

## Closing The Camp 6 Logging Museum

by Martin E Hansen



Martin E. Hansen Collection

How does the old saying go, "All good things come to an end"? That phrase certainly fits the recent loss of one of the finest logging museums in the country, Camp 6 in Pt. Defiance Park in Tacoma, Washington. As the one who had the task of liquidating Camp 6, let me tell you why it happened and what was involved in this process.

By the late 1950's the highball days of steam logging was all but over in the Pacific Northwest. Diesel trucks and diesel yarders had replaced the steam lokies and steam donkeys that once filled the Western woods. The scrappers had taken their toll in cutting up most, but not all of this unique equipment.

Fortunately, one man came forward with the vision of saving some of the most unique examples of highball logging equipment before it was all gone. Tom Murray Jr. was the son of the founder of The West Fork Logging Co. of Mineral, WA. Tom had grown up working in the Western woods during the height of the steam era. By 1960 Tom was running his own logging empire in the form of Murray Pacific Corp. in Tacoma. Even with his new duties, Tom held a deep fondness for the way of life that was steam highball logging.

In 1962 Tom gathered a group of his logging friends together to form what is still today the Western Industries Forest Museum ("WIFM"). Tom's goal was to start gathering the last vestiges of the equipment and buildings that made highball logging famous. The goal was to amass this to-be-gathered collection at a site Tom had picked out in Tacoma's Pt. Defiance Park.

Pt. Defiance is located on the tip of the peninsula where the City of Tacoma is located. The park is a stand of old-growth fir that was never disturbed during the development of Tacoma. As such, this made it the perfect forest setting for the new logging museum.

From the very beginning, Tom planned to build an operable steam powered railroad as the heart of the museum so visitors could see and hear the sound of steam logging lokies at work in the forest. Even before track had been laid, Tom set out to acquire his first logging lokie. The natural choice was Pacific Coast Shay #7 of the Klickitat Logging & Lumber Co. that was just finishing her logging career for St. Regis Paper Co. in April 1964 (see photo above).

The big 3-truck Shay had no sooner made her last log run when Tom convinced St. Regis Paper to donate her to the new logging museum that had been named, "Camp 6". In the late summer of 1964 the fully operational Shay was delivered to the museum site in Pt. Defiance park and this spurred the many donations from various logging companies that followed.





By 1969 Camp 6 had grown to have the railroad and trestles in place, the Shay was running and the collection was expanding. By then Weyerhaeuser Timber had delivered a 270-ton Lidgerwood Tower Skidder (the last such machine in the world) to the park. Rayonier Inc. had donated and delivered a string of Polson Logging camp cars from the recently abandoned Camp 14. Many other buildings, cats, log cars, speeders, and logging tools of all kind found their way to Camp 6 by the early 1970's.

Tom's initial plan for Camp 6 envisioned an expansion of the original ¼ mile railroad into more of Pt. Defiance Park. However that plan proved to conflict with the City's plan for the park. Tom did not give up on his idea for a larger railroad logging operation.

In 1979 the Milwaukee RR had gone bankrupt and put up for sale their trackage out of Tacoma that ran to Morton, Vail and down to Chehalis. Seeing the need to keep their ability to haul logs by rail to Tacoma, the Weyerhaeuser Timber Co. bought all the Milwaukee railroads south of Tacoma in 1980. This gave Tom the chance he needed to create a longer steam railroad devoted to logging lokies.

WFIM approached Weyerhaeuser Timber and secured the right to operate from Morton to Tacoma and that section of the old Milwaukee RR. Thus was the beginning of WFIM's "Mt. Rainier Scenic RR" which is still in operation today on this same track.

As MRSR continued to expand in the next 30 years, Camp 6 was kept open by WFIM and operated by various volunteers. By the early 1990's the Shay was no longer serviceable as she was in need of boiler work. The Camp 6 railroad kept in operation with the use of small gas mechanical locomotives. However, without a running steam locomotive, ridership and attendance at Camp 6 began to fall off.

By early 2010 the City of Tacoma was requesting that certain repairs and improvements be made at Camp 6. These requests were taken up by the Board of Directors of WFIM and the decision was made to look at options for Camp 6. This is when Tom called me and got me involved.

In June 2010 I performed a full appraisal of Camp 6 and it's equipment. I was no stranger to Camp 6 as I had once lived ½ mile away from the museum during the mid-1970's and made frequent trips to see the Shay operate.

With the appraisal completed, the WFIM board and I met to discuss our various options. The first plan was to see if we could find another entity that would take over ownership of the entire museum and continue to operate it in place. We knew that would be a challenge, so I was asked to quietly explore a liquidation by sale of some or all of the Camp 6 collection.

