

The *Celebrating 60+ Years* Trainmaster

June 2016

ISSUE Nº 647



The Official Publication of the
Pacific Northwest Chapter of the
National Railway Historical Society
Portland, Oregon
www.pnwc-nrhs.org



THE NORTHERN PACIFIC No. 1735 CABOOSE

By Arlen L. Sheldrake



The NP Caboose No. 1735 at ORHC during Portland Train Day
Photo by T. Trent Stetz

On display during Portland Train Day on May 14th was the newly restored Northern Pacific (NP) caboose No. 1735. As time has allowed, owner Kurt Bruun has had his crews working on this caboose in Sellwood. As one might imagine, the years of Willamette Valley weather were not kind to this wooden caboose. The caboose interior was totally stripped to allow re-purposing but the exterior is pretty much returned to original NP livery. Harold Brenning did the exterior graphics and finished just in time on May 13th. I think all will agree he did the historic caboose proud with his painting expertise. Built in 1921 as NP 1735 it was later numbered BN 1095 and then sold into private ownership. More background is in the October 2015 edition of the *Trainmaster*.

The caboose will eventually be placed into food service at the west end of the Bruun Docks building, just south of ORHC. It will be joined by a 40-foot flat car [Editor's Note: See flatcar article on Page 11] where you will be able to have a pizza and a good draft beer on the open deck while enjoying the view of the passing MAX Orange line trains. And again, thanks Kurt Bruun for saving this caboose from demolition and adding yet another rail related attraction to the Oregon Rail Heritage Center neighborhood.

Craig Mountain Lumber No. 3 Arrives at OCSR

Text and Photos by Martin E. Hansen

The latest “new” steam locomotive arrived in Tillamook on the afternoon of April 28, 2016. The Craig Mountain Lumber No. 3 will join the Oregon Coast Scenic Railroad (OCSR) active roster as soon as she is set up and some minor repairs are completed. This makes the fifth (!) Heisler locomotive on the OCSR roster.



Being Lifted from the Transport Trailer

According to www.gearedsteam.com, the No. 3 was manufactured in September 1917, S/N No. 1364 and is a 2-truck, 63 ton Heisler.

In 1909 a group of Wisconsin pioneers began construction of the Craig Mountain Lumber Company and sawmill in Lewis County, Idaho. Locating its head office in Spokane, the company was organized under the laws of the state of Washington. The mill was not only the largest in northern Idaho, but since expensive and up to date machinery was installed, it was also the finest of its class. It had one of the largest stocks of shop and factory plank in the Inland Empire and the Craig Mountain Cork Pine it produced was much in demand in the lumber markets of the East.

The mill was equipped with two single cutting band saws and had a capacity of 120,000 board feet every ten hours (the normal working day). From the mill the lumber was taken to the drykilns, then to the planers, after which it was graded and shipped. In 1910 the mill employed 270 men who worked a ten hour day for between 25 and 75 cents an hour.

In September 1909 the Craig Mountain Lumber Company began construction of a six mile railroad to transport its lumber to Craig Junction where it could be transferred to the Camas Prairie Line. Service on the new railway began in January 1911; the passenger and freight train ran twice daily. In 1921 Craig Mountain Lumber Company Railway was incorporated under the laws of the state of Idaho and became Craig Mountain Railway. The mill was shut down by the final



at NAS Tillamook

owner, Boise-Cascade, in 1965.

The Museum of Winchester History in Winchester, Idaho has early photographs of the mill and the building of the Camas Prairie Railroad. The museum is open Friday and Saturday, 12-3pm Memorial Day – Labor Day.

The Craig Mountain Lumber Company No. 3 was trucked from Alamosa, Colorado to the NAS Tillamook after being purchased by OCSR from long-time owner Steven Butler. Mr. Butler is currently CMO at the Mt. Rainier Scenic Railroad. No. 3 previously operated on the Kettle Moraine Railroad in Wisconsin before that operation shut down in 2001. No. 3 was last used a few years ago briefly in Arizona before moving to Alamosa. After a piston repair, No. 3 will be operational; OCSR plans to have her in service on the Oregon Coast later this summer.



On the Rails

Photos and OCSR information provided by Martin E. Hansen. Craig Mountain Lumber Company information from the University of Idaho Library. Museum information from the Craigmont Greater Area Chamber of Commerce. Article organized by Arlen Sheldrake.

Jimmy Carter Once Went Fishing in Yamhill County

Letter to Readers, *News-Register* / McMinnville, Oregon - October 2, 2015

Former President Jimmy Carter turned 91 on Thursday.

