

The



Trainmaster

October 2014

ISSUE N° 627

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



www.pnwc-nrhs.org

A Visit to Avery

Text and Photos by Arlen Sheldrake



Nestled next to the St. Joe River on the west side of the Rocky Mountains is a small community in northern Idaho named Avery. Historians familiar with the history of the Milwaukee Road know that Avery was a major engine facility that served the western side of the Milwaukee Road's challenge to the Rockies.

While the former engine facilities are long gone, the residents of Avery, all 16 of them, have worked really hard to preserve their community's colorful history. The 1909 Milwaukee Road depot has been preserved with a portion being used as the post office and the rest a very interesting community museum.

While kids and some adults will enjoy feeding the fish in the fish pond, my interest was in the Twin Grove No. 185,

A Visit to Avery



One of the Twin Grove lounge tables with the sales contract

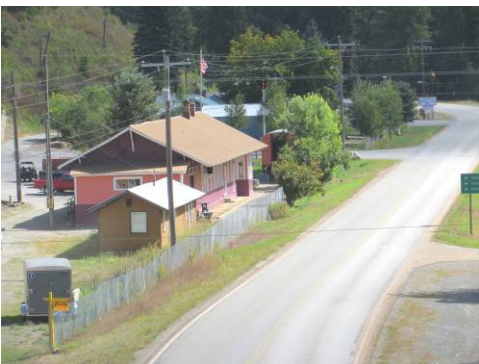
a Milwaukee Road lounge car that PNWC sold to the Avery Citizens Committee back in 2003. The car moved via rail to St. Maries and then by truck to Avery as the rail through Avery is long gone. This all-volunteer highway move is a great story in itself. A part of the story as printed in the October 1, 2003 St Maries Gazette Record is in the July 2004

Trainmaster.

In June 2014, John Moe, President of the Avery Citizens Committee sent me a bunch of pictures of the Twin Grove, pictures of both the No. 185 as received and after their restoration. This prompted my planning a road trip to Avery to see the Twin Grove and Avery in person.

It takes a bit of effort to plan a road trip to Avery. One doesn't drive by Avery on the way to someplace else. You drive to Avery; it is just over two hours out of Coeur d'Alene. This is a beautiful drive along the St. Joe River Scenic Byway.

On September 10th Rita and I rolled into Avery hoping that we would have



Milwaukee Road Avery depot, the highway is the former railroad right-of-way.

an opportunity to see both the museum and the interior of the Twin Grove. Before the trip I had sent John a note letting him know of our travel plans and hoping that he would be available to give us a tour. Sure enough, there was John and two other Avery residents as our welcoming party upon our arrival.

On each of the lounge tables, they have a display of pictures. One of the tables has pictures of the delivery of the Twin Grove and a copy of the purchase agreement that I, as PNWC President, had signed. Our sale of the Twin Grove really has had a positive impact on this community. I think

you will agree that they have done a wonderful job of cosmetically restoring this historic car.

Put northern Idaho on your travel bucket list and specifically Avery. It is absolutely beautiful country with lots of railroad history; and our former Twin Grove No. 185 rail car. I will always fondly remember the welcome that Rita and I received from John and his fellow residents.

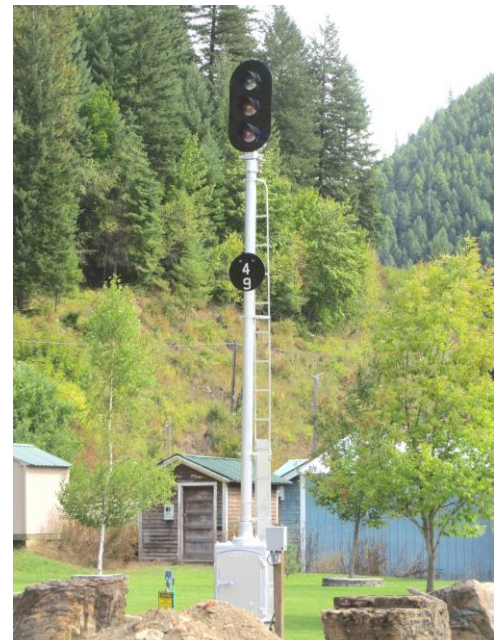
[The Avery Citizens Committee Foundation produced flyer was printed for inclusion with the printed *Trainmaster* by an anonymous donor.]



The Depot entry way sign



The Twin Grove No. 185



The newly installed track signal in Avery, ID



Arlen on left, John Moe on right; fish pond also on left

NOW IN PRODUCTION FROM THE UNION PACIFIC HISTORICAL SOCIETY

UNION PACIFIC NORTHWEST

By JEFF ASAY

Union Pacific Northwest is a history of the Oregon-Washington Railroad & Navigation Company and its predecessors in Oregon, Washington and northern Idaho. The O-WR&N was Union Pacific's operating company from Huntington to Portland, Oregon, to Seattle and Spokane, Washington, and, via the Spokane International, to Canada.

