

The



Trainmaster

July 2010

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



PACIFIC NORTHWEST CHAPTER TIMETABLE #576

Board of Director's meetings: July 8 and August 12, Thursdays, 9320 SW Barbur Blvd Suite 200, 7:30 pm (Note address for Board meetings; follow instructions posted on the door for entry.)

Lending Library is open two Saturday afternoons from 1:00 to 4:00 pm: the Saturday following the membership meeting (July 10) and also the following Saturday (July 17). It is also open every Monday morning from 10 am to noon. A wealth of material is available for PNWC member check-out. Archives work parties on Mondays from 10 am until at least noon.

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

July 16 – 7:30 PM – Program: Videos: *America & the Passenger Train and So You Want a Model Railroad*

August 20 – 7:30 PM – Program: *Oregon Electric Railway*, Mark Moore

July 28 – August 1 – Excursion: *Glacier Park Centennial*, www.pnwc-nrhs.org.

August 4 – 8 – Excursion: *Glacier Park Centennial (#2)*, www.pnwc-nrhs.org / 503.236.7826

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

NOTABLE NON-CHAPTER EVENTS:

April-Sept *Logging Train Rides*, weekends, Noon-4 pm, Point Defiance Park, Tacoma, Washington, www.camp-6-museum.org

May 29-September 26 *Chehalis-Centralia Railroad*, weekend 2-8-2 steam runs, www.steamtrainride.com

May 31-October *Mt. Rainier Scenic Railroad*, Thursday = diesel, Friday-Saturday-Sunday = steam, www.mrsr.com

June 26-September 6 *Albarni Pacific Railway* steam trips (Thursday-Sunday), www.albarniheritage.com /250.723.1376

July 4 *Fireworks Spectacular*, Oregon Coast Scenic Railroad, Tillamook, Oregon, www.ocsr.com

July 9-11 & 16-18 *Day Out With Thomas*, Northwest Railway Museum, Snoqualmie, Washington, www.wcra.org

July 10 *Rails to Ales Brewfest*, Cascade Rail Foundation, South Cle Elum, Washington, www.railstoalesbrewfest.com

July 13-17 *Northern Pacific Railway Historical Association* Convention, Spokane, Washington, www.nprha.org

July 14 *SP&S Railway Historical Society* Convention, Spokane, Washington, www.spshs.org

July 17, August 14, October 2 *Train to Trek*, Tacoma Freighthouse Square to Northwest Trek, www.nwtrek.org

July 24-25 & July 31-August 1 *Great Oregon Steam-Up*, Antique Powerland Museum, www.antiquepowerland.com

July 28-31 *Union Pacific Historical Society* convention, Boise, Idaho, www.uphs.org

August 14 *Great Northern Day in Skykomish*, Skykomish Masonic Hall, begins 9:30 a.m., mvmvmv@comcast.net

August 20-22 *72nd Annual Snoqualmie Railroad Days*, Northwest Railway Museum, www.trainmuseum.org

September 4-6 Steam locomotive *Oregon* in operation, 4-mile roundtrip, Oregon Zoo, www.oregonzoo.org

September 8-24 *Portland Rose*, Pendleton Roundup Centennial Special, UP Steam, www.uprr.com

September 11-12 *Steamfest & Classic Car Show*, West Coast Railway Association, Squamish, British Columbia, Canada

September 30-October 2 *SP Historical & Technical Society* Convention, Sacramento, California, www.sphts.org

October 16-17 *Fall Foliage & Photographers Weekend*, Sumpter Valley Railroad, www.svry.com

October 19-21 *Rail-Volution 2010*, Portland, Oregon, www.railvolution.com

January 2011 Brooklyn Roundhouse, yard vacated

May 7, 2011 *Amtrak's National Train Day*, Portland, Oregon, stay tuned

June 9-13, 2011 *White Pass Railfan Week*, White Pass & Yukon Railroad, Skagway, Alaska, www.extra2200south.com

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

January 2012 Brooklyn Roundhouse, vacated and steam locomotives moved

PNWC – NRHS MISSION

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

NOTES FROM A MEETING

Keith Fleschner, President

Writing this, the Chapter and most of the other groups in the area are in a lull. It may be due to this wetter than usual Spring and Summer.

- National Train Day 2010 at Portland's Union Station was very successful.
- The Excursion Committee has done a huge amount of work on the Glacier Park Excursion. While tickets are still on sale, the next big expenditure of labor will be the first excursion.
- Preparations have begun for this year's *Holiday Express* but it's far enough out that the work still moves at a leisurely pace. This will change as we get closer to the event.
- The Rolling Stock Committee is getting ready to start new summer projects but it's taking some time to line up the materials which are needed.
- The Archives and Library folk continue to do excellent work every week.
- Several Chapter members are busy assisting the Tacoma Chapter on Cascade Rails 2011.
- Steam-Up will soon be upon us and the Chapter has a variety of activities that will require volunteer power. Al Hall would be glad to put YOU to work.