In Yamhill, longtime resident Gordon Zimmerman, who's 92 himself, read about Carter's birthday and his recent announcement that the former president is being treated for an aggressive cancer that's spread to his brain. It made Zimmerman remember meeting him back in the 1980s.

Zimmerman is a train enthusiast. He was on a "rare mileage" trip across the county on rail lines that aren't usually traveled by passenger trains.

Carter and his wife, former First Lady Rosalynn, were there to meet his train when it pulled into Plains, Georgia. The couple were special guests at a picnic the Carter's church had organized for members of Zimmerman's group of travelers from the American Association of Private Rail Car Owners.

When the former president joined Zimmerman at a picnic table, he immediately noticed the local man's hat. "Yamhill, Oregon!" he cried. "I've been fishing there!"

Carter, who also has spoken at Linfield College, explained that he and his wife went fishing on the Nestucca River in the Coast Range west of Yamhill and Carlton. He caught three big fish, while Rosalynn caught two.

"They said they loved the area. They just thought it was wonderful," Zimmerman said.

And Carter even recalled seeing a memorial plaque on the Nestucca Access Road just past Haskins Reservoir. It honors a man who was instrumental in getting the road put in – George Zimmerman. "That's my dad," Zimmerman told him.

After lunch, he took the former president on a tour of the train. Carter was interested in everything, he said. "He was so talkative, so appreciative," Zimmerman said. "He's a good talker. We were just gabbing there like gangbusters."

Now 92 himself, Zimmerman said he'll always remember his visit with Jimmy Carter. He can't recall current events, he said, but his memories of the past remain crystal clear.

By Starla Pointer, Education reporter and Shopping By columnist, *News-Register*.

[Gordon included this newspaper article with his 2015 Christmas card. Gordon still resides in his Yamhill home and is an avid *Trainmaster* reader. Gordon has been a NRHS member since 1967. Gordon is looking forward to his 93rd birthday on August 10th as we discussed by phone on May 10th this article and his still sharp memory of this encounter with the Carters. Article developed by Arlen Sheldrake.]



Gordon Zimmerman at Doyle McCormack's 70th birthday bash on June 18, 2013 at the Oregon Rail Heritage Center. (Photo by Arlen Sheldrake)

Brooklyn Yard Oil Tank

Text and Photo by Arlen L. Sheldrake

Union Pacific is reporting to the Oregon DEQ that during mid-March excavations at their Brooklyn Intermodal yard in SE Portland a previously unknown buried fuel tank was discovered. This century old tank contained about 750 gallons of some kind of oil and some of the oil has leaked contaminating an area 400 feet or so around the tank site. Some historians believe this tank was used to fuel steam locomotives at Brooklyn. The pile of dirt in this photo taken March 24th looking north from the Holgate viaduct is the excavation project noted in the report to Oregon DEQ.



Brooklyn Yard Excavation

THE 6800 GETS SEAT BOTTOM FOAM REPLACED

By T. Trent Stetz



Car No. 6800 at Holiday Express

A group of folks busily replaced the seat bottom foam on the Chapter's No. 6800 coach seats in advance of its use for Portland Train Day.

The Red River No. 6800 was built by American Car and Foundry in 1950, for the Great Northern Railroad as the Red River car No. 1147. The first of the International train cars delivered and used in service between St. Paul, Minnesota and Grand Forks, North Dakota. Its configuration was originally an observation - lunch counter/lounge car, with seating 20 in the lounge and 21 in the diner. Currently painted in the Southern Pacific Daylight paint scheme. It was converted into a coach in 1963, with seats for 68, with most seats reversible. It was sold to Amtrak in 1974. Acquired by Great Western Tours in 1980. Body is of lightweight carbon steel construction, cast pedestal trucks equipped with single equalizers and coil suspension, roller bearings. Purchased in April 1986 and currently owned

and maintained by the Pacific Northwest Chapter, National Railway Historical Society. Currently used in the Holiday Express consist.

Jean and George Hickok shaped the replacement foam bottoms to match the shape of the previous foam inserts, which have been disintegrating into small pieces over time. Thanks to all of the volunteers who assisted with this project on May 7th!



Bill Markwart and George Hickok work to reassemble the seat bottom after the new foam was inserted.



Stuart Adams, Bill Markwart and Jean Hickok working to insert the new foam.



Seats awaiting their new bottoms. Note the foam dust in the frame and on the floor from the previous foam.



Yes, these seat covers are made with REAL Naugahyde. No Nuagas were harmed during this seat repair process.



Our Assembly Line.

