

The

February 2012



Trainmaster

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



THE VACANT STALL “YES DEAR” Leaves Brooklyn

The downsizing at the Brooklyn Roundhouse continues. On October 29, the tool car used by Doyle McCormack and the Friends of SP4449, former DLMX 5811, was spotted on the interchange track ready to depart Brooklyn and head north to the new owners, Canadian Pacific Railway. CPR will use the 5811, now numbered CP 105, with their steam locomotive program.

The 5811 was one of three (the others being 5812, 5813) postal storage cars built by American Car and Foundry Company (ACF) in 1949 for Union Pacific in lot 3028. In 1973, it was transferred to MOW service as 903672. In 1985, it was sold to Daylight Locomotive Works. The car was painted into Daylight colors and named the *Yes Dear*.

The 5811 has six-wheel trucks, two large and two small freight doors with about 2/3 of the interior length open baggage and 1/3 lounge area. The 5811 accompanied the 4449 on most trips between 1985 and 2006; the last trip being to Sherwood in 2006 for the car show.

The walls of the 5811 were plastered with 26 years of memories of people and activities that the car has supported as the

owner spent thousands of hours riding and working in and from the car. Countless gallons of Pepsi have moved through its baggage doors. While at Brooklyn, the car resided in the Roundhouse and was chock-full of parts, tools and machinery as well as memories.

When asked why the car was named *Yes Dear*,



Doyle answered that “those who are married know why, those not yet married will never understand.”

Prior to the car moving north, a member of the Roundhouse crew changed the car name a bit to *Yes Dear, EH* to say hello to its new owners...(and no, the other side of the car was not in French).

An interesting side note: Gary Oslund reports that when the 5811 originally arrived at Brooklyn, the cast iron RPO Mail Deposit brackets and holes were still on each side of the car. These brackets were removed; one is known to exist as it was installed on the engineer’s side of the *Zooliner* locomotive at the Oregon Zoo.



The holes on each side of the 5811 are plated over. (Gary was the chief Washington Park and Zoo Railway mechanic when the bracket was installed on the *Zooliner*.)

In 1961 the Washington Park and Zoo



Railway became one of the first recreation railroads to have its own cancellation stamp. With the demise of the Railway Post Office, the Oregon Zoo railway is the last operating United States railroad with its own authorized railway postal cancellation to continuously offer mail service. Mail deposited in mail boxes on the zoo grounds or on the locomotives is hand cancelled with the Washington Park and Zoo Railway stamp.

(Article compiled by Arlen Sheldrake with information and help from Doyle McCormack, Gary Oslund, Jeff Honeyman (PNWC member since 1973), www.oregonzoo.org/AboutZoo/Train.htm, and www.utahrails.net.)

Wig-Wag Again Wagging in Banks

On October 29, 2010 the ribbon was cut opening a new trailhead for the Banks-Vernonia State Trail. The trailhead was constructed at the north end of Banks, Oregon by also reconstructing Sellers and Banks Roads and reconstructing the Port of Tillamook Bay Railroad crossing at that intersection.

This was a joint venture between Washington County, city of Banks, Oregon Department of Transportation Rail Division, Port of Tillamook Bay Railroad, and Oregon Parks and Recreation Department. Funding for this project came from a combination of Rural Surface Transportation Program (STIP), city of Banks, and ODOT Rail funding.

The new trailhead provides parking and restrooms as do all the trailheads. The Banks Trailhead designers retained one of the few remaining operational wig-wag crossing signals that was replaced at the Bank/Sellers Road crossing as a feature in the parking lot. This wig-wag crossing signal was made operational in December 2011 and can be manually activated by trail users.

The Banks-Vernonia State Trail was the first “rails-to-trails” state park built in Oregon. It is built on an abandoned railroad bed that stretches 21 miles from the town of Banks to the city of Vernonia. The trail includes an eight-foot-wide hiking and bicycle trail paralleled by a four-foot-wide horse trail. The gentle grade allows hikers, bicyclists, equestrians and people of all abilities to enjoy the scenic mountains, fields and forests of Washington and Columbia counties.

