

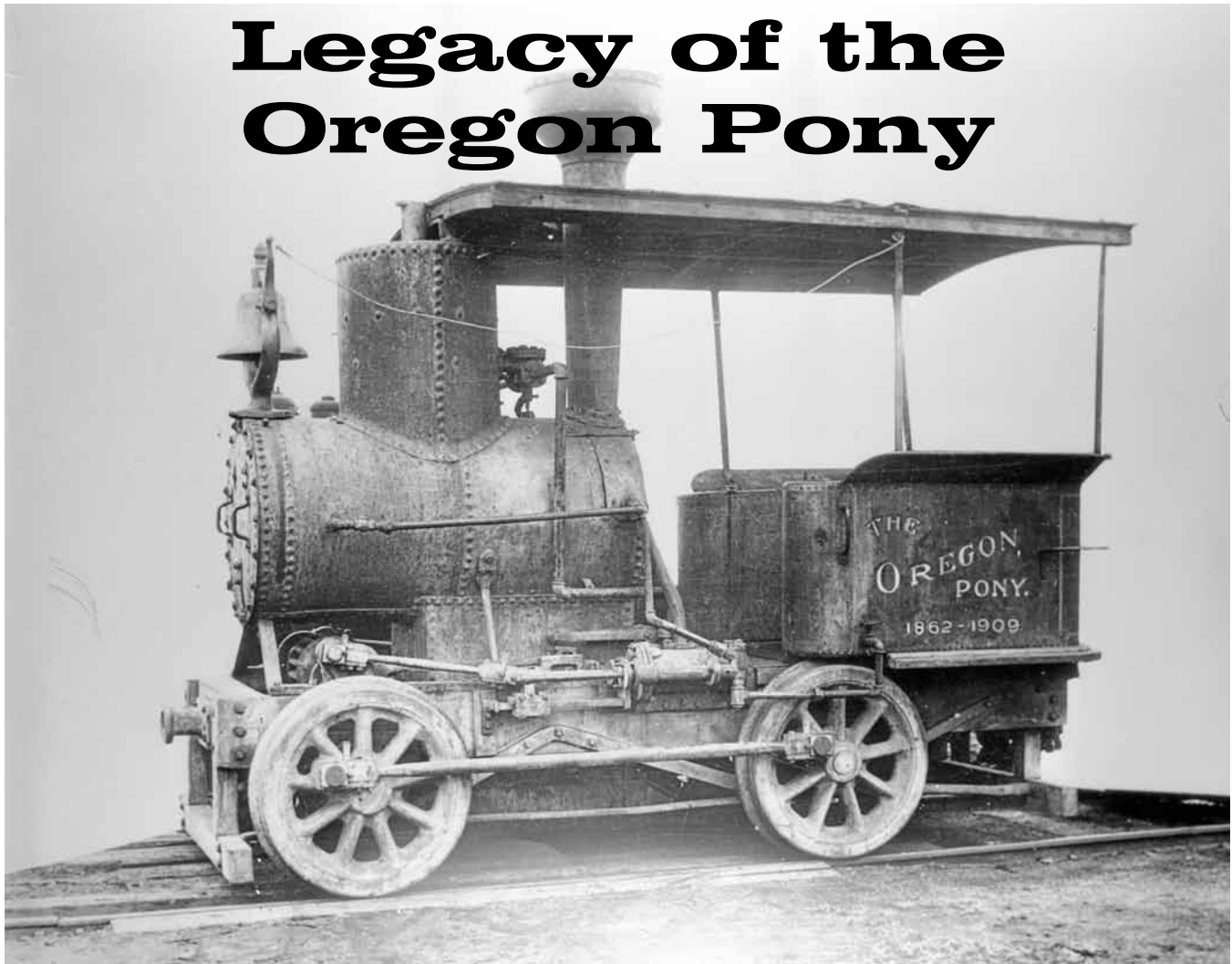
The Trainmaster

July 2012

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



Legacy of the Oregon Pony



By Jeff Terry

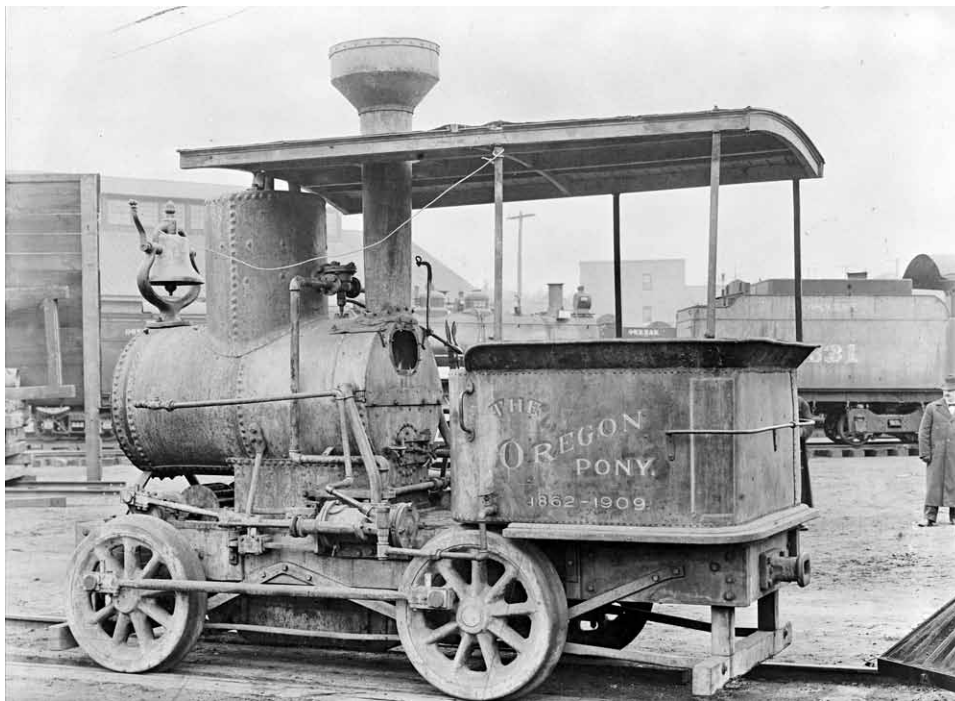
Overlooking the Columbia River Gorge in Cascade Locks, Oregon, not far from the busy main line of the Union Pacific Railroad, is a small glass-windowed building that contains one of the true pioneers of western transportation: the Oregon Pony. This tiny geared 0-4-0, one of the oldest preserved locomotives in the United States, was built during the first years of the Civil War and will celebrate its 151st birthday in 2012. After a rocky career in which it survived a warehouse fire and nearly four decades of exposure to the elements, it is now fully restored as an icon of Oregon's early days, and is proudly displayed near the location where it was first put to work in the 1860s.



