

The



Trainmaster

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McCaughey Mill Shay Locomotive



The locomotive and woods crew are posing for Clark Kinsey ca.1920's with their crosscut saws (known as "Misery Harp, Misery Whip, Swede Fiddle and Wood Harp") used in felling trees. Shay No.1 was a Class B, 2 Truck, 42 Ton (with fuel and water), standard gauge wood burning locomotive. It was built March 11, 1910, had 3 of 10" diameter X 12" stroke Cylinders, 1.5 cords wood capacity, 1560 gallons water capacity, and weighed 71,000 lbs as built. The McCaughey Mill Company was located at Fortson, Washington and was in business from 1909 till 1929. Fortson is located off of Washington Hwy. 530 slightly more than twenty miles east of Arlington, in north Snohomish County just west of White Horse on Tom Creek Road. Established in 1896, it was named for Capt. George H. Fortson, U.S. Army three years later. On March 26, 1899 he was killed at Passig Bridge in the Philippines during the Spanish American War. The Clark Kinsey photo is from the Jim Gertz Collection. [Scan of photograph provided by Bruce Strange, who works with the PNWC Photo Archives]

SP&S: The Northwest's Own Railway

By Arlen L. Sheldrake

This long awaited Clark County Historical Museum exhibit opened in the Vancouver Train Depot on January 31, 2015. The exhibit focuses on the history of the Spokane, Portland, & Seattle Railway and its later purchase by Burlington Northern and examines both the national and local impact this important north bank railway had on the people, places, and economy of Southern Washington and the Pacific Northwest.



This permanent exhibit was funded by grants from Transportation Enhancement Grant and the BNSF Foundation. The exhibit is housed in the southern end of Vancouver Train Depot waiting room. The depot constructed in 1907-08 is owned by the City of Vancouver with the northern portion leased and used by Amtrak to serve Empire Builder, Coast Starlight and Amtrak Cascades passengers.



Exhibit Funding

The exhibit was designed by former Museum Executive Director Susan Tissot and Museum Board and developed by Ed Austin Associates. Ed is a well-known rail historian and author.



Anne McEnergy-Ogle, Ron Nierenberg, Harry Hendricks and Other Dignitaries Cut the Ribbon to Open the Display

QR codes are used throughout the exhibit to help enhance the visitor's experience. On each panel, codes can be scanned via a smart phone or tablet. The code will direct the device to mobile webpages that expand the content of the individual panels through audio-visual items from the museum's collection, such as recorded oral histories, images, video and more.

Now in addition to being the best train viewing site in Oregon and Southwest Washington, you also have this outstanding exhibit to enjoy as a second reason to visit the Vancouver Train Depot.

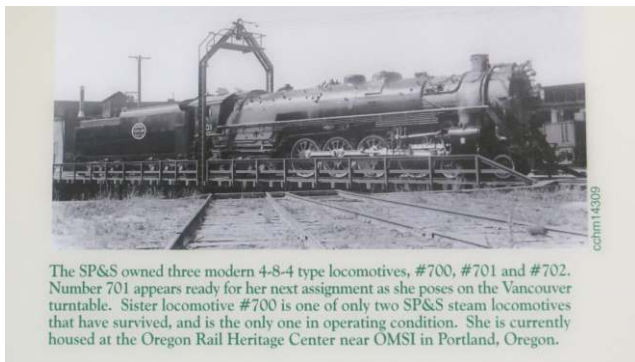


The Diorama of the Vancouver Roundhouse and Shop Areas

Many thanks to former Clark County Historical Museum board member Ron Nierenberg who worked hard for many years to get this exhibit approved and funded. Ron is also an ORHC volunteer. I very much appreciated Ron keeping me updated as this project moved forward to grand opening.



Display Panel depicting Railroads Helping to Build America



The SP&S owned three modern 4-8-4 type locomotives, #700, #701 and #702. Number 701 appears ready for her next assignment as she poses on the Vancouver turntable. Sister locomotive #700 is one of only two SP&S steam locomotives that have survived, and is the only one in operating condition. She is currently housed at the Oregon Rail Heritage Center near OMSI in Portland, Oregon.