— REVISED AND EXPANDED EDITION —

Originally published in 1991, the first edition of this book has long been out of print. Now, Jeff Asay has significantly revised and expanded the book for this new edition, including an entirely new chapter that brings the history of the railroad into the new millennium. Also in this edition:



- **150 more pages**
- **200 more photographs**
- **More maps**
- **More timetables**
- **More graphics**

This new edition has nearly 500 pages and over 500 photographs. Over half of these photographs were not in the original edition and most have not been published anywhere before. New and interesting historical photos and collections have been uncovered and included in this big new book. Many well-known Northwest photographers are featured, including Wayne Depperman, Ed Austin, Sheldon Perry, John Guernsey, Steve Carter, Mike Denuty, and Hank Griffiths, Jr.

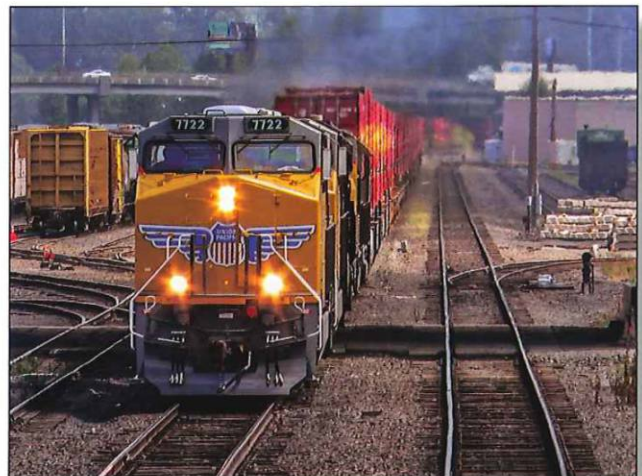
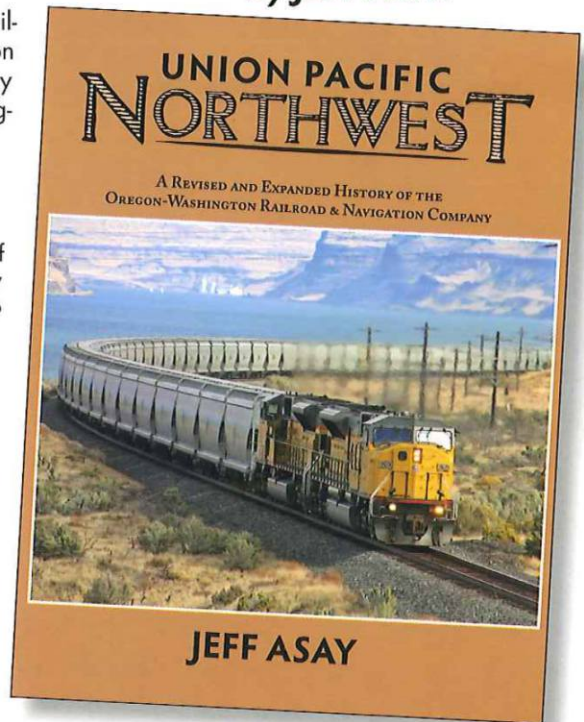
This book has the full story of Union Pacific Railroad in the Pacific Northwest, including the main lines, the mining and wheat branches, the Ilwaco narrow gauge, the dramatic changes in Spokane operations over the years, and the radical decline of rail mileage in the Palouse and other areas. Even if you have the original edition, this new and expanded edition will add to your collection and provide much new information and insight on UP operations in the far corner of the country.

Available in December for **\$85.00** plus shipping.

Pre-Order Sale! Reserve your copy for a Members-only price of \$60.00 plus shipping if you order before the end of November!



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McCoy Adds Partner

The McCoy Grain Terminal in Rosalia, Washington, owned by Pacific Northwest Farmers Cooperative and Cooperative Agricultural Producers, Inc., or CoAg, is adding Mid-Columbia Producers, from Moro, Oregon, as a partner to its marketing alliance. Before the partnership, the terminal moved roughly 30 million bushels of wheat; bringing on Columbia Producers increases that total to 45 million bushels. Each company contributes roughly 15 million bushels. A total of 2,000 members are now represented in the partnership. The facility is served by Washington & Idaho Railway that takes the shuttle trains 29 miles north to interchange with BNSF Railway at Marshall. Pictured September 11th is the new 110-rail car shuttle-loading facility near Rosalia.



Text and picture by Arlen L. Shel Drake.

Second Annual NW Railroad Heritage Forum

Tacoma, Saturday September 6, 2014. Text by Henri Larose

A few members of the Library and Archives committees arranged a one day round trip to Tacoma for the first Forum last year. It was worth to attend but the Amtrak train schedule made us miss the first and the last presentation.

This year we did not organize as group. I took Amtrak on Friday afternoon and return on Sunday morning. The Forum was well worth the trip.