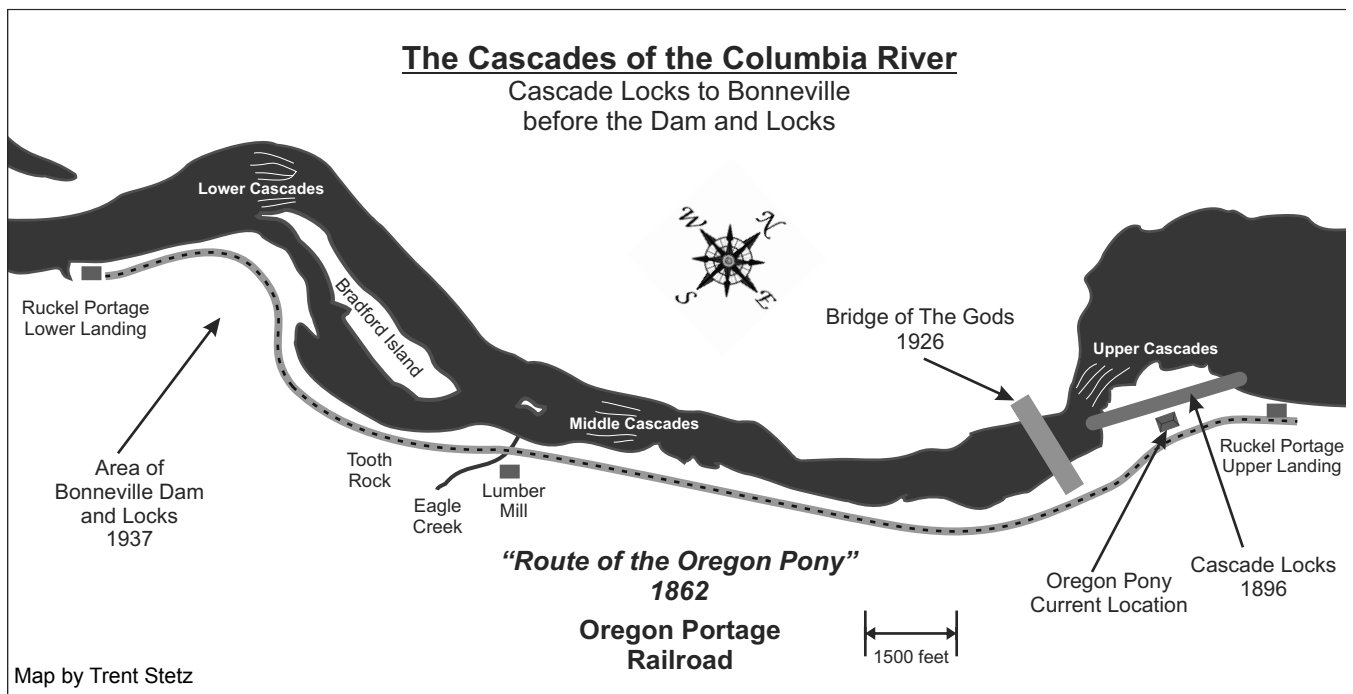
All duded-up for a stint on display at the 1905 Lewis and Clark Exposition in Portland, the *Oregon Pony* was given a two-gallon overhaul by its San Francisco owner, David Hewes. In 1904, the locomotive had fallen victim to a warehouse fire and lost both its wood parts and paint. The cosmetic restoration was respectable, and certainly preserved the important features of the locomotive. (Labbe collection, Oso Publishing, *Timber Times*)

To understand why the Oregon Pony was built, it is necessary to backtrack to the early 1850s. At that time, the settling of the American West was in full swing. Wagon trains full of settlers were crossing the country via the 2,000-mile-long Oregon Trail, lured by the promise of free land in the Oregon Territory. One major obstacle on their already hazardous journey was the final 100 miles from The Dalles to the Willamette Valley, which for most meant a raft trip over the Columbia River. (The other equally dangerous option was to take the treacherous Barlow toll road around Mount Hood.)

For those who chose to brave the Columbia, at two places along the river – at the Cascades and at Celilo Falls – the rapids were so rough that they could not be safely crossed, and at these locations the pioneers were forced to offload their belongings and portage around the rapids via rudimentary roads that often turned muddy in foul weather.



The cover photo and the photo to the left, probably taken in the Union Pacific Albina Yard about 1916, show some interesting changes to the *Pony*. The bell is obviously a replacement, taken from a “regular” steam locomotive. The date on the water tank has been changed from 1905 to 1909, possibly indicating that the locomotive was exhibited somewhere after the Exposition. Her overall condition is rough, and the missing door under the stack may be evidence that someone inspected the boiler. (Cover: Labbe collection, Oso Publishing, *Timber Times*. Left: OHS 1271045384)



Traffic on the Columbia River increased dramatically in the mid-19th century after gold was discovered in the Oregon and Washington territories. Within a short time, steamboats were plying the Columbia ferrying miners, fortune seekers and immigrants upriver from Portland into Washington and Idaho, but as in the past, these boats were unable to safely navigate the treacherous rapids. Francis Chenoweth saw the increased traffic as an opportunity, and in 1851 he built a wooden-rail portage railroad (tramway) on the Washington side of the Columbia at the Lower Cascades rapids. The new railroad, 2.5 miles in length, was a marked improvement over the portage roads. It consisted of crude 4-wheel wooden cars pulled by mules and horses over wooden rails, but it made money and in 1853, Chenoweth sold the operation to the Bradford brothers.

In the mid-1850s, another entrepreneur, Joseph S. Ruckel, along with Harrison Olmstead, purchased the beginnings of a new portage road at the Lower Cascades on the Oregon side (south bank) of the Columbia to compete with the Bradford's tramway. Ruckel's road, between Bonneville and Cascade, opened in 1856 and cut into the Bradfords' profits, as he had secured several government contracts to move freight between the steamboat landings; an attack on the Washington Portage by the local Yakima and Klickitat tribes shifted all traffic to the Oregon side of the river for a short time and made Ruckel's portage road very profitable.

In order to stay competitive, in 1857 Ruckel began converting his road into a tramway. A sawmill was constructed at the mouth of Eagle Creek which was used to supply the thousands of board feet of oak and fir needed to construct the rail line. Fir, six inches square and covered on the top with strap iron, was used for rail and the center of the tracks, the area between the ties, was planked over to create a walking path along the 4.5 mile-route which sported many substantial bridges and trestles.

In late 1858, the project was finished and mules began pulling short trains consisting of four to six 4-wheel railroad cars alongside the rapids between the steamboat landings. Both freight and passengers were accommodated, and those that could not afford the fare were free to walk the right-of-way. All was not perfect, however. The Oregon Portage Railway was found to be susceptible to flooding and it was severely damaged less than a year after its opening. Hastily rebuilt, it continued in operation and managed to earn a tidy profit for its owners within a short time.