After 6 months no group or entity was found who was willing to take over Camp 6 in place and keep it in operation. I met



again with the WIFM Board and told them how I had progressed in finding a buyer for the collection itself. Over the past 6 months I had contacted dozens of people and groups who were in the business of preserving artifacts of these types. While many were interested in various pieces of the collection, none were up to the task of taking the entire collection. One of the pieces that scarred the most folks was the huge 270-ton Lidgerwood Skidder!

One group that was first approached was the Tacoma Chapter of the NRHS. This group had been the caretaker and operator of Camp 6 for WIFM for the past several years. While the Chapter was glad to help out, they did not have the resources to fund the on-going needs of Camp 6.

Fortunately, I am well acquainted with a person who, like Tom, works in the timber industry and has a keen sense of it's highball history. This man is Chris Baldo of Willits, CA. Chris and a partner own and operate The Willits Redwood Company that operates a custom redwood sawmill in Willits. Chris is also one of the founders of The Roots Of Motive Power Museum, a logging museum also located in Willits.

I contacted Chris and told him of the great "opportunity" I was able to offer him. Chris was somewhat familiar with Camp 6, having visited it a couple of times, primarily to see the Lidgerwood Skidder. Chris was cautiously interested in the project. I say cautiously, as Chris knew what would be involved in the movement of the many buildings and items of huge equipment.

One of our challenges for WIFM in the liquidation of Camp 6 was the need for an environmental assessment and clean-up if necessary of any contamination that was found. While I was still negotiating with Chris, we started to conduct an environmental assessment of the site. WIFM would be ultimately responsible for any clean-up on the site and we made that clear to Chris.

After a few weeks, Chris and I hammered out an agreement for him to buy the entire Camp 6 collection. He agreed to donate a few items back to WIFM so we could take them to Mineral, WA so they could be used by MRSR in building a museum tour at the MRSR Mineral shops.

We gave Chris until October 2012 to have all the collection removed from Pt. Defiance so we could have all clean-up done by the end of 2012. This was an aggressive schedule, but Chris agreed and the move was on!



I can only tell you that the logistics of this move were staggering. You must consider the many huge items that needed to be moved by heavy hauling trucks and enormous expense in cranes needed for all this. With many buildings in the way of items of equipment, we needed to schedule the various moves so we had buildings moved first so we could get to the pieces of equipment.

Chris sent one of his employees to Tacoma to head up the operation on Chris's side. We at WIFM had to schedule to move of the items we were keeping while also working on the environmental issues. Meetings were held by me with the City and our folks to make sure the City was happy with the progress.



As soon as we started the move, we closed Camp 6 and fenced off the site. This was now a demolition site and too dangerous to allow the public inside. Thus started the months of cranes and heavy trucks coming to help load and move the historic logging buildings and equipment.

While much of the collection was slated to go to Willits and either Chris's mill property or the Roots of Motive Power property, some would be disbursed. Chris donated a Polson Logging camp car and set of Polson Logging disconnects to the Polson Museum in Hoquiam, WA. Some of the spare donkeys and skidders were sold to private collectors who moved them out of Camp 6.

Shay #7 was moved in the spring of 2012 in much the same way as she had arrived in 1964. She was loaded on 2 heavy haul trucks, one with the boiler and engine and the other with the tender and trucks for her move to Willits. We all were sad to see her leave her longtime home at Camp 6 but we are happy that she will be cared for and likely returned to service by Chris in California.

Late August saw the biggest job of all tackled, the movement of the Lidgerwood Tower Skidder. This involved the disassembly of the tower, the boom, the 4 engines, and the boiler from the frame of the huge machine. Once these huge "components" were on the ground they were then ready to be set by crane on separate heavy haul trucks for the long trip to Willits. The frame itself of the huge rig was left intact and taken by a heavy haul truck with moving dolly for the highway move.



After many months of work, the Camp 6 site was finally devoid of the collection that had made the museum famous. We cleaned up the ties on the railroad line, scrapped up the little bit of contaminated soil that was found near the now demolished enginehouse and returned the site to the City as agreed. The protective fencing came down and the public now saw nothing but a new parking lot to be used as overflow for the park zoo until the City decides what to do with the site long-term.

I spent over 2 years working on this project for WIFM. While I hated to see us in the Northwest loose such a unique museum devoted to logging, I am happy to report that nearly all the collection was saved and is now in the hands of folks who will preserve them as a reminder of the highball days of logging.



# Annual Holiday Potluck

**PROVIDED:** Ham main dish & potatoes

**BRING:** Hot Dishes, Side Dishes, Salads, Pies, Cakes & Cookies

❄️ **DECEMBER 21<sup>st</sup>** ❄️

**6:30PM**

St. Mark's Lutheran Church  
**Toys must be  
New & unwrapped**  
Membership meeting &  
Annual Elections to follow  
immediately thereafter.



