



WESTERN RAILWAY PRESERVATION SOCIETY

*Dedicated to Preserving the Skills and
Artifacts of Our Western Railway Heritage*

E-News Issue - 7 Fall 2011

The Electronic Newsletter of the WRPS

President's Report

The last year has been an interesting year for the society, we have doubled our rolling stock with the purchase of the West side flats, made significant improvements to our facilities and made several visits to other operations and museums throughout the Country. The down side, we have twice the projects.

Unfortunately Tim Bain, Founder of the WRPS, has had to step down in what we all hope will be a brief leave of absence , Tim's abilities and knowledge have led us to where we are today and I hope he can resume the President's position in the near future.

In the meantime I will continue to fill in, while Taylor Rush assumes the Vice Presidents position and newly appointed board member Ken Hittle has accepted the Treasurers position, while Mike Roberts continues on as Secretary. Arnie Lipshietz rounds out our current Board of Directors.

Our membership continues to grow as our organization enters its 3rd year and all our ongoing efforts are helping to establish the Western Railway Preservation Society as one of the most progressive restoration groups in our industry.

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Mike Roberts and his crew are back to work on the final stages of repairing the steel tank on the West Side Lumber Co. tank car.

Look for Mike's full report on the restoration efforts report on page 4 of this newsletter.

However, Mike does not just leave us with that. He has also included a couple of trip reports on his visits to the Northwest Railway Museum located in Snoqualmie, Washington and a visit to the Oregon Electric Railway Museum.

Sticking with the electric railway theme, our guest author for this issue has a story about a piece of rolling stock from an electric railway that once ran in California. Last year, Tim Bain invited members of other preservation societies to tell us about some of their restoration projects. I am glad to continue this activity in our current issue with an article from our "guest author" Ted Miles. Ted is with the Western Railway Museum located in Suisun City, California near the bay area.

In this issue, Ted brings us up to date on one of their restoration projects, a caboose from the Sacramento Northern Railway. Look for Ted article on page 7.

In other news one of the recently acquired wooden "log" flatcars originally from the West Side Lumber Company

has been moved on to a new home in Kansas. I have written up a full report on this "Adventure" and you can find it on page 11 of this issue.

Our partnership with the Training and Employment consortium (TEC) and the Baker 5J school district in the EAGLECAP training program will see high school students working on a variety of projects under joint leadership from TEC and the society. This program is the direct result of the success of the BYCAP program which ran at McEwen in 2010. We look forward to the valuable contributions our student will make in the field of preservation work.

I hope everyone has a happy holiday season and can join us in 2012 as we continue in our ongoing efforts.



Jerry C. Huck
President
Western Railway Preservation Society
Baker City, Oregon

Along the Right of Way

By Jerry Huck

A New Yard Office for Sumpter Valley Railroad



Here is half of the new McEwen yard office as it awaits the arrival of the other section.

At long last the opportunity has presented itself to replace the current non historic yard office with a larger, roomier and best of all Historic building.

The building is made up of two former Oregon Lumber co. camp buildings joined together to form an L shaped building featuring a full kitchen, bathroom and living space as well as an office area.

Formerly used as a Forest Service office in Sumpter, the buildings were made available to Sumpter Valley RR in late summer with the understanding we would move them as soon as possible.

After much delay caused by several trips and assorted crises Taylor Steve Christy and I were finally able to begin the preparations for the move.

Curt Clark construction supplied the all terrain forklift and manpower from the City of Sumpter public works department

Sumpter fire department and members from the WRPS easily loaded the first half of the building onto a large rented trailer for the move to McEwen. Upon arrival Taylor and I quickly discovered that our unloading plan had a serious flaw. Since we were under a serious deadline to move the second half of the building the plan was revised, which left the first section resting on oil drums while we returned for the other section.

The second half was loaded with no problem and brought to McEwen where it was placed on a temporary foundation.

After much deliberation on how to proceed, the two sections have been placed in their final positions south of the existing yard office and the work of reassembling the halves together as well as the construction of new porches and replacing the roofing is underway, with the goal of having the new yard office available for use in the spring.

West Side Lumber Company Tank Car #5

A Short History and the Resurrection - Part 6

By Mike Roberts



WRPS volunteers Keith Masterson and Ken Hittle are fitting the first deck boards of the new tool box platform to the top of “coffin tank” of #5.