Photos by T. Trent Stetz and Bill Markwart



PNW RAIL NEWS

by Arlen L. Sheldrake



The Oregon Coast Scenic Railroad plans to construct a replica of a Southern Pacific style no. 11 depot at the Garibaldi Station. Along side the new Depot will be a matching office building with public restrooms. The existing engine house will undergo renovations, and lastly a fully functional water tower to exhibit a complete eco-conscious and beautifully practical train station. Within four phases, the estimated timeline completes this project in December 2017. www.oregoncoastscenic.org 2/24/2016 posting.



The **Port of Coos Bay** has submitted a Tiger VII grant application to rehabilitate or replace bridge infrastructure at fifteen locations within the rail corridor. The total grant request is for \$25,020,064 for the following projects:

- MP 769.11 – Coal Bank Slough, steel and timber span replacement (all spans);
- MP 763.55 – Coos Bay Swing-Span, steel truss span repairs (including swing);
- MP 739.63 – Umpqua River Swing-Span, steel truss span repairs (including swing);
- MP 716.40 – Siuslaw River Swing-Span, steel truss span repairs (including swing);
- MP 667.40 – Vaughn, steel and timber span replacement (all spans);
- Various MPs – steel span repairs (urgent need) and
- Various MPs – steel span repairs (Wildcat Creek).



portofcoosbay.com/tigergrant.html - Thanks to Bob Melbo for the lead.



NRHS has announced the granting of \$35,000 for 2016 Heritage Grants. One of the fourteen grant recipients is \$3,000 to the Inland Empire Railway Historical Society in Reardan, Washington toward the construction of a new library room to house a forty-year collection of books, documents, maps, and photos, whose collection will be part of a new Inland Northwest Rail Museum presently nearing completion. nrhs.com

For a neat video about Cuba, especially for railfans, take a look at the **Slow Train to Guantanamo Bay** segment of Extreme Railway Journeys. This 42 minute video is hosted by Chris Tarrant and is available for viewing at: www.dailymotion.com/video/x3ctuml.



The Port of Moses Lake officially accepted a \$900,000 grant offer from the Washington State Department of Transportation for engineering and right-of-way purchase for all three segments of its Northern Columbia Basin Railroad Project. The project includes the construction of two new rail line segments and the acquisition and refurbishment of an existing rail segment to provide rail access to land designated and zoned for industrial use along Wheeler Road and at the Grant County International Airport. The port previously indicated it was seeking between \$8 million and \$14 million in federal funding to assure the rail project would be fully funded. **Columbia Basin Herald 4/27/2016.**



The U.S. Army Corps of Engineers on Monday denied a permit to a \$700 million project to build the nation's largest coal-export terminal in northwest Washington, handing a victory to the Lummi Nation, which argued the project would violate its treaty-protected fishing rights. The decision ends the federal environmental review of a deep-water port that would have handled up to 54 million metric tons of dry bulk commodities, mostly coal, at Cherry Point. The venture between SSA Marine and Cloud Peak Energy proposed receiving coal by train from Montana and Wyoming for export to Asia. **The Spokesman-Review 5/10/2016.**



Congratulations to our friends with the Pacific Railroad Preservation Association on the May 7th award of \$2,500 from the **Tom E. Dailey Foundation** toward their 34-month 15-year FRA boiler inspection project on the SP&S No. 700. www.daileyfoundation.org & Steve Sedaker.



Following an eight-year search, Rocky Mountaineer Railtours is commissioning European rail manufacturer Stadler to build 10 bi-level Goldleaf dome cars for its Canadian Rockies Daylight tour trains out of Seattle and Vancouver, B.C. Stadler's proposed designs attempt to improve upon – but not significantly depart from – designs pioneered by Colorado Railcar for Alaska land cruises. The first delivers are expected to be in time for the 2018 season. **Train news wire 5/11/2016.**



Leaders on the Southwest Corridor Plan steering committee – representing seven cities, Washington County, Metro, TriMet and the Oregon Department of Transportation – voted 10-2 on May 9th to advance light rail instead of bus rapid transit between Portland, Tigard and Bridgeport Village in Tualatin. Meeting at Tigard City Hall, the committee also unanimously voted to stop studying a light rail tunnel to Portland Community College's Sylvania campus. Instead, Metro and TriMet will continue exploring other options to connect people to PCC's largest campus, which has a hilltop location too steep for light rail to access. **Metro News 5/10/2016**



