

The

August 2010



Trainmaster

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



Traveller's Rest Back on the Lewis & Clark Trail



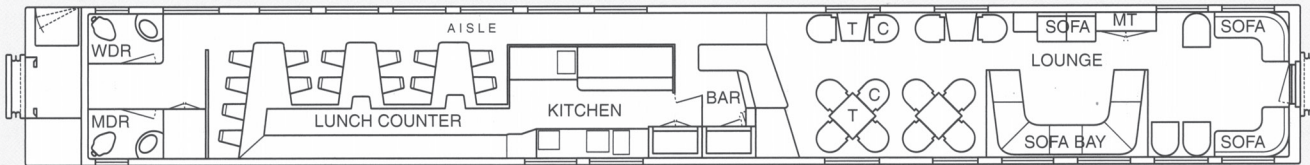
Earlier this year, the Friends of SP4449 accepted the donation of a Lewis & Clark Traveller's Rest buffet/lounge rail car. This 85' car was built by Pullman Standard in 1947 for the Northern Pacific as a coach/lounge car (NP 498) and was one of six (494-499) converted in 1955 by NP into the buffet/lounge cars named Lewis and Clark Traveller's Rest for the North Coast Limited service. NP 496 retains the murals and is in Spokane in the Mike Gelhaus collection.

A June 11 Trainorders.com posting: "I donated the car to the Friends of SP 4449 to give it a good home as the Port of Redwood City is no longer in the business of hosting a car shop or restoring railcars. Business needs demanded that they rebuild and renovate their piers and shipping area, and the rails are being reduced or removed per that plan. With no place to store or work on it plus the significant dollars needed to do so, made it a painful, but necessary, business decision on my part. I had previously worked with Doyle and his team during the NRHS Convention in San Jose in 1992 and know they are one of the best rail restoration, operation, and advocacy groups in the country, so it was a no-brainer on my part to set this in motion.

I was extremely fortunate to have the Friends of SP4449 step up to take possession of the car as a donation, and know that they will finish the restoration and put the car back in service the way God and Raymond Loewy intended." David Jansson, Sierra Pacific Rail, Inc.

The name Traveller's Rest comes from a Montana campsite used by the Lewis & Clark Corps of Discovery in 1805 and 1806. They named a nearby stream Traveller's Rest. The Montana State Park near Lolo, Montana is named Travellers' Rest and features a self-guided tour of the camp site.

Upon arrival in Portland, a neat a 12-page pamphlet was found in the car titled: The Lewis and Clark Traveller's Rest, Buffet Lounge Car, A new kind of western hospitality



aboard the Vista-Dome North Coast Limited. This pamphlet was probably published by NP in 1955. The following is extracted directly from this pamphlet:

A guide to TRAVELLER'S REST

As the Vista-Dome North Coast Limited travels through the territory first explored by Lewis and Clark in 1804-06, its passengers can now experience more fully the relation of the historical expedition to their own journey.

A new, luxurious buffet-lounge car, decorated in an authentic Lewis and Clark theme, has been added to the Chicago-North Pacific Coast streamliner on the 150th anniversary of the historic expedition. The unique car is called "Traveller's Rest" – a name given by the explorers to a camp site on Lolo creek, south of Missoula, Montana, where the expedition rested on the trip west and again on the homeward journey.

While the car's handsome interior is contemporary, designed to fit the needs of modern travel, its atmosphere captures the flavor and romance of the untamed west. Raymond Loewy Associates, who designed Traveller's Rest, have created this feeling through skillful use of color and texture and a factual historical display documenting the Lewis and Clark Expedition.

Portraits of Meriwether Lewis and William Clark, mounted on the car's cherry wood side panels, are color reproductions from the original paintings by Charles Wilson

Peale which hang in Independence Hall in Philadelphia. Peale sought portraits of the explorers to round out his gallery of distinguished Americans. He particularly wanted Lewis and Clark represented since they had enriched his famous museum and gallery in Philadelphia with collections from their expedition. Lewis sat for his portrait in 1807 and Clark for his in 1810. At the sale of Peale's Gallery in 1854, the Lewis and Clark portraits, along with others, were purchased by the city of Philadelphia and restored to Independence Hall.