One of the Many Display Panels, This one describes the SP&S 700



Overhead Mural Depicting the Trains of Vancouver through the Years



The Vancouver Depot



Photos by Arlen Sheldrake and T. Trent Stetz

About AERC & Santiam Excursion Trains

Article developed by Arlen L. Sheldrake



The Albany & Eastern Railroad Company (AERC) (<http://albanyeastern.com/>) has a long history in the Mid-Willamette Valley. The AERC operates the Mill City Branch line, which runs from Mill City to Page, Oregon and then via trackage rights over the Union Pacific Railroad (UPRR) to Albany, Oregon. The Mill City line was built in part by the Oregon and California and Oregon Pacific railroads in the early 1880's. The Willamette Valley Railroad leased this line from the Southern Pacific and started service in March of 1993. In 1998, the AERC, leased the Sweet Home Branch from the Burlington Northern and Santa Fe Railway (BNSF). This line connected with the existing Albany-Lebanon-Mill City line at Lebanon and continued southeasterly to Sweet Home.

Since the 1930s BNSF and its predecessors used trackage rights between Lebanon and Albany, and was a steam powered branch off of the otherwise electrified Oregon Electric Railway. At the same time BNSF leased its "Oregon Electric" line from Salem to Eugene to the Portland and Western Railroad. Shortly after taking over the Sweet Home Branch, the former owners split their railroad into two properties – the Willamette Valley Railway which consisted of the former West Stayton Branch, and the AERC consisting of the former Mill City and Sweet Home Branches. In September of 2007 the AERC was purchased by Rick and Bernice Franklin, local Lebanon, Oregon business owners, keeping the short line's history of local ownership intact.

Today, the AERC owns and operates the Sweet Home Branch line and continues to lease the Mill City Branch line from the UPRR. Our freight operations run six days a week, and in 2013 we moved over 7,000 carloads of freight.

Their excursion trains, Santiam Excursion Trains, run over the 17+ miles of track on the Sweet Home Branch line. Their excursion train is unlike any other in the Valley, or even the west coast for that matter. While on board one will see amazing stretches of farmland, forest ranges and the beautiful Santiam River while also rolling past their shipper's sites and seeing the railroad world in action. The round trip lasts approximately two hours, so be sure to bring some cash so that you can enjoy some local beer, wine and cocktails.



The Lebanon, Oregon Station

The Santiam Excursion Trains begin 2015 operation with a Valentine's Day run on February 28th departing from Lebanon. The tentative schedule for 2015 is available on their web site.



The Round End Car Setup for Dinner

This information was extracted from <http://santiamexcursiontrains.com> where you can also find the operating schedule and more information.

[AERC is leasing three railcars to add to their fleet for these operations: the James J. Gilmore SP2955 Round End (lounge/observation) from the Northwest Railroad Museum, the Plum Creek 1210 (lounge) from the Friends of SP4449 and the Red River 6800 (coach) from the PNWC. Rick Franklin is a long- time friend and supporter of the Oregon Rail Heritage Foundation and among many

other projects, provided the cranes and flat cars to lift the Brooklyn Roundhouse turntable out of the pit and store it. The South Corvallis Reload at Venell Feed is also serviced by AERC with interchange to the Portland & Western in Corvallis. This former section of the Bailey

Branch is owned by Venell Farms.]



The Plum Creek Car readied for the Dinner Train Event



George Hickok readyes the three cars (L to R) 2955 Round End, 6800 Red River and the 1201 Plum Creek for the Santiam Excursion Service



Another view of the Chapter's Car 6800 Red River

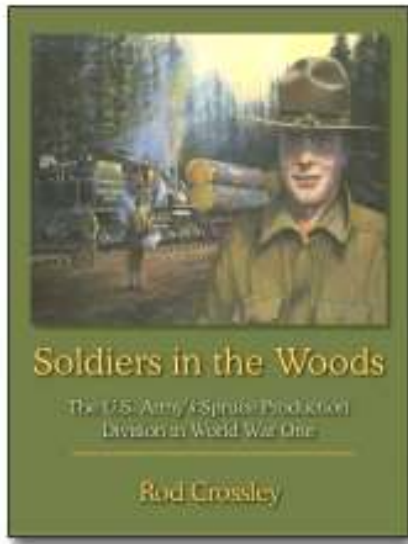


The Excursion Train with the Round End and Plum Creek is Ready for the Feb. 28th Moonlight Event

Photos by Jean Hckok

Soldiers in the Woods

by Arlen L. Shledrake



A book review:

Soldiers in the Woods, The U.S. Army's Spruce Production Division in World War One, by Rod Crossley

This hard bound 330 page book is chock full of detailed information and 300 pictures about this short but important piece of Pacific Northwest history. As we approach the commemoration of the 100th anniversary of the end of this “great war”, this book gives the reader an in-depth view of the major effort to supply the war effort with airplane grade Sitka Spruce.