After replacing about 4,000 ties and laying additional ballast, Genesee & Wyoming is operating the 12-mile Belmore Line; trains operate on Tuesdays and Fridays. The railroad agreed to upgrade the line's infrastructure as part of the lease with BNSF. The Belmore Line runs from East Olympia into the Port of Olympia, and from Olympia to the end of the line near 66th Avenue Southwest in Tumwater. The Olympia & Belmore Railroad (OYLO) line was formerly operated by Tacoma Rail. **The Olympian 5/12/2016.**



The new station for the Washington Park and Zoo Railway at the Oregon Zoo opens Memorial Day Weekend. Passengers will appreciate cover from the platform canopy while they wait for trains with new exits, gates and queuing areas that will make boarding and deboarding more efficient. **ZooTracks Spring2016.**



Washington State Department of Transportation awarded a \$10.3 million contract to Garco Construction of Spokane for building the new Tacoma Amtrak Cascades Station. Construction begins June 6th and will open in fall 2017. **WSDOT update 5/11/2016.**



What do many Costco and IKEA facilities have in common with the **Oregon Rail Heritage Center**? Very soon ORHC will also have a Big Ass Fan installed near the ceiling in the center of the building to help with heating in the winter and cooling in the summer. The fan blades will be 12 feet in length! for a 25 ft diameter fan.



The **Wallowa Union Railroad Authority (WURA)** agreed to collaborate with the Joseph Branch Trail Consortium (JBTC) to develop a six-mile pilot project trail segment between Joseph and Enterprise, Oregon. A Memorandum of Understanding between WURA, JBTC and Eastern Oregon University (EOU) to undertake a 2016-17 scope of work to complete the pilot project has been agreed to by the three parties. The proposed trail development is based on recommendations in the Joseph Branch Rail-with-Trail Concept Plan developed by EOU students with the direction and technical support by the Oregon Parks and Recreation Department and numerous other partners. More information: www.josephbranchrail.org.



The Oregon Governor's Transportation Vision Panel has issued their May 2016 report. The 48-page report outlines recommendations to the Governor that address transportation issues across all modes and regions of the state. The 30-member panel has spent the past several months developing an overarching view of the transportation needs in Oregon for policymakers at all levels. Three key priorities affecting Oregon's transportation system were heard by the panel consistently across the state:



- *Seismic preparedness.* The impact of a Cascadia Subduction Zone event, and the vulnerabilities of our transportation system, is a major concern for communities across Oregon.
- *Congestion.* Portland metro area congestion is having a major impact on the economic vitality of all regions of Oregon.
- *Transit.* Improved transit is a top priority for communities across the state, both to get people around locally and to connect communities across the region.

State of Oregon 5/17/2016 news release. This report is available visionpanel.wordpress.com

The May issue of the North Alabama Railroad Museum newsletter, *White Flags & Full Steam*, included Martin E. Hansen's *Where Diesels Fear to Tread* article that was published in the May 2015 Trainmaster. The museum is located in Huntsville, Alabama.

Westwood Shipping announced their last call to Portland will be May 21. In a letter to customers the Puyallup-based shipping company cited economics of a single call per month do not justify continued Portland service. Westwood has called Portland's Terminal 6 with container service since July 2010. After Hanjin and Hapag-Lloyd pulled out in March

2015, Westwood suspended service in April, but returned with monthly export calls last July. Each call to Portland took about 150 containers of hay, grass seed, dried fruits, other mixed agricultural goods and paperboard for export to Japan. Bulk, breakbulk, and auto operations at terminals 2, 4, 5 and 6 are not impacted. **Port of Portland news release 5/18/2016.**



The Washington Department of Transportation Advanced Wayside Signal System project is complete. The project included working with BNSF Railway, Tacoma Rail, Sound Transit and Amtrak to:

- Upgrade wayside signal systems components at all control points, sidings and turnouts between the U.S./Canada border and Vancouver, Wash. This is known as the Pacific Northwest Rail Corridor, or PNWRC.
- The upgrades include cabling work along the tracks near railroad control cabinets.
- Upgrade wayside signal systems components throughout the PNWRC.



WSDOT received federal high speed rail funds from the American Recovery and Reinvestment Act (ARRA) of 2009, administered by the Federal Railroad Administration; the project budget - \$47.4 million. This project will make the system ready to accept Positive Train Control components. **WSDOT Rail May 2016.**

Over the past months, the new owners of the rail corridor (Kelowna, Lake Country, the North Okanagan Regional District, and the Okanagan Indian Board) have cooperated to lay the preliminary framework for building a hard-packed trail from Coldstream to Kelowna, British Columbia. It is now up to all of us to raise the C\$7.86 million that the trail is expected to cost. This wonderful trail will be an almost 50 km continuous corridor that will provide a link to all the communities along its amazing route featuring many of the valley's most scenic spots. More information: okanaganrailtrail.ca **Okanagan Rail Trail email 5/19/2016.**