Reproductions of actual documents pertaining to the expedition are mounted on the walls of the car. The accurate reproduction process used retains the present day quality of these papers.

Originals of three historic letters, mounted near the service bar, are now in the possession of the Missouri Historical Society in St. Louis. One of these is a letter from A.L.S.H. Dearborn, Secretary of War, to Meriwether Lewis which commissioned William Clark a lieutenant. Both Lewis and Clark were disappointed that Clark did not receive a captain's commission as he had been promised. Actually, the two men shared command of the expedition and Clark was called "captain" although the War Department never gave him this rank.

Another is a Letter of Instructions for the expedition from President Jefferson to Lewis. Only the first page of the letter, which is one and a quarter pages long, is reproduced. In an earlier confidential message to Congress, Jefferson stated that the purpose of the expedition was to extend the external commerce of the United States.

The third letter reproduced is the only letter of credit ever issued by President Jefferson. It was to be used by Lewis to replenish supplies from ships engaged in the Northwest trade. Since no ships were encountered during the winter of 1805-06 at Fort Clatsop, the letter was never put to use.

Six pages from the Lewis and Clark Journals are mounted at one end of the lounge. Beyond the tremendous physical feat these men accomplished, they recorded in great detail every part of their expedition. Notes and observations were made



The Lewis and Clark
**TRAVELLER'S
 REST**

Buffet Lounge Car



A new kind of western hospitality aboard the
 Vista-Dome

NORTH COAST LIMITED



"Traveller's Rest" for which this de luxe car was named, was a favorite composit of explorers Lewis and Clark



Mural of Sacajaweah and Captains Lewis and Clark

A story in pictures

The romance of the Lewis and Clark epic has been recreated in colorful murals on the upper walls and ceiling of both the lounge and buffet sections of the Traveller's Rest car. Walls and ceiling are done in a light beige, buckskinlike plastic material, cross-stitched at the seams and provide a perfect background for the graphic portrayal of scenes and episodes taken from the Journals of Lewis and Clark.

Central feature of the murals is a large map in the lounge section which shows the route followed by the explorers to the Pacific Northwest and back. Pictured on the map are Fort Mandan, first winter's camp, and Fort Clatsop, where the party spent the second winter in 1805-06. Other points of interest include Three Forks, Traveller's Rest camp, and the place where the adventurers first saw the Rocky mountains.

Scene from a buffalo hunt appears below the map and throughout the car there are paintings of Indians and wild animals encountered by the explorers.



Mural Artist Edgar Miller at Work in Traveller's Rest

Edgar Miller, Chicago artist and outstanding muralist, designed and painted the murals. His facile style reveals both a serious interest and understanding of the subject and a sense of humor.

"What I have tried to accomplish in these paintings," Miller says, "is to get a feeling of the contemporary, and at the same time reflect the characteristic of the subject matter."

The artist employed a special type of paint for the murals since ordinary oil paint could not be used on the plastic background. This paint was made by grinding colored plastic cubes of the same material as the background into a fine powder which was then put into a solvent.

Miller, who began painting murals in the 1920's, has also done sculpture, wood and stone carving and portrait painting. Among his well-known works is the large bronze sculpture over the entrance of the North Dakota State capitol at Bismarck. He has also done murals for the Pierre hotel in New York and the Hotel Statler in Washington, D.C., and sculpture for the Jane Addams Housing Project in Chicago.

The Lewis and Clark Traveller's Rest Buffet Lounge car, designed by Raymond Lowry, is just one of the extras on the Vista-Dome North Coast Limited. Stewardess service is another extra on this famous transcontinental streamliner.

Route of the *Vista-Dome* NORTH COAST LIMITED
 CHICAGO . . . ST. PAUL . . . MINNEAPOLIS . . .
 SPOKANE . . . TACOMA . . . PORTLAND . . . SEATTLE

Passengers were given a variety of publications, including the brochure describing the car, and postcards showing the hostess giving an interpretive talk about the murals.

daily, then written into the Journals when opportunity allowed. These pages are reproduced from the original Lewis and Clark Journals at the American Philosophical Society in Philadelphia.