First, many may not know that Sitka Spruce only grew in a very few coastal locations in the Pacific Northwest. Second, I had only a passing idea that all of those early Allied airplanes used spruce in their construction. Yes, I know about the Spruce Goose but it was miss-named. The story describes the turmoil in the lumber labor ranks, as well as the crappy living and working conditions in many of the lumber camps. This book really opened my eyes to the gigantic effort that was put forth in the Pacific Northwest to supply Sitka Spruce lumber to the Allied war effort.

While I could skip some of the finer detail, I couldn't skip the pictures, captions and overall content. Amazing trucks, steam donkeys, locomotives, early 1900s

transportation issues and the size of the trees.....

The book's concluding paragraph is a great summary:

“When the Spruce Production Division left the Pacific Northwest, the lumber industry was in better shape than when the Army arrived in 1917. The Division opened up remote areas in Washington and Oregon, established a union that was acceptable to company management, finally began providing employees with decent living and working conditions, and had also shown companies new ways to process timber. If the war had lasted into 1919, the Spruce Production Corporation would have been delivering a volume of lumber well in excess of the requirements of the Allied Supreme Council.”

The Vancouver Cut-up Mill model that Gary Brooks is close to finishing at the Pearson Air Museum in Vancouver, the actual mill site, gives the viewer a sense of the size and complexity of this war effort (see the November 2014 *Trainmaster* article). They built 13 logging railroads, 3 large sawmills and put 30,000 soldiers to work in the woods and mills in a short two years.

This 2014 book is published by Timber Times and retails for \$58.95; it can be ordered on-line at: <http://www.timbertimes.com>.

I applaud the author for documenting this important piece of Pacific Northwest and United States history.



Spotted in the Idaho Northern and Pacific Railroad (INPR) yard in Emmett, Idaho, 1/31/2015, Rio Grande Pacific's Business car, exBN, exNP built new for NP in 1955. Photo by Phil Hoover.



PNW SHORT LINES

by Arlen L. Sheldrake

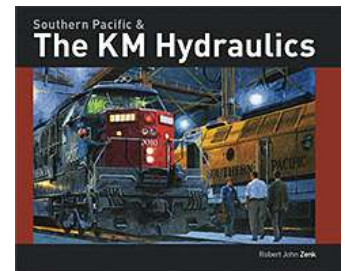


New in seat pockets of all Amtrak Cascades trains is the magazine **OnTrak**, *adventure + lifestyle along the Amtrak Cascades route* published by 1859 Media of Bend, Oregon. The first quarterly issue, Winter 2015, is 98 pages, lots of glitzy advertising, train schedules and some interesting reading about activities along the Cascades Corridor. In this issue, on page 98, titled Parting Shot is a beautiful picture of the 4449 at Union Station by Mark Toal. The magazine appears to be funded by the Washington and Oregon Departments of Transportation and advertising. The magazine is also available at the Oregon Rail Heritage Center.



As you begin your fall travel planning, consider attending the 2015 Annual **Southern Pacific Historical & Technical Society** conference October 7-11 in Sacramento. This year they will celebrate 150 years of SP history since the corporation's founding in 1865. The Double Tree Hotel is offering a special \$105 nightly rate to attendees. More information: <http://www.sphts.org>.

Another new book on sale at the Oregon Rail Heritage Center: **Southern Pacific & The KM Hydraulics** by Robert John Zenk. Published in 2014 by the Southern Pacific Historical & Technical Society, this 304-page hardbound table top book tells the story of these 21 Krauss-Maffei ML 4000 C'C' diesel-hydraulics and the story of the restoration of SP 9010.



On January 21st, Car 008 made **Portland Streetcar's** historic first journey across the new Tillikum Crossing bridge. The September 12th grand opening of the completed Central Loop will provide streetcar service across the Tillikum Crossing bridge carrying passengers in both directions around the central city of Portland. The OMSI stop is one block west of the Oregon Rail Heritage Center.

On January 13th the Wallowa Union Railroad Authority approved the Eagle Cap Excursion Train schedule for 2015. The schedule includes 14 regular runs beginning with a Mother's Day trip on May 10th and concluding with a Halloween trip on October 31st. More details will be released soon. **Wallowa County Chieftain 1/17/2015**. [The full schedule is now available: <http://eaglecaptrainrides.com>.]