Planning for the American Freedom Train (AFT) staff 40th reunion that is being held here in Portland is progressing well under the leadership of Laurie McCormack. Laurie is being assisted by Rachel Immel, Bob Slover, John Holloway, and myself. The reunion is being held September 16-18 with the Inn at the Convention Center the headquarters hotel. One of the primary reunion events will be the recreation of the 4449 being pulled out of Oaks Park for restoration and service on the AFT. Dick Samuels, Oregon Pacific Railroad owner, is now doing the metal work in preparation for repainting his EMD SW1 No. 100 which is the locomotive that pulled the 4449 out of the park and will again be used this fall in the move recreation. The No. 100, builder number 16899, was purchased new by the Portland Traction Company in February 1952 and has been working on same rail line for nearly 65 years. The No. 100 is touted by some as the most famous diesel-electric locomotive in the Pacific Northwest.



Big Pink Sightseeing, Hop-On Hop-Off Portland Trolley Tour, returns to the Oregon Rail Heritage Center (ORHC) in 2016. Daily operations begin May 28 and run to October 16. The tour stops at 14 major attractions in Portland, ORHC is stop 13. **Hop-On Hop-Off 2016 brochure.**



Dick Samuels walks alongside the Portland Traction No. 100 near ORHC (Photo by T. Trent Stetz)

Rita and I are now off for the May 30 – June 7, **Colorado Railways 2016** tour that touts exploring Colorado's great scenic railways and museums, sponsored by Trains Magazine and organized by Special Interest Tours. More information: www.specialinteresttours.com



The Traveller's Rest and the UP Caboose in the front of the Oregon Rail Heritage Center.

Photo by T. Trent Stetz

US Navy GE Switcher

Text and Photos by Dan Simmering



I drove by the Puget Sound Naval Shipyard in Bremerton, WA on February 6th, 2016 and saw a GE center cab locomotive, USN 65-00606, Puget Sound Naval Shipyard No. 6, parked in the receiving yard. Since I did not have my camera with me, I logged the scene in my mind. The next morning we had to drive to Bremerton again. Only this time I remembered to take my camera with me. The entire shipyard must have been closed down to allow the workers to watch the Super Bowl as there were no cars at all in the parking lot. So I parked and took photos of the switch engine.

According to one of my old roster books, this is a 65 Ton GE built between 1941 and 1943. [Editor's Note: Further investigation showed this unit built as No. 13036, at the Kingsburgh Ordnance Plant A-2. It became USA 7080 and transferred as USN 65-00606 in February 1972.] It is not a Tier 4 unit, but still of great interest. The aircraft carriers in the background in the photo above are the Independence and the Kitty Hawk. Both are in the mothball fleet.



You're Invited!