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.

@your library®

The railroad related books available for checkout by PNWC members in the Lending Library are inventoried in 27 classifications. The holdings available in each of the classifications are:

Alaska	9	Oregon	45
Burlington Northern	19	Overseas Railways	46
California	37	Passenger Service	61
Canada	20	Railroading, General	248
Colorado	51	Rio Grande	19
Diesel Locomotives	23	Santa Fe	27
Electric Railroads	91	Southern Pacific	77
Great Northern	14	Steam Locomotives	103
Logging Railroads	28	Union Pacific	65
Milwaukee	16	Western Pacific	12
Model Railroading	32	Eastern U.S.	101
Narrow Gauge RR	31	Midwest U.S.	59
Nevada	7	Western	43
Northern Pacific	10		

Books available: 1,294

The Lending Library is open from 1 to 4 the two Saturdays following membership meetings and on Mondays from 10 to noon.

PNW SHORT LINES

by Arlen L. Sheldrake

Congratulations to *Willamette & Pacific Railroad* employees for winning the American Short Line and Regional Railroad Association President's Award for best safety performance in the 150,000-250,000 employee-hours category and for the most hours of injury-free operation in 2009.

The *Idaho Statesman* reported May 19 that the City of Boise and *Boise Valley Railroad* (BVRR) are exploring the building an intermodal facility in Southeast Boise. As part of the partnership, BVRR will provide service and maintenance for all 18.2 miles of city-owned rail that would serve the facility.

The WSDOT Point Defiance Bypass Project will now undergo a project level environmental assessment to ensure that community concerns are addressed. The project reroutes passenger trains to an existing rail line along the west side of Interstate 5 through South Tacoma, Lakewood and DuPont. Currently, passenger trains share the freight route along the coastline around Point Defiance.

The Denver-based *American Railway Explorer* (ARE) has announced plans to offer "rail cruises" showcasing much of the country and several national parks, including Grand Teton and Yellowstone, beginning in 2011. One offering being planned is the Northwest Explorer, an eight-day trip that will travel between Napa, California and Jackson, Wyoming with stops in Crater Lake National Park, Glacier National Park, Helena, Montana, and Yellowstone and Grand Teton National parks, including a daytime run through the Columbia River Gorge.

Correction: The Oregon City 1910 former *Southern Pacific* freight station is not 21,000 square-feet as I reported in the May *Trainmaster*. It is more like 2,100 square feet, an extra zero. Sorry.

Public comments about the recommended ConnectOregon III projects will be heard by the Oregon Transportation Commission at their July 21 meeting in Salem. The Commission will make the final selections at their August 24-25 meeting in Hermiston. The committee's list of recommended projects is available at: www.oregon.gov/odot.

While hosting a visitor from the East Coast to the Brooklyn Roundhouse, he asked about the history behind the name Brooklyn. Not a clue hath I, so off to *Oregon Geographic Names*, Seventh Edition: "Brooklyn is a southeast Portland neighborhood and the location of the Southern Pacific Railroad yards. Until the 1950's these were their principal facilities in the Willamette Valley, but during the years after World War II they were eclipsed by development in Eugene. The Oregon & California Rail Road Time Schedule No. 1 of September 5, 1870, shows Machine Shop two miles south of East Portland and within the 1990 yard limits. In 1889, the place was named Car Shops and, in 1906, Ladd, apparently for the nearby Ladds Addition. The name Brooklyn was not adopted until 1912. In January 1869, Gideon Tibbets filed a plat for the Village of Brookland, but by 1874 it appears to be incorporated as the city of Brooklyn, part of East Portland. The latter name obviously comes from Brooklyn, New York, but the compiler has been unable to learn the reasons for the form Brookland or the change. Brooklyn post office was established in 1939 as a classified station of Portland by change of name from Station D."

The *Seattle Times* reports that Seattle Center Monorail's red train returned to service the week of May 17 after an overhaul including work on the suspension, interior electronics and the pneumatic system. The twin blue train received a similar overhaul in early 2009. The electric-conducting rail on the concrete trackway has also been replaced. The overhaul budget was \$7.7 for both trains and trackway. Two-train service will be provided during the peak tourism season this summer. The red train has traveled more than 1 million miles since the one-mile line opened for the 1962 World's Fair (is Elvis in the building?).

Member Jim Fitzgerald has posted some excellent photos of the Martin Hansen May 15 Photographers Special on the Sumpter Valley Railroad: www.pioneer.net/~fitzrr/index111.html.

Noted 78-year-old author Jim Gertz was in a serious car accident April 18 and has gone through a trauma center and then a rehabilitation facility on his road to recovery. He was able to return home in

in late May. Co-author Steve Hauff and wife Mary have been helping Jim through his recovery.