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Mounted on the end wall of the Traveller's Rest car buffet section is a handsome reproduction of a Harper's Ferry flintlock rifle. Since actual guns of this type in good condition are scarce, the job of making copies was given to Dick Hicks of Albuquerque, who is noted for his fine reproductions of guns. The explorers were good shots with these rifles and bagged a variety of game for the expedition's larder. Powder was ingeniously packed in lead canisters, each canister containing enough lead, when melted and cast in bullet molds, to match the powder.



A map showing the route of the expedition, drawn by Clark, is mounted on the wall beneath the rifle. It is evidence of the genius the men had for geography. Errors in the map, which appear in the area adjacent to that explored, came through hearsay and from faulty information given them by the Indians. The original document is in the Western American Collection, Yale University Library, New Haven.

Symbolic of the expedition's success in establishing friendly relations with the Indians is a peace pipe mounted above the service bar in the lounge section. The pipe is made from stone quarried at Pipestone, Minnesota, where Indians have obtained stone to make ceremonial pipes for hundreds of years.

A new kind of western hospitality

Contemporary appointments and modern travel comforts provide a pleasing contrast with the early-day western atmosphere of the Traveller's Rest car.

Sparkling white formica counter tops accent the more

rustic motif of the hanging light fixture in the buffet section which seats 14 persons on comfortable leather cushioned stools. Inset compartments for purses and packages are located beneath the counters.

Select and a la carte meals and snacks are served all day from 7 A.M.



An attractive color scheme gives the Traveller's Rest lounge section a feeling of luxury and restfulness.

Colors of warm sienna and ochre highlighted by aqua, blend with natural cherry planking to form a tone of natural surroundings. Touches of gaiety are added by a colorful custom woven Indian rug and the attractive murals. Lewis and Clark documents on the walls lend dignity.

Mounted in brass letters on the side of the service bar at one end of the lounge, is this phrase from the entry of September 9, 1805, in the Journals of Lewis and Clark - - "We called it Traveller's Rest".

Comfortable sofas and chairs, upholstered in aqua, antique white and burnt sienna, seat 30 persons. Music is provided by radio and also by the train's high fidelity sound system. Beverage service, magazines, and tables for cards make the lounge an ideal place for relaxation, reading, congenial conversation and good fellowship.

The Friends of SP4449 are very pleased to be the owners of this very historic railcar. Since a lot of the car is in original condition, the plan is to restore it as much as possible back to its North Coast Limited livery and appearance. Some of the modifications, including an upgraded galley, modern electrical, and a new dinning room table made since the car's years on the North Coast Limited, will be retained and improved. The exterior of the car will be returned to North Coast livery with work currently underway while we enjoy the dry summer weather. These include: returning the car to a two-sided vestibule from the current one side; prep-

ping and painting the exterior back into original colors and trim detail; replacing fogged and broken windows; installing new gaskets; checking out and repairing the heating, AC, and ventilation systems. The lounge seating and bar sections are pretty much as original to the Traveller's Rest with beautiful original cherry woodwork that will be painstakingly repaired, cleaned and refinished.

Over time, the Friends hope to purchase and replace a lot of the fixtures originally in the lounge end such as the drink stands and lamps. All of the Lewis and Clark details noted in this article were removed from the car when it left Northern Pacific service. Over time, the Friends hope to procure as many reproductions as possible and in the very near future return the Lewis and Clark murals to the lounge.

This car is Amtrak-certified and carries number 800288. While in Jansson's ownership, the car carried the name of Muir Woods. Under a prior Alan Hemphill ownership, the car carried the name of Sonoma Valley, which is the period when the car was used in support of the wine-making business as a wine tasting car.

A hearty welcome to the Traveller's Rest, now back on the Lewis & Clark Trail!

Contributors to this article: David Cautley, Steve Hauff, Northern Pacific Railway Historical Association, Chris Fussell, Mark Kramer and Arlen Sheldrake. Special thanks to Oso Publishing for the use of the car floor plan from the book, *Vista Dome North Coast Limited*.