The railway line dates back to the 1920s, when it was used for moving logs and lumber from the Oregon-American lumber mill in Vernonia, and freight and passengers from Keasey to Portland. When the lumber mill closed in 1957, the railroad stopped using the line. In 1960, the line was leased to the Vernonia South Park and Sunset Railroad, which operated a steam excursion train for five years. An extensive history can be found in the 2003 book *The Oregon-American Lumber Company Ain't No More* by Edward Kamholz, Jim Blain, and Gregory Kamholz.

The line was abandoned and the rails salvaged in 1973. The right-of-way was then purchased by the state in 1974, and transferred to Oregon Parks and Recreation Department in 1990. There are six trailheads on the route: Vernonia, Beaver Creek, Tophill, Buxton, Manning, and Banks.

Before the completion of the Banks Trailhead in 2010 the Banks-Vernonia State Trail ended ½ mile before reaching Banks. Go ahead, stop by Banks, and wag the wig-wag.

(Article developed by Arlen Sheldrake and includes information from Washington County & Oregon State Parks.)



First Chair Lift Began Operation in 1936

Skiers riding the chair lifts over the glistening fresh powder at Sun Valley, Idaho, might be surprised to learn Union Pacific Railroad invented the chair lift in Omaha, Nebraska, and introduced it in 1936 at Sun Valley Resort.

Why would a railroad invent a chair lift? To provide a service, a “transportation” service, for its customers.

During the 1930s, Union Pacific Railroad Chairman W.A. Harriman saw Americans beginning to embrace winter sports and knew his railroad operated through some of the most scenic and mountainous territory in the western United States. His vision – develop a world-class winter sports facility service by Union Pacific.

Harriman enlisted Austrian sportsman Count Felix Schaffgotsch to find land for such a facility. In the winter of 1935, Count Schaffgotsch discovered the area that would become Sun Valley Resort in south central Idaho, about 100 miles northeast of Boise.

“Among the many attractive spots I have visited, this (location) combines more delightful features than any place I have seen in the United States, Switzerland or Austria, for a winter sports resort,” Schaffgotsch wrote Harriman.

The original 4,300 acres, adjacent to the Sawtooth Mountain National Forest, was the perfect spot. The Sawtooth Mountains, running east and west, protected the future resort area from northern winds. The mountains surrounded a small basin, with the hills and slopes largely free of timber. Snowfall and sunshine were abundant. And natural hot springs would provide outdoor swimming year around. Construction began on the lodge, and other facilities, in April 1936.

Meanwhile, nearly 1,200 miles away in Omaha, at Union Pacific Railroad’s headquarters, members of the engineering department were designing various ways to transport skiers up the slopes. Several mechanical engineers considered adapting rope tows, J-bars and cable cars. One young engineer had a different idea.

Jim Curran had worked for an iron works company in Omaha as a structural engineer prior to joining the railroad. His concept was to adapt a system used to load bunches of bananas onto boats into a “transport” system to move people up slopes. Curran’s design called for replacing the hooks for the bananas with chairs for skiers to sit on, while wearing skis! The chairs would be suspended from a single cable running above the chair. His co-workers thought the idea was too dangerous.

Charlie Proctor, a consultant brought in by Union Pacific to help with the design of the resort, was a famous skier from Dartmouth College. He saw Curran’s plans and the rest is history.

Soon, prototypes of the chair lift were being built and tested at the locomotive and railcar repair shop complex in downtown Omaha. After the chair design was established, the next step was to determine the speed the chairs would travel. A lift chair was attached to the side of a truck for the test. Because it was summer in relatively flat Omaha, engineers wore roller skates to simulate skis running over snow. It was determined that between four to five miles per hour would be a comfortable speed to pick up and drop off a skier.

When Union Pacific Railroad opened Sun Valley Resort in December 1936, the world’s first two chair lifts were put into operation. As with anything new, skiers had to get used to these new contraptions. Although Union Pacific sold Sun Valley on November 15, 1964, the adapted banana-loading system changed the sport of snow skiing forever.