The sixth season of the West Side Tank Car #5 restoration story is over. Visibly, it appears that not much has taken place this past season, but in actuality some important milestones have been reached.

The baffle replacement panel is now in place inside the old steel tank. Riveting in the new baffle proved to be quite the operation, once the proper tools were acquired. Some tricks of the old blacksmithing and fabrication trades had to be learnt; including how not to lose the rivets in the forge’s bed of coals, and just what color (bright orange/white) the hot rivets had to be for the best riveting success.

Three of the patch panels are now partially welded into place, which also required some thought and careful planning, especially with the tight fit we need for proper butt welding to the old

old steel. Even salvaging old rivet heads and welding them into the third patch panel proved to be a time-consuming learning experience. Next season, after we do the final welding on these three panels, the installation of the last three patch panels should move along at a much brisker pace; we hope!

While several of us worked on the tank, Keith Masterson (CO), with help from Ken Hittle (OR), made great progress on the new tool box and platform. It took the two volunteers quite a bit of time to get all of the new pieces cut and ready to go, but the careful research, planning, and assembly has made for a great looking replacement. After some more paint and hardware, the tool box will be ready for final assembly, and the platform will be ready for installation on top of the refurbished tank.

West Side Tank Car – continued from p.4

Several small projects are in the works, including new brake shoe pins and cotter keys, ten feet of new air hose for the brake system and auxiliary steam pump, and various new castings including coupler knuckles and a brake wheel. The detail work for the new brake staff is about completed, and includes a RTV rubber casting of the brake spool aperture the staff will go through (same brake staff pattern for the flat cars, too!). When ready, the drawings, pattern, and a new length of rod will head for Bend, OR. for fabrication. A set of original Climax coupler lift links will also be headed to Bend for evaluation and hopeful duplication.

There is still a lot to accomplish on Tank #5. The air brake system still needs final assembly and testing, and once the brake shoes are installed with new pins, we can start fabricating the two missing brake rods and four pins that tie the trucks to the undercar brake rigging. Rust



Keith gives the platform boards a good coat of preservative. The platform is over nine feet long.

Keith has the tool box about done, and West Side red is being applied. Final assembly will be on the top of the restored tank.



Project manager Mike Roberts trims one of the new patch panels to rough size. Reciprocating saws gave way to cutoff disks as the season progressed. Less wear and tear on the operator!



Ready for the third patch panel on this side, which will overlap the outer new panels. The new tank baffle is also visible.



What fun! Mike is grinding off rivet heads holding the center old section of tank in place. There's quite a difference between old and new panels.



Arnie Lipshetz welding inside of the tank. Tight quarters, too darn hot, and very dirty, but it has to be done right.



The third panel is tacked into place. The old rivets heads look pretty good!

West Side Tank Car – continued from p.5

killer is on hand for coating the inside of the tank, and many gallons of rust resistant paint will also be required – inside and outside - to make sure the tank will survive another hundred years. Once the tank is refurbished, it will be partially filled with water for leak testing. We intend to make tank #5 fully operational – we don't want any leaks in our new patch panel welds. This will be quite an adventure all by itself!

For now, the replacement two-cylinder steam-powered water pump that will sit on the 'A' end of Tank #5's flat car deck will be cosmetically restored, and will await a full rebuilding, possibly in 2013.

There are still many more unmentioned odds and ends that need to be taken care of, but the end is still definitely in sight for Tank #5 resurrection. Time will tell if it will all be wrapped up next year – we'll cover that and more in 2012 WRPS newsletters.....

A California Caboose "Tail" By Ted Miles - Photos by Dave Johnston

The Restoration of Sacramento Northern Ry. Caboose No.1632



The Western Railway Museum, located in Solano County California, is known for its preservation of electric railway equipment. However, there is also a collection of wooden freight cars and cabooses. They have been collected to show the kind of freight operations that were operated by interurbans like the Sacramento Northern and many others. The Pullman Car Company originally built the 1632 as Western Pacific boxcar #15451 in 1916. In July 1937, it was converted to caboose 617 at the Jefferies Shops of the Western Pacific Railroad at South Sacramento, California. The caboose served the Western Pacific Railroad as well as its Sacramento Northern subsidiary well for many years. By the time it was donated to the Western Pacific Railroad Museum in 1984, it was the last

wooden caboose on the railroad. The caboose came to the Western Railway Museum in 2005 as the result of an equipment trade between the two museums.

