

The Trainmaster

August 2012

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



TRAINS IN THE OLD COUNTRY

STEVE HAUFF

When we decided to take a trip to Germany, we also decided to travel extensively by rail. For our anticipated 35 days in Germany, we acquired 30 days of rail passes (a great buy for foreigners, particularly couples). From the time that we poured our wrinkled, jet-lagged bodies off the plane in Frankfurt and struggled to the airport rail station (there are actually two), we were impressed with the quality and efficiency of German rail service. Even when things didn't go completely as planned, there always seemed to be a Plan B.

We have traveled on a variety of trains, averaging about four trains a day. On the Intercity Express (ICE), we have been whisked along at 175 mph (282 kph). On the Regional Bahns (RB) we have experienced milk runs, stopping every few miles, as they functioned as school buses and shopping transportation. They all shared the common characteristic of being fundamentally on-time (with a couple of notable exceptions).

The railway museums were equally pleasurable. In Augsburg, we were treated to a jazz concert - '30s and '40s American jazz and big band with vocals in English - while eating wurst and drinking Bavarian beer with a stage backdrop of a restored 2-6-2T and an RPO car. The rest of the museum was pretty good too. The museum at Heilbronn was being prepared to host a Kiwanis white-tablecloth dinner in their roundhouse, flanked by a pair of restored steam locomotives. The Deutsches Bundesbahn Museum in Nuremberg is a wonderfully done, professional museum which contains, among other things, the private train of Ludwig II (better known for Neuschwanstein, the castle that inspired the Disney designers). This was a monarch (also known as Mad Ludwig - minor personality flaw) who knew how to build really fantastic castles, several of them, and an equally ostentatious train.

We have also had the pleasure of riding behind steam on some of the preservation railways. At Amstetten, we were pulled by a diminutive, narrow-gauge 0-6-0T with a bark surprisingly sharp for her size. The conductor (Zugfuhrer) treated me wonderfully, configuring the door of the baggage car so I could hang out for a bath of cinders and coal smoke while taking pictures. On the train at Ebermannstadt, a standard gauge 0-8-0T pulled 11 small passenger cars over the line. The youthful train crew was happy to answer questions (in English) after the trip.

Our vacation is barely half over... maybe more later.



Left: The preservation railway train at Amstetten was hauled by this small, meter-gauge 0-6-0T. The locomotive has its water tank in the frame, unlike North American practice. The loco worked in the area for many years, was placed on display, then rescued and restored to operation. (Photo courtesy of Horst von Griesheim) Below left: Unlike the Brits who seem to eschew piping and clutter on locomotives, the Germans let it all hang out. Even the Stephenson valve gear on this loco is external, due to its tank frame. The cab is very small and during warm weather must be uncomfortable even with all the windows open. Below: The coaches are Swiss, some more than a century old, utilitarian, even spartan in their interiors. For railfans, the sound of the locomotive and the smell of coal smoke soften the hardness of the wood-slat seats.





Left: The jazz concert at the Augsburg Railway Museum was well-attended. Most of the people came for the jazz and food and then wandered around the museum - but regardless, the museum received an entry fee from everyone. The food and drink were served buffet-style and seating was at picnic-style tables. This contributed to great conversation between songs and shoveling in the wurst, kraut and kartoffelenknudel. Below left: The band was very good, particularly the drummer, who was of the mold of Gene Krupa or Buddy Rich. Despite the fact that we were in southern Germany, it felt like home. Below: It is the responsibility of every logging railroad historian to find a logging locomotive anywhere and Germany is no exception. This outside-frame 0-8-0T is actually Romanian and is 60 cm gauge. The loco and a pair of disconnected trucks are on display at Augsburg.



Above left: Many of the rural lines are served by EMUs (Electric Multiple-Units). These are articulated units that are sometimes tied together in trains of several cars. On some lines, the trains divide, with one or two cars going down one branch, and the balance another. One must pay attention to what part of the train you are on, lest you find yourself somewhere you didn't think you'd be. Above right: Locomotive-hauled trains are still very common. This S-Bahn (Stadt-Bahn) train shuttles between Ansbach and Nuremberg, about a 45-minute run. Passenger trains on this line occur about three times per hour, in each direction, for 20 hours per day.