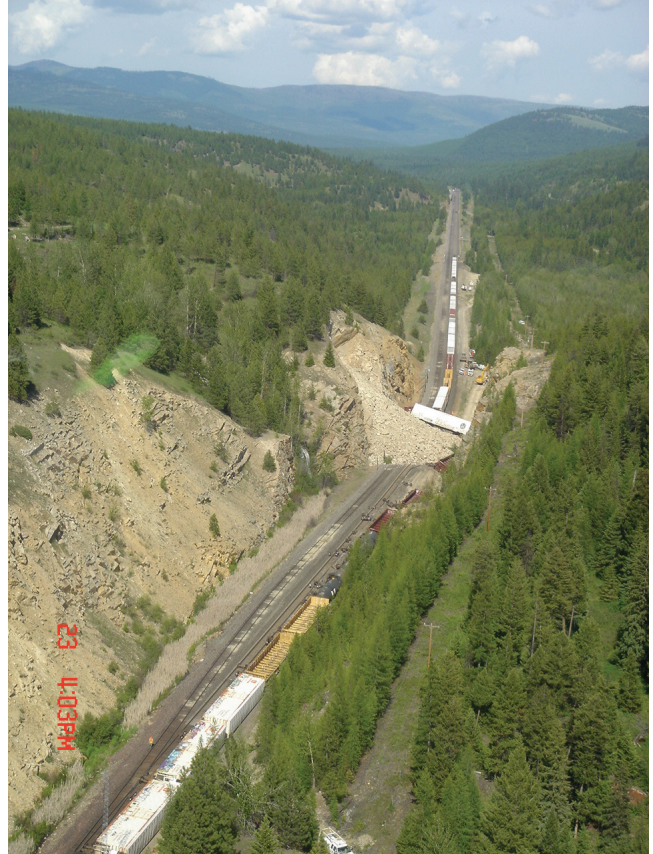
[Editor's note: Traveller's Rest refers to the Car and campsite and Travelers' Rest refers to the State Park.]



BNSF

Tamarak, Montana Slide

As the photos below attest, BNSF suffered a significant rock slide on June 23, 2010 at Tamarak, Montana (between Whitefish and Libby, Montana). The line reopened sometime over the weekend of June 26-27.



UP Rocks Too

In comparison to the BNSF slide, this rock fall on the Union Pacific pales into insignificance - unless you happened to be standing where the rock landed. Fortunately, it only blocked one track. The date and location are unknown.



Mixing It Up at Brooklyn

Moving the tenderless ex-SP&S #700 to a location over the drop table at the Brooklyn Roundhouse on July 15 required significant shuffling, including bringing the OR&N #197 and the Nickel Plate #190 into the light of day. The Pacific Railroad Preservation Association is preparing to work on #700 to correct the FRA-identified defects that have sidelined the locomotive since May.



Above left: Alco PA, NKP #190, eases onto the turntable with the assistance of the trackmobile. Above: All eyes are on the lead truck as OR&N #197, a 1905 Baldwin Pacific, is slowly shoved off the turntable.

Above: The PA and the 4-6-2 get some rare time in the sun while the rest of the switching moves are made. Right: The #700 was the reason for all the movement. Some of the repairs necessary to satisfy the FRA required the use of the drop table, so several locomotives had to be shuffled.



Fife's Alco 415 is Home

On June 26, the City of Fife, Washington moved the former Chehalis Western #684 (also CM&E #684), a rare Alco C-415 to its new permanent home. The highway move was done by Omega-Morgan from the former CEECO facility to the Fife History Museum in Dacca Park (2820 54th Avenue East). The cosmetic restoration included removal of the engine and many operating parts. The #684 was built in July 1968 as builder's number 6003.01. A picture of the freshly painted #684 is in the September 2009 *Trainmaster*.



It takes a large truck, with an even bigger trailer to haul a locomotive. The historical importance of the locomotive was probably unnoticed by drivers in the two lanes of traffic being delayed on the move route.

Although without its prime-mover and generator, there is still a lot of weight being lifted from the trailer to the display track. Locomotives of even the relatively modest size of a Century 415 are still awe-inspiring when suspended in the air.