In 1859, a Portland businessman named John C. Ainsworth entered into a business arrangement with Ruckel, Olmstead, and the Bradfords to bring both of the rail portages at the Lower Cascades under the banner of the Union Transportation Company, which was later incorporated during 1860 as the Oregon Steam Navigation Company (OSN), the majority of its shareholders being steamboat owners and operators. Both portages would continue to be independently operated, though a set price for shipping passengers and freight was established and both portages received a share of the profits no matter which tramway was used. It was a harbinger of things to

come, as within a few years the OSN would have a complete monopoly over all facets of transportation on the Columbia River.

In early 1861, the Bradfords announced plans to rebuild their tramway into a steam railroad, reconstructing it with iron rail and powering it with small steam locomotives. In turn, Ruckel announced similar plans for the Oregon Portage, but with one major difference: his railroad would likewise be a steam road, but it would use the existing wooden tracks and right-of-way.

In early 1861, Ruckel placed an order with the Vulcan Iron Foundry of San Francisco for a small 4-wheel geared locomotive. The Vulcan Works (not to be confused with the locomotive builder of the same name at Wilkes-Barre, Pennsylvania) had much experience building mining machinery and assembling locomotives, but the 0-4-0 would be the first they had built completely from scratch. The price was \$4,000.

Nicknamed the "Pony" and built to a gauge of five feet, the engine was an ungainly contraption. It was necessarily small and lightweight (only five tons) in order for the wooden strap rails to accommodate it. All machinery – the boiler, cylinders, water tank, and gears – were affixed to its compact, 13-foot-long frame. The boiler itself was of a Scotch-type design (return flue) and was fitted with a huge steam dome. Water and wood were carried in a small tank located on the rear of the platform and there was no cab to shelter the operator. Power was transmitted to its 34-inch drive wheels through a system of reduction gearing, driven by two 9" x 18" cylinders mounted on either side, horizontally, near the center of the frame. One unique aspect of the design was that when the engine was moving forward, the machinery was actually working in reverse.

Completed in early 1862, the engine departed San Francisco aboard the steamer *Pacific* in March. Accompanying it was Theodore Goffe, who had supervised its construction and assembly in San Francisco; he would later join the payroll of the OSN and become the locomotive's first engineer.

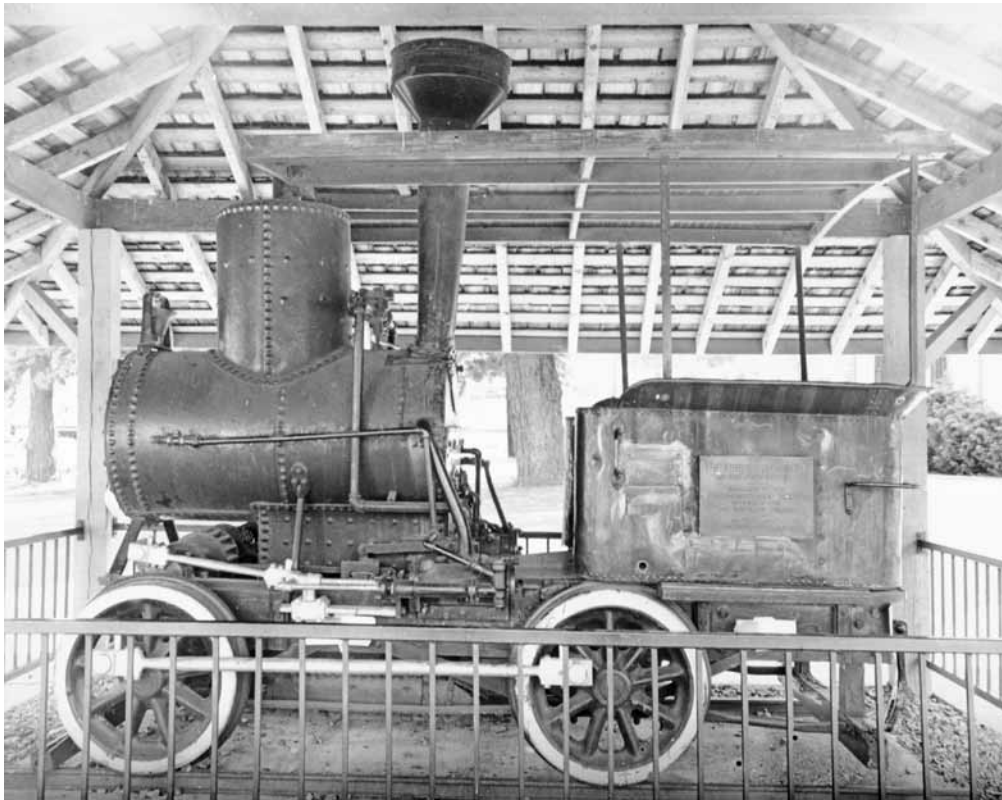
Upon the arrival of the *Pacific* at the Couch wharf in Portland, the new locomotive and several new flatcars were transferred onto a barge bound upriver. Arriving at Bonneville in early April, it was unloaded at the steamboat landing and Goffe spent the next few weeks setting it up for service. On April 24, 1862 (though some accounts say it was May 10), the *Pony* made a test run over the Oregon Portage Railway with Goffe at the controls. Aboard the engine for the first trip from Bonneville to Cascade were Ruckel and six of his investors. At one point during the journey, the 0-4-0 began to work water thorough its cylinders and everyone aboard was doused with sooty water, at which point they retired to a nearby steamboat to celebrate the occasion with food and drink, dirty but none the worse for wear.

For the next year, the little *Pony* provided faithful service over the Oregon Portage. A typical day saw the steamboats of the OSN, which had left Portland early in the morning, arriving at the Lower Landing (Bonneville) around noon. Freight and supplies were offloaded at the dock, then transferred to the Oregon Portage's little 4-wheel flatcars for the 4.5-mile trip upriver to the steamboat landing, at which point they were reloaded into waiting OSN steamers for the fifteen-mile trip up the Columbia to the next portage road, located at The Dalles. Passengers rode in the lines' one small coach or aboard the flatcars.

The *Pony* usually carried around 200 tons of freight each day over the railroad, most of which was heading upriver; the only downriver traffic was usually gold dust, shipped twice a week from the mines to the San Francisco mint. One interesting note is that a chief from a local Indian tribe was a frequent rider in its cab; he had ridden the engine on its first day in service and so enjoyed the experience that he quickly became a regular fixture on the footplate alongside engineer Goffe.

The OSN continued to maintain the Oregon Portage for the transfer of livestock. However, in April 1863, OSN President John Ainsworth sent word to the Oregon Portage to close down the railroad; his note instructed the superintendent to "Lay up *Pony* and pay off engineer." (The tracks, long dormant, were eventually rebuilt in the 1870s and later became part of the Oregon Railway & Navigation Company, now Union Pacific.)