The Rocky Mountaineer is revitalizing their luxury railcar fleet. They have signed a contract with Quebec-based rail consulting and engineering firm CANARAIL to revitalize the 16 cars that make up Rocky Mountaineer's GoldLeaf fleet. GoldLeaf is Rocky Mountaineer's most luxurious service offering, featuring full-length dome windows offering panoramic views. The work will consist of upgrades to various components, including interior design, lighting, plumbing, installation of state-of-the-art seating, electrical work and heating, ventilation and air conditioning. Most of the work will be done in Quebec, and the project is expected to be completed in 2018. **Calgary Herald 1/20/2015**.



ROCKY MOUNTAINEER



On January 19th the movers began preparation to move the Baldwin 2-6-2T former Canadian Forest Products #112 from Beaver Cove to Port Alberni on Vancouver Island, British Columbia. The 90-ton cn 56323 was built 3/1923 and was retired in 1968. Western Forest Products offered the locomotive to the Western Vancouver Island Industrial Heritage Society on the condition that it be removed from the property or it would be scrapped. The British Columbia Railroad Historical Society is interested in helping preserve the old locomotive as a reminder of the steam era of rail logging in B.C. **Island Corridor Foundation 1/22/2015**.

Winterail 2016 is coming to Corvallis, Oregon. Sponsors of the very popular **Winterail**, the 37th year, have announced that 2015 will be the last year this weekend event is held in Stockton, California. This year's event is March 14, 2015; next year the event is March 12, 2016 (note to self, mark calendar). More information: <http://winterail.com>.



Planning and design for the **Tigard Street Trail** is moving forward with Suenn Ho principal designer leading the effort. The 3/4 mile trail will be on a no longer used rail alignment leased from ODOT for 99 years that parallels the existing downtown Tigard rail line used by both Portland & Western and the Westside Express Service. The path will stretch from Main Street to Tiedeman Avenue. Suenn has reached out to the rail history community to give her

some ideas on incorporating Tigard rail history along the trail. Ron McCoy has agreed to lead the Chapter's input effort and Bob Melbo is also providing ideas. *Connect Oregon* funding of \$1.2 million with a \$336,000 match from the City of Tigard is being pursued.



Ever wonder where a particular cemetery or burial site was located in Oregon? Now available for pickup at the Oregon Rail Heritage Center is the 1,180 page hardbound book **Oregon Burial Site Guide** published 2001 by Binford & Mort Publishing. This Guide is the outgrowth of an incomplete and partial study done by the Oregon Department of Transportation. There are about 2,500 burial sites in Oregon. The sites are listed by county with a statewide index at the end; some interesting pictures are included. The book is about where the cemeteries in Oregon are located, it does not list who is buried in them. Burials are listed for small sites on private property with 12 or less burials. The writers are losing their warehouse space and must downsize their inventory by the end of July so the books are free (they originally sold for \$125) if you pick them up at the Oregon Rail Heritage Center or they will ship you the 8 (eight) pound book for \$20. Make checks out and send to: Stoney Way LLC, PO Box 5414, Aloha OR 97006-0414. Stanley Clarke, book Co-Compiler, is also a rail fan and a frequent ORHC visitor.

The Oregon Cultural Trust reports that Oregonians increased their investment in culture by more than 7 percent in 2014, donating a record \$4.4 million, a full \$300,000 more than the previous year. The Oregon Rail Heritage Foundation is one of the many partner organizations. More information about the Trust and how your donation can be an Oregon tax credit:



www.culturaltrust.org

BNSF Railway will spend \$189 million toward maintenance and improvements on its track system in Washington this year, the company announced. The work will include more than 1,000 miles of track surfacing and undercutting, the replacement of almost 50 miles of rail and 200,000 railroad ties, among other fixes. Areas of focus will include BNSF's Columbia River Gorge main line east of Vancouver and the route between Vancouver and Seattle. BNSF also expects to start the \$10 million construction project this year on the replacement of a 1908 railroad bridge over the Washougal River in Camas. **The Columbian 2/6/2015 & Camas Post Record 2/10/2015.**



The Alaska Railroad is applying to the Federal Railroad Administration to become the nation's first railroad system to ship natural gas by rail, a move that comes as the state looks for cheap ways to deliver the product to Fairbanks. The application comes a week after the state announced plans to buy Fairbanks Natural Gas and parent company Pentex in a bid to bring an increased supply of gas from Cook Inlet to Fairbanks. The application would allow the state railroad to begin shipping liquefied natural gas containers, known as ISO containers. **Fairbanks Daily News-Miner 2/2/2015.**



The Canyon County Historical Museum is continuing their capital campaign to preserve and restore the unique and beautiful Oregon Short Line 1903 **Nampa Train Depot**. The building was donated by Union Pacific Railroad and the Depot Museum opened in July 1976. The depot is located at 1200 Front Street, Nampa Idaho. Mailing address: PO Box 595, Nampa ID 83651. The August 1-2 Nampa Depot Fest would be a good time to visit. More information: <http://www.canyoncountyhistory.com>.