PNW SHORT LINES

by Arlen L. Sheldrake

During the next few months, a project that deserves watching is the Oregon Passenger Rail Project studying the Oregon Segment (Eugene to Portland) of the Pacific Northwest High Speed Rail Corridor. Oregon Governor John Kitzhaber has created a Leadership Council of (mostly) elected officials from the Willamette Valley to advise the Governor and the Oregon Transportation Commission on a preferred alignment for inter-city passenger rail improvements. This will be the foundation for the future to make Oregon more competitive in finding funding for future projects to our freight and passenger rail service in Oregon. The preliminary goals of the Project to improve passenger rail service between Eugene and Portland are: decreasing travel times; increasing service frequency; improving reliability; expanding passenger capacity; enhancing connectivity between passenger rail and other travel modes. The alternatives must also be compatible with plans for the rest of the Pacific Northwest High Speed Rail Corridor, and must also: maintain or improve existing freight rail capacity; preserve the ability to increase freight rail capacity in the future; and preserve the ability to serve additional freight rail customers in the future.

Back in December, Tacoma Rail acquired three eco-friendly locomotives thanks to a \$2.5 million grant from EPA and Puget Sound Clean Air Agency. The project cost a total of \$4.3 million, with Tacoma Rail contributing \$1.8 million. All three locomotives meet or exceed EPA Tier II emissions standards for diesel locomotives and provide the tractive effort (pulling power) of five older units. The three locomotives are: #2100, a three GenSet, 2,100 hp unit from National Railway Equipment; #2200 & 2201, 2,000 hp EMD GP-22eco units assembled by Progress Rail in their Tacoma shops.

Tacoma Rail press release

For the past seven years, five classic Australian-built 1920s streetcars have been stored in a warehouse near Metro's bus complex, just east of the Safeco Field in Seattle. The cars are called the George Benson Waterfront Streetcars as he was instrumental in their acquisition and operation on the Seattle waterfront between 1982 and 2005. The first trip was on May 29, 1982 with 3,000 people lined up to see the first trip. The 1.6-mile run along the waterfront ran from Pier 70 to the International District. In 2003, some 450,000 passengers rode the trolleys. The streetcars were purchased for \$5,000 each, with shipping more than tripling the cost. The streetcar maintenance barn was removed to make room for the Seattle Art Museum's Olympic Sculpture Park several years ago and Metro has no plans to return the streetcars to service. **06/17/2012**

Seattle Times

“Status of the Willamette Shore Trolley - Unfortunately we have missed our targeted date to restart our WST operations. Converting our responsibilities to operators and having the Consortium provide the streetcars and their maintenance has turned out to be more complicated than originally perceived. Several things required to get us back in business have not been completed. They include: a) New passenger service agreement with City of Lake Oswego. This agreement will not include responsibility for providing and maintaining streetcars. It includes a guaranteed financial return to the OERHS for this service. b) Major repairs required to bring the WST up to acceptable standards. Most of these have been completed except for the tunnel lining repair. c) Agreements to transfer responsibility for the Vintage Trolleys from the City of Portland to City of Lake Oswego. This needs to be done so the Vintage Trolleys can be included in our new agreement.”

Charles Philpot, President, Oregon Electric Railway Historical Society **The Transfer Spring 2012 newsletter**

Central Oregon and Pacific (CORP) on June 19 was awarded a \$7.09 million Tiger IV grant from the U.S. Department of Transportation for repairs to the Siskiyou Summit line between Ashland, Oregon and Weed, California. CORP will add \$2.4 million to the 80-mile line rehabilitation that has been closed since 2008. **06/20/2012 The News-Review**

The Connect Oregon IV final recommendation has the CORP \$5.7 million rail infrastructure project ranked #2. This project, if approved, will enlarge four tunnels near Glendale to accommodate larger boxcars. This project asks for \$4.56 Connect Oregon funds with a \$1.14 million match from CORP.

Another Tiger IV award went to the Washington State Department of Transportation for the North Spokane corridor rail realignment project.

On August 10, Hamburg Sud and Hapag-Lloyd, in partnership with US Lines, plan to begin Oceania Service that will connect the Port of Tacoma's container services with Australia and New Zealand. The service will generate about 30,000 additional 20-foot equivalent units annually. **06/25/2012 Progressive Railroading**

A \$100 million project to raise 15 miles of flood-threatened track and two bridges used by Amtrak in the Devils Lake Basin in North Dakota began in June. The track will be raised five feet this year and another five feet next year. BNSF, Amtrak and North Dakota are each paying about one-third of the project cost, with the state's share supplemented by a \$10 million federal grant. The flooding of this line has caused multiple Amtrak Empire Builder delays and re-routings.