It was initially thought that the 0-4-0 might be of some use on the OSN's newly-built portage railroad at The Dalles, so it was loaded aboard a steamship and sent there in May, 1863. However, after sitting unused for three years, the decision was made to sell the engine for \$2,000. Its purchaser, David Hewes, was the owner of the Steam Paddy Company of San Francisco, a contractor that specialized in street improvement work formerly done manually by Irish "Paddys." Earlier in 1866, Hewes had purchased a similar Vulcan Iron Foundry pony, the *Pluto*, which sported a vertical boiler and cylinders, and he was happy to add another to his roster. A few years later, Hewes would make his mark on railroad history by supplying the famed golden spike used at Promontory in 1869.



Between 1970 and 1980, the locomotive was displayed in a covered, but still open area at Cascade Locks. The tiny engine still bore the wear and tear of its many years outside Union Station in Portland. It was amazing, however, that most of the parts and pieces were still there. Having most of the parts extant aided greatly in the 1980 restoration. (Labbe collection, Oso Publishing, *Timber Times*)

In October 1866, the 0-4-0 was sent down the Columbia to Portland where it was loaded aboard the steamship *Montana* for the trip down the Pacific coast to California. Upon arrival in San Francisco, the *Pony* was modified with the addition of a canopy to shelter the engineer, and then put to work moving sand, filling and grading city streets, and preparing building sites for construction. After several years of service, records show that it was retired around 1873 and spent the next three decades stored in one of Hewes' warehouses.

In 1904, tragedy befell the *Pony* when the warehouse burned. The heat of the fire melted all of its brass bearings and consumed everything flammable, including its wooden timber frame, all gaskets and packing material, and even its canopy roof. The water tank was badly damaged, and many of its metal castings were disfigured and cracked by the heat. Reduced to a mass of charred metal, it appeared that the historic engine was finally destined for the scrap yard.

Thankfully, one of Hewes' employees, Henry Dosch, recognized the historical significance of the little locomotive and rallied for its preservation. The *Pony*, despite its diminutive size, had a substantial number of "firsts" credited to it: it was the first complete locomotive built on the West Coast; the first locomotive to operate on the first railroad in the Oregon Territory; the very first steam locomotive in the Pacific Northwest; and the first locomotive put into regular service west of the Mississippi River and north of the California state line. It deserved better than the cutting torch.

Dosch and others were able to convince Hewes to bankroll a cosmetic restoration of the engine, and during 1904 it was prepared for exhibit at the 1905 Lewis & Clark Exposition, which was held that year in Portland. It was a quick job: the engine's wood frame was replaced; its canopy rebuilt; and its damaged parts repaired to the point that it appeared mechanically complete. Upon closer examination, several flaws were revealed: its missing brass bearings weren't replaced and its boiler wasn't retubed. The "restoration" only served to create a display item and the 0-4-0 was far from being operational. Yet from all outwards appearances it looked serviceable, even sporting a new coat of black paint that nicely covered the scorched metal.

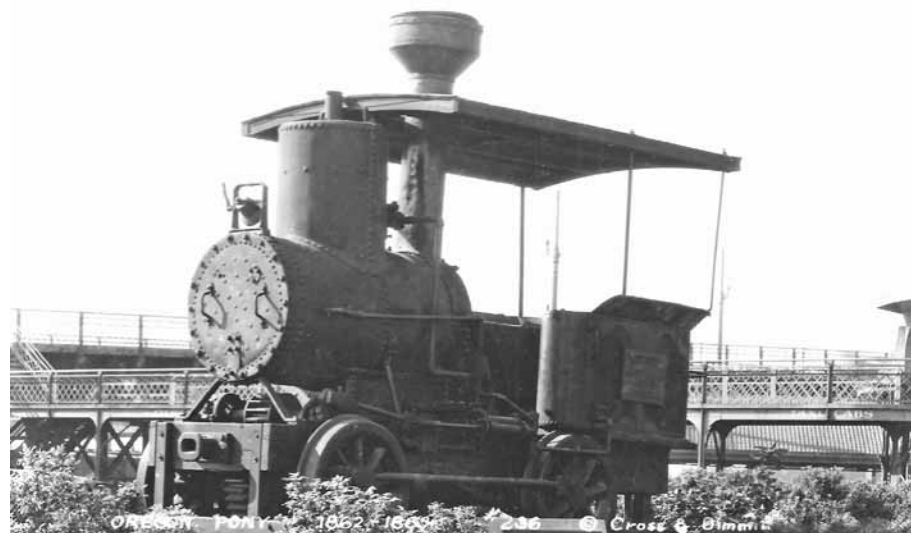
There was one final touch. For years the locomotive had been nicknamed the *Pony*, and Hewes now made it official by having the name *Oregon Pony* painted on the sides of its water tank.

At the close of the Exposition, the engine was donated by Hewes to the State of Oregon, and he also gave a brass plaque that was affixed to its boiler, proclaiming the *Oregon Pony* as "The First Oregon Locomotive." For many years it was cared for by the Union Pacific and stored within their Albina roundhouse for its owner, the



It was about the start of the Great Depression that the *Oregon Pony* left the Albina Yard for display at Union Station. She received a coat of paint and was placed on a short section of elevated track. Gone was the fancy paint scheme that adorned the tank during her Exposition days, replaced by a stenciled "Keep Off" sign. At least they put an explanation plaque in front of the loco. (Labbe collection, Oso Publishing, *Timber Times*)

Landscapers and locomotives rarely get along and the *Oregon Pony* was no exception. There seems to be an unwritten obligation for the vegetation folks to plant large bushes in front of or around every locomotive placed on display. Although partially obscured, the locomotive was still the subject of this postcard. (Ellis postcard, Steve Kenney collection)



The uncovered, outdoor display at Union Station certainly didn't do the locomotive any favors. Even with an occasional coat of paint, the elements took their toll on the diminutive engine. It is more than a little amazing, however, that the *Pony* survived the scrap drives of two World Wars, particularly when it spent the 1940s perched in such a public arena. (postcard, Steve Kenney collection)

Oregon Historical Society. Around 1929, it was pulled from storage, repainted, and placed on exhibit in front of Portland's Union Station. While highly visible to the thousands of passengers that called at the station each day, the engine was also exposed to Portland's damp climate, which caused significant metal corrosion over the years.