## PNW SHORT LINES

by Arlen L. Sheldrake

October 19th marked the start of the “Combo Project” along the Roberts Bank Rail Corridor (RBRC) in Surrey, British Columbia. The project involves the construction of three grade separations at 192nd and 196th streets, and 54th Avenue in Surrey to enhance rail operations and accommodate anticipated freight traffic growth along the corridor. The 43-mile RBRC connects Canada's largest container facility and a major coal terminal at Port Metro Vancouver with the North American rail network. The C\$307 million RBRC program involves nine road-rail projects in Delta, Surrey and Langley, including eight overpass projects and one rail siding project. The program's Combo Project is estimated to cost C\$121.5 million and is funded by C\$43 million from the Canadian Government's Asia-Pacific Gateway and Corridor Initiative, C\$25.6 million from Port Metro Vancouver, C\$25.5 million from the province, C\$13.6 million from the city of Surrey, C\$8.3 million from the city of Langley and C\$5.5 million from the township of Langley. The RBRC program's partners include the federal government, British Columbia Ministry of Transportation and Infrastructure, cities of Surrey and Langley, township of Langley, corporation of Delta, Port Metro Vancouver, TransLink, BNSF Railway Co., B.C. Rail/CN and Canadian Pacific. The entire project is slated for completion in 2014. **Progressive Railroading October 22, 2012.**

BNSF's oil shipments out of the Bakken have grown exponentially, from 1.3 million barrels in 2008 to 90 million barrels in 2012. Thirty-five facilities for unloading crude oil from trains are under development in several states, and that will lead to even more shipments according to BNSF Chairman Matt Rose. **Billings Gazette October 17, 2012.**

Bakken shale fracking generates Port of Olympia business. The specialized sand (ceramic proppants) arrives at the port in 1.5-ton super sacks from China. So far three ships have made deliveries this year, and another three are expected before the end of the year; the last ship to arrive delivered 6,500 metric tons of ceramic proppants this month. The China manufactured proppants are loaded on rail cars that are interchanged by Tacoma Rail with BNSF in DuPont where they head east to North Dakota. This new cargo represents \$1.5 million in annual revenue for the port. **The News Tribune October 29, 2012.**

VIA Rail Canada Inc. has received an honorary award from Heritage BC for the restoration of its Pacific Central station in Vancouver, British Columbia. The 90-year-old building was restored following strict rules to preserve its historical features. The building's exterior masonry was repointed and cleaned, the roof was redone, windows and exterior doors were replaced or restored, the Pacific Central sign on the roof was stabilized, and many safety enhancements were completed. The C\$6.9 million project was funded by the Canadian government's Economic Action Plan. **Progressive Railroad October 24, 2012.**

Rayonier #45 moves to Oregon Coast Scenic RR! On October 25th the crews of OCSR moved former Rayonier 2-6-2 from its long-time storage site at Mount Rainier Scenic RR to the OCSR restoration shops at Garibaldi, Oregon. The 1906 built Baldwin was purchased by the Polson Brothers Logging Company to haul timber on Washington's Olympic Peninsula out of Polson's Railroad Camp. In the 1940's Rayonier bought out Polson and continued to use #45 as Camp switcher until the late 1950's when she was donated to the town of Hoquiam, WA and put on display. She was removed from display and moved up to Mineral on MRSR in 2001 where she has sat before being moved to OCSR. OCSR thanks Brian Wise at MRSR for the work it took to lay track and shuttle large amounts of equipment so OCSR could remove #45. The #45 was sold to Chris Baldo two years ago by MRSR. **Trainorders.com posting by Martin E. Hansen, October 25, 2012.** (The trailer carrying #45 had 8 axles, 16 dual wheels.)

On December 3rd Arcadia Publishing released Richard Thompson's latest book, *Portland's Interurban Railway*; 128 pages, 200 black and white images. Richard's other books include: *Portland's Streetcars*, *Willamette Valley Railways*, and *Portland's Streetcar Lines*. He is also one of the *Steel Over the Willamette* book authors. **<http://www.acradiapublishing.com>**

In mid-October MH 89, an EMD GP9, left the Mount Hood Railroad for service on the Santa Cruz and Monterey Bay Railway (SCMB) on the central California coast. Both rail operations are a part of Iowa Pacific Holdings. The SCMB is a 31.0 mile line, known as the Santa Cruz Branch that extends from near Watsonville Junction to near Davenport. The line includes an interconnection with Santa Cruz, Big Trees Pacific Railway Company in Santa Cruz. The line was purchased from Union Pacific Railroad for \$14.2 million by the Regional Transportation Commission for Santa Cruz County ([www.sccrtc.org](http://www.sccrtc.org)). Iowa Pacific Holdings has been selected as the short line operator for freight and passenger service. **STB Docket No. FD 35659 and SCCRTC News Release October 12, 2012.**

A November 4th BNSF freight photo on the Oregon Trunk confirmed the rumors that the former Spirit of Washington Dinner Train F-unit locomotives, WCCR 82 & 84, are going to the Santa Cruz and Monterey Bay Railway in central California. The 82 is a EMD F9 PH, the 84 is a EMD F9A/H. The former dinner train consist has been for sale and stored in Eastern Washington.