**COOS BAY
RAIL LINE'S
100TH BIRTHDAY!**

**AUGUST 5-7, 2016
COOS BAY, OREGON**

www.portofcoosbay.com

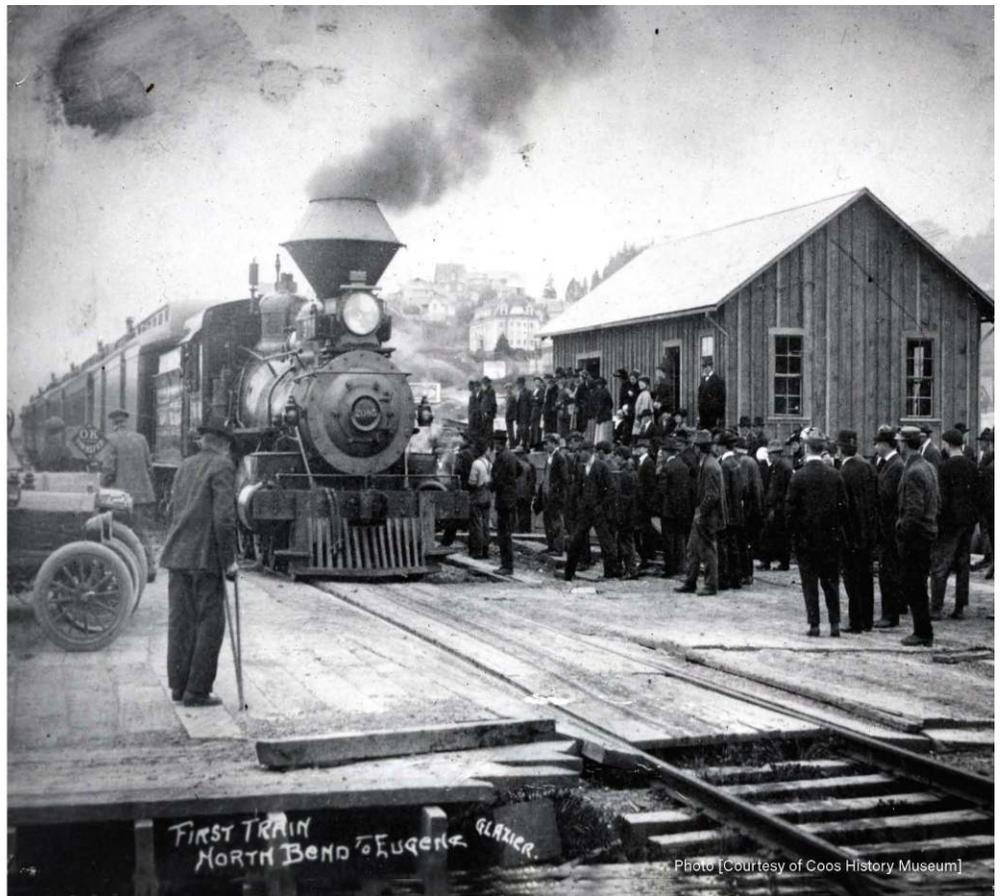


Photo [Courtesy of Coos History Museum]

PORTLAND TRAIN DAY 2016



Portland Train Day was held on May 14th at the Oregon Rail Heritage Center. Over 4000 visitors toured the exhibits, talked with vendors, enjoyed the music, rode the train rides on the Oregon Pacific Railroad (OPR), viewed the model railroad layouts and experienced the SP 4449 in full steam!

Thanks go out to all of the volunteers who made this (first annual?) event a great success.

Photos by Jim Hokinson and T. Trent Stetz



SP 4449 in Full Steam



Speeder Rides



Bill Hyde and Dave Larsen at the PNWC Concessions Table



Bruce Strange (l) assisting with setup



Jan Zweerts from the Willamette Shore Trolley



Bob Wyant and Sheila Fagan Car Hosting



SP 4449 pushes the OR&N 197 back into the Enginehouse at the end of the day

The 2016 PNWC Annual Banquet

The Chapter's Annual Banquet was held on May 14th at Hayden's Lakeside Grill.

At this occasion, the Jack Holst Memorial Award for 2015 was presented to Al Baker for his contributions to the Chapter including being our Representative to the NRHS National Advisory Council, organizing the monthly Chapter programs, and for being the Docent & Staff Volunteer Coordinator at the Oregon Rail Heritage Center.

The speaker for the banquet was Rick Franklin of the Rick Franklin Corporation (RFC) of Lebanon, Oregon. Rick also owns the Albany & Eastern Railroad. RFC's activities consist of heavy equipment construction, equipment hauling, railroad work, and environmental services to industries located throughout the Pacific Northwest. Rick brought with him a variety of pictures of their activities over the years and gave an interesting overview of the history of his business and some of the highlights and challenges that they have faced over the years since its inception in 1978.

Much thanks to Ron McCoy and Christopher Bowers for planning this year's Annual Banquet.



Trent Stetz (l) presents the 2015 Jack Holst Memorial Award to Al Baker (r)



Rick Franklin was the speaker for the Banquet



Some of the Chapter Members enjoying the Banquet



May 2016 Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on May 20, 2016

The May 2016 membership meeting was called to order at 7:34pm by President Keith Fleschner.

A new member, Philip Foster was welcomed.

The minutes of the April meeting were called. Doug Auburg made a motion to approve the minutes, Don Klopfenstein seconded and the membership voted to approve the minutes.

George Hickok gave the monthly treasurers report that all accounts balance except for PayPal because of ongoing transactions. Doug Auburg made a motion to accept the report, Arlen Sheldrake seconded and the members voted to accept the report. Mr. Hickok said he has filed an extension for the income tax return, and that he has paid the chapter insurance.

Ron McCoy reported that the Annual Banquet went smoothly; he has had positive responses and plans to use the same location at Hayden's Lakeside Grill next year. Ron said he is collecting name of members who wish to get a chapter name badge and will order these in about two months. Mr. McCoy then presented the May 2016 UNSUNG HERO Award to David Cautley for his leadership of Portland Train Day 2016 at the Oregon Rail Heritage Center.

George Hickok reported that the Port Of Coos Bay Railroad is approaching its one hundredth anniversary and wants to lease two or three railcars for their celebration to be held the first weekend in August 2016. Mr. Hickok reported that in the 6800 car, there are only ten seat bottoms remaining to complete the seat foam upgrade.