A final move came on the eve of Amtrak in 1970, when the *Oregon Pony* left Portland for an open display shelter at Cascade Locks, near the right-of-way of the old Oregon Portage. As its 120th birthday approached, the *Oregon Pony* was in poor repair, having weathered badly during seventy years of exposure to the elements. Following a thorough study of its history and a survey of its condition, followed by several months of planning, a complete cosmetic restoration was undertaken by the Oregon Historical Society beginning in late 1980. The goal was to preserve as much of the original locomotive as possible. The contractor chosen for the restoration was Gales Creek enterprises, at that time the operator of the Oregon Trolley Park Museum in Glenwood, Oregon (since relocated to Brooks as part of the Antique Powerland Museum).

This time, unlike the 1904 job, the restoration was thorough and complete, though again it did not result in an operating artifact. The engine was completely disassembled, with all of its parts being repaired, primed, and painted as necessary. It was found that the wooden timber frame from 1904 was severely rotted, so it was replaced along with the canopy. The boiler was sandblasted, but none of the original tubes were removed in order to preserve as much of the engine's "historic fabric" as possible. The water tank was found to be in very poor condition, and after years of accumulated rust and corrosion was removed and it was refurbished, with the restorers again preserving as much of the original material as possible. The long-missing brass bearings were replaced, and eventually the *Oregon Pony* was able to roll, slowly, with all of its original gears, pistons, and side rods moving. Using period photos as a guide, it was repainted and striped to match its appearance at the 1905 Lewis & Clark Exposition, then placed on display within a new climate-controlled and weatherproof building at Cascade Locks in August 1981. It still wears the plaque that Hewes affixed to its boiler in 1905.

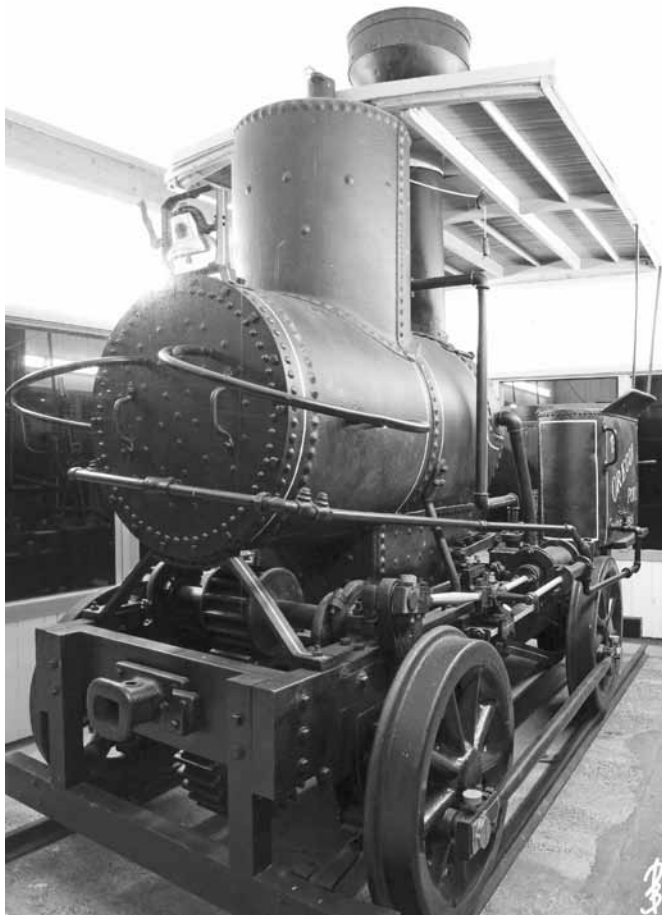
Today the era of portage railroads is long past. A series of locks completed in 1896 is utilized to move river traffic through the Cascades. The rapids themselves and the right-of-way of the Oregon Portage Railroad are underwater as a result of Bonneville Dam, leaving the *Oregon Pony* as one of the last remaining artifacts of this brief but interesting chapter in early western transportation. Visitors to the area will find the 0-4-0 exhibited within the 23-acre Cascade Locks Marine Park, which is also home to the steamboat replica *Columbia Gorge* and the Cascade Locks Historical Museum.

The text of this article first appeared in *Railfan & Railroad* in 2009. Jeff Terry lives in Minnesota and is a columnist for *Railfan & Railroad* magazine. He enjoys researching and writing about preserved old steam power and kindly provided permission for reprinting this article.

The *Oregon Pony* is displayed adjacent to the Cascade Locks Historical Museum which is located in one of the three original lock tender's houses built in 1905. The Museum is open May through September, noon to 5 PM, admission is free, donations are welcome.

The locomotive is now housed in a fully climate-controlled structure with protection from both the elements and vandals. Given the historical importance of the artifact, and the time, money, and effort put into multiple restorations over the years, it is only fitting that the *Pony* is properly cared for and secured. A 150-year-old, West Coast-built, steam locomotive can be found nowhere else. (Arlen Sheldrake photo)





Left: Its outward appearance restored similar to what it was for the 1905 Exposition, the *Pony* is in excellent display condition at Cascade Locks. Below left: Well-lit after dark, the locomotive is resplendent in its polish regardless of the time of day, or season of the year. (Chris Fussell photos)

Below: The pier for the Bridge of the Gods has a mural which depicts the history of the Cascade Locks area. In a prominent position in the mural is the *Oregon Pony*. The locomotive resides only a short distance from the painting. (Arlen Sheldrake photo)



Pacific Northwest Chapter - Lending Library OPEN

July 21 (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, Portland
(The Annex is the brick building just south of Union Station.)

library@pnwc-nrhs.org 503-226-NRHS

PNW SHORT LINES

by Arlen L. Sheldrake

Wilfs, the upscale restaurant in Portland's Union Station, was closed between May 19 and June 12 to undergo some major renovations which include new HVAC system, windows, carpeting and major kitchen updating. During the renovation, the old dropped ceiling was removed, to facilitate the renovation, exposing the original ceiling. A new dropped ceiling was installed. The previous HVAC system was based on "swamp coolers." *Wilfs* is noted for their great draft beer selection and reuben sandwiches along with live evening entertainment.

For those, including me, who are wondering what the ORHF Engine House facility address is: 2250 SE Water Avenue. For awhile at least, the mail address remains: PO Box 42443, Portland OR 97242-0443.

On May 24, WSDOT announced that the *Amtrak Cascades Mount Rainier* trainset now sports a top to bottom renovated bistro/lounge car.