ZooLights at the Oregon Zoo runs November 23rd through December 31st and this is the last year for the zoo loop where the decorated trains run. Removing the current train zoo loop will make way for construction of the south portion of the new elephant habitat. During the first half of 2013 the railroad won't run so that a new train route can be constructed. The train is expected to be back in service on its new route in summer 2013. **ZooTracks, Oregon Zoo Member Magazine, Fall 2012.** ZooLights trains in 2013?, the Oregon Zoo responded November 7th: "We will have the decorated ZooLights train in the future but we will have changes to the current train route to accommodate Elephant Lands, our new elephant habitat." Attend the January membership program to learn more.

Tacoma Rail is in talks to sell and lease parts of the Mountain Division, a 132-mile city owned railway. The Mountain Division connects Tacoma to Frederickson in south Pierce County and then forks, with one line running to Chehalis and another running to Morton. The City of Tacoma acquired the railroad in the early 1990s with ideas of creating a "Train to the Mountain" tourist attraction. In 1998, Tacoma Rail took over the railroad's operations. The railroad is on pace to bring in about \$1.64 million in 2012 that includes \$1 million from freight, land leases and other revenues, and about \$600,000 brought in by leasing parts of the railway for storage, making 2012 a break-even year after multiple years of losses. State auditors in January warned city officials the railroad might never be able to repay the \$6.25 million borrowed from city noting the railroad's expectations for \$200,000 in annual losses for the next five years. Segments could be sold to Sound Transit (1.3 mile stretch in the Dome District), lease seven miles of the line from Centralia to Chehalis to a switching company, and leasing its Eatonville to Morton spur to the Mt. Rainier Scenic Railroad. The News Tribune October 21, 2012. **More information about Tacoma Rail: [www.mytpu.org/tacomarail](http://www.mytpu.org/tacomarail).**

The Fall 2012 issue of the Nickel Plate Road Historical & Technical Society magazine has an article about the Oregon Rail Heritage Foundation, member #180 Doyle McCormack, and Doyle's NKP 190 PA restoration. The photo used in the article was supplied by PNWC member Trent Stetz. The magazine is published quarterly and distributed to almost 1,000 NKPHTS members. **More information: [www.nkphts.org](http://www.nkphts.org)**

Sound Transit has awarded a seven-year, \$75.5 million construction management contract for the Northgate Link Extension to a joint venture between Jacobs Engineering Group Inc. and CH2M HILL. The Jacobs/CH2M HILL team currently is working on Sound Transit's University Line light-rail extension. The Northgate Link will extend the line 4.2 miles farther north of the campus to Northgate. **Progressive Railroading October 30, 2012.**

On October 25th, the Puget Sound Regional Council (PSRC) adopted its Regional Transportation Improvement Program, which included \$850,000 of Federal Transit Administration funds for the first phase of design and preliminary engineering for the streetcar Broadway Extension. By securing the funds through this competitive process, Seattle Department of Transportation can begin its design process for the extension in early 2013. Additionally, PSRC's Regional Project Evaluation committee has recommended that Seattle receive \$900,000 in federal Congestion Mitigation and Air quality Improvement Program funds to complete the design work. Final approval and award of these funds is scheduled to occur in early December. With the extension's planning and design work expected to cost \$3 million through final design, Seattle has potentially secured \$1.75 million in federal funds via these two competitive grants. The remaining \$1.25 million will be covered by the city of Seattle using local funds. The half-mile Broadway Extension will move the terminus of the First Hill Streetcar line currently under construction from Denny Way to Roy Street or beyond. The extension's total project cost is estimated to be \$25 million. *Railway Age* October 31, 2012. The First Hill Streetcar line is anticipated to be substantially complete in early 2014. The First Hill Streetcar line will use Inekon Trio model streetcars. More information: <http://www.seattlestreetcar.org>

Central Environmental Inc. has made a \$46,500 donation in the form of asbestos abatement services to the Engine No. 557 Restoration Co., the nonprofit organization established to restore Alaska Railroad 2-8-0 Baldwin built #557. With the asbestos removed and the engine cleaned, volunteers can resume restoration work. **TRAINS News Wire November 1, 2012.** More information: <http://www.alaskarails.org>.