Sometimes preservation terms are thrown around loosely; but to serious museum people they have real meaning. Rehabilitation is the process of conserving an artifact in order to preserve it for the future. Such work as cleaning, painting and glass repair are all ways that make the artifact better able to face the environment in which it lives. Often in the case of railroad museums, this means that the car is outdoors most of the time.

Restoration is the process of determining a specific time for which an artifact is important to the museum. Then by removing modern equipment



The Western Railway Museum's recently restored caboose #1632 looks just as it did when it emerged from the Western Pacific Railroad car shops in 1937.



The interior of SN #1632 is a window into the 1930's.

One of the jewels in the Western Railway Museum's collection is the Sacramento Northern Railway #654 electric steeple cab locomotive seen here pulling just a few of the restored freight cars with SNR caboose #1632 bring up the tail.



Caboose "Tail" – continued from p.7

and paint schemes and restoring missing artifacts and paint schemes to the artifact, it is now better able to sell the educational story chosen by the museum. In the case of caboose 1632, museum volunteers accomplished both of these kinds of work during the past couple of years.

When the 1632 arrived at the WRM it was intact but quite a number of elements needed repair work. The car served on the Sacramento Northern (SN) between 1956 and 1973. During this time it worked in electric freight trains pulled by steeple cab locomotives such as Sacramento Northern #652 and #654 (General Electric, 1928) which are in our museum's collection today. The first work was to remove a number of modern items like the electrical system, a Microphor chemical toilet and an oil stove that had replaced a traditional coal stove in the caboose. Research, mostly through period photographs showed that a window had been closed in behind the oil stove, the cupola windows used to open on sliding tracks and the smoke stock was supported differently. Interior physical evidence showed that an icebox used to exist inside the car and a toilet room with a flush toilet had been in the caboose in the past.

Painting was necessary not only to restore the SN caboose color scheme (boxcar red with yellow lettering) but also the numerous paint layers on the car was alligatored and required replacement. Considerable time was spent stripping the car to bare wood. In addition, the name boards were deteriorated and they were renewed. Phosphoric acid based rust convertor was



Here the Western Railway Museum recreates a Sacramento Northern RR freight train from the 1940's using restored period freight equipment including the recently completed caboose #1632

Caboose "Tail" – continued from p.8

applied to the steel zees and other steel parts on the outside of the car before painting.

While this was going on, used redwood lumber, which matched the interior of the car, was used by the restoration carpenters to restore the icebox and toilet room. Luckily for the project, the complex door hardware on the icebox had remained in place. The galvanized sheet metal inside the icebox was restored when the original size was restored. The museum has very talented wood workers who can make just about anything in wood and they replaced all the window frame and sash. The paneled doors were damaged by vandals and were repaired with properly made wooden elements.

The cupola windows were rebuilt with

sliding windows and safety glass. This was tricky because the tracks were missing and the rubber roof material had to be reshaped to allow the missing tracks to be restored. The author has ridden in the caboose without the benefits of those windows being open and it is very hot! Things are better now.

In the time since it left revenue service on the Western Pacific, the caboose did not get a lot of care. It seems it got a couple coats of paint during its stay at the Western Pacific RR museum in Portola, CA and that was about it. One of my post cards shows it operating in the museum's caboose train painted green.

A number of details inside the car have been restored. The woodwork has been mentioned. A pair of mantle type kerosene lamps were found on E-Bay



Caboose "Tail" – continued from p.9

and purchased. The piping for the air gauges was repaired and the gauge was cleaned of many coats of paint and the brass polished. The gauge was repaired and re-calibrated. A set of kerosene marker lights is going to be installed on the car when it gets into the car barn.

So what is next for this caboose? For the first time, the Jenson Memorial Car Barn (Car Barn Three) gives the museum the ability to display whole trains. We have Sacramento Northern locomotives, freight cars and now a caboose. Therefore, caboose #1632 will spend most of its time in the barn with the SN freight train exhibit. Visitors love to see caboose displays.

For more information about the Western Railway Museum, a visit to the museum's web site www.wrm.org is suggested. The equipment roster can be found under the tabs for large collection and large artifacts. The museum is open on weekends throughout the year and on Wednesday through Sunday between Memorial Day and Labor Day. Come see us, I think you will like what you find!



