

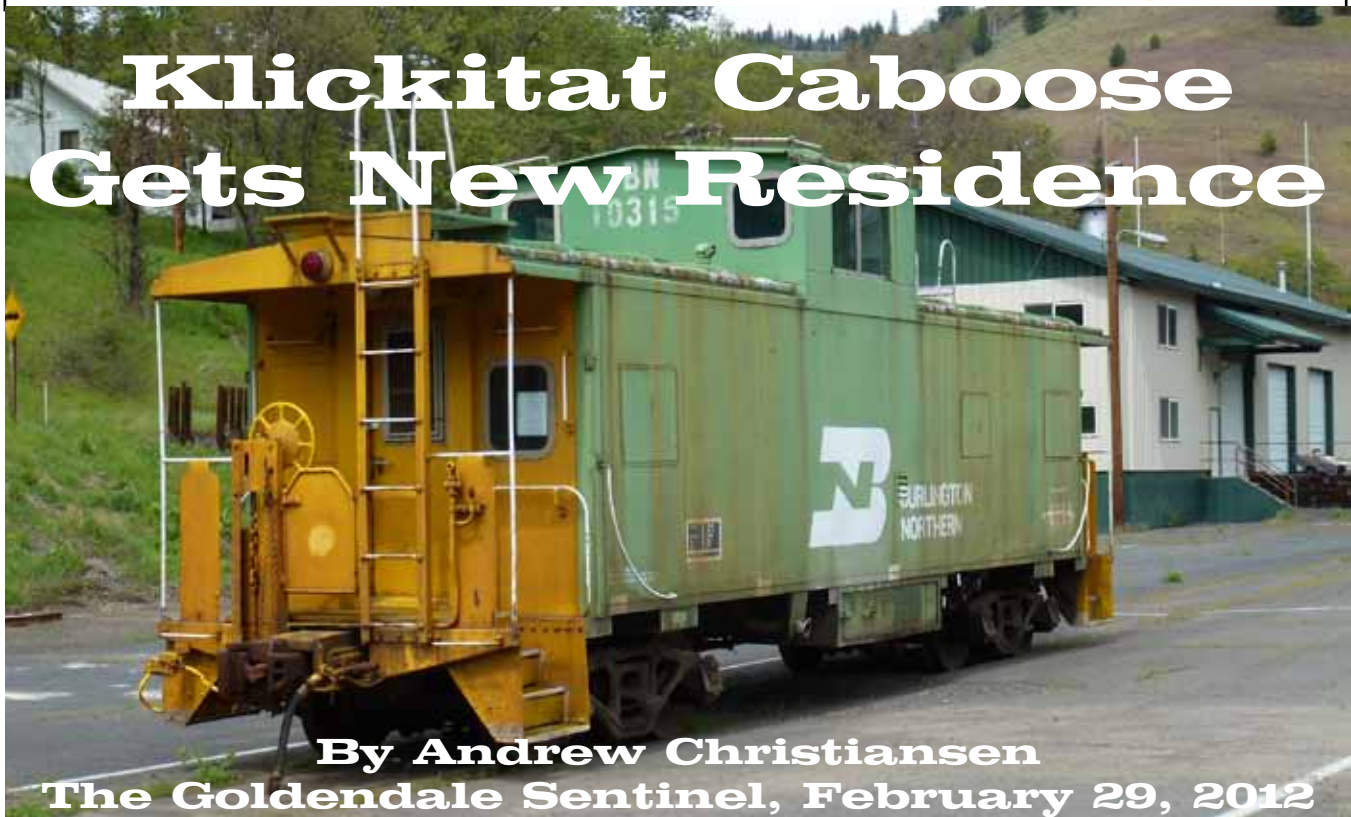
The Trainmaster

June 2012

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



Klickitat Caboose Gets New Residence



By Andrew Christiansen

The Goldendale Sentinel, February 29, 2012

Alonely caboose took a trip to Klickitat last week, finding a permanent home across from the Klickitat Community Center, ending 23 years of uncertainty. The caboose, which was built in 1961 for Great Northern Railroad, was in the service of Burlington Northern Railroad (BN) until it was decommissioned in 1988 [BN 10315]. The caboose was sitting in Havre, Montana, when BN was contacted by the Klickitat County Historical Society (KCHS), inquiring if they had a caboose they were willing to part with. Apparently, the intention of KCHS was to pair the caboose with Great Northern engine No. 2507 at Maryhill State Park. The response was not now, but maybe later.