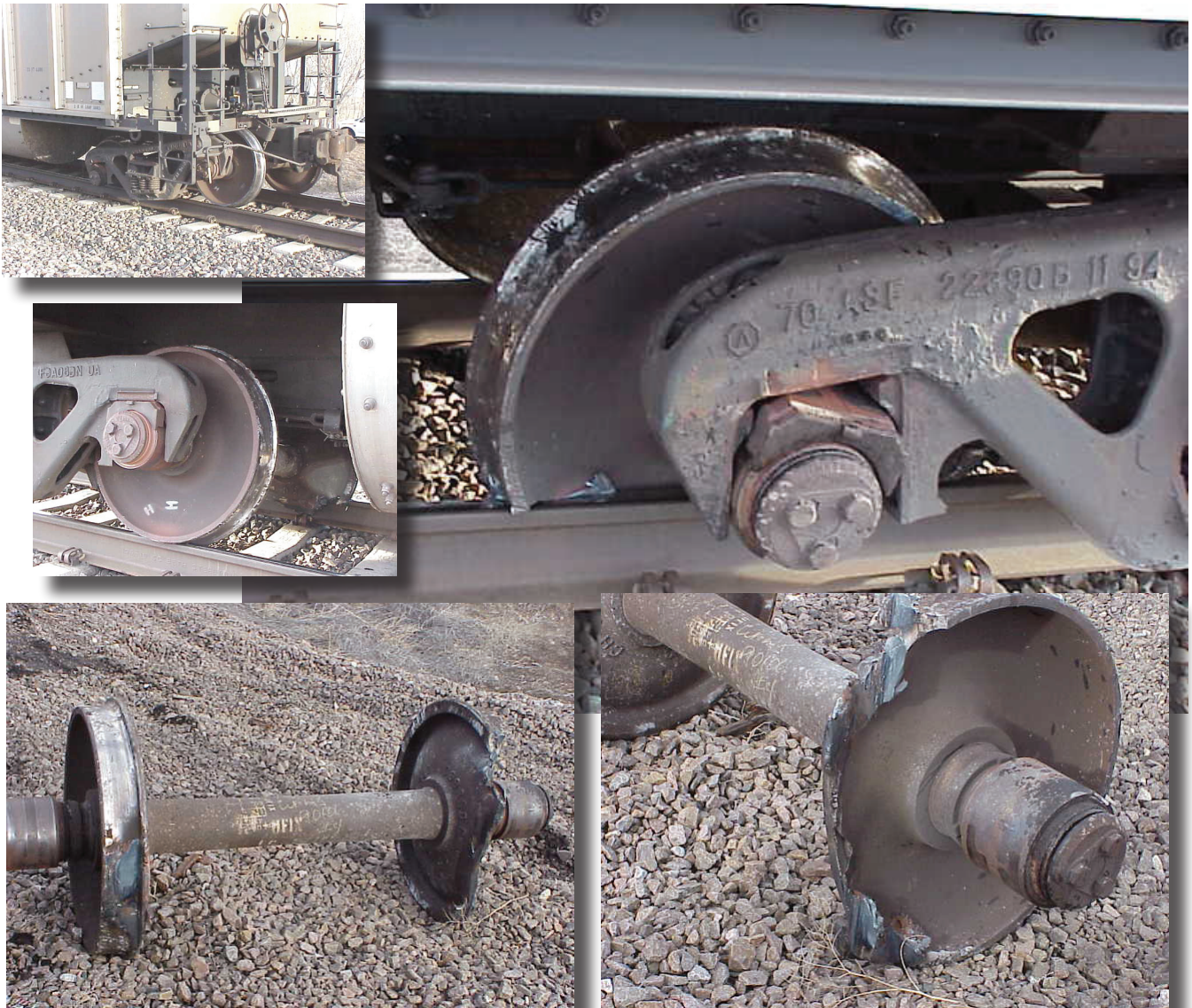
The Martin Burwash book *VIS Major – Railroad Men, an Act of God – White Death at Wellington*, an historical novel, is an excellent and interesting read. The avalanche disaster is told from the perspective of the railroad men who battled the week-long blizzard leading up to the March 1, 1910 tragedy.

Check out the recently overhauled Pacific Railroad Preservation Society website: www.sps700.org. Lots of changes and an entirely new look and navigation.

And speaking of books, take a look at the 2010 released book *FDR's Funeral Train – A Betrayed Widow, A Soviet Spy, and a Presidency in the Balance* by Robert Klara. I found it to be an excellent and riveting read describing something that could never again happen. In addition to lots of information about the three special trains there were fascinating insights into that interesting period of our history.

TRAINS GET FLATS TOO!

These photos show what happens when a steel wheel breaks on a railway car but the train keeps moving. It was apparently found when the dragger went off on the BNSF at Orin Junction on the BNSF mainline in the Powder River Basin in Wyoming. Amazingly, there was no derailment; track speed in area is 50 mph.





SVRY NO. 19

Memorial Day Weekend was not only the start of the operation season on the Sumpter Valley Railroad, but it was also the last chance to ride behind Mikado steam locomotive number 19 before she was removed from service for routine (1472 day) boiler work.

