December Dinner Train*, Oregon Coast Scenic Railroad, [www.ocsr.net](http://www.ocsr.net)

Dec 1-2 *Santa Steam Trains*, Chehalis Centralia Railroad, [www.steamtrainride.com](http://www.steamtrainride.com)

Dec 1-2 & 8-9 *Polar Express*, West Coast Railway Heritage Park, Squamish BC, [www.wcra.org](http://www.wcra.org)

Dec 8-9 *Santa Steam Trains*, Chehalis Centralia Railroad, [www.steamtrainride.com](http://www.steamtrainride.com)

Dec 8-9 *Candy Cane Express*, Oregon Coast Scenic Railroad, [www.orsr.net](http://www.orsr.net) / 503-842-7972

Dec 14-15 *Santa Train*, Northwest Railway Museum, [www.trainmuseum.org](http://www.trainmuseum.org)

Dec 15 *Santa Claus Trolley*, Yakima WA, [www.yakimavalleytrolleys.org](http://www.yakimavalleytrolleys.org)

Dec 15-16 *Candy Cane Express*, Oregon Coast Scenic Railroad, [www.orsr.net](http://www.orsr.net) / 503-842-7972

Dec 26-31 *Holiday Train*, Thunder Mountain Line, [www.thundermountainline.com](http://www.thundermountainline.com) / 208-331-1184

June 1, 2013 SP 4449 15 year renewal required.

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

### **PNWC – NRHS MISSION**

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