The Washington Trust for Historic Preservation announced their list of eight 2012 Most Endangered Properties. Included on the list is the 1909 BNSF Depot in Blaine, Washington. More information can be found at: www.preservewa.org and www.blainestation.com

On May 22, the Federal Transit Administrator signed a full-funding grant agreement to provide \$745.2 million to *TriMet* to construct a 7.3-mile light-rail line between Portland and the Milwaukie suburbs. The full cost of the line will be \$1.49 billion. Included in the construction are ten stations and a bridge over the Willamette River that will carry pedestrians, bicycles, TriMet buses and the light rail line. The line is the region's sixth light rail project and will expand the rail system to 60 miles. This new line is expected to open in the Fall of 2015. **05/23/2012 Progressive Railroadng**

On June 4 and 5, 1942, more than 1,000 persons of Japanese ancestry were relocated from the Yakima Valley by chartered train. They were first transported to the Portland Livestock Exposition grounds and from there they were shipped to an internment camp in Heart Mountain, Wyoming. **Reported by HistoryLink.org, the free online encyclopedia of Washington State History**

The Full Flex Tour will cross Canada by rail beginning July 13 in Toronto and ending in Vancouver, B.C., on July 22 with a show in the PNE Coliseum. The concept of boarding a private passenger train for the tour was inspired by a similar outing in 1970, called the Festival Express, that featured Janis Joplin, the Grateful Dead and The Band. This is an electronic dance music event traveling between cities on a chartered train. More information can be found at: www.venuestoday.com

It was a pleasure meeting visiting Harrisburg, Pennsylvania, NRHS member Frank Castrina at the May membership meeting. Frank has a son living in the Raleigh Hills areas of SW Portland and visits Portland at least yearly. We welcome Frank to PNWC membership. During a tour, Frank brought his daughter-in-law's father. It turns out that her father, Tom Morton, is retired after 35 years with Willamette Iron & Steel. Yes, the same Portland company that manufactured the Willamette steam locomotive.

The Tesoro Corp. is spending \$50 million to build new rail loading and unloading facility at its 120,000 bpd refinery in Anacortes, Washington. The upgrade would allow it to receive up to 30,000 bpd of North Dakota crude, up from the current 1,000 to 2,000 bpd. The construction began in March and Tesoro ordered about 800 rail cars. **05/6/2012 Petroleum News**

The Port of Vancouver USA is halfway through its ten-year, \$150 million freight access improvement project and construction is set to hit its high point this summer. Much of the upcoming work at the port this year will be laying the groundwork for two major projects: an \$80 million expansion planned by United Grain Corp.; and a new, \$300 million facility for international mining company BHP Billiton, which plans to ship fertilizer potash from a Canadian mine through the Port of Vancouver's Terminal 5. A \$15 million contract to build a new rail loop at Terminal 5 has been completed. Bids for the \$7 million first phase of the new connection point to the *BNSF Railway* and *Union Pacific* mainlines will be sought this summer. **05/17/2012 Daily Journal of Commerce**

SteelRiver Infrastructure Partners (www.steelriverpartners.com), a New York company, announced in early May that it will acquire *Patriot's* 500 miles of shortline tracks nationwide. *Patriot*, based in Florida, owns 13 railroads in 13 states, including the 8.5-mile *Columbia & Cowlitz Railway* and the 30-mile *Weyerhaeuser Woods Railway* in southwestern Washington. **05/27/2012 The Daily News**

A May 25 mailing from the Southern Oregon Chapter, NRHS, noted that the project to restore to operating condition the *Medford Corporation (Medco) No. 4 Willamette geared steam locomotive, one of the six surviv-*

ing Willamette locomotives and the only one of the Oregon built locomotives still in Oregon, continues to move ahead. The fund-raising to repair the boiler was successful and the boiler is being restored at the Chelatchie Boiler Works, scheduled to be done in June. The current estimate for needed materials and services to complete the restoration is \$50,000. All donations received before September 1, 2012, will be matched by a generous donor. Send your donations to: Southern Oregon Chapter, NRHS, PO Box 622, Medford, OR 97501. Make checks payable to SOC-NRHS and note on the memo line: Medco 4. In my opinion, having an operating Willamette in Oregon is certainly a worthy goal. Now if we could just get one to Portland for display...

The 1932-built streetcar #813, a Portland "Broadway" car that broke down two years ago and formerly operated as the Willamette Shore Trolley between Lake Oswego and SW Portland, was loaded onto a truck and moved to the *Oregon Electric Railway Museum* in Brooks for restoration. Imbedded in the newspaper story is a statement that the *Willamette Shore Trolley* folk had hoped to lease one of the four Vintage Trolleys that occasionally run in downtown Portland but the *Portland Streetcar* needs them, temporarily, to run on their expanded Portland Streetcar Loop that opens September 22. This project has six streetcars on order from United Streetcar, LLC in Clackamas. **5/31/2012 Portland Tribune**

One of the unique features of the Portland Rose Festival is the display of various naval vessels. An obscure feature of these visits is the need to lift the top deck of the Steel Bridge, a rare occurrence in the 21st Century. Another unique feature is the Coast Guard order (77 FR 29897, published 5/21/2012) to the maritime folk that during the Rose Parade day of the Rose Festival, the upper deck will not be raised, preventing tall river traffic from passing through that part of the river. Raising the upper deck of the Steel Bridge stops all current lines of TriMet's MAX light rail system and MAX is the mode of choice for thousands of parade-goers.

On March 29, the Port of Grays Harbor loaded a record 4,257 Chrysler vehicles aboard the M/V *Hoegh Triton* bound for China, Japan, Korea, Indonesia, Singapore, and Brunei. The Port is served by the *Puget Sound and Pacific Railroad* (PSAP) with connections to both *Union Pacific* and *Burlington Northern Santa Fe*. **Port of Grays Harbor April 2012 newsletter**

AGP has a major export terminal expansion underway at the Port of Grays Harbor (PGH) in Aberdeen. Once complete, they will have the ability to unload grain to the storage silos while loading a ship at the same time, helping the company to effectively manage rail cars. The storage silos can accommodate several agricultural products including soybean meal, corn, soybeans, and DDGS (dried distillers grains with solubles) and gives AGP the flexibility to load multiple products to a single customer. There will be a total of 13 new silos when the expansion project is complete. The facility opening was featured in the PGH April 2012 newsletter. **April/May 2011 AGP News**

The Lane County, Oregon, Historical Museum has recently opened a public photoblog (www.lanecounty-historicalsociety.org/photoblog), very similar to what the History Museum of Hood River County (www.historyhoodriver.com), is doing: displaying a fresh picture periodically with the opportunity to comment. A recent favorite (2012-05-29) is a photo from the 1928 Buster Keaton Civil War movie, *The General*, showing the Union train plunging off the burning bridge over the Row River near Cottage Grove. The Museum is digitizing their 15,000+ collection and, in October 2011, began the Don Hunter Project which involves digitizing an estimated 500,000 (this is not a typo!) slides. This project is projected to last at least nine years. (Note: Don Hunter has been a PNWC member since 1977.) The Hood River site posted, on 6-5-2012, a neat photo from 1915 of the Mosier Oregon depot.