After a successful move, with the locomotive back on the track in one piece and all the participants uninjured, there is always time for a photo to record the event for posterity. *All photos from Dan Simmering, Port Orchard, Washington.*

ThemeTrains.com

by Todd Schannuth

So what is all this? And what's a Theme Train? This site came out of a life-long fascination with trains, especially ones with style and purpose. A fabulous paint job never hurt, either.

There have been dozens of special-purpose trains that have traveled around North America, Europe and Australia. They are a special breed – usually tied to an event, a celebration, anniversary, exposition, cause, or plain ol' patriotism. Most were never meant to turn a profit. Others were business ventures using their theme to attract customers. All have one thing in common: they were meant to draw a crowd.

Several themed trains are showcased here. Many others are listed on the links page. Some are so obscure that there are no links for them.

These trains have entertained, educated and enlightened millions. Perhaps you remember one or two. Most of them would be hard to forget and it's time their stories were told.

So take some time and browse around. You might find something you like!

This information was extracted with Todd's permission from: www.ThemeTrains.com

Todd visited the Pacific Northwest on June 4, making a special trek to visit the PNWC #76, the American Freedom Train crew car, and the PRPA #111, the former American Freedom Train power car.

Todd adds that if you happen to have any pictures of any of these Theme Trains or other theme trains, he would be very pleased to get digital scans or copies with permission to use them on his website. Your photo ownership would be noted. Todd's email is TSchannuth@aol.com. His mailing address is: Todd Schannuth, ACCUEN Media LLC, 5319 University Drive #110, Irvine CA 92612. His phone number is 949-830-5100.



American Freedom Train



Preamble Express



Golden Spike Centennial Limited



Freedom Train



Royal Train

[About this Site](#)



Auto - Train



Merci Train



Discovery Train



Rexall Train



Cardinal's Train



PNW SHORT LINES

by Arlen L. Sheldrake

Congratulations to the West Coast Railway Association in Squamish, British Columbia for the grand opening of their new CN Roundhouse & Conference Centre on June 30. While not 100% complete, it is functional and will house up to eight pieces of rolling stock in comfortable and dry quarters. Fund-raising continues to finish funding the project; see www.wcra.org.

Correction: the website listed in the 2010 Special Edition of *The Trainmaster* for the Oregon Electric Railway Museum is incorrect. The correct website is www.oregonelectricrailway.org. This handout seemed popular at *Amtrak's* National Train Day in Portland and as a freebee at our Observation Platform display now in ORHF livery in Union Station. This special edition will also be a featured handout in our booths at the Great Oregon Steam-Up the last weekend of July and the first weekend of August.

To see a neat set of 45 photos of Portland's 2010 National Train Day, go to the Friends of SP4449 website at www.4449.com and click on photos, then go to '10 National Train Day.

The Knappa Breach summer repair on the Astoria Line received permits from the National Marine Fisheries Service and the U.S. Army Corps of Engineers but the *Daily Astorian* reports that the Oregon Department of Fish and Wildlife is now contending that the planned repairs don't meet 2009 state requirements. This is yet another delay in restoring rail service to the Port of Astoria.

For those attending our June 18 membership meeting, a June 25 clarification from Claudia Howells, State Coordinator, Oregon Operation Lifesaver: "Oregon Operation Lifesaver is funded by voluntary contributions from the railroads. We request an amount based on \$10 a mile for the short lines, and \$12 a mile for the two Class I's, although they actually pay what they want. The Federal government is not involved and we get no government funding. Oregon's Operation Lifesaver budget is less than \$25,000 per year. ODOT has a levy, by law, based on mileage that pays for its regulatory program but we no longer get anything from ODOT."

In July, the California State Railroad Museum opened a new exhibit "Rails and Reels Hollywood, Trains and the Making of Motion Pictures" that runs through May 31, 2011.