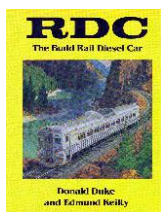
Ed Berntsen, the Tacoma Chapter President, welcomed us in the Washington State History Museum Auditorium and introduced the speakers. Gary Tarbox was first. He was also the major reason for my trip because he runs the PNRA (Pacific Northwest Railroad Archives) and our Chapter has been working now since 2010 with the same goal of creating a computer system where the archives could be accessed from the web site. His resources are much larger, with 4 working sessions per week and a \$6,000 36 inch scanner.

Noel Holley's talk on the Great Northern Electrification was excellent. Noel knows his GN material in depth and projected a large number of photographs, many in color, of the 40 miles of electric traction of the GN through the Cascades. Some those engines had more pulling power that the Big Boys!

Russ Holter and Clark MacAbee dug many unknown photos of the lesser known Tacoma Eastern Railroad and Kurt Armbruster had many antique photos of the early days of railroads in Seattle. His photos and anecdotes focused mostly on the water edge of old Seattle.

John Tucker who used to be an active member of our chapter until his move to Seattle about 3 years ago, was one of the Forum organizers. I thought that I would be the only Portland Chapter member in attendance; but Al Baker, Ken Vannice and Hugh Delanty showed up. They all had driven by car.

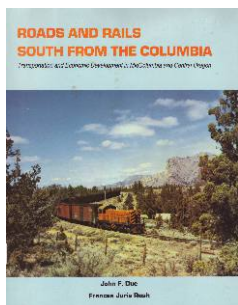
New Books in the Chapter Library



RDC: The Budd Rail Diesel Car, by Donald Duke and Edmund Keilty. Published in San Marino, California, by Golden West Books in 1990 (second printing, October 1999). 273 pages, with illustrations (some color), photographs, diagrams and plans.

Summary: History of the Budd Rail Diesel Car, how they were built and the railroads that used them. Includes a roster and maps showing their service routes on each railroad.

Call Number: LR BUDD Duke 1990, Gift of Jerry Tanquist.



Roads and Rails South from the Columbia: Transportation and Economic Development in MidColumbia and Central Oregon, by John F. Due and Frances Juris Rush. Printed in Bend, Oregon, by Maverick Publications in 1991. 187 pages, with illustrations, photographs, maps and graphs. Contents include: Geology, exploration and early settlement -- The Columbia Gateway: water and rail transport and the growth of The Dalles -- Trails and wagon roads -- Stage coaches and wagon transport -- Railroads into MidColumbia and Central Oregon -- Rails to Prineville -- The railways through prosperity, depression and recovery -- The decline of the MidColumbia rail lines -- The recent decades of the city of Prineville Railway -- Transportation and economic development -- Implications of the transport experience.

Call Number: QPORe RH Due 1991, Gift of Jerry Tanquist.



PNW SHORT LINES

by Arlen L. Sheldrake



Port Metro Vancouver [British Columbia] has approved the proposed direct coal transfer facility at Fraser Surrey Docks. The decision comes following a two-year project review process. The \$15 million project will handle up to four million metric tonnes of coal per year which will be loaded onto barges at the facility and transferred to ocean-going carriers at Texada Island. The coal will arrive at Fraser Surrey Docks via rail and it is expected the project will result in one additional train per day along the BNSF railroad. The Port asked Fraser Surrey Docks to work with its rail provider to address issues of potential coal dust from rail cars and in May 2014 BNSF announced that it was adding a re-spray of a dust suppressant agent to the train cars before they enter Canada. The Port is Canada's largest port and the fourth largest tonnage port in North America. **Port of Metro Vancouver media release 8/21/2014.**

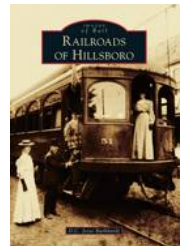


The Washington State Department of Transportation selected ARG Transportation of Eugene, Oregon, to operate the 26-mile rail line in central Washington, with a goal to restore rail service to a portion of Grant County, assisting farmers getting their products to market. The state purchased the shortline in 1993 to prevent it from being abandoned and to preserve rail infrastructure. ARG will spend six months determining the commercial interest from prospective shippers. If results are favorable, ARG will reopen the rail line. The line runs between Othello and Royal City. ARG owns the Coos Bay Rail Link in Oregon. **RT&S 8/22/2014.**

The first meeting of the newly formed Oregon Hazardous Material By Rail Rulemaking Advisory Committee was held August 26th. Background: Over the past several years, the volume of hazardous material transported by rail in Oregon has greatly increased, in part due to the increase in oil extraction in North Dakota. Oregon Governor John Kitzhaber recently reviewed the state's preparedness for the movement of oil by rail and found that ODOT should update its rules to ensure that first responders have the information they need to respond appropriately. These rules include Oregon Revised Statute 824.082 and Oregon Administrative Rule 741.510.0020(2). This committee has been formed to help make those changes. The 25-member committee includes representatives from environmental organizations, cities, railroads, state and federal agencies, and first responders. The committee is chaired by Hal Gard, ODOT Rail Division administrator. **ODOT press release and web site 8/22/2014.**