In a move to safeguard \$1.55 billion in federal funding, the Honolulu City Council on June 6 approved borrowing up to \$450 million for Honolulu's elevated rail-transit project. The largest public works project in Hawaii's history is estimated to cost \$5.22 billion. More about this project can be found at: www.honolulustransit.org **6/7/2012 Pacific Business News**

David A. Brown has been named the new *Genesee & Wyoming* COO and will replace James W. Benz who is retiring in 2013. Brown comes from 25 years with *Norfolk Southern* and, in 2010-2012, was Executive Vice President and COO of CSX Transportation. *Genesee & Wyoming* owns *Portland & Western* and *Willamette & Pacific* in Oregon. **06/7/2012 www.4-traders.com**

On May 23, new, improved ticket and baggage areas were opened in Seattle's King Street Station featuring new terrazzo flooring, salvaged marble wall panels, refurbished wood doors and upgraded lighting. New baggage carousels will facilitate baggage handling and *Amtrak* buses will load and unload passengers in a newly paved turnaround area on the west side of the station. **05/22/2012 City of Seattle news advisory**

ORHF Progress



Meanwhile, back at Brooklyn

On May 31, the OR&N 197 received its new cab as the restoration crew, led by Bob Slover, worked to put all the parts and pieces on the locomotive before the mid-June move to the new Oregon Rail Heritage Foundation location. On the same day, the refurbished oil tank was placed on the 197's tender.

Dick Samuels, President & Owner, Oregon Pacific Railroad, loaned the use of his newly purchased Link Belt 8030 crane, along with crane operator Craig Samuels and rigger/signalman Brian Samuels, to make the lifts.

Holding the guide rope was Gary Oslund, with Bob Slover providing supervision.

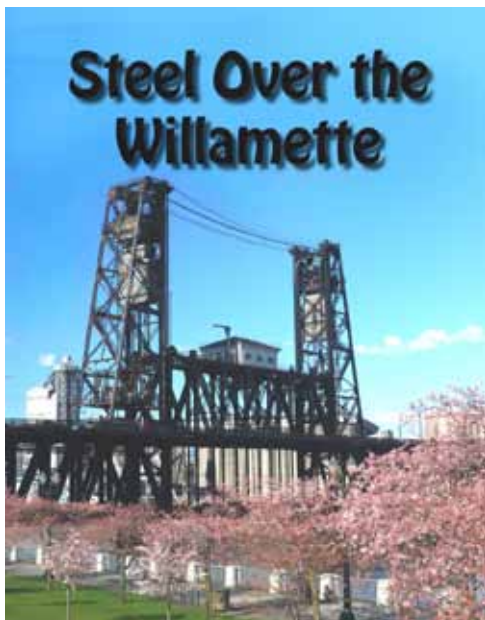


RESTORING AN ALCO PA-1

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.



Steel Over the Willamette

★ Now Available ★

Celebrating the 100th anniversary of this world unique bridge, this 60-page book tells the story of Portland's Steel Bridge in text, with dozens of historic and current photos. Available for just \$14.99 plus \$5.00 shipping & handling or pick up your copy at a membership meeting and save \$5.

Send your check payable to PNWC-NRHS to:

PNWC-NRHS Steel Bridge

800 NW 6th Ave. Rm. 1

Portland OR 97209-3794

Questions: steelbridge@pnwc-nrhs.org

PNWC-NRHS MEMBERS

ACCESS TO THE “MEMBERS ONLY” WEBSITE

PNWC-NRHS’s website, www.pnwc-nrhs.org, now has the older monthly *Trainmaster* newsletters and special editions, which are publicly available, and the last five years of the *Trainmaster*, available for our members only.

How do I access the “Members Only” website?

1. First you will need to access the Chapter’s website via www.pnwc-nrhs.org.
2. Move your cursor over the word “**Trainmaster**” toward the left margin below the Union Station clock tower image and click.
3. You will now see the main menu for the archived *Trainmaster* monthly newsletters from 1956, and some special editions. The most current five years of *Trainmaster* newsletters are available only to PNWC-NRHS members.
4. Anyone wishing to view any of the newsletters (not including the last five years) and special editions can scroll down the page to the edition you wish to view. Move your cursor over the newsletter/special edition you desire and click to open and view. Depending on the speed of your Internet connection, each download will take anywhere from a few seconds to a few minutes.
5. Members can view the last five years of the *Trainmaster*. Toward the top of the menu there is a box entitled “**Latest Trainmaster Editions.**” Move your cursor over this box and click.
6. You will see the “PNWC members only” access screen.
7. There are two white boxes: “**Mailing number (M###):**” and “**ZIP+4 Code (#####-####):**.” You will need to enter your information into these two boxes before clicking on the white “**Log in**” button. Note that your “Mailing number” may have three or four numbers after the “M.” Enter the numbers as found on your *Trainmaster* envelope.
8. Below the log in boxes, you will see a sample of your *Trainmaster* envelope which you receive in the mail, showing where to find your “Mailing Number”/“Master ID” and the “ZIP+4 Code” numbers. Your “Zip+4 Code” needs to include the dash as shown on the sample. Your “Mailing Number (M###)” must start with the capital “M”.
9. After you enter your information, move your cursor over the white “**Log In**” box/button and click.
10. If you do not wish to access the Members Only *Trainmaster* archives, then move your cursor over the white “**Cancel**” button and click. This clears any numbers entered in the two boxes for log in.
11. If you entered your log in information correctly and clicked the “Log In” box, then you will see the *Trainmaster* newsletter listing for the last five years. If you did not enter your information correctly after you click on “Log In,” then the screen will remain on the *Trainmaster* main menu screen with the two boxes cleared for logging in. If this happens, then re-verify your information, re-enter and click. If you still are not able to log in, contact one of the PNWC-NRHS Webmaster Committee Chairs listed toward the back of your *Trainmaster*.
12. If you have not paid your membership dues, then you may not have access to the “Members Only” section of our website. If you neglected to pay for your membership in error and wish to renew and have access to this portion of our website, then send your renewal to Membership Services. See your renewal notification or click on the “Join Us” on the PNWC-NRHS Home Page.

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.

JUNE MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – June 15, 2012

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

A guest present, Alex Cautley was welcomed.

The minutes of the May meeting were reviewed. Arlen Sheldrake made a motion to approve the minutes and Ken Vannice seconded. The membership voted to approve the minutes.

George Hickok gave the monthly Treasurer's report that as of June 1, all accounts balance. Dave Larsen made a motion and Tom Steeves seconded the motion to accept the report. The membership voted to accept the report.

George Hickok reported that his employer, Intel, awards volunteer matching money for volunteer hours by present and retired employees. Due to his efforts, Intel awarded PNWC ten thousand dollars for 2011.

President Fleschner advised the members that the new ORHF building and the moving of equipment from the old roundhouse is moving slowly, but all property must be moved by June 30, except the turntable. Rick Franklin has offered to move the turntable.