About three months later, in the minutes of the KCHS board meeting of May 1989, the caboose was on its way. Those minutes also said the KCHS board voted not to give the caboose to Maryhill State Park. Then, in the June minutes, it was noted the caboose was “side tracked” on a Boise-Cascade track awaiting a decision on whether the State Parks would take the caboose or if it would be returned to BN. The July minutes said the Park was not interested in the caboose.

It isn't clear what decisions followed, but the caboose ended up at the end of the line of the Lyle to Goldendale rail spur on the Klickitat County PUD yards. Although the caboose would be stuck in place for the next 23 years, it was the subject of several plans and transfers of ownership. It quickly became isolated in Goldendale as the tracks from Klickitat to Goldendale were little used, in part because of the 1990 closing of the saw mill in Goldendale. The mill



Above: The caboose arrives in Klickitat on a lowboy supplied by Redmond Heavy Hauling. Left: The caboose was carefully lifted from the lowboy and placed on its trucks. Accurately dropping a railcar on its centerpins is no easy task. (Photos by Allie Spino)

in Klickitat remained open until July 1994, but they had switched from rail to trucks by 1992, making the Lyle to Klickitat stretch obsolete.

In June of 1991, *The Goldendale Sentinel* reported that a group called the Klickitat Canyon Historic Railroad had been formed with intentions of restoring the railway as a tourist venue from Lyle to Goldendale. That story reported that the railway was in terrible condition and that BN had announced they would abandon the line within three years. The Klickitat Canyon group had designs on using the caboose in their scenic railway system. But, plans for the scenic railway disintegrated due to lack of funding. BN officially abandoned the line in 1992 and removed the rails, leaving the caboose stuck in Goldendale.

The KCHS gave the caboose to the Northwest Railway and Locomotive Preservation Association (NRLPA) in 1993. The NRLPA wanted the caboose to be paired with engine No. 2507 from the Maryhill State Park, which they were working to restore, and they planned to keep it in Pasco with annual visits to Klickitat County. The engine belonged to Klickitat County and had been located at Maryhill Park since 1966. The NRLPA merged with the Washington State Railroad Historic Society (WSRHS) in 1995, transferring ownership of the caboose to the WSRHS.

The engine was moved to Pasco, but more than a year went by with nothing happening to the caboose, so KCHS wrote to WSRHS in May of 1996 telling them they needed to move the caboose from the PUD yards. A month later, the PUD was in communication with the Yakima Valley Rail and Steam Museum which expressed an interest in the caboose. In August of 1996, the WSRHS reaffirmed their ownership of the caboose and said they would move it during the spring of 1997. It was still in the PUD yards by the fall of 1997 and the Yakima Museum said they would move it during the summer of 1998.

Twelve years later, the caboose was still collecting dust in the PUD yards when the Klickitat Historical Preservationists treasurer, Cheryl Steindorf, learned of the caboose. The Preservationists had been trying to bring back to town the Shay No. 7 steam engine, which used to run on the Klickitat Log and Lumber Railroad, leading north out of Klickitat until 1964. They gave up on that effort and decided to look for a caboose. Steindorf tracked down the ownership, which was still WSRHS, and they agreed to give the caboose to the Klickitat Historical Preservationists. The Klickitat County Commissioners agreed to help fund the move from Goldendale to Klickitat, picking up \$5,000 of the approximately \$7,000 it cost to make the move.

The initial plan called for moving the caboose down Highway 142, but that plan changed when it was determined that there would be difficulty going down the canyon grade. So, the wheels were loaded on one flat-bed and the car on another and they were taken down Highway 97 to Highway 14 and up Highway 142 from Lyle. School



(Photo by Michael Schlangen)

children were at the site to greet the caboose as it arrived. They witnessed the reassembling of the caboose on a short stretch of rails and were able to take a brief tour.

According to Steindorf, the caboose will be used as a historical artifact and a means of conveying the history of the railroad from Lyle to Goldendale and the role of railroads and logging in Klickitat. It will be open for tours in conjunction with museum summer hours.

Reprint permission received from Lou Marzeles, Editor & Publisher, *The Goldendale Sentinel* on April 17, 2012. Article was originally printed in *The Goldendale Sentinel* newspaper on February 29, 2012. Michael Schlangen, Board Chair, Klickitat Historical Museum was very helpful with obtaining this permission.

For more information about the Klickitat Historical Museum, 92 Main Street (Highway 142), Klickitat, Washington or www.gorgespirits.com/khm.htm. Note: The GN 2507 is now on display in Wishram, Washington.