Starting June 1st, Global Partners, the company that offloads oil trains at Port Westward, promised to only accept crude delivered in tank cars that met the latest industry safety standards. Old cars did arrive twice at the terminal in July. The first time, three old cars were among the train's 120 tank cars. They were inadvertently unloaded, said Mark Romaine, Global's chief operating officer. Two days later, four old cars arrived in another train. This time, they were rejected, forcing the oil's owner to find somewhere else to offload them. The terminal moves oil from trains onto barges for BP and Phillips 66. Acceptable cars meet the CP-1232 standards, adopted in October 2011. **Oregon Live 8/21/2014.**

The new Arcadia Publishing book *Railroads of Hillsboro* by D.C. Jesse Burkhardt is now available for purchase at the Oregon Rail Heritage Center. Lots of great pictures and maps.



The Union Pacific Railroad project to connect the Graham line to the Brooklyn Sub-Division is currently out to bid; expecting construction to be complete late this year. [This connection will allow intermodal trains to go directly from the Graham line to/from the Brooklyn Intermodal facility.] **Union Pacific Railroad 8/24/2014 & ODOT Rail 8/29/2014.** Also, the speed restriction for the newly replaced Willamette River railroad bridge south of Harrisburg has been lifted now that welded rail has been installed. Effective August 22nd the 79 mph passenger speed limit has been extended from Junction City to the bridge and the bridge speed limit is 70 mph for passenger and 60 mph freight trains. Jointed rail was installed as new bridge segments were put in place. **George Landrock 8/24/2014.**



The Port of Tacoma in July posted a 6% year-over-year gain in container volume, its fifth consecutive monthly increase. Also in July, grain exports soared 75% to 2,398,775 short tons as volume returned to normal following last year's historic lows; breakbulk cargo rose 8% to 133,044 short tons; and log exports tumbled 25% to 242,266 short tons, reflecting decreased demand from China, port officials said. **Progressive Railroading 8/25/2014.**

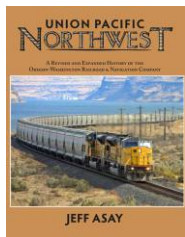


Member Benefit: One of the perks of membership is to get monthly an electronic, color copy of *The Trainmaster* newsletter. Two versions of each *Trainmaster* are produced monthly by Trent; a black/white version that “Hickok Publishing” prints and mails, and a color version that is electronically exchanged with other rail organizations, sent to requesting PNWC members and put on the PNWC web site for member access. Due to USPS bulk mailing rate requirements, those requesting an electronic copy also get the printed mailed version. Interested in receiving the color electronic copy via email??? If yes, shoot me an email message so stating at: asheldrake@comcast.net; Note that this is a member-only benefit.



The Friends of SP4449 have published their 2015 calendar! Once again Chris Fussell has put together an excellent collection of 13 photographs. The calendar is now available for purchase at the **Oregon Rail Heritage Center** for \$14.

BNSF is planning a new rail bridge over Lake Pend Oreille in North Idaho. They call it “the funnel,” and looking at a map of rail lines in the Western United States it's clear why. Tracks from the Midwest fan out and converge on a dense choke point located in the Idaho Panhandle – that's where westbound Union Pacific, Burlington Northern Santa Fe and Montana Rail Link trains converge before hitting a central rail yard in Spokane. But before they reach Spokane, those trains have to pass over a 4,769 foot-long bridge across Lake Pend Oreille, Idaho's largest lake. Completed in 1905 and built with a steel deck and concrete pilings, the bridge is narrow – only a single track – and represents one of the most severe capacity constraints for BNSF on its northern line from the Great Lakes to the Washington Coast. The rail company is looking to change that with a plan to build a second bridge adjacent to the existing span. The company is in the preliminary engineering design phase and confirmed it would construct a bridge 4,800 feet long, made of concrete spans and steel pilings. Track centers on the bridges would be about 50 feet apart. The company must first undergo permitting but hopes to have its secondary bridge completed by 2018. **Boise Weekly 8/28/2014.**



Union Pacific Northwest, revised and expanded edition.....originally published in 1991, the first edition of this book has long been out of print. Now Jeff Asay has significantly revised and expanded the book for his new edition, including an entirely new chapter that brings the history of the railroad into the new millennium. Also in this edition: 150 more pages, 200 more photographs, and more maps, timetables and graphics. This new edition has nearly 500 pages and over 500 photographs. Pre-sale prices if ordered before the end of November: \$60 for Union Pacific Historical Society (UPHS) members, \$70 non-UPHS members; plus shipping; order from the Union Pacific Historical Society, www.uphs.org.