In November Sound Transit hosted community meetings in Des Moines and Federal Way to begin the scoping phase of analyzing alternatives to expand high capacity transit 7.6 miles between the future light rail station at South 200th Street and the Federal Way Transit Center. More information: [www.soundtransit.org/FWextension](http://www.soundtransit.org/FWextension). **Sound Transit press release November 6, 2012.**

The Oregon Electric Railway Historical Society is also putting their newsletters on their web site for public access. Richard Thompson reports he is scanning them and working from latest to earliest. **Check them out:** <http://oerhs.org/transfer/index>.

The Union Pacific Railroad has reached agreement with two neighborhood groups and the city of Portland that could result in reduced emissions and noise at the Brooklyn Intermodal Rail Yard in Southeast Portland. The agreement ends a half-century injunction at the Brooklyn Yard and allows the railroad to move ahead with a modernization project that was estimated last year to be worth \$75 million. The East Moreland Neighborhood Association and the Sellwood-Moreland Improvement League get the railroad's promise to expand efforts to reduce diesel emissions and minimize noise. By next April, two new locomotives will transfer rail cars between the Brooklyn and Albina yards. **Oregon Live September 13, 2012.**

During November Penn Tunnel [Oregon's longest railroad tunnel others call Peninsula Tunnel] received \$2 million in maintenance including replacing a little over 1 mile of rail and replacing 3,600 tons of ballast. A Union Pacific team of 100 worked at the project site 24 hours per day between November 16-21. The existing track was removed in 40' segments and new track was installed by a track laying machine. The tunnel begins near the intersection of Columbia and North Portland Road and exits near Swan Island. **Union Pacific November 8, 2012 Press Release.** And from "*The History of Tunneling in Portland – Rail, Highways, and the Environment*": The Oregon Railroad and Navigation Company built the 5,435 foot long Peninsula Railroad Tunnel in north Portland from 1909 to 1911. This concrete-lined tunnel, which cuts through the north Portland highlands, shortens freight movement north over the Columbia River to Washington State. The Peninsula Tunnel was excavated through catastrophic glacial flood deposits of gravel and sand above groundwater. The tunnel and approaches cost \$800,000 to construct at the time (\$74 million in 2009 dollars); however, no record of the tunneling method can be found.

On November 7th the Canadian Environment Minister announced that Canpotex Ltd.'s proposed potash terminal at the Port of Prince Rupert, BC likely would not cause significant adverse environmental effects if certain mitigation measures are implemented and the project was referred back to other agencies for any other appropriate action. Canpotex Terminals Ltd., CN and the Prince Rupert Port Authority propose to develop a potash export terminal, as well as a rail, road and utilities corridor on Ridley Island at the port. Canpotex would build and operate the terminal, which is designed to export up to 11.5 million tons of potash annually. The project includes an automated rail-car unloading and conveyor system, a five-mile rail loop with up to 14 inbound and 11 outbound tracks, three inbound and two outbound tracks for the terminal, and an access road with a rail overpass and underpass. **Progressive Railroading November 9, 2012.**

# Peggy Got a Face Lift with the Help of a Chapter Donation



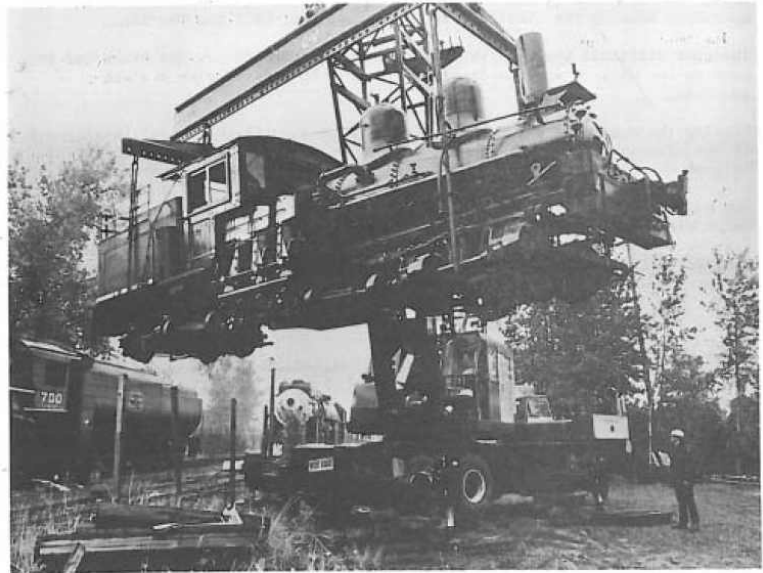
At the November 2012 Chapter Meeting, PNWC President Keith Fleschner presents Maria Jeffrey of the World Forestry Center with the donation check from the Chapter and its members.