(Source: Union Pacific Railroad November 29, 2010 news release; both text and photo.)

PNW SHORT LINES

by Arlen L. Sheldrake

In mid-December, the city of Cottage Grove asked PNWC to be one of three submitters of letters of critical testimony or support to be included in their 2012 Oregon Heritage Excellence Award application for the Chambers Covered Railroad Bridge project. The Oregon Heritage Commission presents the awards on April 27 at the Oregon Heritage Conference in Salem. President Fleschner sent the letter of support in December.

Sound Transit was awarded \$10 million in TIGER III funds for the South 200th Street light rail extension project. The 1.6 mile project, which includes an elevated guideway, station, and parking facilities, is planned to open in September 2016. 12/14/2011 *Sound Transit* press release

By the end of 2012, the *Amtrak Cascades* riders on the trip south from Vancouver, B.C. will experience a faster train ride as all border inspections will be done in Vancouver instead of the train stopping on the trackway near Blaine. This change will eliminate southbound delays of 12 to 20 minutes. This change comes from the "Beyond the Border" agreement signed by the U.S. President and Canadian Prime Minister. 12/08/2011 *Seattle Times*

557, the former Monte Holm/United States Army Transportation Corps S160 class 2-8-0 Consolidation built by Baldwin in 1944 (c/n 70480), headed north to new owner *Alaska Railroad Corporation* (ARC) in mid-December. The 557 was loaded on an *Alaska Railroad* flat car in Moses Lake and headed to Seattle to board a barge and arrived in Anchorage on January 3. The Museum of Alaska Transportation and Industry in Wasilla has donated former tender ARC 0039M that will join 557 as *Alaska Railroad* returns the 557 to operation. It is reported that the 557 was the last steam locomotive to operate on the *Alaska Railroad* in 1959. 12/10/2011 *Columbia Basin Herald*; www.alaskarails.org; Wikipedia

In early December, the Oregon International Port of Coos Bay commissioners commissioned David Evans & Associates to study the engineering and environmental impacts of several rail traffic scenarios associated with the development of new marine terminals that would handle bulk commodities and intermodal containers. The scenarios would include as many as two unit trains of bulk shipments and six of intermodal containers, in addition to manifest trains accommodating the industries served by the rail line. Also approved was an agreement with the Oregon Department of Transportation to install automatic lights and gates at the Green Hill Road grade crossing in Eugene. 12/12/2011 *World Link*

The U.S. Geological Survey (USGS) now has 90,000 GeoPDF historical maps available to download and view. The number of available maps will continue to grow as they load more of their 200,000 historical maps. These are large files and the site is searchable: www.nationalmap.gov/historical.

On October 1, BNSF issued a new operating rule directing that all Powder River Basin coal shippers reduce coal dust loss in transit by at least 85%. Studies show that when certain topper agents identified in the BNSF operating rules are used, the potential for dust loss is dramatically reduced and treated shipments will be in compliance. 12/16/2011 email message from Suann Lundsberg, Director Media Relations, *BNSF Railway*

In mid-December, the pile-driving for the new ORHF facility hit a snag as during the first test the grout that was sent down in the temporary casing dispersed instead of staying in the hole when the casing was removed. Not a fatal problem but now the pile-driving will be more costly.

The city of Kirkland Council on December 12 authorized the purchase of a 5.5 mile segment of the Eastside Rail Corridor that runs through the heart of three major Kirkland business districts. The former BNSF line was purchased from the Port of Seattle for \$5 million. The corridor is rail banked. 12/12/2011 *Kirkland Reporter*

On December 7, the U.S. Department of Transportation issued a Record of Decision (ROD) representing the final clearance of the I-5 Columbia River Crossing bridge project. The ROD represents the final clearance of the project's environmental review and allows Oregon and Washington to begin

right-of-way acquisition and construction. This new bridge project will include a 3-mile light rail extension from Portland's Expo Center MAX station to Clark College in Vancouver. 12/07/2011 FHWA 66-11 press release

Restorations continue at the West Coast Railway Association in Squamish with the completion of British Columbia Railway caboose 1859 as it debuted in the *Polar Express* consist providing "caboose class" service. January 2012 *WCRA News*; www.wcra.org.