Bob Melbo 8/28/2014 [See full page description on page 3]

A federal appeals court has ruled against Union Pacific Railroad in a case involving cleanup of mining pollution in Idaho's Silver Valley. The 9th U.S. Circuit Court of Appeals reversed a lower court decision that had dismissed a lawsuit by ASARCO against the railroad, and the case is now headed to trial. ASARCO wants the railroad to pay some of the costs of cleaning up mining pollution in the Superfund site in the Silver Valley. Asarco has already paid \$480 million to help clean up a century of mining pollution. Union Pacific constructed rail lines to haul silver and other metals across the Silver Valley. The railroad contended that a settlement agreement with ASARCO had resolved the issue but the appeals court found that the agreement was ambiguous. **1310 KLIX 8/29/2014.**




During the break between summer and fall seasons, the Eagle Cap Excursion Train received a long-awaited exterior paint job. The project is being coordinated by the Friends of the Joseph Branch. The train runs from the new depot in Elgin, Oregon on the Wallowa Union Railroad. More information: www.eaglecaptrainrides.com. **Eagle Cap Excursion press release 8/28/2014.**




Construction crews began last week laying tracks for the new Oregon Zoo Railway, which is just a few months away from reopening after being offline for nearly a year. Circling a 20-foot-high elevated trestle in the forest north of Elephant Lands, the new ride will take visitors along a route with spectacular views of animals as well as the annual winter ZooLights display which opens November 28th. **Portland Tribune 8/28/2014.**

Eight months (December 2013) after train snags a power line, the Simpson Lumber Company railroad has not run a train and officials tell Trains News Wire that it is unclear when trains may return to the main line. The Simpson operation out of Shelton, Washington is considered by many as the last traditional logging railroad in the U.S. On December 26th a train carrying logging equipment through downtown Shelton snagged a power line and took down five

utility poles. The resulting outage left 700 people in and around downtown Shelton without power. Simpson shut down rail operations outside its facility immediately following the incident. Switching operations continue inside the plant and on the waterfront. Simpson has been evaluating whether and when to resume railroad transportation between the Shelton waterfront operations and Mill 5 in Dayton, no decision yet. **Trains News Wire 8/19/2014.**

The Port of Vancouver USA has signed a Memorandum of Understanding with the state of North Dakota to lease blocks of railcars to move products from North Dakota to the Port. The rail cars being leased by the Port would otherwise be empty railcars returning from eastbound shipments and now will be used  **Port of Vancouver USA** for moving North Dakota agricultural products to the Port. The first full railcars coming back to Vancouver are expected in mid-September. **Port of Vancouver USA press release 8/27/2014.**

The Port of Portland announced September 2nd that Pembina Pipeline Corporation has entered into an agreement to develop a rail-served propane export facility that could be up and running by early 2018. Pembina is planning to construct  and operate the facility on land adjacent to the east end of the Port's marine Terminal 6 in Rivergate Industrial District. Upon completion the \$500 million propane export facility would receive approximately 37,000 barrels of propane per day. It is anticipated that most of the propane would be exported to Asian markets. **Port of Portland press release 9/2/2014.**

Correction: "While it is true that Portland & Western may have "tested" the new wye track with a train on August 7th, the new connection won't open officially for regular traffic until ODOT inspects and approves the signals being installed at the new crossing of Wilkesboro Road. As of August 25th, the relay house had been delivered but they didn't have commercial power yet to the site. I don't know the exact status today but they should be close to being done." **Bob Melbo, ODOT Rail Planner email 9/3/2014.** [Thanks Bob for this correction and for reading our *Trainmaster*.]

A new minor maintenance, stocking and fueling contract between Tacoma Rail and BNSF will shave one to three hours from the turnaround time for trains leaving the port headed for the Midwest. Before last month, BNSF locomotives that hauled unit trains of oil, autos and containers to the port were disconnected from the trains they powered and sent across the Puyallup River for servicing at a BNSF facility. This servicing will now be done by Tacoma Rail in its Tideflats yard. Tacoma Rail has provided similar services for Union Pacific for several years. The News Tribune 9/3/2014. Tacoma Rail is acquiring two SD70ACe-P4 locomotives from EMD numbers 1211 and 1212. The two locomotives were part of EMDs demonstrator fleet which the company is slowly purging with the oncoming Tier 4 emissions regulations that will render the fleet surplus. The two SD70ACe-P4s will initially be leased with an option to purchase. These locomotives have the distinction of being the first of the type produced new. **Trains News Wire 9/3/2014**



My June issue of **Railfan & Railroad** magazine arrived in late August. On the cover is a nice picture of Doyle's NKP 190. In this issue Editor Steve Barry announced the promotion of Portland rail fan/historian Alexander B. Craghead to the position of Consulting Editor. This was, however, the last issue produced by Carstens Publications as White River Productions has acquired the magazine and will honor all subscriptions; staffing is being determined.

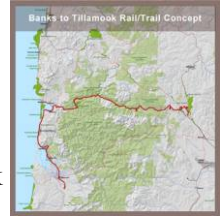
The Association of Tourist Railroads & Railroad Museums is holding their 2014 annual railway heritage preservation conference and annual meeting in Tyler, Texas on November 6-8. This could be an interesting meeting to attend. One of the available pre-conference events is a tour of the Museum of the American Railroad in Frisco, Texas on November 5th. This is the home of the other PA "hulk" that Doyle McCormack brought out of Mexico. More information: <http://www.atrrm.org>.