Some items from the January 12th Clark County (Washington) **Railroad Advisory Board** meeting (Clark County owns the 33-mile railroad with portions operated by PVJR and BYCX); Chapter member Tom Smith serves on this Board:

- Portland Vancouver Junction Railroad (PVJR) reports a record year of 730 carload volumes.
- BYCX (Chelatchie Prairie Railroad) reports 2014 to be the best Christmas season in recent memory with 505 passengers.
- Asking the 2015 legislature for \$25 million for ten projects.
- 2015 capital projects include replacing two Rye Yard turnouts, reconstruct Battle Ground East Main Street grade crossing, track work and turnout replacement in Battle Ground yard, and repairs to Bridges 1A and 12.



If you are thinking of doing a trip south, the Grand Canyon Railway has announced that they will be running steam on these selected dates: 2/16, 3/21, 4/4, 4/25, 5/2, 6/6, 7/4, 8/1, 9/5, and 9/14. On these dates the ex-Chicago, Burlington & Quincy 2-8-2 Baldwin built 1923 #4960 will be pulling the excursion train. More information: www.thetrain.com. **Trains Newswire 2/6/2015.**



After seven years of successful National Train Day celebrations across the country including Portland, Amtrak has decided to change the name and the format of the celebration. Beginning this year the name is now **Amtrak Train Days** and communities are welcome to organize and join the celebration [in other words, do it yourself] whether on May 9 or on another date. Amtrak Train Days will kick off at Chicago Union Station on May 9th, and then hit the rail traveling to over 20 locations across the country May through October with a touring event including their display car. More information: <http://www.amtraktraindays.com>



Planning is beginning on how to avoid disrupting Sounder commuter train service and other services when new **Freighthouse Station** construction starts next year in Tacoma. Plans call for the Washington State Department of Transportation to buy part of the mid-section of the 100-plus-year-old former Milwaukee Road freight warehouse, demolish that portion of that building and replace it with a contemporary station structure that echoes design elements of the older building. At the same time, Sound Transit, which operates Sounder commuter trains to Seattle and Lakewood from the station and which owns the tracks adjacent to the building, will late this year begin building a new double track trestle approaching Freighthouse from the east. That two-thirds mile structure will replace an old single-track timber trestle with a higher capacity concrete and steel trestle paralleling East 25th Street. The trestle structure will include an extended passenger platform to allow the longest train that will call on the Freighthouse Station, Amtrak's Coast Starlight, to halt without the train blocking East D Street at the west end of Freighthouse. The WSDOT project also includes building a second passenger platform to allow passengers to board a train that has stopped on a second track south of the station. That second track and platform are being built to allow two trains to be served at the station simultaneously. In addition to the four daily trains that Amtrak intends to add to its Tacoma schedule beginning in 2017 when the station opens, Sound Transit may add more service on the route. **The News Tribune 2/10/2015.**



The Oregon Department of Transportation Hazardous Material By Rail Rulemaking Advisory Committee has completed a draft of proposed rules. The proposal was presented to the Oregon Transportation Commission at its meeting in Keizer on February 19, 2015, and now is being shared in various venues for public comment. If adopted, they would become Administrative Rules in Division 510, Oregon Railroad Hazardous Materials



Transportation Rules. More information: http://www.oregon.gov/ODOT/COMM/Pages/HazMat_Advisory_Committee.aspx

Yet another milestone was reached at Garibaldi, Oregon on February 10th in the re-birth of the famous Skookum when she finally got her new cab. The crews of the Oregon Coast Scenic Railroad were joined by Skookum owner Chris Baldo and his Baldo Locomotive Works crew members for the installation of the new wooden cab for the Baldwin 2-4-4-2. **Martin E. Hansen Trainorders.com posting 2/11/2015.**



Hanjin Shipping has notified the Port of Portland and terminal operator ICTSI Oregon, Inc. that it plans to withdraw direct call service from Portland as of March 9, 2015. It is the largest container carrier offering service via Terminal 6 – Oregon's only deep draft international container terminal. After March 9, shippers in the region who used the Hanjin service will need to use rail or truck transportation to reach other ports. Hanjin represented 78% of the Terminal 6 volume moving 1,600 containers per week. **Port of Portland news release & The Oregonian 2/10/2015.**



The NMRA National Convention will be held in Portland on August 23 to 29. The convention host hotel will be the DoubleTree Hotel by Hilton located at 1000 NE Multnomah Street near the Lloyd Center District. Many area activities are planned.