The Hawaiian Railroad Society November/December newsletter reports the addition of a new passenger car to their regular Sunday train when extra capacity is needed or one of the other cars needs service. Normal capacity is 150 on their runs. The new car was built from the former Army Flat Car 91-192. When planning a trip to Oahu, be sure to include time to ride this every Sunday (except 12/24-25) 90-minute train (Parlor car 64 is outstanding) and take time to view their extensive collection of rail equipment including the Hawaii/Washington D.C. shared Merci 40-8 box car. www.hawaiianrailway.com.

The Sound Transit Board on December 16 adopted the following major 2012 milestones:

- Completing major tunneling operations on the 3.1-mile University Link light rail expansion between downtown Seattle and University of Washington.
- Beginning early construction work on the North Link light rail expansion from UW to Northgate.
- Selecting a design/build contractor for the South Link extension from Sea-Tac Airport to South 200th Street.
- Beginning final design on East Link light rail.
- Opening the Sounder commuter rail extension between Tacoma and Lakewood.
- Building Mukilteo Sounder station's south platform and the permanent Tukwila Sounder Station.
- Maintaining existing services and assets.
- Continuing environmental studies to expand light rail from Northgate to Lynnwood.

The Sound Transit Board of Directors unanimously directed staff to move ahead with environmental studies to identify a light rail route along the Interstate 5 corridor between Northgate and Lynnwood. Construction is scheduled to begin in 2018 and open for service in late 2023. 12/15/2011 *Sound Transit* press release

Back in October, the Lahaina Restoration Foundation in Maui acquired two steam locomotives that were originally used to haul sugar cane for the Pioneer Mill Company's operations in Lahania and Launiupoko before the company transitioned to trucks in the 1950s. The Lahania was built in 1882 and Launiupoko was built in 1898, both by Baldwin Locomotive Works. The gauge of both locomotives is a unique 30.75 inches. The locomotives are being displayed at the Pioneer Mill smokestack on tracks and ties donated by the *Lahanina, Kaanapali & Pacific Railroad*. The locomotives were donated by the Allen and Lenabelle Davis Foundation and shipped to Maui from Los Angeles. 10/13/2011 *Maui Now* & 10/14/2011 *Maui News*

The Blaine, Washington *BNSF Railway* depot is undergoing a State Environmental Policy Act (SEPA) process according to Blaine community development director Michael Jones. While the depot is not on either the federal or state register of historic places, the Washington State Department of Archeology and Historic Preservation advised Jones that the building does have historical importance. BNSF has submitted a completed demolition permit to the city of Blaine that will now await the SEPA report. 10/26/2011 *Northern Light* community newspaper (The depot was opened on March 15, 1909; for multiple years, BNSF has offered to sell the surplus building as long as it is moved off BNSF property; see www.blainestation.com.)

In December, the Burlington Northern Santa Fe Railroad Foundation donated \$50,000 to the Glacier National Park Fund. These funds will be used to expand three existing Glacier Park programs: Teacher-Ranger-Teacher, where teachers spend a summer at Glacier and bring information back to the classroom; expand the hours at the Discovery Center; and improve the Online Citizens Science Program.

12/28/2011 NBCMontana.com

The Cascade Rail Foundation in South Cle Elum, Washington is acquiring Milwaukee Road 5057, a GE U25B builder #35640, built August 1965, from the Feather River Rail Society. More information may be found at www.milwelectric.org. Donations are being accepted to help with the purchase, move and painting costs: Cascade Rail Foundation, PO Box 462, South Cle Elum, WA 98943.