06/22/2012 Grand Forks Herald

The Bellingham, Washington City Attorney's office has filed a lawsuit aimed at keeping an anti-coal train initiative off the November ballot after the County Auditor's Office determined that the measure's backers had gathered enough valid signatures. Among other things, the initiative would create an ordinance that outlaws the transport of coal through the city a response to widespread concern about the increase in coal train traffic that could result if the Gateway Pacific Terminal, project is built to export coal and other cargoes at Cherry Point. The city's lawsuit argues that the regulation of railroad and other transportation is beyond the city's legal authority under both the state and U.S. constitutions. In a related project, BNSF Railway has proposed adding rail facilities adjacent to the terminal site and installing a second track along the six-mile Cluster Spur. **06/29/2012 The Bellingham Herald and Washington Department of Ecology**

At this year's NRHS convention, the 2012 Heritage Grants were announced. Included in the 21 grants to non-profit organizations were two from the PNW:

- Oregon Black Pioneers, Salem, Oregon: \$2,500 to produce a traveling exhibit with the Oregon Historical Society on the history of African-American railroad workers in Portland from the 1800s to 1940s.
- Western Railway Preservation Society, Baker City, Oregon: \$2,600 to purchase trucks and couplers for a rare, wooden frame "Red Crown Gasoline" Zerolene tank car that once ran on Oregon's Sumpter Valley Railway.

The July issue of *West Coast Railway Association News* noted receipt of a letter complimenting the BCER 960 team on their work. Included were color copies of documents related to the acquisition of three locomotives by the British Columbia Electric Railway from the Oregon Electric Railway in June 1946 through the Vancouver Equipment Corporation. The 960 was built by Alco-General Electric in July 1912.

The heritage streetcar line in Vancouver, British Columbia that normally runs between Granville Island and Olympic Station at False Creek in Vancouver is not operating this summer. The Transit Museum Society which operates the trolley says the city isn't able to provide the needed maintenance and repair funds. **06/29/2012 Trains News Wire**

For a very interesting in-depth look at the rail car and container "highway" between Seattle and Alaska, see Robert McDonald's website at www.oil-electric.com. The barges were built by Gunderson in Portland.

A new non-profit organization, Engine 557 Restoration Company, has been formed and is charged with rehabilitating the former Alaska Railroad 557 locomotive. The Rasmuson Foundation is providing a \$350,000 matching grant to support the estimated \$600-\$700,000 restoration cost. **07/05/2012 Progressive Railroading**

On July 10, the Port of Vancouver (Washington) board approved a \$2.5 million contract with Hamilton Construction to conduct trench work for the West Vancouver Freight Access (WVFA) project. The trench will enable trains entering the Vancouver port to travel underneath BNSF Railway's north-south mainline on the Columbia River rail bridge. The work will begin in August and is the first of three phases of the port's planned \$35 million rail trench project that's slated for completion in 2015. **07/11/2012 Progressive Railroading Daily News**

Summary of ConnectOregon projects from the Oregon Department of Transportation Rail Division:

- ConnectOregon I: 17 rail projects totaling \$39,115,790, 39% of awards.
- ConnectOregon II: 13 rail projects totaling \$56,625,094, 57% of awards.
- ConnectOregon III: 16 rail projects totaling \$40,421,535, 43% of awards.
- ConnectOregon IV: 10 recommended rail projects totaling \$12,671,158, 32% of recommended awards.
- Total rail projects = 56, amount funded = \$148,833,577; 44% of available funds.

Of personal note, this is my last article submission to our *Trainmaster* Editor Steve Hauff as he "retires" after this August issue goes to press. This has been a very enjoyable four-year run. I have learned a lot and have been amazed at what he was able to pull off with some of the "crap" (Editor's note: Affectionately referred to as 'highly editable text') that I submitted. Our publication has really gained a following and a reputation for quality and interest. Getting to know Steve and Mary has been a great benefit of this process. Thanks for their service!

Pacific Northwest Chapter - Lending Library

OPEN

August 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, Portland

(The Annex is the brick building just south of Union Station.)

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

ORHF Update

As we move toward the end of July, the new Oregon Rail Heritage Center is still under construction with an occupancy target of mid-August.