The Western Railway Museum has a vast collection of streetcars, Interurban Cars, Electric locomotives and other rolling stock including San Francisco Municipal Railway streetcar #1003 and Sacramento Northern #62 seen here ready to depart from our main platform. - Photo by Evan Jennings



More Wanderings with Flatcars.....With Jerry Huck



West Side Lumber flatcar #297 in its new home near Atchison, Kansas. Jason, seen on the right, has plans to rebuild this flatcar as he adds to his collection.

After the adventures in Montana moving the four West Side flatcars to McEwen Oregon, you would think that would be enough “fun” for anyone for a while. However that wasn’t the case this time. The Society has resold one of the flats to a collection in Atchison Kansas and part of the deal was we would deliver the car.

Once again we rented a big trailer and loaded the flat car. Taylor Rush and his traveling companion “Emma the wonder dog” would be accompanying me on our journey.

We set out for Kansas the following morning with the goal being in Rock Springs Wyoming by that evening.

The trip went predictably until we reached our planned “short cut” thru southern Idaho via the Kemmerer cut off, I have been that way several times, but never pulling a heavy trailer. While technically shorter, the many hills and sharp corners meant we made extremely poor time and at times were below 10 MPH on the long hills. We were exhausted by the time we reached our destination. Not a great start to a long trip. The trip thru Wyoming the following day was uneventful thankfully and we arrived in Kansas before dark much to our surprise, the roads were in terrible shape and combined with the heavy load bounced the truck around until we were forced to make several stops just to rest from



The Car 57 restoration project in Cheyenne, Wyoming. You can find out more about this project on their Facebook page. Go to www.facebook.com and search for Car 57 restoration.

Wandering Flatcars – continued from p.11

the beating the truck was giving us. As it was early summer the heat and humidity were unbelievable. It's not always fun on these trips as the weather discouraged any side trips to go rail fanning.

Kansas was quite a surprise for both of us. I had anticipated the low rolling hills like the western part of the state. Thus we were unprepared to find the area around Atchison is surprisingly hilly with narrow roads and sharp curves. Due to flooding, the interstates were blocked and all the truck traffic was on secondary highways, and there was a lot of it!!...with plenty of road and bridge construction to boot.

The car arrived at its new home in good shape in spite of the trip and was rolled off the trailer into covered storage where it will receive a cosmetic restoration before going on display.

Thankfully the trip back was much

better as the only thing on the trailer was a pair of couplers purchased for use on the D&RGW outfit car project. We stopped in Cheyenne on the way home to see the Car 57 restoration project, the progress made on this car is most impressive considering the lack of any facilities.

We will be restoring the other three flat cars for operation on the Sumpter Valley Railroad over the next few years. If you would like to help with the restoration please contact Mike Roberts about scheduling work.