This day in railroad history, January 3, 1900: Railroad magnate James J. Hill (1838-1916), founder of Great Northern Railway, sells 900,000 acres (1,406 square miles) of Washington state timberlands to Frederick Weyerhaeuser (1834-1914) for \$5,400,000. This is "one of the largest single land transfers in American annals." 15 days after the purchase, the Weyerhaeuser Timber Company was formed. 01/03/2012 www.historylink.org via www.trainnews.org

Wallowa Union Railroad Authority on January 5 approved a 5-year operating agreement with Standard Railroad Corporation, dba *Sierra Nevada and Pacific* of Yreka, California, to operate excursions and handle freight traffic if any. Plans include an expanded excursion schedule that will include fishing and rafting trips along the Wallowa River, excursions to Joseph in the upper Wallowa Valley and charter trips. The "star" of the *Sierra Nevada and Pacific* show will be their April 1915 Baldwin 2-8-2 Steam locomotive #19 (called the Blue Goose) that last ran in Yreka, California. The steam engine's inaugural Wallowa-Union run will coincide with the opening of the Elgin hub. Construction of the multi-modal transit hub in Elgin will begin in March or early April and be finished within 90-120 days; \$935,000 of the funding comes from *Connect Oregon III*. 01/06/2012 *La Grande Observer*

RESTORING AN ALCO PA-1

Thanks to the video talents of PNWC member Roger Graeber, you now have the opportunity to own a 60-minute DVD of Doyle McCormack's presentation at the Cascade Rails 2011 NRHS convention in Tacoma. Doyle's presentation includes the entire history of the PA acquisition from Mexico and the extensive restoration work. The viewer learns why Doyle's PA is being restored as Nickel Plate Road #190. Also included on this video is Richard Hie's surprise award to Doyle.

All proceeds from sales of this DVD go to the Oregon Rail Heritage Foundation Capital Campaign to fund the new ORHF facility. Roger is providing these DVDs at no cost.

To order, send your \$25 check made out to ORHF to: ORHF, Attn: Arlen Sheldrake, PO Box 42443, Portland OR 97242. Please note on your check: PA DVD.

PNWC – NRHS MISSION

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

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.

St. Anthony's Chapel Car 1907-1919

The following article is reprinted with permission from the Yamhill County Historical Society newsletter *The West Side*, November 2011 issue. The article was spotted and forwarded by PNWC member and noted Yamhill County historian Gordon Zimmerman (member since 1967).

At the turn of the century there were very few Catholic families in the neighborhood of Yamhill. The nearest church was St. James in McMinnville, Oregon, eleven miles away.

Apparently along about this time the main roadway to McMinnville was graveled, but most of the roads into the countryside were just dirt roads with occasional gravel in the worst spots, and now and then some "corduroy." Horseback riding was the easiest means of travel but families had to get about in a hack or wagon pulled by a team of horses. This was not too bad in the summer months, but next to impossible during the rainy season.

Hence most families could not attend Mass although some tried to take care of baptisms. Some living closer to town and the graveled road did occasionally during nice weather get to St. James to Mass. Mrs. Mikkelsen (nee Margurita Barnes) remembers staying overnight with the Brentano girls and going with their family to Mass on Sunday. They would go in a wagon, take along their lunch, eat over there and come home in the afternoon.

In 1907 the Catholic Extension Society dedicated its first chapel Car – St. Anthony's. The railroads hauled the chapel car for free as it traveled through the West as a "church on wheels." St. Anthony's was an old Pullman railroad car reconstructed on the inside, capable of seating about sixty people; contained an altar and back of the altar was a little combined library and sitting room, and two of the usual births. Further back was a small kitchen. This Chapel Car was sent out under George Hennessey as Superintendent, and eventually came to Oregon.

This excerpt from the "Personal Notes on St. Anthony's Chapel Car (in 1910)" written by Harriet D. Munnick, gives us a child's reaction:

"I was about twelve years old, my chum Joanna a little younger, when the St. Anthony's Chapel Car came to Oswego [now named Lake Oswego] for a week or so. Joanna coaxed me to attend an evening service along with her older sister and brothers.

The car looked like an ordinary passenger coach and had been shunted onto a siding at the north edge of town. Inside, however, it looked more like a long, thin church. An altar had been built across the front end, the seats remained as they had always been except for the addition of little kneeling benches between. Decoration was at a minimum, yet in spite of the ordinary car aspect, the atmosphere, even to a Protestant child, was other-worldly. Train coaches were no novelty to us, but a moving church was something else. A church crossing bridges bodily, dashing through forests along with the birds that kept pace with it, and lighting like a bird was well, at a little village among the wheat fields was a new concept. There was something medieval about it that appealed tremendously to the imagination."