Constructed for the line by the American Locomotive Company (ALCO) in June of 1920, the 113 ton 2-8-2 locomotive was the last new steam engine purchased by the Sumpter Valley, and remained in service until 1941 when it was sold to the White Pass & Yukon Route in Alaska. Number 19, by then renumbered 81, was eventually replaced by diesel electric locomotives in 1958, and was stored in the scrap line at Skagway.

Languishing until 1977, the number 19 was purchased by the Sumpter Valley Railroad Restoration Inc, and along with a sister locomotive, was returned to Baker County for display and an eventual return to operation. Through the efforts of contractors and volunteers, over a four year period, 1992-1996, the Mikado received a complete overhaul in Portland Oregon, and was once again ready to pull passenger trains. The number 19 has proven to be a popular and reliable addition to the new Sumpter Valley, but like all machinery, from time to time heavy repairs are required.

The current boiler ticket expired on June 1, 2010, and repairs are expected to take a year or more to complete, with the cost likely to run over \$200,000. In May over a quarter of the needed funds were in hand, and disassembly and prep work was getting underway in the first part of June.

The Sumpter Valley Railroad is actively seeking the additional funds, as well as volunteers who would like to help out on the rare opportunity of rebuilding a 90 year old locomotive. During the overhaul, the two-truck 1915 Heisler #3, a wood burner, will resume duties as the primary locomotive for weekend trains.

For more information: www.svry.com or PO Box 389, Baker City OR 97814-0389 or 541.894.2268.
(This information extracted from the SVRY Web site 5/29/2010.)

Photo by Jim Fitzgerald

ARCHIVES AND LIBRARY

SP&S Mechanical Department AFE Records Processing

Progress Report No. 6 – April 30, 2010

AFE Processing Continues

The PNWC Archives Committee has completed some additions to Glen Comstock's and Jim Gilmore's AFE database for another group of Spokane, Portland & Seattle Railway Mechanical Department authority for expenditure records. The group occupies box 65 and covers the period June 1944 to January 1945. World War II was approaching its climax and the company struggled to move the surge of traffic and the growing forest products business. The AFEs help document how the company responded.

We beefed up the database by adding information fields to give users a better idea of the date spans, scope and content and extent or number of items in each AFE file.

SP&S Expands Capacity

The SP&S purchased 12 locomotives during this period as traffic continued to increase. It bought four steam locomotives from Great Northern and Northern Pacific (file 6-2099), another two from Great Northern (file 6-2112) and six diesel road switchers from Alco. Two AFEs documented the Alco purchase since it was split between SP&S (file 6-2114) and Oregon Electric (file 6-2115).

To handle the growing log traffic the railway bought and installed log bunks on 75 flatcars (file 6-2101), bought 275 flatcars and skeleton log flatcars, and 90 sets of log bunks from Great Northern (file 6-2112) and purchased 271 skeleton log flatcars from Northern Pacific (file 6-2118).

The company built a machine shop at Albany to handle locomotive running repairs at the south end of the system (file 6-2119). It equipped the shop with a drill press and bolt cutter, and it moved in a lathe no longer needed at Wishram (files 6-2117 and 6-2119).

In 1944, the SP&S began a complete rehabilitation of its track and roadbed and continued to upgrade its repair shops. The department built a mount car for a D-7 Caterpillar tractor for the rehabilitation project (file 6-2098).

The company began adding an automatic signal system to its mainline. Files 6-2106 and 6-2107 document the signal installation between McLaughlin (4.6 miles east of Vancouver) and Spokane. The Mechanical Department's electrical superintendent, David I. Clough, was in charge of this project.

The department added a brake beam testing machine and a compressed air piping layout to its Vancouver shops (files 6-2100 and 6-2102), purchased a Chevrolet 1½-ton truck for its mobile crews in Portland (file 6-2108), and added a retired locomotive boiler to the Wishram Power House (file 2-2110).

Removes Portland Trolley Overhead

The SP&S continued to shrink its electric-powered operations on the Oregon Electric Railway. Diesel switching was cheaper so the former Untied Railways street and industry trackage in northwest Portland lost its overhead trolley system.

The Mechanical Department's electrical superintendent was in charge of taking down the overhead. The trolley system removal required two AFEs. File 6-2096 documents the removal of 1.15 miles of the Oregon Electric Railway-owned system in the 30 Yard in the Portland Terminal area. File 6-2097 concerned the 6.03 track miles still owned by United Railway (but operated by Oregon Electric). This electrified trackage extended from SW Front Avenue and Flanders Street to the McCulloch & Sons iron works on NW Saint Helens Road near its junction with Yeon.

Additions to the Database

We added fields to the database so we could incorporate what archivists call core elements: the inclusive dates covered in the records, and the quantity of the records (also called the extent). For guidance we used *Describing Archives: A Content Standard* (also known as DACS) and *Arranging & Describing Archives & Manuscripts* by Kathleen Roe, both published by the Society of American Archivists.