The official opening of the Mufford Crescent overpass marked the completion of all nine Roberts Bank Rail Corridor (RBRC) infrastructure improvement projects in the Lower Mainland of British Columbia. The RBRC program is a comprehensive package of road and rail improvement projects funded through a unique collaboration of 12 public and private sector partners. It is designed to improve the safety and efficiency of the road and rail network, and enhance the quality of life for residents of communities through which rail traffic travels to and from the Deltaport terminal at Roberts Bank in Delta. Total funding for the projects is about C\$307 million. The 70-kilometre RBRC program connects Deltaport Terminal at Roberts Bank in Delta, British Columbia, with North America's entire rail network. **Government of Canada new release 9/4/2014.**



The Salmonberry Corridor Draft Concept Plan is now available for viewing at: <http://salmonberrycorridor.wordpress.com>. Input is being received until October 10th by sending it to: rocky.houston@oregon.gov. The study was funded by a grant from Cycle Oregon. **Salmonberry Corridor Coalition email 9/12/2014.** [The document is 45 mbs and 125 pages, the first 45 are the meat of the concept. The plan covers the entire Port of Tillamook Bay line from Banks to the Tillamook Industrial Park (former NAS Tillamook).]



The Oregon Zoo's Zooliner and the Centennial steam locomotive are getting a facelift at Pacific Power Group in Ridgefield, Washington. Pacific Power was awarded a \$280,000 contract by Metro. The project is ahead of schedule and the trains are planned to be back at the zoo in time for Zoolights in November. The work includes a rebuilt tender box, restoration of the steam locomotive, and installation of a new Perkins Tier 4i engine in the Zooliner. **Oregon Line 9/9/2014.**



The Kelso Martin's Bluff Rail Project moved forward with the completion of the environmental study. The study is available for review on the Kelso Martin's Bluff project websites and at local libraries. The proposed bypass will upgrade existing track and add a third main track between Kelso and the Longview Junction. The bypass will separate freight and passenger rail traffic. Subject to approval in early 2015, the project is scheduled to be fully operational by summer 2017. **WSDOT 9/18/2014.**

TriMet has established a countdown clock to the opening September 12, 2015 of the Portland-Milwaukie MAX Orange Line. The clock at <http://www.trimet.org/orangeline/index.htm> counts down the seconds now that we have moved to under a year until 1000s of daily MAX and TriMet bus riders travel past the front door of the Oregon Rail Heritage Center. **Trent Stetz 9/10/2014.**

The Western Railway Preservation Society located in Eastern Oregon is actively restoring former Westside Lumber Co. caboose number 3 at their shop in McEwen, Oregon. The total anticipated cost to restore the caboose to its as built 1920s era appearance is approximately \$4,000. Using all volunteer labor the frame and undercarriage has been painstakingly rebuilt and is essentially complete. An additional \$2,500 in donations to purchase siding and other materials is being solicited. Once restored, the caboose will be used for public education and enjoyment through regular display and operation on the Sumpter Valley Railroad. More information: <http://www.westernrailwaypreservation.org> or Western Railway Preservation Society, PO Box 1112, Baker City OR 97814. All donations are tax deductible.

Salem 1889 Railroad Baggage Depot Project by Arlen Sheldrake

September Update: A contractor is on-board (Paint Removal Pro), carefully removing the interior wood and exterior siding to preserve as much of the original material as possible. Crews are working in mid-September to October, pulling down and saving the pieces, carefully extracting nails, removing lead-based paint and storing the salvageable ones for re-use when re-construction begins. The current budget will upgrade the existing depot, provide a ticketing office and bus operations area for Greyhound, and create space for other bus services to use. ODOT project update 9/12/2014.





President's Dispatch



by Keith Fleschner

I'm passing the pencil to the Keith that chairs ORHF's Holiday Express. Several years ago we switched to the current three week schedule, because ORHF needed the funds to build the building. The need continues for at least two more years until the city loan for the building is repaid. The calendar is not friendly when scheduling this time of year. Most years to get three weekends you are up against Thanksgiving or Christmas. There was a proposal this year to start later and be up against Christmas, running the final weekend before Christmas. We were unable to do that and get the SP&S 700 to Vancouver, WA for the BNSF Christmas event. The SP&S 700 group is eager to go as next year they'll be down for their fifteen year inspection. Scheduling later would also have been possible, if the SP 4449 was back in service. So once again we're running on Black Friday; I understand more and more that for many of you this is a great inconvenience; pitting family against a hobby. My apologies. It's a situation we will try to avoid in the future. If you can help on the Thanksgiving weekend we greatly appreciate it; if not we certainly understand.

Back to NRHS - As this is being written your board has been informed that the proposed new business model for NRHS National has been defeated. And that President Elect Al Weber has succeeded long time president Greg Malloy. Our understanding is that the National Board is proposing to continue the current chapter and member structure. Some change is inevitable but the details have not been determined. Stay tuned and also visit <https://admin.nrhs.com/> for more information.