In 1909 or possibly not until 1910 the St. Anthony's Chapel Car came to Yamhill for services, and at last the Catholic families could go to Mass. Emanuel Linke remembers attending Mass in the Chapel Car as the first Mass he had ever attended. He remembers attending several masses after the first one. Also Margurita Mikkelsen, nee Barnes, remembers attending Mass in the Chapel Car, but she doesn't remember that it came "too often." She remembers her mother giving her a nickel on Sunday to put in the collection. A goodly sum for a child in those days! The Rev. H.J. McDevitt was the priest in charge of St. Anthony's Chapel Car at the time.

From The History of St. John's Parrish – Yamhill, Oregon.

Catholic Church Extension Society, St. Anthony

The dedication of the first Catholic Church Extension Society chapel car, St. Anthony, occurred on June 16, 1907. It was a wooded 1886 Wagoner car, reconditioned by Pullman company vice president Richmond Dean. St. Anthony's work in Oregon resulted in forty-three missions in the Archdiocese of Portland and forty-one in the Diocese of Baker. It had seen the completion of eleven churches in the archdiocese and nine in the Baker diocese, with several others under construction. This car visited: Oregon, Kansas, Washington, South Dakota, Idaho, Utah, Tennessee, Mississippi, Louisiana, and Wisconsin. (www.chapelcars.com)

The Northwest Railway Museum is in the process of restoring one of the thirteen chapel cars, Chapel Car 5,

the Messenger of Peace (Baptist), www.trainmuseum.org. According to the Chapel Cars web site, there were thirteen of these cars developed: 3 – Episcopal, 7 - American Baptist Publication Society, and 3 – Catholic Extension Society.

From the online book (www.chapelcars.com/online_book) *This Train Is Bound for Glory, The Story of America's Chapel Cars*:

Chapter 11: “St. Anthony, If the Baptists Can Do It, So Can the Catholics.” Father Francis Clement Kelley had not forgotten the concept of the Baptist chapel car he had seen in 1904 at the St. Louis World’s Fair. In a 1906 issue of Extension Magazine, he explained how the novelty of a chapel car would draw non-Catholics to hear about the faith, carry literature in large quantities, while also being the home of missionary priests. He concluded by asking, “If the Baptists can do it, why not the Catholics? Who will give us a chapel car to place in the service of the scattered ones of the flock?” Ambrose Petry, president of the Ambrose Petry Company; and Richmond Dean, a vice-president of Pullman, both Extension Board members, purchased Pullman Wagner Palace Car Mentone #187, Plan 3049, Lot 1205, built in September of 1886, and Dean, a Pullman general manager, had the interior of the car reconstructed for chapel car use. St. Anthony, aptly named after the “the saint of the lost,” began its mission in Kansas under the management of lay leader George Hennessey and continued through Louisiana and Mississippi before finishing its existence in Oregon around 1921.

Gordon Zimmerman remembers his father, George Zimmerman, talking about the St. Anthony sitting on the siding in Yamhill and other visits such as the Oregon Agricultural College (now Oregon State University) Extension Service Demonstration Car that utilized appropriately equipped railroad cars to provide demonstrations on things like fruit and vegetable canning and new farming practices; the car was operated in conjunction with Southern Pacific Railroad. This car visited 25 communities in western Oregon over a twelve day period in July 1915 (OSU Archives – Extension Service Records, www.osulibrary.oregonstate.edu).

Also from The History of St. John’s Parish: Early in 1914 the Southern Pacific Railway finished electrifying its line and the “Red Electric” train between McMinnville and Portland was scheduled four times daily, hence getting to and from Yamhill became easier. From this time forward until the automobile took over the job, the “Red Electric” became the main method of travel for the priest. Many different people have reported they remember their families getting the priest from the depot and taking him to the church, and taking him back again after Mass to catch the train.