Photos by Trent Stetz



Peggy with a fresh coat of paint in November 2012

The refurbishing activities of the Shay locomotive "Peggy" at the World Forestry Center were completed in October 2012 with the help of a PNWC donation and matching contributions from individual chapter members. Peggy was moved to the World Forestry Center in 1972, with an article and photo (shown below) covering the move of the locomotive being printed in the November 1972 *Trainmaster*. Remember - - these great old issues of the *Trainmaster* can be retrieved on our website at: <http://www.pnwc-nrhs.org/trainmaster.html>



"Peggy" leaps tall fences in a single bound with the aid of equipment donated by Grays Cranes and Rigging Company. (Photo by Wes Guderian of The Oregonian.)  
From Page 7 of the November, 1972 *Trainmaster*

## PNWC Concessions Activities

The PNWC Concessions folks attended two shows recently. The Antiques and Collectible show was October 26 thru 28th at the Portland Expo Center and was staffed by Al Hall, Joe Harper, Bill Hyde, Henri Larose, Dave Larsen, and Bruce Strange . The Boeing Model Railroad Club show was in Kent ,Washington on November 10th. Joe, Henri, Dave and Brice traveled all the way to Kent to staff the show. Sales were very good at both shows. Thank You to the folks who helped!



At the Antique and Collectible Show

At the Boeing Model Railroad Club Show



Photos by Henri Larose

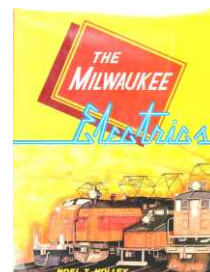
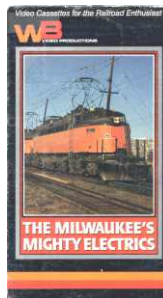


# In the Library and Archives...

There are more than 20 books and several VHS tapes in the Milwaukie Road section of the PNWC Library. Some deal with the entire Chicago, Milwaukee, St. Paul & Pacific but most are about the Western portion of The Milwaukee Road through Montana all the way to western Washington State. The books contain many maps, descriptions of building the line, and overcoming obstacles encountered through the mountains. Steam, diesel and electrics are covered. The PNWC Archives have Historical Chicago, Milwaukee and St. Paul Railway Schedules and Timetables that date back to the 1920's. Most of the books and videos are available for checkout by PNWC Chapter members and the Archives materials are available for research.

The most extensive book topic is on Electrification. They describe in detail and with wonderful photos the electric motors used, the Little Joes, Boxcabs and Bipolars.

Two of the VHS tapes are "*The Milwaukee's Mighty Electrics*" and "*The Milwaukee Road Vol III*" - The Rocky Mountain Division". These have historic footage of the motors working grades that were shot just before the electrics were phased out.



## Pacific Northwest Chapter Lending Library

**OPEN Mondays in December**

Open December 22 (Saturday) 1pm to 4pm  
and open every Monday 10 am to Noon

The Library is normally open the Saturday following the membership meeting.

The Library is located at:

Union Station Annex, 503 NW Irving, Portland  
(The Annex is the brick building just south of Union Station.)

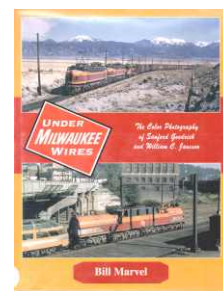
library@pnwc-nrhs.org 503-226-NRHS

*The Milwaukee Electrics* by Noel T. Holley

"An inside look at locomotives and railroading" This book is about the electric motors on the Milwaukee Route through the mountains of Montana and Washington State. Also included are fascinating true accounts of electric operation, and some steam too, as told by the railroaders themselves.

*Under Milwaukee Wires* by Bill Marvel

Features beautiful color photography of Milwaukee electrified mountain railroading by Sanford Goodrick and William C. Janssen in the early 1950's.



## Where is That Locomotive Now?

Pictures of the SP&S 539 taken by Dave Willworth at Grand Canyon Railroad yard in Arizona on October 23, 2012. Most of the missing parts are in storage and the locomotive is currently for sale. Locomotive No 539 is ex-NP 1762 built in 1917 by Alco. The 2-8-2 was an NP class W-3 Mikado. Sold to SP&S in the mid 1940's the 539 classification was O-3. The locomotive was on display in Ester Short Park from 1957 to 1997 when it was removed and transported to Battle Ground, WA for restoration though it was never completed. In 2007, No. 539 was purchased by the Grand Canyon Railroad to expand their steam program which was later cancelled. It is the sole surviving NP 2-8-2.



Photos by Dave Willworth



# November Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on November 16, 2012

The November 2012 meeting was called to order at 7:37pm by President Keith Fleschner.

The first order of business was presenting a check to Maria Jeffrey, Development Director for the World Forestry Center, of the Chapters contribution for the repainting of the steam engine "Peggy" on display at the Forestry Center. The donation from the members was warmly received and much appreciated.

Next we welcomed guests, Spike and Barbara Kennedy.

The minutes of the October meeting were reviewed. Bryan Ackler made a motion to approve the minutes and Mark Reynolds seconded. The membership voted to approve the minutes.