The *Honolulu Star Advertiser* reports that on June 24, the City of Honolulu awarded a \$195 million contract to Kiewit Pacific Co. and Albert C. Kobayashi Inc. to build a train car maintenance and storage facility for Honolulu's planned \$5.5 billion elevated commuter rail line. The facility will be built on a 43-acre parcel off Farrington Highway between Waipahu High School and Leeward Community College. Last October, Kiewit was awarded a \$483 million contract to design and build the first phase of the train's guideway from East Kapolei to Pearl City. The bid for the second guideway phase, Pearl City to Aloha Stadium is under development. The plan is to eventually connect to Ala Moana Center, for a 20-mile system. The Honolulu Rail Transit Project is, I believe, a light-rail system. More information may be found at www.honolulutrains.org.

The *Great Falls Tribune* reports that Montana Rail Link's plan to destroy the Trident stone and brick depot built in 1909 (1911?) by the Northern Pacific Railroad has been postponed and that the company will donate the building to whoever can move it off the company's land.

Driving south of Olympia on I-5 one sees miles of stored container cars. The *Olympian* newspaper reports June 28 that Tacoma Rail is storing about 1,900 cars, 1,500 container and 400 center beams bringing in \$150 per month per car in revenue for the little-used track between Frederickson and Chehalis. Car move costs are additional. Car owners have been told that the first cars into storage will be the last cars out (FILO).

The CEO of the White Pass and Yukon Route Railroad Company, Eugene Hretzay, is pushing to bring back freight rail service to the Yukon as the mining industry is on the upswing, as reported June 28 by CBC News-North. Hretzay signed a letter of understanding with the City of Skagway agreeing to push towards restoring rail service to Whitehorse, Yukon Territory, and perhaps even through to Carmacks, Yukon Territory. Hretzay says the Yukon Territory government must invest some money if it wants the railroad to resume freight service to the Territory.

AP News reports that beginning early in July, 5.3 miles of the former Bailey Branch immediately south of Corvallis are undergoing rehabilitation following the purchase by Larry Venell from Union Pacific. Venell has hired Rick Franklin Corp. to install 5,000 new ties and 10,000 tons of ballast to get the line operational by August 1. Venell has hired Albany & Eastern Railroad, owned by Rick Franklin, to operate the line and interchange with Portland & Western Railroad in Corvallis.

On June 23, the International Port of Coos Bay filed STB Finance Docket No. 35385 to acquire from Union Pacific Railroad 22.37 route miles from milepost 763.13 in Cordes to milepost 785.5 in Coquille. If approved, the Port plans to select an operator and reopen service, maybe as early as late summer, from Eugene to Bolan Island at Gardiner to serve the American Bridge Company.

A *Seattle Times* article on July 4 reported that the cleanup of Skykomish, Washington is scheduled to be completed in 2012 at a cost to BNSF of more than \$100 million. An extensive cleanup information website is available at www.skykomishcleanup.com. The cleanup began in 2006.



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

**Oregon
Cultural
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(503) 986-0088
CULTURAL.TRUST@STATE.OR.US

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

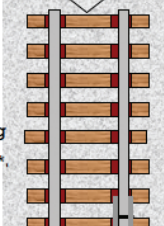
Phil Barney, Robert Wenzel, Thomas Barrett, Mark Whitson
Ron McCoy & Christopher Bowers, Doug & Tammy Auburg

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



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Chapter Directors-at-Large

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Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
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	Keith Fleschner	503.516.9272
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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.

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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>
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Editor	Steve Hauff	360.457.8653
Circulation	George Hickok	503.649.5762
Mailing/Distribution	Jean Hickok	503.649.5762
	George Hickok	503.649.5762
TM Laison	Arlen Sheldrake	503.223.7006

PACIFIC NORTHWEST CHAPTER TIMETABLE #577

Board of Director's meetings: August 12 and September 9, 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 (August 21) and also the following Saturday (August 28). 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:

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

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

September 17 – 7:30 pm – Program: *Glacier Park Centennial Excursion*, Ron McCoy

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 *Alberni Pacific Railway* steam trips (Thursday-Sunday), www.alberniheritage.com /250.723.1376

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

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

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

August 28, *Tacoma Rail Annual Open House*, 10 am – 2 pm, Tideflats, train rides & more, www.mytpu.org

September 4-6 Steam locomotive *Oregon* in operation, 4-mile round trip, 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

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.

PNWC – NRHS MISSION

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

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