Ron McCoy reported that Jean Hickok has made up a guide sheet for members to use to access the full color version of the *Trainmaster* on computer. The *Trainmaster* is now available up through 1970 on the website, and in the future will be completely searchable.

Ron McCoy also advised that the picnic at the zoo will be on September 15, and will feature the farewell to the zoo loop tour. More information will follow.

George Hickok reported that he and Jean have been doing the printing and mailing now of the *Trainmaster* for a fraction of the cost of having it done commercially. He said they have done printing for ORHF that saved ORHF a lot of money but also made some money for the Chapter.

Arlen Sheldrake reported that our *Trainmaster* Editor, Steve Hauff, is retiring after the August issue. Trent Stetz will be taking over the job. Also Bob Weaver is retiring as head of the library and Dave Willworth will be taking over.

Arlen Sheldrake brought a test copy of the Steel Bridge book for everyone to look over and said next Wednesday the book goes to press. Copies of the book will be available at the July meeting.

Trent Stetz reported that other dates to remember are: July 7, Bridgefest; July 13-14 the Union Pacific 150-year anniversary train will be on display at Union Station; July 17-18 the PNWC "Amtrak Tri-Angle Tour organized by Bruce Strange; and on September 22 the Portland Streetcar opens the eastside loop.

The Chapter library committee had on display a number of books covering George Pullman and various passenger cars and trains.

The meeting was adjourned at 8:39.

The evening snack time was provided by Lila Stephens, Brian Ackler and Ken Vannice.

The program for the evening was a video on George Pullman and the Pullman Palace cars.

Respectfully submitted by Jim Hokinson, Secretary.

MEMBERSHIP MEETING – Friday – July 20th

Railroad Stories Along the Deschutes – by Jerry Tanquist

A new program by Jerry on the Deschutes River Railroads beginning with photos and stories of the 10 railroad tunnels, six of which are still in use. Personal stories about living along the railroad, surviving ca-booses, fishing by rail, shipping sheep, the domain of the Deschutes Club and the Lady Francis Mine round out the presentation.

Jerry is a well known Wasco County historian specializing in area railroads. In addition to giving local history presentations, Jerry is a volunteer with the Columbia Gorge Discovery Center in The Dalles and a PNWC member.

PNWC – NRHS MISSION

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

The 2012 Great Oregon Steam-Up
Antique Powerland Museum
Brooks, Oregon

"The Best Family Event in Oregon"

2 Great Weekends:
July 28-29 & August 4-5
7:00am-6:00pm




Fun for the entire family!
All Equipment Operates • 15 Great Museums

Train & trolley rides, Daily parade of vehicles, Chainsaw carving, Steam sawmill, Youth Passport activities, lots of demonstrations and exhibits, old iron and collectibles swap meet and flea market, live bluegrass music. **Great food - come early and have breakfast.**

1/4 mile West of I-5 Exit #263
 Admission: \$10; Kids 12 and under are free.
503-393-2424
www.antiquepowerland.com

MAGAZINES WANTED
Railfun & 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

Bill of Lading

Oregon Pony.....Page 1
 Library Notice.....Page 8
 PNW Shortlines.....Page 9
 ORHF Progress.....Page 11
 Brooklyn Happenings.....Page 12
 Alco PA DVD.....Page 12
 Snacks Sign-Up.....Page 12
 Steel Over the Willamette.....Page 12
 Chapter Website.....Page 13
 June Minutes.....Page 14
 July Program.....Page 14
 Mission Statement.....Page 14
 Officers, Committees & Contacts.....Page 15
 Great Oregon Steam-Up.....Page 15
 Magazines Needed.....Page 15
 Calendar.....Page 16

Chapter Officers

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jim Hokinson	503.635.4826
National Director	Edward M. Berntsen	253.383.2626

Chapter Directors-at-Large

Randy Rock	2010-2012	360.574.9083
Al Baker	2010-2012	503.645.9079
Ron McCoy	2012-2014	503.310.4811
Christopher Bowers	2012-2014	503.577.0063
Jean Hickok	2011-2013	503.649.5762
Trent Stetz	2011-2013	503.582.6406

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Karl Westcott	503.658.4943
Concessions	Al Hall	503.699.5042
Chapter Rep., Oregon Rail Heritage Foundation		
	Keith Fleschner	503.516.9272
Chapter Home	George Hickok	503.649.5762
Elections	Jim Loomis	503.253.3926
Excursions	Jim Long	503.313.7382
Flanger Restoration	Ron McCoy	503.310.4811
Library	Bob Weaver	503.654.4274
Meeting Programs	Al Baker	503.645.9079
Membership	Diana Mack	503.723.3345
Rolling Stock	George Hickok	503.649.5762
	Keith Fleschner	503.516.9272
Chief Mech. Officer	Peter Rodabaugh	503.771.8545
Car Rental Agt	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
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.



Articles which appear in *The Trainmaster* does not express the official position of the organization on any subject unless specifically noted as such. Material from *The Trainmaster* may be reprinted in other publications provided credit is given as to the source, except in cases where the article originated in a third party publication and special permission was given to *The Trainmaster* to print the article here. Please address contributions and correspondence to:



Attn: *The Trainmaster* Editor
 PNWC-NRHS, Union Station, 800 NW 6th Ave Rm 1
 Portland OR 97209-3794
 Voice: 503.226.6747 Fax: 503.230.0572
 Chapter email: pnwc@pnwc-nrhs.org
The Trainmaster email: trainmaster@pnwc-nrhs.org

Website: <http://www.pnwc-nrhs.org>
 ISSN: 0041-0926

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

PACIFIC NORTHWEST CHAPTER TIMETABLE #599

Board of Director's meetings: July 12 & August 9, 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:

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

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

June 28-July 1, *Milwaukee Road Historical Association Convention*, Moscow, Idaho, www.mrha.com

July 6, *Union Pacific 150th Display Train* (E-9 power), Pocatello, Idaho, www.up150.com

July 7, *Steel Bridge Birthday Party*, 5-11:30 PM, 19th & Vaughn, Portland, Oregon, www.pdxbridgefestival.org

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), Boise, Idaho, www.up150.com

July 10, *Union Pacific 150th Display Train* (E-9 power), 10-4, Amtrak Station, Spokane, Washington, www.up150.com

July 12, *Union Pacific 150th Display Train* (E-9 power), Eugene, Oregon, www.up150.com

July 13-14, *Union Pacific 150th Display Train* (E-9 power), 10-4, Union Station, 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, 10-4, 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, *ORHF Engine House Opening*, 2250 SE Water Avenue, Portland, Oregon, www.orhf.org

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

Oct. 27, *Halloween Trolley*, Yakima Valley Trolleys, www.yakimavalleytrolleys.org

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

Dec. 15, *Santa Claus Trolley*, Yakima Valley Trolleys, www.yakimavalleytrolleys.org

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

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