Al Baker reported the program for the evening is a video on the Cascade Crossing by Southern Pacific Railroad. He said the June program will be given by Arlen Sheldrake on his visit to Cuba. Mr. Baker requests any ideas for upcoming programs. He also said he has been program director for several years and if anyone would like to take over the job he would be happy to get them started as co-chapter program director. Al Baker also reported that the plans for the NRHS fall conference in Portland are in place and on the beginning Friday there will be offered an excursion on the Chelatchie Prairie Railroad.

President Fleschner announced that two board members, Directors-at-Large, are term limited and we are seeking nominations for the December election for their seats. He requests that interested applicants contact Mark Reynolds.

Ed Berntsen announced that noted author and photographer Jim Fredrickson died in April. His extensive photo and memorabilia collection is being moved to the Pacific Northwest Rail Archive in Burien, WA. He also announced the upcoming Tacoma Chapter's Third Annual Northwest Railroad Heritage Forum that will be held in Tacoma on Sept. 10th at the Washington State History Museum.

Al Baker and Ed Berntsen announced the NRHS convention being held in Denver, Colorado July 19-24, 2016. They said there are still openings for members who wish to attend.

Arlen Sheldrake showed several new publications on the front table that are now available.

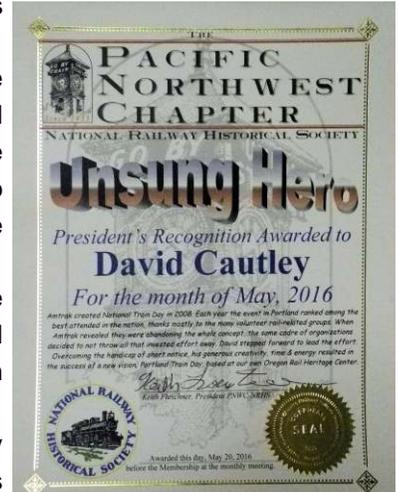
Ken Vannice brought from the Chapter Archives, a construction drawing of a 4-6-6-4 to display. It was about eleven feet long and very detailed. He also brought a large drawing of the railyard in The Dalles as it was in the 1950s.

Ed Berntsen announced that Bill Bain is recovering.

President Fleschner announced that Steam-up is approaching. He was looking for volunteers for a booth back by our equipment this year. The Concessions committee will likely have a booth in the typical location near the Randy Rock Communications Building near the front entrance to Antique Powerland.

The meeting was adjourned at 8:50pm.

Snack time was presented by Bryan Ackler and Ken Vannice. Thank you Bryan and Ken!



Ron McCoy presents the May 2016 Unsung Hero Award to David Cautley



Doug Auburg and Ron McCoy review the drawing of the railyard at The Dalles

Respectfully submitted
by Jim Hokinson, Secretary.

Photos by Jim Hokinson
and T. Trent Stetz

Valley & Siletz Railroad No. 4001



Trucked from Independence to Milwaukie is Valley & Siletz Railroad No. 4001, a 40 foot flat car, sold by George Lavacot to Lorentz Bruun Construction. After some MOW work on the Oregon Pacific Railroad, this 40 foot friction bearing flatcar is destined to be a patio attached to the NP No. 1735 caboose at the Bruun Dock Building just across the MAX tracks from the Oregon Rail Heritage Center.

LENDING LIBRARY will be open Saturday, June 18th afternoon. The Library is also open every Monday morning from 10:00 AM to noon. A wealth of material is available for PNWC member check-out.

Bill of Lading

NP No. 1735 Caboose.....	Page 1
Craig Mountain Lumber No. 3.....	Page 2
Jimmy Carter Went Fishing.....	Page 3
Brooklyn Yard Oil Tank.....	Page 3
Coach 6800 Seat Foam.....	Page 4
PNW Rail News.....	Page 5
US Navy GE Switcher.....	Page 8
Coos Bay 100th Anniversary.....	Page 8
Portland Train Day 2016.....	Page 9
PNWC Annual Banquet.....	Page 9
Chapter Meeting Minutes.....	Page 10
Valley & Siletz Flatcar.....	Page 11
Chapter Lending Library.....	Page 11
Officers, Committees & Contacts.....	Page 11
Calendar	Page 12
Mission Statement.....	Page 12