All the rolling stock and locomotives were removed, as required, from the Brooklyn Roundhouse before the June 30 deadline with the final cleanup continuing through July. The heavy milling and lathe equipment was moved out of the Roundhouse on July 20. One of the machines weighs in at 20 tons. The last thing to move will be the turntable in August. Rick Franklin has volunteered his services for moving this critical piece of the ORHF Phase 2 development.

With site work continuing at the new facility, the contractor was unable to install fencing. This left both the *Holiday Express* consist (including PNWC cars 6200, 6800 and *Mount Hood*) and the locomotives exposed to both graffiti vandals and metal thieves. Under the leadership of Phil Selinger, ORHF Executive Director (a non-paid position), a volunteer watch program was launched that operated seven days a week from 4 pm to 8 am with two people per four-hour shift. This effort began the last week of June and continued into early August. These volunteers deserve many thanks. Some of the shifts, such as midnight to 4 am, are just plain tough. The ORHF Board of Directors priced hiring a commercial security firm but opted to put the funds into the building and rely on volunteers.

Docent coordinators Ed Immel and Arlen Sheldrake plan to get the Docent function organized with a first meeting of volunteers on August 18. If you aren't yet on the docent volunteer list, email Arlen at asheldrake@comcast.net right away. This effort will receive added emphasis as the September 22 opening looms closer and regular public visiting hours begin.

One of the major tasks that volunteers have undertaken is track building and other site work. Each weekend for at least the last nine weekends, volunteers have spent 12 hours per day doing site work, including: prepping the drop table; sorting ties; pulling spikes; filling spike holes; building retaining walls, and waving at passing trains. The tasks seem endless. As those who built the track at Dean and Belinda Petshow's (thanks!) for storage of our wheelsets will attest, there is nothing easy when it comes to building track.

While many of the volunteers are nearing exhaustion, they keep going because they know that they are playing a part in this historic undertaking of providing the first permanent home for the City of Portland's steam locomotives since they were acquired in 1958. The members of the Pacific Northwest Chapter NRHS can take pride in our being a major participant in this important rail history endeavor.

Photos by Arlen Sheldrake, Phil Barney and Chuck Morris





Notes From a Meeting

Keith Fleschner, President

When I became President of the Chapter, I had an agenda, things I wanted to improve, things to change, etc. But I also had some ideas about what was working just fine. At the top of that list was the *Trainmaster*. The *Trainmaster* has worked. As with all the things in the Chapter that do work, it is because of a few dedicated individuals. In the case of the *Trainmaster*, that small team has been led for the last few years by our editor Steve Hauff and his wife, Mary (who does all the work). The last few have been very good years. Regular issues, special issues, color issues, and expanded issues have gone out the door. In addition to the *Trainmaster*, I also have had the privilege of working with Steve on *Cascade Rails 2011*. Steve has also presented programs, and been a Chapter banquet speaker. When Steve decided a bit ago to retire from the *Trainmaster* it caused me considerable worry, as it's not an easy job to fill. We are very lucky to have Trent Stetz step up as our new editor. My only worry is that Trent lives close enough to come see me when the my column is late. I'm sure I speak for all Chapter members when I extend a big thanks to Steve for his years of work and a wish for a very productive retirement. It's the opportunity to work with great people such as Steve, Mary, and Trent that keeps me going.

On other fronts, as I write, many members are working hard getting ready for *Steam-Up*, one of the annual highlights of the PNWC year. Also, many members have been working very hard on a huge variety of ORHF-related tasks. My thanks go out to everyone.