See <http://www.nmra2015portland.org/> for more details. The associated National Train Show® will be held at the Portland Expo Center, on August 28th thru the 30th, which is located at 2060 North Marine Drive, Portland, Oregon. You do not need to be a member of the NMRA to register for and attend the convention (a non-member surcharge applies).



MILEPOST

Al Hall's 70th Birthday



Photo by Ron McCoy

Chapter member, Al Hall celebrated his 70th Birthday at the Oregon Rail Heritage Center on February 22nd. More than 80 guests were on hand to shout "Surprise" to Al as he arrived. In the group photo above, Al and his wife Judy are seated in the second row, second and third from the left.



Dave Larsen, lights the Candles on the Cake for Al



Al telling one of his (Tall?) Tales



Al in his "Famous" Sombrero while Judy is taking a Video of the Guests



Al being "Roasted" by Ed Immel



Judy getting to ready to Say a Few Words about Al

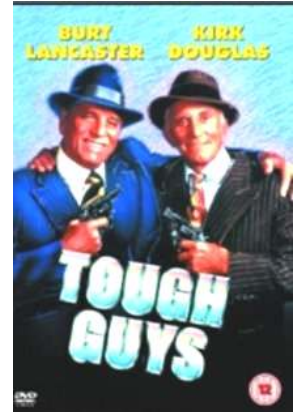
Photos by T. Trent Stetz

SP 4449 At the Movies

Tough Guys (1986)

Two elderly gangsters are released from prison only to find they have trouble fitting in as old men who still take no guff from anyone.....

Director: Jeff Kanew Writers: James Orr, Jim Cruickshank Stars: Burt Lancaster, Kirk Douglas, Charles Durning Storyline: Harry and Archie are released from prison ready to collect their Social Security. How could they get into trouble at their age? Let's count the ways; A parole officer who is a famous criminal groupie, Dead end where people don't know they are dealing with dangerous, though older, criminals, a hit man who can barely see, but who still has an outstanding contract on them. Does anyone still rob trains?
(from: <http://www.imdb.com/title/tt0092105/>)



The film's script called for the use of a specially-chartered ceremonial train powered by a sleek, fast-running vintage steam locomotive. Through the cooperation of the Pacific Northwest Chapter, National Rail Historical Society, the custodian and operator of the SP4449, the City of Portland, owner of the locomotive, Southern Pacific Transportation Company and the locomotive crew, the engine and special train were leased for about 1 ½ months for production of this movie.

A portion of the Eagle Mountain Railroad, in Riverside County, Southern California, was used in the filming of the movie during March and April 1986. The Eagle Mountain Railroad (EMRR) was a private railroad in California, owned by the Kaiser Steel Corporation, and is owned today by Kaiser Steel's successor, Kaiser Ventures, Inc. of Ontario, California. The EMRR is 51 miles (82 km) long and is located in Riverside County, California. (see http://en.wikipedia.org/wiki/Eagle_Mountain_Railroad for more info)

Renamed for her movie roll, the 4449 carried the name *Gold Coast Flyer* on her flanks in a style reminiscent of the script lettering of Southern Pacific name trains, during its use in the Touchstone (Walt Disney) Movie production. At the end of the film, the stars of the movie hijack the "Gold Coast Flyer" pulled by famed locomotive Southern Pacific 4449, and run it full throttle to the Mexican border.

The sign that was used to cover the script "Daylight" on the 4449, is now on display at the Oregon Rail Heritage Center.



The Daylight Script Lettering on the side of the 4449, the location which the sign above was placed for the movie



The Gold Coast Flyer Sign and Framed Movie Poster

Photos by T. Trent Stetz

February Membership Meeting Minutes

Pacific Northwest Chapter - National Railway Historical Society

Held on February 20, 2014

The February, 2015 meeting was called to order at 7:31pm by President Keith Fleschner.

We welcomed one guest that evening, Larry Spray, who has served forty five years with the Union Pacific Railroad.