George Hickok announced that the Steel Bridge book is selling and we are getting closer to breaking even on our investment. He reported that all the accounts balance with the bank statements. Bryan Ackler made a motion to accept the Treasurers report and Doug Auburg seconded. The membership voted to accept the report.

Mark Reynolds, the new Car Host Chairman announced that since the Holiday Express is three weekends this year we really need more volunteers. There will be a total of seventy two runs. There will be a car host training session at 6:00pm November 17, at the Enginehouse.

Diana Mack announced that membership renewals are coming in at a good rate.

David Cautley requested help in setting up for Holiday Express on November 17 and November 24. It will involve cleaning the right of way and putting lights on and in the railcars. He also reported that there have been thank you letters from passengers and workers of the Bend trip behind the SP 4449, and from the Friends of the 4449 President Mark Cramer. The passengers included people from thirty eight states and three countries.

Ron McCoy reminded everyone of the potluck dinner at 6:30pm at the December meeting and to sign-up with the type of food you will bring. He also reminded everyone to bring items for the Train Toys for Tots program.

Ron McCoy also reported that members can now get a color edition of the Trainmaster on line.

Keith Fleschner reminded everyone that the December meeting will be election of officers and approval of the 2013 budget.

Jean Hickok said she is investigating new Chapter vests and should have the information soon.

Arlen Sheldrake invited everyone to visit the new Oregon Rail Heritage Center, open Thursday through Sunday.

Al Baker has finished his two terms as Director at Large but will continue to be Program Coordinator.

Al Hall reported that both the Boeing show sales, and the Antique and Collectible show sales were very good. He gave a big Thank You to the volunteers who worked hard. He also reported that National Train Day will be celebrated in Portland in 2013. It will be the second Saturday in May.

George Hickok also gave a big Thank You to all of the chapter volunteers.

Lila Stephens prepared another fine snack time. Thank You Lila.

Al Baker announced the program for the evening is Ken Vannice showing *A Walk Along the Old Milwaukee Road* in Montana. The Library Committee has books and material on the Milwaukee Road on display this evening. The January Program will be presented by Jeff Honeyman talking about the changes in the zoo train.

The meeting was adjourned at 8:28pm.

Ken Vannice gave a very informative and interesting program on The Milwaukee Road.

Respectfully submitted, Jim Hokinson, Secretary.

# Report Your Volunteer Hours

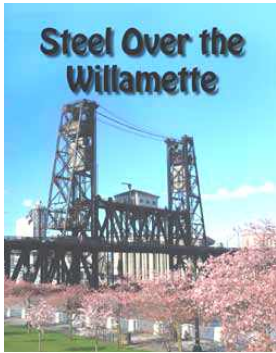
Please report the hours you work on all your Chapter and ORHF Activities to our Volunteer Hours Coordinator!

Thank you for all of your great efforts!

Jim Hokinson  
jhokinson@comcast.net

## Available Now

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.



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

## Bill of Lading

Closing the Camp 6 Logging Museum.....	Page 1
PNW Shortlines.....	Page 5
Train Toys for Tots.....	Page 7
Peggy Gets a Facelift.....	Page 8
PNWC Concessions.....	Page 8
In the Library and Archives.....	Page 9
Lending Library.....	Page 9
Where is that Locomotive Now?.....	Page 9
November Meeting Minutes.....	Page 10
Steel Bridge Book Available.....	Page 11
Officers, Committees & Contacts.....	Page 11
Calendar.....	Page 12
Mission Statement.....	Page 12

## Chapter Officers

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	
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	503.643.1494

## Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
Auditor	Bob McCoy	360.459.3251
Car Host	Mark Reynolds	503.638.7411
Concessions	Vacant	
Chapter Rep., Oregon Rail Heritage Foundation		

Chapter Home	Keith Fleschner	503.516.9272
Elections	George Hickok	503.649.5762
Excursions	Jim Loomis	503.253.3926
Flanger Restoration	Jim Long	503.313.7382
Library	Ron McCoy	503.310.4811
Meeting Programs	Dave Willworth	503.226.6474
Membership	Al Baker	503.645.9079
Rolling Stock	Diana Mack	503.723.3345
	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	Trent Stetz	503.643.1494
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 #605**

**Board of Director's Meetings:** December 20, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm

January 10, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm

(Open to all Members. 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 (Guests Most Welcome)

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

**November 30 to December 2 :** *Holiday Express*, Oaks Park Station, [www.orhf.org](http://www.orhf.org)

**December 7 to December 9 :** *Holiday Express*, Oaks Park Station, [www.orhf.org](http://www.orhf.org)

**December 14 to December 16 :** *Holiday Express*, Oaks Park Station, [www.orhf.org](http://www.orhf.org)

**December 21:** Membership Meeting - Potluck starts at **6:30 pm**; Followed by 2013 Officer/Director Election, 2013 Budget Approval & Train Toys for Tots