Ride with the SP 4449 to Bend, OR

Deschutes Steam Special

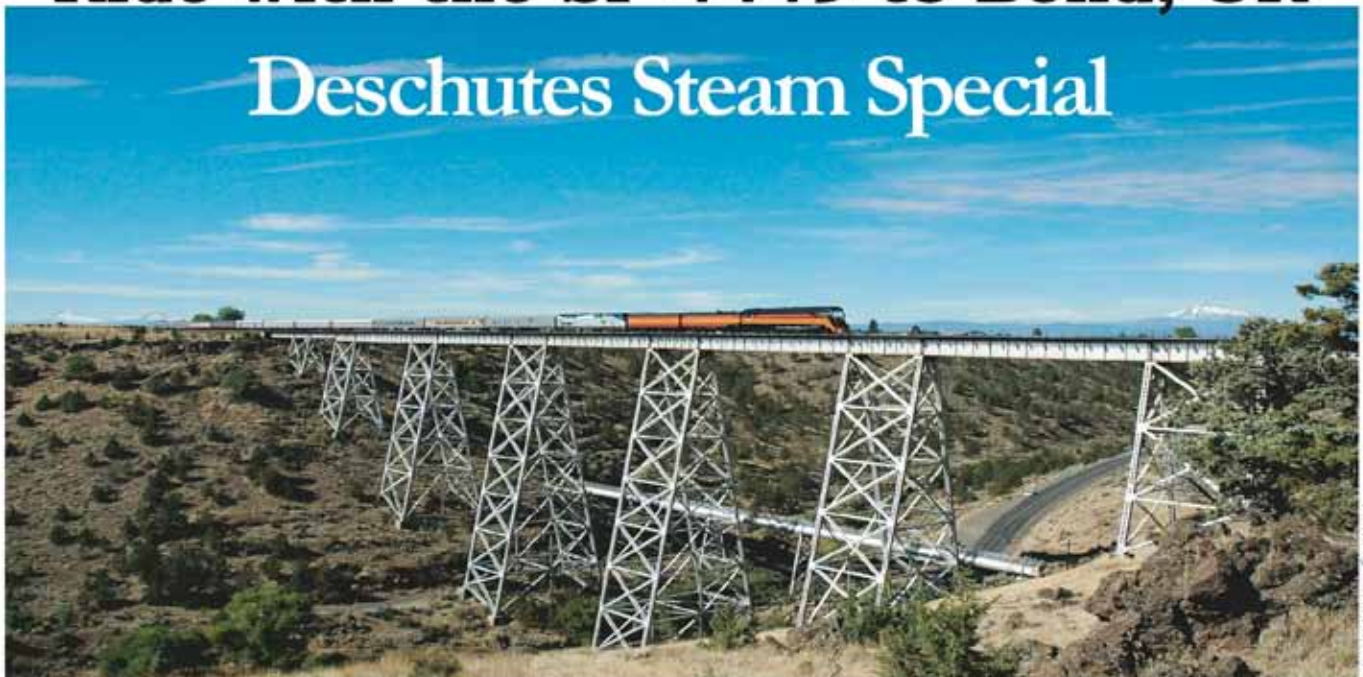


Photo by Chris Pussell

Portland and Vancouver Departures Saturday October 20, 2012 8:30 AM

- ◆ Ride behind the historic Southern Pacific 4449 Steam Locomotive
- ◆ Two-day trip through the beautiful Columbia and Deschutes River Gorges and return to Portland
- ◆ Vista Dome, Club and Coach seating available in vintage rail cars
- ◆ Complimentary box lunches with beverages provided
- ◆ Overnight premier hotel accommodations with transportation to and from train in Bend included

Tickets available now from TicketsWest
w www.Ticketswest.com

For Schedule and Details
visit www.4449.com

DON'T MISS THIS CHANCE TO RIDE WITH SP4449
All proceeds from this excursion will go toward keeping this historic steam engine to service.

Editor's Ending Pronouncements

This train has come to its crew change point. Mary and I will be hopping out of the cab and Trent will take over. The publication will be in good hands.

When Arlen Sheldrake advertised for an interim editor some time back, I volunteered, thinking that a few months editing a monthly newsletter would be an interesting experience. Now more than four years later, your interim, short-term, temporary editor has decided to step down to devote more time to some of his neglected writing tasks.

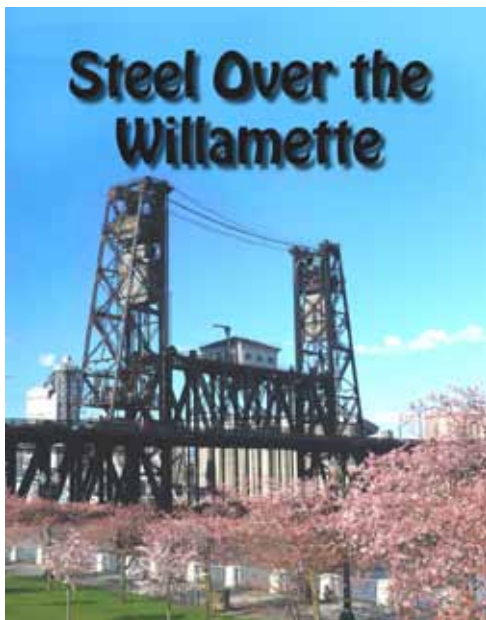
To suggest that this was merely an interesting experience would be a gross understatement. From day one, it has proved to be an educational odyssey. In the past 4+ years, we have churned out a *Trainmaster* every month, varying in length from 12 to 20 pages. Additionally, we have done special publications for National Train Day, the Portland Zoo Railroad, the Zoo's *Oregon* steam locomotive, the Chambers Bridge, the Oregon Pony, and listings of rail attractions in the Pacific Northwest. We have also been involved in the production of the book commemorating the Steel Bridge's hundredth birthday.