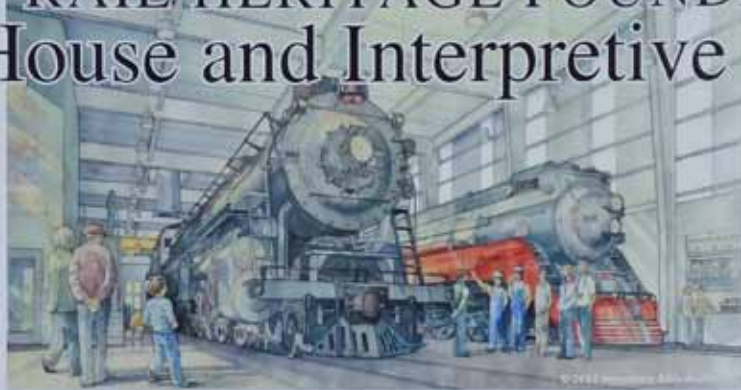


(Photo by Arlen Sheldrake)

ORHF Happens

By Arlen Sheldrake

OREGON RAIL HERITAGE FOUNDATION Engine House and Interpretive Center



Project Partners:

Oregon Rail Heritage Foundation
Friends of OR&N 197
Friends of SP 4449 Inc.
Northwest Rail Museum
Pacific NW Chapter of NRHS
Pacific Railroad Preservation Association
Hosford-Abernethy Neighborhood Development

TriMet
Union Pacific Railroad
City of Portland Bureau of Parks and Recreation
City of Portland Bureau of Transportation

Project Team:

GeoDesign
Railworks
Rain Media
HDR Engineering
Bill Failing
Grassroots NW
Metropolitan Group
Mayes Testing Engineers

Hennebery Eddy
Architects



Left: The concrete received a thorough washing during one of Portland's early May monsoon days. Below: An excavator, dozer and compactor work on getting the roadbed ready for ties and rail on the track that skirts the building. Below left: A vibratory compactor works the subgrade material on the track to the building.





Left: Stacy Witbeck is shown rebuilding the Oregon Pacific's East Portland yard after some track adjustments. That's the Chapter's Mt. Hood in the background. Right: ORHF President Doyle McCormack inspecting roadbed preparation. Below left: The structural steel was brought to the floor prior to erection. Below right: Assembly of the building's steel framework proceeded rapidly.



And on another ORHF note...



At the May membership meeting, Pam Nankin and Matt Miovac contacted Jim Hokinson about an N-scale model of the ORHF facility that they are building and hope to sell or auction (and talk the buyer into displaying it at the ORHF building). Still missing on the model are scale locomotives.



PNW SHORT LINES

by Arlen L. Sheldrake

The city of Cincinnati has selected CAF USA as the preferred vendor to provide up to five modern streetcar vehicles to the first phase of the Cincinnati Streetcar. CAF USA is a subsidiary of CAF (Construcciones y Auxiliar de Ferrocarriles, S.A.) an international market leader in the design, manufacture, maintenance, and supply of equipment and components for railway systems. The Cincinnati vehicles will be assembled at CAF USA's facility in Elmira, NY.

On April 18, the *Mt. Rainier Scenic Railroad* (MRSR) received ex-Rayonier caboose #3 from the now-closed Camp 6 Logging Museum at Point Defiance Park in Tacoma. The caboose was used by Rayonier on their Clallam County operation, which is where the MRSR Willamette #2 operated. Brian Wise, GM, MRSR, posted on Trainorders.com.

The former Kaiser Aluminum Smelter site would become a bulk goods terminal if the Port of Tacoma is successful with a new plan to attract iron ore and potash exports. The 96-acre site at the northeast end of the port's Blair Waterway would become the destination for unit trains carrying bulk commodities destined for export. The smelter, built during World War II to supply aluminum to the aircraft industry, closed in June 2000 and was later purchased by the Port in 2003 for \$12.1 million. **04/25/2012 The News Tribune**

Are you also enjoying the GE locomotive advertisements filmed in the Columbia River Gorge? On April 27, Danner Boots was at the Brooklyn Roundhouse doing commercial filming. Expect to see this local Portland company hyping their boots in front of Portland's steam locomotives.