HOLIDAY EXPRESS CAR HOSTING

PNWC will again be providing Car Hosts for this year's Holiday Express! This year's event will be held for three weekends, including the last weekend in November, immediately after Thanksgiving, and the first two weekends in December. The dates are Nov. 28-30th, Dec. 5-7th, and Dec. 12-14th. Car hosts are normally scheduled in three run blocks, with each shift taking about 4 hours. There are about 70 scheduled runs this year! If you have never been a car host before, this is the perfect event to begin! Duties include: preparing cars for passengers before and after each trip, greeting and seating passengers, assisting passengers as necessary, explaining the area and equipment history per passenger's questions, ensuring passenger safety, providing an overview of PNWC and ORHF's missions, and assisting with car clean-up after each set of runs.

Non-Chapter members are most welcome, and can work with a chapter member on trips. Sign-up will be available in mid-October via ORHF's Volgistics volunteer website. Please contact Al Baker (albaker33@comcast.net) for details on getting setup in the system (if you are not already an active ORHF volunteer) and using the Volgistics website. For more info on car hosting, contact Trent Stetz at Trent.Stetz@yahoo.com or Mark Reynolds at Mark.Reynolds@powereng.com. A Holiday Express 2014 car host planning and orientation meeting will be held at ORHC soon. Please come and join us for the wonderful holiday event again this year. Thank you in advance for your volunteering.

HOLIDAY EXPRESS

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September Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on September 19, 2014

With the expectation that the business meeting could go longer than usual, the program was given first. The program for the evening was by Nick Stewart of Tri Met who is a very able historian. He presented a history of the area on which the Oregon Rail Heritage Center now stands. A very interesting program and well received and enjoyed by all.

Next the snack time was prepared by Lila Stephens. Thank You Lila.

The business meeting was called to order at 8:55pm by President Keith Fleischner.

The first order of business was the review of the August minutes. Arlen Sheldrake made a motion to approve the minutes and Bruce Strange seconded. The membership voted to approve the minutes.

Next, George Hickok gave the monthly Treasurers report and noted that all accounts balanced. The S2 restoration fund has a small decrease, the poster project has no change, the Steel Bridge book sales are showing a good profit, the Brix logging book sales are showing a small profit, and, the mailing activity is awaiting some outstanding bills to be paid. Lila Stephens made a motion to accept the report and David Cautley seconded. The membership voted to accept the report.

President Fleischner then made the presentation of the monthly Unsung Hero award to Mark Reynolds for all of his volunteer work especially noting his work at Antique Powerland with the Randy Rock sound tower.

President Fleischner announced the board is acting as the nominating committee for the upcoming elections. All eligible board members will run again. There are two vacancies to be filled for Directors at large. At the October meeting there can be nominations from the floor and the elections will be held at the December meeting.

President Fleischner urged everyone to start thinking of the purchasing of the Train Toys for Tots. Mark Reynolds said he would contact the Marines to make sure we got in their program.

President Fleischner then announced that the Holiday Express would again start on 'Black Friday' to get in the three weekends before Christmas. Several of the later night runs will be cancelled because of low attendance. If anyone is interested in volunteering as Car Host please contact Al Baker or David Cautley. Mark Reynolds said there will probably be a car host meeting in the second weekend of October.

President Fleischner gave thanks to the Web Site Committee for their hard work on the web site.

Jim Long announced that a friend has for sale a Union Pacific promotional photograph that probably hung in an Union Pacific office. Contact him if you are interested.

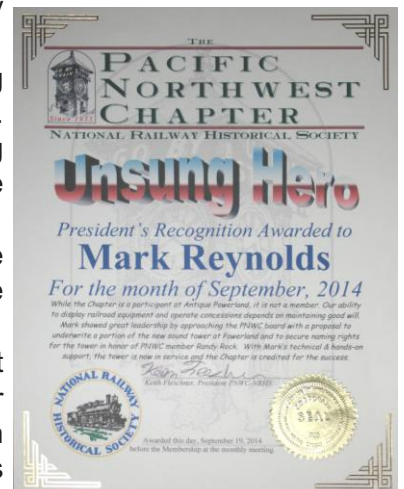
President Fleischner then addressed the issue of the National Organization being in financial trouble and the efforts being proposed to help the situation. In forging a new business model the National Board gave broad powers to the board and the business model development committee to handle issues that arose. On Saturday, September 20, 2014 the National Board will meet to vote on the 'new' plan. Our local members has started making plans to continue on without the national organization, we have developed a future web site to collect our dues, have a committee revising our by-laws and have begun the registration of a possible new name. We will be business as usual as we have no obligations to the national organization. If the national organization continues we may elect to become an affiliate. The total moves that national may make will probably not be known for a number of months.

After some discussion and some questions and answers the meeting was adjourned at 10:00pm.

Respectfully submitted by Jim Hokinson, Secretary. Photos by Jim Hokinson



Al Baker introduces Nick Stewart



Mark Reynolds Receives the Unsung Hero Award



A recent photo of Sumpter Valley No. 19, a type 2-8-2 steam locomotive built in 1920, which was restored to operating condition in 1996, Photo provided by Alfred Mullet

Pacific Northwest Chapter Lending Library

Visit Us! New Books!