The *Trainmaster* itself has evolved during the last four years. Arlen Sheldrake has been instrumental in getting material to the editorial staff so that the pages are full of copy. Ron McCoy suggested that it might be nice to go back to an old format wherein a photograph adorned the cover along with the lead article. George Hickok suggested using mailing envelopes rather than printing on the last page of the publication, gaining us a full half page for additional copy. George also suggested that it was possible to print narrower margins, thereby increasing our editorial space by almost 7%. Ron McCoy made available his central disk drive to allow uploading of the completed publication prior to printing. Jean and George Hickok have taken over the printing and mailing of the *Trainmaster*, increasing speed of production and decreasing costs. To all of these folks and many others, this editor owes his thanks.

Shortly after his becoming president, Keith and I met to discuss the *Trainmaster*. I anticipated that with the new administration he would want a new editor for the newsletter. Instead, he was more interested in expanding the way the newsletter could be utilized to disseminate information to the Chapter members and how it could be used as an outreach document to the public. From our very first meeting, I have enjoyed the support and encouragement of both our President and the Board. It certainly makes the job easier.

The editor's job is not an easy one. Monthly deadlines are constantly looming. Copy is sometimes late or nonexistent, and there are often gaps that must be filled to make an interesting and presentable final product. The *Trainmaster* has gone everywhere with us over the past four years. This editorial is being written in the beautiful town of Ansbach, Bavaria, Germany. Portions of other *Trainmasters* have been written on cruise ships and in ports from Italy to Japan. The demands of bringing a publication to press do not pause for any individual's vacation.

And so, Trent, the *Trainmaster* is now yours. It is on schedule, has green signals and has the support of many willing helpers. There is no doubt that the team will do well in the future.



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 or pick up your copy at a membership meeting and save \$5.

www.pnwc-nrhs.org

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JULY MINUTES

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

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

One guest, Larry Hoernlein was in attendance.

The June minutes were brought up for approval. Arlen Sheldrake made a motion to approve and Leonard Morgan seconded. The membership voted to approve the minutes.

George Hickok made the monthly treasurers report and reported that all accounts balanced. Ken Vannice moved to accept the report and Tammy Auburg seconded. The membership voted to accept the report.

George Hickok reported that the Chapter should try to evaluate the use of the east end of the Port Of Tillamook Bay Railroad tracks that they cannot not use, between Banks and Cochran. He said the first step would be to authorize up to one thousand dollars to have an attorney contact POTB to get permission to start negotiations. Arlen Sheldrake moved to go forward with the plan and Tammy Auburg seconded. The membership voted to support the proposal.

George Hickok then reported an a motion that was approved by the Board and brings to the membership a proposal to front up to forty thousand dollars to start a money making project to support the PNWC New Home project and the help ORHF pay off the City of Portland loan by creating collectable posters featuring the 4449. The project will make six thousand posters of two scenes, some to be signed and sold in pairs. They will be 17 x 22 inches. After the chapter recovers the fronted money the following proceeds would be divided with eighty percent going to ORHF and twenty percent to the PNWC. The membership voted to approve the expenditure and the project.

Keith Fleschner reported that Trainmaster Editor Steve Hauff is stepping down and that Trent Stetz will be the new Editor.

Keith also gave a big thanks to all who have been doing so much work at the new ORHF site.

Al Hall reported that he is working on the visitors guide for Steam-Up. He reported that this is the sixtieth anniversary of the Steam Fiends. The co-chairmen for the concessions tent are Mark Reynolds and Trent Stetz, and Dave Willworth will manage the MOW exhibit.

On Saturday July 21 there will be a work party at the Hickok house to stuff envelopes for a ORHF mailing.

Dave Cautley gave thanks to those who have put in guard duty on the steam engines. He then announced that the 4449 will be pulling an excursion to Bend on October 20 and 21, 2012. Watch the website for details.