Through July 29, the *White River Valley Museum* in Auburn is hosting the traveling exhibit *Rails to Sails* developed by the Pacific Northwest Railroad Archive (PNWRA) and curated by Gary Tarbox with a \$2,000 NRHS 2011 Railway Heritage grant and a BNSF Foundation grant. *Rails to Sails* is an exhibit of historic photographs from 1860 to 1980 that tell the story of how railroads have shaped the region's economy. This story begins in the era of steam locomotives, sailing ships and human brawn, and ends with current day scenes of giant cranes and container ships. The Museum is open Wednesday through Sunday, noon to 4 pm, and located at 918 H Street SE, on the Auburn Community Campus in Auburn. John Tucker, a PNWC and Tacoma Chapter member, worked on the exhibit for the PNWRA. Until John and his wife moved north, he was very active working with the PNWC archives.

Union Pacific is spending \$10.9 million to improve its Spokane Subdivision, the former *Spokane International Railroad*, between Athol and Eastport, Idaho. The project began April 7 and is scheduled for completion in June. The 95-mile project includes replacing more than 79,000 ties and 28,000 tons of ballast. Crews will also renew the surfaces at 83 road crossings. **04/27/2012 TRAINS News Wire**

On April 20, NBC broadcast episode #18 of the TV series *Grimm*, titled "Cat and Mouse," that was filmed in and around Portland's Union Station. One particular interior station shot captured the PNWC observation platform display in ORHF livery. We see many film crews in and around Portland. **04/30/2012 Trent Stetz**

Another trackside dining option is located in The Dalles, next to the UP main line, in the Baldwin Saloon. Located at First & Court Streets in downtown, the restored 1876 historic restaurant and bar has an extensive menu, some neat paintings, a beautiful 18-foot long mahogany back bar and some dining room seating with views of the UP mainline. www.baldwinsaloon.com

The 1889 former freight depot/baggage shed just south of the Salem (Oregon) *Amtrak* station may get restored and become a relocated Salem Greyhound station. The "shed" is owned by the Oregon Department of Transportation which has been looking for a new owner for many years and has sealed the building in Tyvek weather seal. The city of Salem's Historic Landmarks Commission supports the Greyhound suggested use. **05/2/2012 Statesman Journal**

On April 21, the *Oregon Coast Scenic Railroad* crew started rebuilding a section of the shop track in Garibaldi. About 250 feet of old, worn-out track that was built with 80# rail is being replaced. Relay grade ties and 110# rail that was removed from the Tillamook yard a year ago will go in during the next few weeks. **04/21/2012 Aaron Zorko RailroadForums.com posting**

The Port of Tacoma recently unveiled a 10-year strategic development plan. Specific initiatives in the plan include:

- Expanding Tideflats rail to receive and deliver mile-and-a-half-long unit trains;
- Adding a second rail crossing over the Puyallup River;
- Developing a new bulk facility on the Blair Waterway;
- Adopting zero-emission technologies at cargo terminals; and
- Redeveloping and expanding a peninsula into a highly efficient container terminal capable of handling the world's largest ships.

05/3/2012 Progressive Railroadng

The Oregon Black Pioneers are curating an upcoming exhibit at the Oregon Historical Society Museum in Portland that will explore Portland's early African-American experience with the railroad through the mid 1900s. They are seeking photographs and artifacts that depict the lives of Portland's African-Americans and their families in relation to the railroad. The deadline for gathering materials is June 15. For more information about the exhibit, contact Gwenn Carr at gweccar@comcast.net. To offer photos and artifacts, email Jackie Peterson-Loomis at jackielp@comcast.net.

PNWC gets lots of inquiries, one recent example: "A friend is doing newspaper research on the history of some land located about six miles east of the original Morrison Street bridge near an OR&N station named like Clarois, Claruis or Clarule." Our crack Archives folk, Bob Weaver and Bill Hyde, responded: "She is probably talking about the station on the Oregon Railway & Navigation Co. called Clarnie at milepost 7.8 (measured from Portland). Clarnie was about 5 miles west of Fairview. The station was established in 1882 soon after the completion of the OR&N line from Portland through the Columbia Gorge to eastern Oregon. The name may have come from a combination of 'Clara' and 'Jennie,' daughters of two of the railway's surveyors. A post office existed there between 1890 and 1892. This information comes from Lewis L. McArthur's *Railroad Stations of Oregon* (1996), page 116 and McArthur's *Oregon Geographic Names* (7th ed., 2003), page 206. Clarnie was about NE 122nd. The stations from the Willamette River going east were East Portland, Graham (about NE 60th), Clarnie, Fairview, and Troutdale."