OPEN Mondays and October 18th

October 18th (Saturday) 1 pm to 4 pm
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

Bill of Lading

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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 Rep.	Al Baker	503.645.9079

Chapter Directors-at-Large

Phil Barney	2013-2015	503.706.0498
Ken Vannice	2013-2015	503.244.8732
Ron McCoy	2012-2014	503.310.4811
Christopher Bowers	2012-2014	503.577.0063
Jean Hickok	2014-2016	503.649.5762
Trent Stetz	2014-2016	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		
	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	Phil Barney	503.706.0498
Library	Ken Vannice	503.244.8732
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	503.701.7040
Car Rental Agt.	Bob Jackson	503.231.4808
Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
Webmasters	Jim Long	503.313.7382
	Mark Whitson	503.533.7005

Printed in the USA

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* do 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/Reporter	Arlen Sheldrake	503.351.9881

PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 627

Membership Meetings: St. Mark's Lutheran Church, 5415 SE Powell Blvd. 7:30 pm
(Guests Most Welcome!)

October 17: *Streamliners at Spencer*, Arlen Sheldrake provides a photographic review of his trip to see this historic 2014 event at the North Carolina Transportation Museum in Spencer, North Carolina.

November 21: Two video programs developed by noted Wasco County historian Jerry Tanquist:
♦ *Union Pacific Railroad in and around Wasco County*
♦ *Railroad Race on The Deschutes*

Nov. 28-30:

Dec. 5-7: *Holiday Express* at Oaks Park, Oregon Pacific Railroad, www.orhf.org

Dec. 12-14:



December 19: *Annual Chapter Meeting, Holiday Potluck, Officer Election and Train Toy Drive*

January 16: *Railroads of New Zealand*, Doug Auburg takes us on one of his journey riding and photographing trains.

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

Board of Director's Meetings: October 9, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
November 13, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm

(Open to all Chapter Members. Note address for Board meetings; follow instructions posted on the door for entry.)

NOTABLE NON-CHAPTER EVENTS:

- May 1-Dec 31 *Brooklyn Rail Yard Exhibit*, Oregon Rail Heritage Center, www.orhf.org
Oct. 4-5 *First Autumn Colors*, North Pend Oreille Lions, Ione WA, www.lionstrainrides.com
Oct. 4-26 Weekends, *October Fall Splendor Excursions*, Oregon Coast Scenic RR, www.oregoncoastscenic.org
Oct. 4 *Washington Wine Express*, Mount Rainier Scenic RR, www.mrsr.com , 360-492-5588
Oct. 5, 11-12, 18-19, *Autumn Leaves*, Mount Rainier Scenic, www.mrsr.com , 360-492-5588
Oct. 11-12 *Second Autumn Colors*, North Pend Oreille Lions, Ione WA, www.liontrainrides.com
Oct. 11-12 *Steam Fall Leaves Special*, Chelatchie Prairie RR, www.bycx.com
Oct. 17 *Fall Colors Train*, Sumpter Valley Railroad, www.sumptervalleyrailroad.org
Oct. 18-19 *Photographer's Weekend*, Sumpter Valley Railroad, www.sumptervalleyrailroad.org
Oct. 18 *Pumpkin Train*, Oregon Coast Scenic RR, www.oregoncoastscenic.org / 888-718-4253
Oct. 18-19 *Third Autumn Colors*, North Pend Oreille Lions, Ione WA, www.liontrainrides.com
Oct. 25 *Halloween Trolley*, Yakima Valley Trolleys, <http://www.yakimavalleytrolley.org>
Oct. 25-26 *Pumpkin Express*, Mount Rainier Scenic, <http://www.mrsr.com> / 360-492-5588
Oct. 25-26 *Pumpkin Trains*, Chehalis-Centralia Railroad, Chehalis WA, steamtrainride.com
Oct. 25-26 *Great Pumpkin Rides*, North Pend Oreille Lions, Ione WA, www.liontrainrides.com
Oct. 25-26 *Headless Horseman Halloween Train*, Chelatchie Prairie RR, www.bycx.com
Oct. 29 - Nov. 1 *SP Historical & Technical Society* convention, San Luis Obispo. CA, www.sphts.org
Nov. 28 – Dec. 21 *Polar Express*, Fri/Sat/Sun, Chehalis-Centralia RR, steamtrainride.com
Nov. 29-30, Dec. 6-7, 13-14, 19-20 *Santa Train 2014*, Northwest Railway Museum., www.trainmuseum.org
Nov. 29-30, Dec. 6-7, 13-14 *Christmas Tree Specials*, Chelatchie Prairie RR, www.bycx.com
Nov. 29-30, Dec. 5-7, 13-14, 20-22 *Santa Express*, Mount Rainier Scenic, www.mrsr.com 360-492-5588

PNWC – NRHS MISSION

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