**January 18, 2013:** Membership Meeting - *Washington Park & Zoo Railway*, a preview of upcoming changes, Jeff Honeyman

---

## **NOTABLE NON-CHAPTER EVENTS:**

Now – Dec 28 *Polar Express*, Mount Hood Railroad, Hood River, [www.mthoodrr.com](http://www.mthoodrr.com)

Now – Dec 12 *Rocky Mountain Express*, IMAX , Pacific Science Center, Seattle, [www.pacificsciencecenter.org](http://www.pacificsciencecenter.org)

Now - June 30 *Streetcars Build a City*, exhibit, Architectural Heritage Center, Portland, [www.visitahc.org](http://www.visitahc.org)

Now – Dec 31 *ZooLights*, Oregon Zoo, 5 to 8 PM, [www.oregonzoo.org](http://www.oregonzoo.org)

Now – Dec 16 *Polar Express Trains*, Fri-Sat-Sun, Chehalis-Centralia RR, [www.steamtrainride.com](http://www.steamtrainride.com).

Now – Dec 23 *North Pole Express*, Fri-Sat-Sun, Thunder Mountain Line, [www.thundermountainline.com](http://www.thundermountainline.com)

Now – Dec 16 *Santa Express*, Sat & Sun, Mount Rainier Scenic Railroad, [www.mrsr.com](http://www.mrsr.com) / 1.888.steam.11

Now – Dec 12 *Santa Train*, Sat & Sun, Northwest Railway Museum, [www.trainmuseum.org](http://www.trainmuseum.org)

Now – Dec 16 Christmas Tree Specials, Sat & Sun, Chelatchie Prairie RR, [www.bycx.com](http://www.bycx.com) / 360.686.3559

Dec 1 December Dinner Train, Oregon Coast Scenic Railroad, [www.ocrs.net](http://www.ocrs.net)

Dec 1 & 8 Holiday Train, Alaska Railroad, Anchorage, [www.alaskarailroad.com/holidaytrains](http://www.alaskarailroad.com/holidaytrains)

Dec 1-2 *Santa Steam Trains*, Chehalis Centralia Railroad, [www.steamtrainride.com](http://www.steamtrainride.com)

Dec 1-2 & 8-9 *Polar Express*, West Coast Railway Heritage Park, Squamish BC, [www.wcra.org](http://www.wcra.org)

Dec 8-9 *Santa Steam Trains*, Chehalis Centralia Railroad, [www.steamtrainride.com](http://www.steamtrainride.com)

Dec 8-9 *Candy Cane Express*, Oregon Coast Scenic Railroad, [www.orsr.net](http://www.orsr.net) / 503-842-7972

Dec 14-15 *Santa Train*, Northwest Railway Museum, [www.trainmuseum.org](http://www.trainmuseum.org)

Dec 15 *Santa Claus Trolley*, Yakima WA, [www.yakimavalleytrolleys.org](http://www.yakimavalleytrolleys.org)

Dec 15-16 *Candy Cane Express*, Oregon Coast Scenic Railroad, [www.orsr.net](http://www.orsr.net) / 503-842-7972

Dec 19-22 *Spirit of Christmas Train*, Kamloops Heritage Railway, [www.kamrail.com](http://www.kamrail.com) / 250-374-2141

Dec 26-31 *Holiday Train*, Thunder Mountain Line, [www.thundermountainline.com](http://www.thundermountainline.com) / 208-331-1184

Jan 15 – Apr 14 *All Aboard: Railroading & Portland's Black Community*, Oregon History Museum, [www.orhs.org](http://www.orhs.org)

Jan 21 SP&S Historical Society Swap Meet, 1 to 3, Holiday Inn-Portland Airport, [www.spsrhs.org](http://www.spsrhs.org)

May 18 GorgeRail 2013, Columbia Gorge Discovery Center, The Dalles OR, [www.gorgerail.com](http://www.gorgerail.com)

June 1, 2013 SP 4449 15 year renewal required.

July 17-20 NP Railway Historical Society Convention, Butte MT, [www.nprha.org](http://www.nprha.org)

July 23-27 UP Historical Society Convention, Topeka KS, [www.uphs.org](http://www.uphs.org)

July 27-31 GN Railway Historical Society Convention, Naperville IL, [www.gnrhs.org](http://www.gnrhs.org)

July 28 – Aug 3 NRHS Rail Camp, Tacoma WA, [www.nrhs.com](http://www.nrhs.com)

Oct 2-5 SP Historical & Technical Society Convention, Fresno CA, [www.sphts.org](http://www.sphts.org)

Sept. 2015 Portland-Milwaukie Light Rail opens with a OMSI/ORHC 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.

---