Article put together by Arlen Sheldrake with assistance from Gordon Zimmerman and the Yamhill County Historical Society (www.yamhillcountyhistory.org).



Photo courtesy of the Lake Forest College Library Special Collections at the Center for Railroad Photography and Art.

JANUARY MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – January 20, 2012

The meeting was called to order at 7:38 by President Keith Fleschner.

The minutes of the December meeting as posted in the Trainmaster were brought forward. Arlen Sheldrake made a motion to approve the minutes and Leonard Morgan seconded. The minutes were approved by the membership.

President Fleschner made a special THANK YOU to the crew who cleaned the cars following the Holiday Express.

President Fleschner then announced that the annual banquet will be held on April 14 and registration forms will be in the February and March Trainmaster.

George Hickok gave the treasurers report. He said all accounts balanced and we made a record \$1.04 in interest on the checking account last month. David Larsen made a motion to accept the report and Doug Auburg seconded. The membership voted to accept the report.

George Hickok then reported that several items were proposed as changes in the budget.

1. Funds to cover the cost of publishing a book on the century of the Steel Bridge.
2. Reauthorize funds into the New Home Committee fund.
3. Renew authorization for the new projector.
4. Funds for a backpack vacuum cleaner for the railcars.
5. Funds for purchase of ten ISBN for future publications.

After discussion it was determined these were necessary expenses. Roger Matson made a motion to approve the expenditures and Bruce Strange seconded. The membership approved the requests.

Members of the Library Committee had a large number of books to check out and a special display case for special items that were to be shown at the SP&S swap meet the following day.

The meeting was adjourned at 8:10.

The evening's snacks were provided by Jean Hickok.

The evening's program was a very informative and interesting talk by Alexander Craghead on writing about railroads. He is an author for Trains magazine, Railfan and Railroad Magazine and for the NRHS magazine.

Respectfully submitted by Jim Hokinson, Secretary

Pacific Northwest Chapter - Lending Library OPEN

February 18 (Saturday), 1 to 4 pm & every Monday 10 am to Noon
The Library will be open the Saturday following the membership meeting and every Monday.

Union Station Annex, 503 NW Irving
library@pnwc-nrhs.org 503-226-NRHS

NOTABLE NON-CHAPTER EVENTS: (cont'd from Page 12)

Aug. 18, *August Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net

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

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

Sept., *Portland Streetcar Loop* opens to OMSI & ORHF Enginehouse, www.portlandstreetcar.org

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

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

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

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

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

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

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

HELP!

STEEL BRIDGE

Several members of our Chapter have volunteered to assemble a booklet to commemorate the July 2012, 100th anniversary of the Steel Bridge over the Willamette River in Portland.

The booklet will be about 50 pages in length, 8 1/2 x 11 format and will be a rather comprehensive history of this unique structure. It will also feature sections on the various rail companies that have used the bridge for freight, passenger, trolley and light-rail operations.

This is a major historical effort for the Chapter and will require the assistance of many organizations and individuals. While we have already located some of the following items, we are trying to make sure that no data is overlooked.

If you have:

- Photos of the trolleys on the bridge
- Photos of rail freight or passenger operations, particularly during the steam era
- Photos of the bridge during significant maritime events
- Photos of MAX on the bridge during the early years
- Maps of the trolley routes that used the bridge
- Maps of the bridge and railroad approaches
- Drawings of the bridge

Please contact Arlen Sheldrake or Bob Weaver at:
steelbridge@pnwc-nrhs.org

HELP!

Bill of Lading

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The Trainmaster is the official newsletter of the Pacific Northwest Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members.

Articles which appear in *The Trainmaster* does not express the official position of the organization on any subject unless specifically noted as such.

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PACIFIC NORTHWEST CHAPTER TIMETABLE #595

Board of Director's meetings: February 9 & March 8, Thursdays, 9320 SW Barbur Blvd Suite 200, 7:30 pm
(Note address for Board meetings; follow instructions posted on the door for entry.)