The meeting was adjourned at 8:41.

The snack was provided by Lila Stephens.

The program was presented by Jerry Tanquist on the tunnels of the Oregon Trunk and the DesChutes railroads.

Respectfully submitted by Jim Hokinson, Secretary.

MEMBERSHIP MEETING – Friday – August 17th **The Colorful History of the Portland – Milwaukie Light Rail Route** **By Nicholas Stewart, Specialist, Real Property, TriMet**

TriMet's light rail and first major river-crossing bridge in forty years will re-shape the region's circulation and communities. As Nick Stewart discovered during his property research, records and journals along the route are the stuff of tabloid media. For example, the US Army owns all "materials essential to the production of fissionable material" under the Southgate Park & Ride. And there were wild prohibition era boozing parties on Elk Rock Island, and an array of visionaries, builders (and rascals!) who carved their niches in more ways than you can imagine. Did you know the Brooklyn Diner (rail car) still exists? How about the dual gauge track on Ward Avenue; the trolley barn on 17th? Nick, a railfan, will share these and his other rail discoveries.

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.

Antique Powerland Museum's
42nd Annual
Great Oregon Steam-Up
Brooks, Oregon



"The best family event in Oregon"
Final Weekend
August 4-5
7am-6pm

FUN FOR THE ENTIRE FAMILY
15 Great Museums - All Equipment Operates,
Train & Trolley Rides, Daily Parade of Vehicles,
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Chainsaw Carvers, Lots of Demonstrations & Exhibits,
Collectibles & Old Iron Swap Meet, Flea Market,
Live Bluegrass Band, Great Food, & Much More!
Arrive early and have breakfast

I-5 exit #263, 1/4 mile west — \$10 Admission, Kids 12 & Under FREE
www.antiquopowerland.com — 503-393-2424

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.

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

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PACIFIC NORTHWEST CHAPTER TIMETABLE #600

Board of Director's meetings: August 9 & September 13, 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:

- August 17:** *The Colorful History of the Portland – Milwaukie Light Rail Route*,
Nicholas Stewart, Specialist, Real Property, TriMet
- September 15:** *Farewell to the Zoo Loop*, 4:30pm, member & guest BBQ & train rides, see insert
- September 21:** *Last Days of the Brooklyn Roundhouse*, a photo tour, Charles Morris
- September 22:** *ORHF Engine House opening*

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
- 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. 11, *Bridge Walk*, 9am-Noon, Floyd's Coffee, 118 NW Couch, Portland, no RSVP, join the *Bridge Lady*
- 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
- Aug. 25, *Tacoma Rail Train Rides & Open House*, 10-2, 2601 SR-509 / N Frontage Street, www.maritimefest.org
- 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. 6-7, *Fall Splendor, Wheeler to Batterson*, Oregon Coast Scenic Railroad, www.ocsr.net / 503.842.7972
- 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
- Oct. 27-28, *Pumpkin Trains*, Chehalis-Centralia RR, www.steamtrainride.com / 360.748.9593
- Nov. 23-Dec. 16, *Polar Express Trains*, Fri-Sat-Sun, Chehalis-Centralia RR, www.steamtrainride.com.
- Nov. 25-Dec. 16, *Christmas Tree Specials*, Sat & Sun, Chelatchie Prairie RR, www.bycx.com / 360.686.3559
- 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

PNWC – NRHS MISSION

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

PRIVATE NIGHT RIDE ON THE ZOO RAILWAY



A farewell to the 1958 loop inside the zoo
Saturday, September 15th, 2012
5:00 PM at Rose Garden Station

- The zoo recently announced plans that will require demolition of a part of the original 1958 loop railway inside the zoo grounds
- This picnic will be our last group opportunity to ride on the loop
- Event presented by the Pacific NW Chapter – NRHS
- Open to all ORHF member organizations & invited guests
- Private charter of zoo steamer “Oregon”*, with multiple roundtrips
- Rare opportunity for last run after dark
- **All-inclusive price includes picnic dinner, beverages and dessert!**
- \$22* per person, \$15* for children under 16.
- Bring your favorite folding chairs for the picnic.