On Sunday May 6, *TRAINS* magazine editor Jim Wrinn visited Portland for one last visit to the Brooklyn Roundhouse and to see the new Oregon Rail Heritage Foundation development. After what some would call a monsoon season, Jim's visit brought nice weather. It was my pleasure being Jim's escort and I look forward to seeing all that he writes about our efforts. One write-up is in the *TRAINS* Magazine Newsletter *TRAINS* Staff and Contributor blog: In Portland, the Daylight & Co. are packing their bags.

The Steel Bridge booklet development received a significant boost on May 7 when Brock Nelson, Public Relations Director for *Union Pacific Railroad* located here in Portland, hosted booklet editor Steve Hauff on a tour of the inner workings of the iconic Steel Bridge. The development team, comprised of Steve Hauff, Bob Weaver, Trent Stetz, Richard Thompson, and Arlen Sheldrake, expect the booklet to begin shipping in July with the first public sales at the Union Pacific 150th Anniversary train celebration at Portland's Union Station July 14-15. A major UP tie replacement project began in May on the Steel Bridge with both tracks receiving new ties. The new ties are glue-laminated timber (glulam). This is a two step process: 1) tie gang replaces the ties with jointed rail; 2) track gang comes in and replaces the rail sections with welded rail. The pedestrian walkway is an excellent spot from which to watch the project.

Congratulations to the *Portland & Western Railroad* for receiving the 2011 E.H. Harriman Silver Award for safety in the 250,000 to four million man-hour category. The award was given May 8 by the American Short Line and Regional Railroad Association.

The May 18 anniversary of Mount St. Helens blowing its top in 1980 is a reminder that *Burlington Northern Railroad* owned a square-mile of the mountain, including the missing several thousand feet of the top that was blasted into the atmosphere. How many railroads can make such a claim? Maybe I should label the large jar of ash taken out of my rain gutters as "Property of BN."

Recently the city of Prineville and Les Schwab Tire Centers reached an agreement to use the Prineville Freight Depot to unload their inbound rail cars loaded with new tires. The major Les Schwab tire distribution warehouse is located in Prineville, Oregon. The Prineville Freight Depot is served by the *City of Prineville Railway* (COPR). **05/11/2012 Central Oregonian**

Photog Special at Mt. Rainier Scenic



On May 4 and 5, Martin E. Hansen of Bend, coordinated a photographer's special at Mount Rainier Scenic Railroad. In steam for a few hours on Friday were Climax #10, Heisler #91, Willamette #2 and the #70, a Baldwin 2-8-2. The stars of the show on Saturday were the #2 and #70. The deuce pulled a string of log cars and the Mike hauled a work train. The 2-spot, #70, and their crews posed on the wye at Park Junction to create a very "Kinseyesque" portrait. Somewhat later in the morning, both engines charged upgrade toward Mineral, the cold, damp day emphasizing the smoke and steam. More than once during the morning, the intrepid photographers grabbed umbrellas and rain gear to protect themselves from the intermittent downpours. Some folks came quite a distance for the occasion: PNWC's Jim Fitzgerald had wandered north from the Oregon coast; Jim Wrinn (*Trains* editor), joined from Milwaukee; and Doug Cummings provided international flavor from Vancouver. During the lunch break, Tacoma Chapter charter member Jim Gertz posed with Tom Murray and Rayonier's #2, which he owned for four decades. Tom was instrumental in facilitating Jim's donation of the #2 to Mount Rainier Scenic and for championing its restoration. A great time was had by all. Good job, Martin!





Pacific Northwest Chapter - Lending Library OPEN

June 16 (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

MAGAZINES WANTED

Railfan & Railroad, 2000 to 2011

The Archives staff would like to complete the PNWC Archives collection.
Drop them off during Library open hours or email: library@pnwc-nrhs.org

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.

MAY MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – May 18, 2012

The meeting was called to order by President Fleschner at 7:34 pm.

Three guests were present; Frank Castrina from the Harrisburg, PA. Chapter, Rachael Immel (Mrs. Ed Immel), and John Holloway of the Columbia River Chapter.

For the April Minutes, Leonard Morgan made a motion to approve the Minutes and Ken Vannice seconded the motion. The membership voted to approve the Minutes.

George Hickok gave the monthly Treasurer's report that all accounts balance. He reported that a small profit was made from the banquet and a profit was made from the roundhouse tour. Al Baker made a motion that the roundhouse tour profit be given to ORHF. Bruce Strange seconded the motion and the membership approved the motion. A big thanks was given to Arlen Sheldrake for his roundhouse tour efforts. George Hickok was recognized for his sixtieth birthday anniversary and a cake was supplied by Jean Hickok.