Membership Meetings: St. Mark's Lutheran Church, 5415 SE Powell Blvd. 7:30 pm:

- February 17:** *The Railroad as a Strategic Military Tool*, author and new member Diana Harris will show how the remarkable Herman Haupt used sophisticated engineering innovations and pragmatic operational policies to transform the U.S. Military Railroad and Construction Corps – both essentially civilian contractors – into ingeniously-equipped, well-trained, and well-organized forces that played a significant role in the defeat of the Confederacy. She will also show the impact of these innovations and policies on one specific locomotive engineer: her great-grandfather, John H. Bailey
- March 16:** Video: *Southern Pacific Vintage West, 1950-1978*, lots of cab forwards, Daylights, steam & diesels.
- April 14:** Banquet: Stockpot Broiler Restaurant, Beaverton – more information in March Trainmaster
- April 20:** *Sumpter Valley Logging Trains*, Alfred Mullett, co-author of the Arcadia book *Sumpter Valley Railway*.

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

NOTABLE NON-CHAPTER EVENTS:

- Feb. 3, *Western Washington Railroad Right-of-Ways, 1930-1980*, Dave Sprau, Auburn, Washington, www.wrvmuseum.org
- Feb. 11, *Valentine's Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
- Mar. 10, *34th Winterail*, Railroadiana Show & Sale, Stockton, California, www.winterail.com
- April 6, *The Other Washington*, T.O. Repp, White River Valley Museum, Auburn, Washington, www.wrvmuseum.org
- May 12, *Amtrak's National Train Day*, www.nationaltrainday.com
- May 13, *Mother's Day Brunch Train*, Oregon Coast Scenic Railroad. www.ocsr.net
- May 19, *GorgeRail 2012*, Columbia Gorge Discovery Center, The Dalles, Oregon, www.gorgerail.com
- May 26, *Memorial Weekend Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
- May 26-28, *Willamette Shore Trolley* resumes operation, www.oerhs.org/wst
- June, *Locomotives 700, 4449, 197* move into new enginehouse near OMSI, www.orhf.org
- June 2-3 & 9-10, *Day Out With Thomas*, West Coast Railway Heritage Park, Squamish, British Columbia, www.wcra.org
- June 16, *Father's Day Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
- June 28-July 1, *Milwaukee Road Historical Association Convention*, Moscow, Idaho, www.mrha.com
- July 6, *Union Pacific 150th Display Train* (E-9 power) in Pocatello, Idaho, www.up150.com
- July 7-11, *Great Northern Railway Historical Society Convention*, Klamath Falls, Oregon, www.gnrhs.org
- July 8, *Union Pacific 150th Display Train* (E-9 power) in Boise, Idaho, www.up150.com
- July 11, *Union Pacific 150th Display Train* (E-9 power) in Spokane, Washington, www.up150.com
- July 14, *Union Pacific 150th Display Train* (E-9 power) in Portland, Oregon, www.up150.com
- July 14, *First July Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
- July 14-15, *Clamshell Railroad Day Festival*, Ilwaco, Washington, www.columbiapacificheritagemuseum.org
- July 18-21, *Northern Pacific Railway Historical Association Convention*, Butte, Montana, www.nprha.org
- July 21, (1912), *100th Anniversary* of Portland's unique double-lift Steel Bridge opened to rail traffic
- July 28, *Second July Dinner Train*, Oregon Coast Scenic Railroad, www.ocsr.net
- July 28-29, *Great Oregon Steam-Up*, Antique Powerland Museum, Brooks, Oregon, www.antiquepowerland.com
- Aug. 1-4, *Union Pacific Historical Society Convention*, North Platte, Nebraska, www.uphs.org
- Aug. 4-5, *Great Oregon Steam-Up*, Antique Powerland Museum, Brooks, Oregon, www.antiquepowerland.com
- Aug. 4-5, *Nampa Depotfest*, Nampa, Idaho, www.canyoncountyhistory.com
- Aug. 9-11, *SP&S Railway Historical Society Convention*, Vancouver, Washington, www.spsrhs.org
- Aug. 17-19, *Snoqualmie Railroad Days*, Northwest Railway Museum, Snoqualmie, Washington, www.trainmuseum.org

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