Inclusive Dates

This element gives the dates (usually the year/month) of creation of the oldest and of the most recent documents in each file. It follows the year-month-day format recommended by DACS, and is placed at the end of the title.

For date spans of up to about two years we included both year and month, but for longer periods, only the years. The project documented in file 6-2100, Build and install a brake beam assembly and testing machine, required eight years from the first proposal to completion, 1937–1944.

For files that have documents created within a single calendar year, such as file 6-2120, Retire and dismantle SP&S caboose 800, we give the year and the first and last month: 1945 January–September.

When there is a significant gap in the chronological sequence, the anomalous date is given, separated by commas from the other dates. An example is file 6-2118, Purchase one logging flat, 271 skeleton logging flatcars. The file has an eight-year gap with no records between 1946 and 1954, so the date element reads: 1944 October–1946 May, 1954 January.

LANE-MILES STANDISH CO. Form 1207-A
3M-11-44

7565

Exhibit A
6-2120

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ 25.00 is requested for the purpose of Retirement (Character of Change) to the property of S.P.&S. Ry. Co. (Name of Owner) that is now operated by S.P.&S. Ry. Co. (Name of Operating Company)

Portland, Ore., Jan. 26, 1945 Requested by F. C. Wager Mechanical Superintendent (Place and Date) (Name) (Title)

Location of proposed project: State _____ Valuation Section System Equipment

Station or M. P. _____ Division _____

Description of Project: Dismantle S.P. & S. Caboose 800 and retire from property investment accounts.

Reasons and necessity for the extension, improvement, or other change. This caboose was destroyed in the accident at North Bonneville on October 30, 1944.

SUMMARY OF ESTIMATE

Estimate gross cost of project \$ 25.00

Amount chargeable to operating expenses for property retired \$ _____

" " " Accrued Depreciation - Road & Equipment 2,328.77

Value of Salvage recovered 180.00

Cost of property retired 2,508.77

Incidental costs chargeable to operating expenses 25.00

To other accounts 2,533.77

credit Net charge to property investment account 2,508.77

credit Total cost to be borne by S.P. & S. Ry. Co. (Name of Company)

Or participated in by Mechanical Superintendent (Name all participants and amount borne by each)

Approved SWHER, F. C. WAGER Approved (Signed) E. H. SHOWALTER Superintendent

Recommended (Signed) A. J. WITCHEL Recommended (Signed) T. F. DIXON Vice President and General Manager

Expenditure and change approved and authorized:

(Signed) C. E. DENNEY President

Recorded and Registered:

Comptroller _____

Portland and Seattle Railway Company
(Insert Name of Company) Exhibit A-1

Sheet No. 1 of 1 Sheets

DETAILED ESTIMATE Reference C.E. file 51

Reference _____

Reference _____

Request Date Jan. 26, 1945

System Equipment Dismantle S.P. & S. Caboose 800 and retirement accounts.

DETAILED ESTIMATE OF LABOR AND MATERIAL

	Credit	Debit
Retired Equipment.		
Cost to dismantle		25.00
Depreciation - Road & Equipment.		
Value of salvage	180.00	
Costs chargeable to Operating Expenses		\$ 25.00
Retired.		
Cost of S.P. & S. Caboose 800 built 7262 in 1943		2,508.77
Total Credit	\$ 2,508.77	
Depreciation - Road & Equipment.		
Outstanding debit		2,508.77
Total Debit		\$ 2,508.77
Estimator _____	Approved _____	(Signed) A. J. WITCHEL Chief Engineer

Extent

The extent field also follows the rules in DACS and is considered a core element of an archival description. Its purpose is to give researchers an idea how much material they will encounter in each file. We physically counted the documents in the smaller files, but only estimated the count in the larger ones. We are still unsure how much information to present here; we want to keep it simple.

Scope and content notes

This is an optional field for additional information considered important. We are experimenting with this: clarifying data, explanations for dates, strings of equipment numbers, significant items included in the file such as blueprints or vendor brochures, etc.

A table with selected fields from our database for the AFE records in box 65 follows:

File #	AFE #	AFE date	Title and Inclusive Dates	Extent and Scope and Content Notes
6-2096	E-2870	June 21, 1944	Remove and retire Oregon Electric Railway's overhead trolley system in 30 Yard at Portland, 1.15 track miles, and construct 600-volt D.C. feeder from Portland General Electric Company's Station E to OE's shops, 1944 June–October.	Extent: 1 file (8 items) Scope and content note: David I. Clough, electrical superintendent, an officer in the Mechanical Department, was in charge of this project.
6-2097	E-2871	June 23, 1944	Remove and retire United Railways' overhead trolley system from Flanders and Front to Saint Helens Road, 6.03 track miles, and eliminate all electric switching, 1944 June–October.	Extent: 1 file (11 items) Scope and content note: Authorized removal of 6.03 track miles as follows: Flanders from Front to 12th Avenue; 12th Avenue from Burnside to Pettygrove; Pettygrove Street from 12th to 22nd Avenue; 22nd Avenue from Pettygrove to Nicolai Street; Nicolai from 22nd to 28th Avenue; and Saint Helens Road to McCulloch & Sons iron works. David I. Clough, electrical superintendent, was in charge of this project.
6-2098	7413	April 27, 1944	Repair and equip a damaged foreign car as a mount car for D-7 Caterpillar tractor and number X-165, 1944 March–1945 September.	Extent: 1 file (12 items) Scope and content note: Project was completed on October 17, 1944.
6-2099	7462	August 12, 1944	Purchase four secondhand simple oil-burning locomotives with tenders from Great Northern Railway (GN 3108 to SP&S 511 and 3134 to SP&S 512) and from Northern Pacific Railway (NP 1751 to SP&S 538 and NP 1762 to SP&S 539), 1944 June–1946 May.	Extent: 1 file (about 100 items) Scope and content note: Two of the Northern Pacific locomotives (SP&S 538, 539) were coal burners and were converted to oil burners at the SP&S Vancouver Shops.
6-2100	7476	August 16, 1944	Build and install a brake beam assembly and testing machine for the Vancouver Reclamation Plant, 1937–1944.	Extent: 1 file (about 40 items) Scope and content note: Includes Great Northern and SP&S blueprints of brake beam testing device and gauges. Project first proposed in February 1937 in response to new ICC Interchange Rules, but company determined it could get by without machine by using new brake beams; decision reconsidered in 1940 and 1944. Project completed June 9 1944, and AFE approved after the fact on August 28, 1944.
6-2101	E-2873	July 5, 1944	Purchase and install Seattle log bunks for 75 SP&S flatcars by Oregon Electric Railway, 1944 February–1945 December.	Extent: 1 file (about 50 items) Scope and content note: The Seattle-type log bunks were purchased from Pacific Car & Foundry Company and installed on SP&S flatcars.
6-2102	7459	July 18, 1944	Purchase and install Ingersoll-Rand air compressor and lay air pipe across south end of Vancouver Yard with outlets for tracks 1 to 6 inclusive, 1943–1946.	Extent: 1 file (about 25 items) Scope and content note: Includes station map of Vancouver showing area from Columbia River Bridge to Vancouver Roundhouse.

File #	AFE #	AFE date	Title and Inclusive Dates	Extent and Scope and Content Notes
6-2103	7482	August 21, 1944	Repair and convert three locomotive tenders to water cars and number X-46, X-47 and X-48 and three fire-damaged boxcars to flatcars in outfit service and number X-100, X-102 and X-105, 1944 May–1945 September.	Extent: 1 file (14 items) Scope and content note: The retired locomotive tenders included those of SP&S engine no. 160 (renumbered to X-46) and SP&S 623 (to X-48) and Gales Creek & Wilson River no. 1 (to X-47). The converted boxcars included 10008 (to X-100), 10123 (to X-102) and 10219 (to X-105). The work was completed at Vancouver on November 28, 1944.
6-2104	7493	September 3, 1944	Retire worn-out and obsolete 42-inch wheel boring machine at Wishram Roundhouse, owned by Oregon Trunk Railway, 1944 September–November.	Extent: 1 file (2 AFE forms, 7 letters)
6-2105	7497	September 18, 1944	Dismantle and retire SP&S locomotive no. 452 and tender, destroyed in a derailment at John Day River drawbridge (milepost 94.8) on August 7, 1944, 1944 September–1945 January.	Extent: 1 file (14 items) Scope and content note: Dismantling completed at Vancouver on November 11, 1944.
6-2106	7470	August 8, 1944	Provide station layout protection for 22 stations between McLaughlin and Pasco, consisting of two entering signals and two approach signals at each station, 1944 August–1945 August.	Extent: 1 file (3 AFE forms, 8 letters). Scope and content note: The disposition of labor and materials for this project handled by D. I. Clough, the electrical superintendent, a manager in the Mechanical Department who answered to the mechanical superintendent.
6-2107	7471	August 6, 1944	Provide station protection for 13 station layouts between Pasco and Spokane, consisting of two entering signals and two approach signals at each station, 1944 August–October.	Extent: 1 file (2 AFE forms, 3 letters) Scope and content note: The disposition of labor and materials for this project handled by D. I. Clough, the electrical superintendent, a manager in the Mechanical Department who answered to the mechanical superintendent.
6-2108	E-2886	September 27, 1944	Purchase a 1½-ton Chevrolet truck by Oregon Electric Railway, and equip with a suitable bed to haul tools and supplies by the Electric and Signal departments between Portland and Beaverton and apply company no. OE-67, 1944 July–1946 January.	Extent: 1 file (21 items) Scope and content note: Purchase was completed on December 30, 1944.
6-2109	7491	October 10, 1944	Retire worn-out Williams vertical cylinder grinder at Vancouver Shops, 1944 February–1946 January.	Extent: 1 file (9 items) Scope and content note: Project completed on November 11, 1944.
6-2110	7508	October 12, 1944	Recondition boiler from retired Gales Creek & Wilson River locomotive no. 1 and install in the power house at Wishram for Oregon Trunk Railway, 1943 April–1945 September.	Extent: 1 file (about 40 items) Scope and content note: Project also included the extension of the boiler room wall to accommodate new boiler; the work was completed February 28, 1945. File includes a plan showing steam, water and oil connections for boilers and power house. The file also includes correspondence regarding the separation of electrical circuits for the air compressor at the Power House and the deep well pump, unrelated to the installation of the boiler.
6-2111	E-2889	November 4, 1944	Retire and dismantle 1928-model Lincoln sedan used by the Oregon Electric Railway's electrical superintendent, 1944 September–1945 April.	Extent: 1 file (24 items) Scope and content note: Physically completed December 30, 1944. The Lincoln sedan carried company no. 61. It had been purchased by OE from SP&S Transportation Company in 1941.