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 Rep.	Al Baker	503.645.9079

Chapter Directors-at-Large

Phil Barney	2016-2018	503.706.0498
Ken Vannice	2016-2018	503.244.8732
Bryan Ackler	2015-2017	503.246.2165
David Cautley	2015-2017	503.631.7516
Jean Hickok	2014-2016	503.649.5762
Trent Stetz	2014-2016	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	Mark Reynolds	503.638.7411
Concessions	Dave Larsen (Acting)	
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	Vacant	
Flanger Restoration	Phil Barney	503.706.0498
Library	Ken Vannice	503.244.8732
Meeting Programs	Al Baker	503.645.9079
Membership	Lila Stephens	503.246.2165
Rolling Stock	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.701.7040
Car Rental Agt.	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
Webmasters	Jim Long	503.313.7382
	Mark Whitson	503.533.7005

Printed in the USA

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* do 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:

Attn: *The Trainmaster* Editor
 PNWC-NRHS, Union Station, 800 NW 6th Ave Rm 1
 Portland OR 97209-3794
 Voice: 503.226.6747 Fax: 503.230.0572
 Chapter email: pnwc@pnwc-nrhs.org
The Trainmaster email: trainmaster@pnwc-nrhs.org
 Website: <http://www.pnwc-nrhs.org>
 ISSN: 0041-0926

Editor	Trent Stetz	503.643.1494
Circulation	George Hickok	503.649.5762
Mailing/Distribution	Jean Hickok	503.649.5762
	George Hickok	503.649.5762
TM Liaison/Reporter	Arlen Sheldrake	503.351.9881

PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 647

Membership Meetings: St. Mark's Lutheran Church, 5415 SE Powell Blvd. 7:30 pm
Guests Most Welcome! Chapter Meetings held on the 3rd Friday of each month.

June 17: *A Visit to Cuba (90 miles from USA but turn back the calendar 60 years, a step back into the 1950s) and the Gold Coast Railroad Museum, a slideshow by Arlen Sheldrake*

July 15: *Topic TBD. Do you have a topic to present?*

August 19: *Topic TBD. Do you have a topic to present?*

October 14-15: *Fall 2016 NRHS Board of Directors & Advisory Council Conference, Portland OR, Al Baker coordinator, University Place Hotel and Conference Center.*

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

Board of Director's Meetings: June 9, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
July 7, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm

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

NOTABLE NON-CHAPTER EVENTS:

Every Saturday *Portland Train Rides*, OPR Saturday train runs from ORHC, www.portlandtrainrides.com
June 4-5 *Summer Run*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com
June 18 *Trains in the Garden Summer Tour*, 13 outdoor G-Scale railroads in the Portland area, rcgrs.com
June 18 *Father's Day Dinner/Wine Train (Steam)*, Chelatchie Prairie RR, Moulton Falls Winery, www.bycx.com
June 18-19 *Father's Day Weekend (Steam)*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com
June 19 *Father's Day Barbecue*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org.
June 19 *Fathers Day*, Lebanon OR, Albany & Eastern RR, santiamexcursiontrains.com
July 2-3 *Independence Day Weekend (Steam)*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com
July 4 *Cheadle Lake Fireworks*, Lebanon OR, Albany & Eastern RR, santiamexcursiontrains.com
July 4 *Firework Spectacular*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org
July 9 *Dinner Train*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org
July 16-17 *Clamshell Railroad Days*, Ilwaco WA, columbiapacificheritagemuseum.com
July 16-17 *Train Robbery Weekend (Steam)*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com
July 19-24 *NRHS 2016 Convention*, Denver, Colorado, www.nrhs.com
July 23 *Dinner Train*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org
July 24-30 *Union Pacific Historical Society 2016 Convention*, Sacramento CA, www.uphs.org
July 30-31 *Great Oregon Steam-Up*, Brooks OR, antiquepowerland.com
July 30-31 *Down River Days*, North Pend Oreille Valley Lions Club, Ione WA, www.lionstrainrides.com
July 30-31 *Mid-Summer Weekend (Steam)*, Chelatchie Prairie Railroad, Yacolt WA, www.bycx.com
July 31 – Aug. 7 *RailCamp Northwest*, NRHS, Tacoma WA, www.nrhs.com
Aug. 5-7 *Coos Bay Rail Line Centennial*, Coos Bay Rail Link, Coos Bay OR, www.coosbayrailline.com
Aug. 6 *Dinner Train*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org
Aug. 6-7 *Great Oregon Steam-Up*, Brooks OR, antiquepowerland.com
Aug. 6-7 *Nampa Depotfest*, Nampa ID, www.canyoncountyhistory.com
Aug. 20 *Dinner Train*, Oregon Coast Scenic Railroad, Garibaldi OR, www.oregoncoastscenic.org

PNWC – NRHS MISSION

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