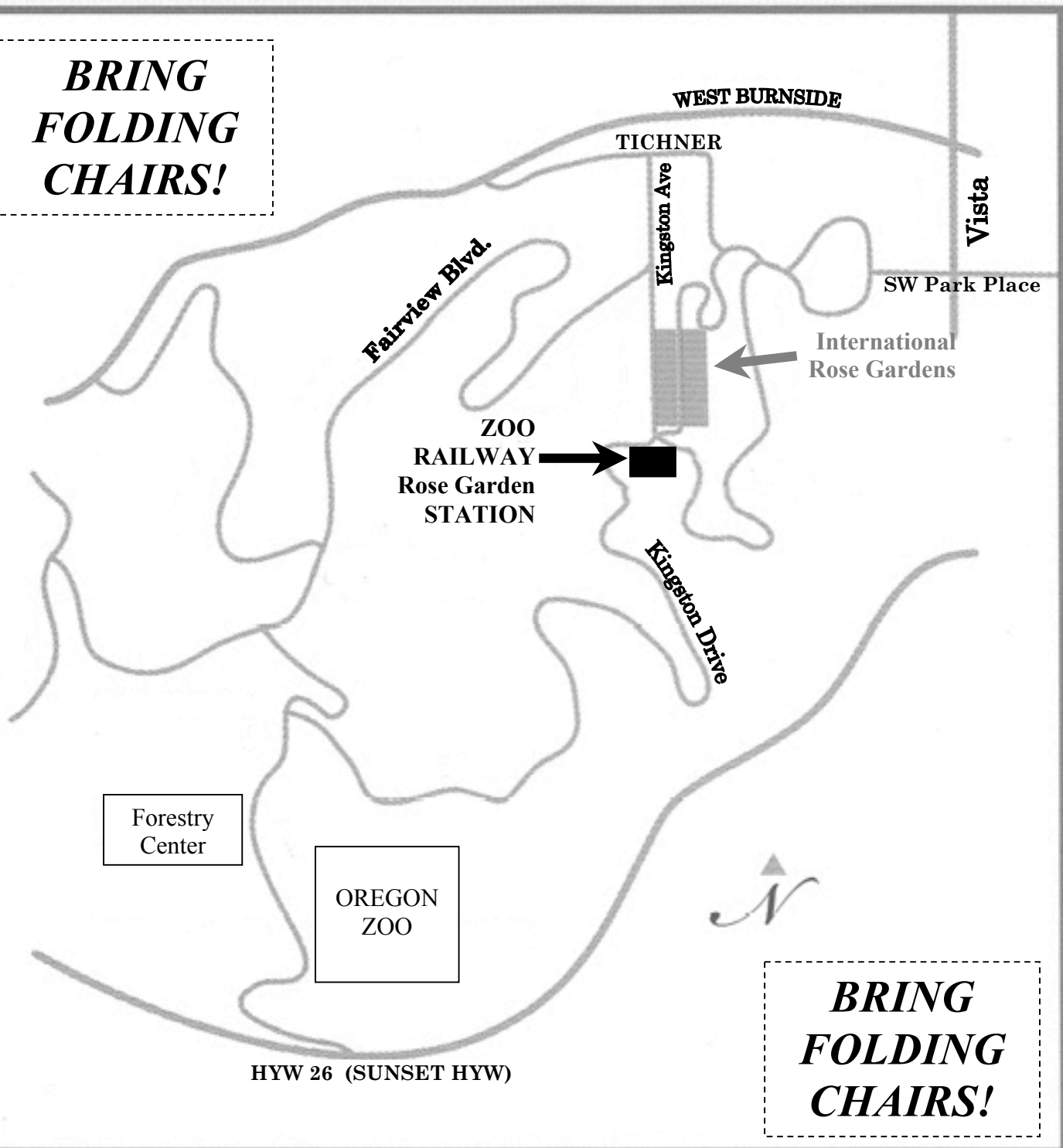
**You must EMAIL or CALL Ron McCoy,
PNWC Activities Chair to attend!
ronaldmccoy@mac.com
503-244-4315 voice-mailbox 2**

* Motive power may be substituted if needed.
* Price is subject to final contract approval pending with zoo. Attendees will be notified of any changes.



WASHINGTON PARK

***BRING
FOLDING
CHAIRS!***



The station is on a bluff overlooking the Rose Gardens. Parking can be found throughout the Washington Park area, with additional space above the station up Kingston Drive. A shuttle will be operating between the upper parking area, the base of the stairs and the station access road to help move heavy items and persons unable to climb the stairway to the station. PNWC volunteers will be visible to radio the shuttle. *Call Ron for more information.*