File #	AFE #	AFE date	Title and Inclusive Dates	Extent and Scope and Content Notes
6-2112	7525	November 13, 1944	Purchase from Great Northern Railway two secondhand locomotives (GN 1182 and 1378), 212 flatcars, 63 skeleton logging flatcars and 90 sets of log bunks, 1944–1950.	Extent: 1 file (about 150 items) Scope and content note: Purchase completed September 30, 1945.
6-2113	7528	November 14, 1944	Retire and dismantle supply car (boxcar) X-84 and outfit cars (ballast cars) X-104 and X-109, destroyed in an accident at Albany, Oregon, on October 23, 1944, in Train No. 230, 1944 November–1945 September.	Extent: 1 file (11 items) Scope and content note: Dismantling completed February 1, 1945, at Vancouver.
6-2114	7534	November 22, 1944	Purchase two 1,000-horsepower diesel electric road-switcher type locomotives from American Locomotive Company and number 50 and 51, 1944 November–1946 June.	Extent: 1 file (about 75 items) Scope and content note: Purchase completed November 24, 1945. Includes specifications and technical drawing.
6-2115	E-2893	November 22, 1944	Purchase four diesel electric locomotives and one set of emergency trucks complete with motors for Oregon Electric Railway from American Locomotive Company and number 52, 53, 54 and 55, 1944 November–1946 March.	Extent: 1 file (about 100 items) Scope and content note: Includes specifications and technical drawings.
6-2116	7540	December 22, 1944	Retire and dismantle outfit cars destroyed by fire, no. X-140 and X-448 at Van Dusen November 12, 1944, and dining car X-459 at Redmond on September 14, 1944, 1944 December–1945 September.	Extent: 1 file (14 items)
6-2117	7543	January 2, 1945	Retire one Fay & Scott 36-inch x 17-foot extension bed gap lathe owned by Oregon Trunk Railway at Wishram Shop, 1944 September–1945 March.	Extent: 1 file (10 items) Scope and content note: The Fay & Scott lathe, purchased under AFE 6914, proved too light, and was replaced a heavier-duty lathe (AFE 7399). After retirement, Oregon Electric Railway acquired the Fay & Scott lathe and moved it to its new Albany shop (AFE E-2895).
6-2118	7537	December 20, 1944	Purchase one logging flat car, 271 skeleton logging flatcars and 63 Hart work cars from the Northern Pacific Railway, 1944 October–1946 May, 1954 January.	Extent: 1 file (about 100 items) Scope and content note: These cars had been rented for some time from the NP; it was considered more economical to purchase them than to continue renting. The file includes lists of cars numbers. The documents dated January 1954 cover the purchase on January 8 by Northern Pacific of 75 skeleton logging flatcars that had been sold to SP&S under this AFE.
6-2119	E-2895	January 2, 1945	Construct and equip machine shop for the Oregon Electric Railway at Albany and install Fay & Scott lathe, drill press and bolt cutter, 1944 August–1946 March.	Extent: 1 file (about 60 items) Scope and content note: This AFE approved construction of a 12 x 30-foot frame shop building with a concrete floor and installation of secondhand Fay & Scott extension bed gap lathe (from Oregon Trunk Railway), drill press and single bed bolt cutter. The machine shop made possible running repairs to locomotives used on the Santiam Branch.
6-2120	7565	January 26, 1945	Retire and dismantle SP&S caboose 800, destroyed in an accident at North Bonneville on October 30, 1944, 1945 January–September.	Extent: 1 file (13 items) Scope and content note: The caboose was built in 1943 by the Northern Pacific Railway at Brainerd shops for the SP&S under AFE 7262. Dismantling completed at Vancouver on February 8, 1945.

JUNE MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – June 18, 2010

Program to be presented first tonight by Terry Kimzey, Oregon Operation Lifesaver.