The minutes of the January 2015 meeting were called. Bryan Ackler made a motion to approve the minutes and Doug Auburg seconded. The membership voted to approve the minutes.

George Hickok gave the monthly Treasurers report that there is one small error that is easily corrected. He said the 2014 tax return is on track and should soon be done. He reported that the membership renewals are going very well. Bryan Ackler made a motion to accept the report and Scott Etlinger seconded. The membership voted to accept the report. Mr. Hickok then reported that the printers that we have been using for PNWC and ORHF printings and mailings are worn out. He has determined a suitable replacement for the printers; one for mailings and one for envelopes, for six thousand dollars including a maintenance agreement. Doug Auburg made a motion to make a budget agreement to purchase the printers and Roger Mattson seconded. The membership voted to pass the motion.

Ron McCoy made the presentation for the February *Unsung Hero* award to Bob Jackson for his work in railcar leasing and many other projects he helps with. Mr. Jackson was not present.

Dave Larsen reminded everyone of the surprise birthday gathering for Al Hall on Sunday evening at the Heritage Center.

Keith Fleschner reported that the S2 radiator grills are at a shop in Eugene being 'dipped' to remove the lead paint, and they should be done soon.

George Hickok reported that Rick Franklin has leased three railcars, including the Chapter's 6800 (Red River) [See article on Page 3], to be used on excursions on the Albany and Eastern Railroad for the summer. The excursions start on the 28th and information can be found at website, SantiamExcursionTrains.com.

Ken Vannice invited everyone to view the library books on the back table that he brought for the meeting tonight.

Trent Stetz reported that National Train day(s) will be held on various days throughout the country this year. May 16, 2015 National Train Day may be held in either Salem or Portland.

Al Baker reported that next month's program will be presented by Doug Auburg, and April will be a video on passenger trains. The program tonight will be presented by Alfred Mullett on local railroad history.

Ed Berntsen reported that Bill Bain took a nasty fall at home and was transported to the hospital in Corvallis and is facing a long recovery. The family requests not cards or contact at this time.

Al Baker reported that he and Ed Berntsen will be attending the National Spring Conference in York, PA on April 15 – 19. The following conference will be in June in Rutland, Vermont.

Lila Stephens announced today is the sixty-sixth birthday for Bryan Ackler and she has brought a cake for everyone to enjoy.

Ed Berntsen reports that everyone should renew their National dues. He said National (NRHS) is publishing a list of the expenditures.

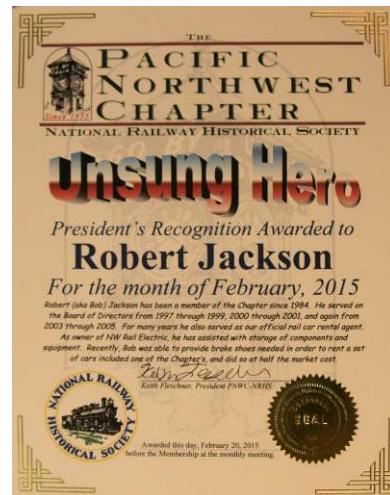
At 8:20pm the meeting was adjourned.

Snack time was provided by Jean Hickok. Thank you Jean.

The program of the evening was presented by Alfred Mullett on the Westside Railroad History of Portland.

Respectfully submitted by Jim Hokinson, Secretary.

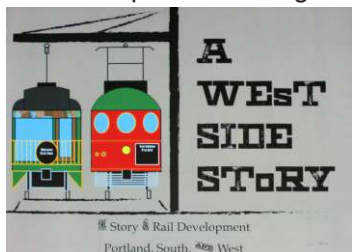
Photos by Jim Hokinson and Trent Stetz



Bryan Ackler and his Birthday Cake



Alfred Mullett provided the Presentation



Rails Through Salem

A Black History Connection



February 4th to April 19th **World Beat Gallery**
189 Liberty St NE #107
Salem, OR 97301

List of Books in the PNWC Library



Pacific Northwest Chapter, National Railway Historical Society
 Room 1 Union Station, Portland Oregon 97209
 November 2014

The Pacific Northwest Chapter of the National Railway Historical Society operates a Lending Library for its members located in Room 1 of the Portland Union Station Annex. Chapter members can check out and take home books for no charge, and nonmembers are welcome to use the books in the library. This catalog of railroad books is the product of many hands, which shouldn't be surprising since the PNWC library has been in existence for over 50 years. In the 1980s Jim Loomis produced some of the earliest versions of our catalog on his home computer. We used Bill Hyde's later version as a starting point for this list.