George Hickok announced that the Steel Bridge book about the one hundredth anniversary of the bridge is going forward. Bob Weaver of the library has done extensive research and the book has grown larger, so we need to add a thousand dollars to the book budget. Tom Steeves made a motion to increase the budget by one thousand dollars and Bruce Strange seconded the motion. The membership approved the motion. Arlen Sheldrake announced that the book should be available about July 15, 2012.

Keith Fleschner announced that construction on the new ORHF building is proceeding and the roof trusses are up.

Ed Immel announced that docents are needed for the building and training will begin when the building is finished.

Bob Weaver announced that the library committee is displaying this evening books on United Kingdom trains to go with the theme of the evening program.

Bruce Strange announced that he has put together a Triangle excursion, Portland to Seattle to Spokane to Portland, in July. See the announcement for details.

George Hickok announced that he has done bulk mailing for the ORHF campaign as we have the equipment and the experience to do this easier and cheaper than having it commercially done. He also announced that the Chapter projector arrived today and will be used for the program this evening.

Jean Hickok announced that the Chapter received two twenty-five dollar gift certificates from the Stockpot restaurant and one seventy-five dollar gift certificate from the Mt. Hood Railroad. The three items were auctioned off to the members.

The meeting was adjourned at 8:11.

The snacks for the evening were provided by Sheila and Chuck Fagan. Thank You.

The program was provided by Rachael and Ed Immel on the railroads of Ireland and the Isle of Man.

The program next month will cover the history of George Pullman and the Pullman Rail cars.

Respectfully submitted, Jim Hokinson, Secretary.

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.

HELP WANTED

Your temporary, interim, short-term (since April 2008) *Trainmaster* editor is retiring after the August 2012 issue. A replacement is needed.

Candidates for the position should have reasonably good language and computer skills. Familiarity with the following would be an asset:

- Microsoft Office Suite
- Adobe PhotoShop
- Adobe InDesign or,
- Quark or,
- Microsoft Publisher
- .PDF Creator

The *Trainmaster* editor need not live in the Portland area, but some historical and operational knowledge of the railroads of the Pacific Northwest makes the job a lot easier.

Contact: Keith Fleschner, President PNWC
503.516.9272
trainmaster@pnwc-nrhs.org

Bill of Lading

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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 #599

Board of Director's meetings: June 7 & July 12, 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:

June 15: *The Pullman Palace Cars* (video), learn about George Pullman's dream

July 20: *Railroad Stories Along the Deschutes*, Jerry Tanquist

August 17: *The Colorful History of the Portland – Milwaukie Light Rail Route*,
Nicholas Stewart, Specialist, Real Property, TriMet

September 21: *Last Days of the Brooklyn Roundhouse*, a photo tour, Charles Morris

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

NOTABLE NON-CHAPTER EVENTS:

May 5-6, *Willamette Shore Trolley*, Sat-Sun operations thru Sept, www.oerhs.org / 503.697.7436

May 25-Sept. 30, *Sumpter Valley Railroad*, Saturdays & Sundays, www.sumptervalleyrailroad.org

May 26-Sept. 30, *Chehalis-Centralia Railroad*, Saturdays & Sundays, www.steamtrainride.com

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 8-10, *Dunsmuir Railroad Days*, Dunsmuir, California, www.dunsmuirrailroaddays.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

June 30, Move out of the Brooklyn Roundhouse must be completed, www.orhf.org

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 14-15, *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.spsps.org

Aug. 17-19, *Snoqualmie Railroad Days*, Northwest Railway Museum, Snoqualmie, Washington, www.trainmuseum.org

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

Aug 18, *Seaport Celebration*, Port of Portland Terminal 4, 10 to 4, www.portofportland.com

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

Sept. 12-15, *32nd Narrow Gauge Convention*, Bellevue, Washington, www.seattle2012.com

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

Sept. 22, *Portland Streetcar Loop* opens to OMSI & ORHF Enginehouse, www.portlandstreetcar.org

Sept. 28-30, *Sacramento Community Celebration*, UP 844, www.up150.com

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. 13-14, *Fall Foliage & Photographers' Weekend*, www.sumptervalleyrailroad.org

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

Dec. 7-8-9, *Holiday Express*, Oregon Rail Heritage Foundation, www.orhf.org

Dec. 14-15-16, *Holiday Express*, Oregon Rail Heritage Foundation, www.orhf.org

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

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