Business meeting called to order at 9:07pm

May membership meeting minutes. Arlen moved to approve minutes. Motion 2nd by Al Hall. Approved by membership present.

Treasurer's Report – George Hickok presented information on PNWC's checking account, CD's, mutual funds and loan status to the Tacoma Chapter. The Board asked to have the special Trainmaster mailed out the Chapter's Trainmaster mailing list. This special Trainmaster was created for the National Train Day (NTD) event at the Portland Amtrak Union Station on May 8, 2010. Tell us what you think about the new mailing process used on this special Trainmaster.

S2 Restoration Project is now at \$18,388.00, as reported by Ron McCoy. The plan is to make this happen this year. Your continued support in this project is important and greatly appreciated. Help us get closer to our goal of \$40,000.

Arlen Sheldrake brought by The Holiday Express 2010 (HE2010) flyer and the latest Oregon Rail Heritage Foundation (ORHF) newsletter.

Per Al Hall, the next concession event is at Multnomah Falls – June 26 & 27, 2010. Al is putting together his volunteer list for the Great Oregon Steam-up, July 24, 25, 31 and August 1, 2010. Antique Powerland Museum Association's (AMPA) goal this year is to have attendance of 30,000.

Meeting adjourned at 9:39pm.

Respectfully submitted by Jean Hickok, Secretary

**WILLAMETTE SHORE
TROLLEY
2010 Time Table**

	TT#	Trip 1	Trip 2	Trip 3	Trip 4	Trip 5
DEPART Lake Oswego		10am	12pm	2pm	4pm	6pm
DEPART Portland		11am	1pm	3pm	5pm	7pm
May 5/1-5/30	38	*M	Sat-Sun	Sat-Sun	*M	-
June 6/3-6/27	39	Thu-Sun	Thu-Sun	Thu-Sun	Thu-Sun	-
Jul/Aug 7/1-7/27	40	Thu-Sun	Thu-Sun	Thu-Sun	Thu-Sun	Fri-Sun
Sep 9/3-9/26	41	Fri-Sun	Fri-Sun	Fri-Sun	Fri-Sun	-
Oct 10/2-30	42	-	Sat	Sat	-	-

*M: These trips will operate on Mother's Day, Sun May 9 And Memorial Day Weekend, Sat-Mon, 5/28-31, in addition to other regularly scheduled trips.

Lake Oswego Terminal: State St & Ave. A
Portland Terminal: SW Bancroft & Moody Sts.
Trolleys also operate on Memorial Day, Independence Day & Labor Day.
This timetable is subject to change without notice.

FARES		
	One Way	Round Trip
Adults	\$6.00	\$10.00
Seniors 55+	\$6.00	\$9.00
Children 3-12	\$4.00	\$6.00

Cash or Checks only

CHARTERS
Trolleys may be chartered for most any occasion. Charters & special excursion trains run year around.

CONSULT AGENT FOR DETAILS
(503) 697-7436
Depot & Gift Shop: 311 N. State St.
Lake Oswego, OR 97034-3111
<http://oregonelectricrailway.org>

The Shore Line Route
Scheduled Trains - Charters - Excursions



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

Add your support to this worthwhile project.

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

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Cultural
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CULTURAL.TRUST@STATE.OR.US

Bill of Lading

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CHANGES

Can't find something in its *normal* place? The *Trainmaster's* new mailing format has created some changes in the way we've been placing items. Over the next few issues, you'll be seeing more changes as we settle into a new, and hopefully better, format.

S2 #36 Restoration Fund

DONORS **GOAL \$40,000**

Golden Spike level: \$1000 and up

John & Lois Sheldrake♥, Rita & Arlen Sheldrake,
Jim & Valinda Hokinson, Gordon Zimmerman,
Tom Steeves, George & Jean Hickok, Anonymous,
Autzen Foundation, Jim Hockinson

Rail level: \$500 to \$999

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

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

Roberta Ballard*, Al Baker, Todd Landwehr,
Chuck McGaffey, Friends of SP 4449*,
Kent Hutchens, Bill & Teresa Hyde

Misc. Public Donations

Tie Plate level: \$50 to \$99

Phil Barney, Robert Wenzel, Thomas Barrett, Mark Whitson
Ron McCoy & Christopher Bowers, Doug & Tammy Auburg

Steel spike: \$1 to \$49 Ted Ahlberg♥, Thomas Vandegrift*,

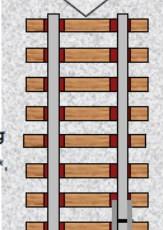
Jim Long, Gerald & Olive Schuler, Monica Winkley*

(♥= In Memoriam * = non-member)

\$18,288

raised!

as of 5-20-2010



Chapter Officers

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jean Hickok	503.649.5762
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	2009-2011	503.310.4811
Christopher Bowers	2009-2011	503.577.0063
Eileen Brazil	2008-2010	503.647.5667
Jim Hokinson	2008-2010	503.635.4826

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
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