Hugh Delanty, Merrill Hugo, Bill Hyde, Henri Larose, Jim Loomis, John Tucker, Dave Willworth and John Willworth all helped catalog books, and the currently available list is one of the results. There are over 1,800 books cataloged to date. Contact library@pnwc-nrhs.org for more information. Lending Library will be open Saturday, March 21st afternoon. It is open every Monday morning from 10:00 AM to noon.

Bill of Lading

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Ken Vannice	2013-2015	503.244.8732
Bryan Ackler	2015-2017	503.246.2165
David Cautley	2015-2017	503.631.7516
Jean Hickok	2014-2016	503.649.5762
Trent Stetz	2014-2016	503.643.1494

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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

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Elections	Jim Loomis	503.253.3926
Excursions	Jim Long	503.313.7382
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PACIFIC NORTHWEST CHAPTER TIMETABLE NO. 632

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

March 20: *Railroads of New Zealand*, Doug Auburg takes us on one of his journey riding and photographing trains.

April 17: Video: *America & the Passenger Train*; Explores America's passenger trains from the 1830's thru the 1900's. At one time, America's passenger trains set the standard for rail passenger service in the world. Famous trains like the 20th Century Limited, Super Chief, California Zephyr, and Daylight, are profiled in this program.

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

Board of Director's Meetings: March 12, Thursday, 9320 SW Barbur Blvd, Suite 200, 7:30pm
April 9, 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:

Jan. – Nov. *Portland Train Rides*, every Sat., Oregon Rail Heritage Center, www.portlandtrainrides.com

Jan. 31 *SP&S: Northwest's Own Railway exhibit opens*, Vancouver Amtrak Depot, www.cchmuseum.org

Feb. 4 – April 19 *Rails Through Salem - A Black History Connection*, World Beat Gallery, Salem OR

Mar. 7 *Milwaukee Road Meet*, PNW Railroad Archive, Burien WA, www.milwelectric.org

Mar. 14 *WINTERAIL 2015*, Stockton CA, winterail.com

April 4 *Bunny Express*, Mount Rainier Scenic Railroad, Elbe WA, www.mrsr.com

May *Willamette Shore Trolley*, resumes service, Lake Oswego boarding, oerhs.org/wst

May 10 *Mother's Day Brunch*, Eagle Cap Excursion Train, Elgin OR, eaglecaptrainrides.com

May 26 – June 1 *Portland Wine & Roses Train*, LA-Portland roundtrip, www.larail.com / 877-452-7245

May 1 – October 15 *Northern Pacific Railway Museum* open, Toppenish WA, www.nprymuseum.org

June 4-7 *Union Pacific Historical Society Convention*, Omaha NE, uphs.org

June 4-10, *Portland Wine & Roses Train*, Los Angeles-Portland roundtrip, www.larail.com / 877-452-7245

June 14-21 *NRHS 2015 Convention*, Rutland VT, www.nrhs.com

June 18-21 *Milwaukee Road Historical Association Annual Convention*, Yakima WA, www.mrha.com

June 27-28 *Pacific Northwest Live Steamers Meet*, Molalla Train Park, www.pnls.org

July 15-18 *Northern Pacific Railroad Historical Assn. Convention*, Fargo ND, www.nprha.org

July 18-19 *Clamshell Railroad Days*, Ilwaco, WA, columbiapacificheritagemuseum.com

July 18-19 *Pacific Northwest Live Steamers Ramble*, Molalla Train Park, www.pnls.org

July 18-22 *Great Northern Railway Historical Society Convention*, Minneapolis MN, www.gnrhs.org

July 25-26 *Down River Days*, Pend Oreille Valley Railroad, Ione WA, www.lionstrainrides.com

July 25-26 *Great Oregon Steam-Up*, Antique Powerland, Brooks, OR, www.antiquepowerland.com

Aug 1-2 *Great Oregon Steam-Up*, Antique Powerland, Brooks, OR, www.antiquepowerland.com

Aug 2 *Brooklyn Rail Yard exhibit closes*, Oregon Rail Heritage Center, www.orhf.org

Aug 2-9 *NRHS RailCamp West*, University of Puget Sound, Tacoma, www.nrhs.com

Aug 6 *MAX History exhibit opens*, Oregon Rail Heritage Center, www.orhf.org

August 23-30 *Portland Daylight Express*, The NMRA annual convention in Portland, www.nmra2015portland.org

PNWC – NRHS MISSION

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