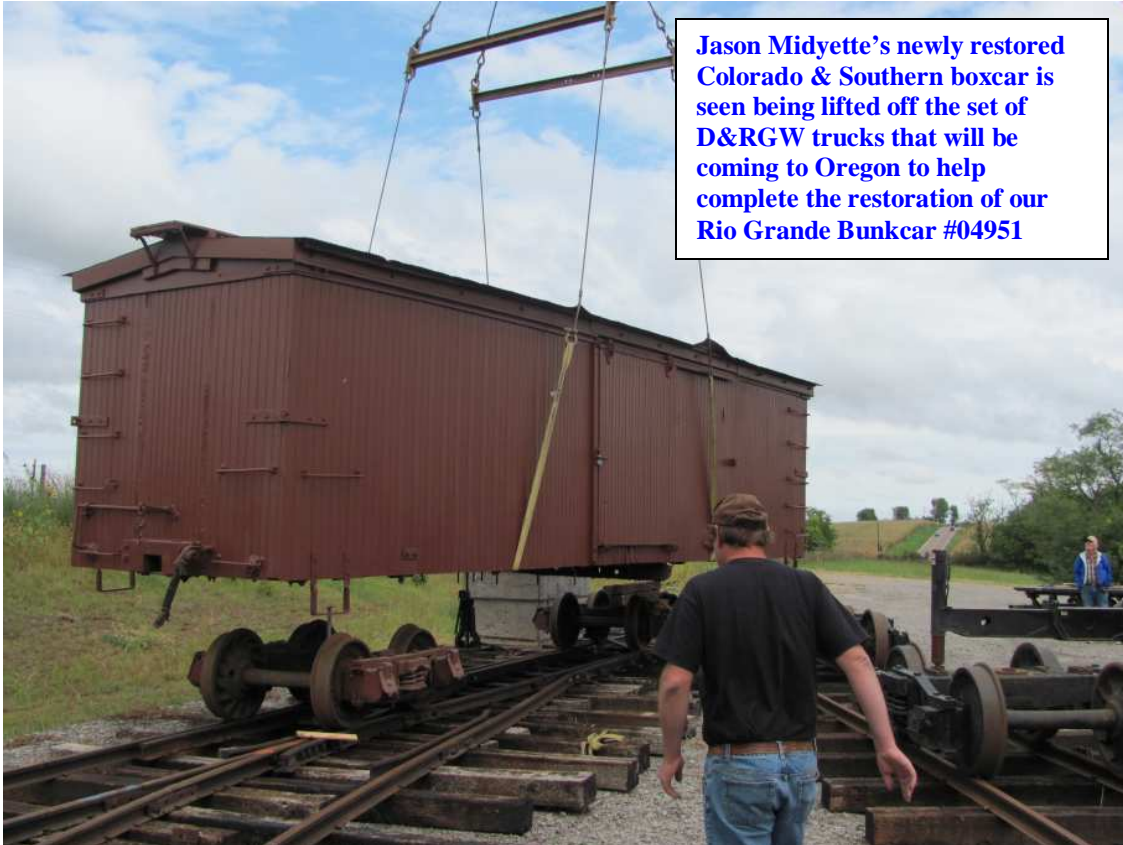
Emma; the Wonder Dog..??



D&RGW #04951 Restoration Update

Kansas – Round Two!

By Jerry Huck



Jason Midyette's newly restored Colorado & Southern boxcar is seen being lifted off the set of D&RGW trucks that will be coming to Oregon to help complete the restoration of our Rio Grande Bunkcar #04951

Sometimes it's interesting the lengths we have to go to just to acquire the parts to have an accurate restoration project. Recently a very good example of this occurred. The Society was in need of a set of D&RGW 3' 7" arch bar trucks for our outfit car project. The correct trucks were available in Atchison Kansas from Jason Midyette. Jason needed trucks for his Colorado & Southern boxcar project, which the Society had available. Tim Bain was able to secure grants from the Oregon Community Foundation and the Meyer Memorial Trust to ship the trucks from McEwen Oregon to Atchison Kansas

and return with the correct pair. Vice President Taylor Rush, Emma the dog and I loaded the trucks from our storage onto Sumpter Valley RR's trailer and set off for Kansas.

Since we had recently made the same trip delivering a West Side Flatcar to Jason, we were very familiar with the route. We had taken the route from Idaho thru Wyoming via the "Kemmerer cutoff" which is shorter, but much slower.

We decided to follow the interstate thru Utah this trip, which we would soon regret. Utah is heavily involved in

Kansas Round Two – continued from p.13

in rebuilding its interstate, so we encountered several areas of road construction and rough roads. The result was we lost two hubcaps off the truck and a tire was punctured on the trailer. We stopped for fuel after passing thru Ogden where Taylor discovered the leaking tire. We arrived at the tire shop right at closing time, but the owner was very accommodating and sold us a replacement tire, then stayed late to mount it for us.

The trip thru Wyoming was uneventful and we soon found ourselves back on the bumpy roads of the Midwest. We decided on a short visit to the Stuhr Museum in Grand Island, NE to look at their collection of railroad equipment.

We foolishly decided to try a “recommended” route thru St Louis Missouri but found the route blocked by flooding. We found ourselves facing a significant detour after some time spent studying maps, so we decided to attempt a secondary road which was open. It was interesting driving thru the flooded farmland with homes appearing to be in the center of a very large lake.

At long last we arrived in Atchison and spent the night. The next morning we drove out to Jason’s collection to swap the trucks. Jason had arranged for a crane to be on site to lift the C&S boxcar, which was sitting on the Rio Grande trucks. The lift went off without any issues and soon it was sitting on its new trucks while we loaded our new trucks on the trailer.



A D&RGW boxcar and Florence & Cripple Creek coach #65 are just some of the many displays that can be found at the Stuhr Museum in Nebraska

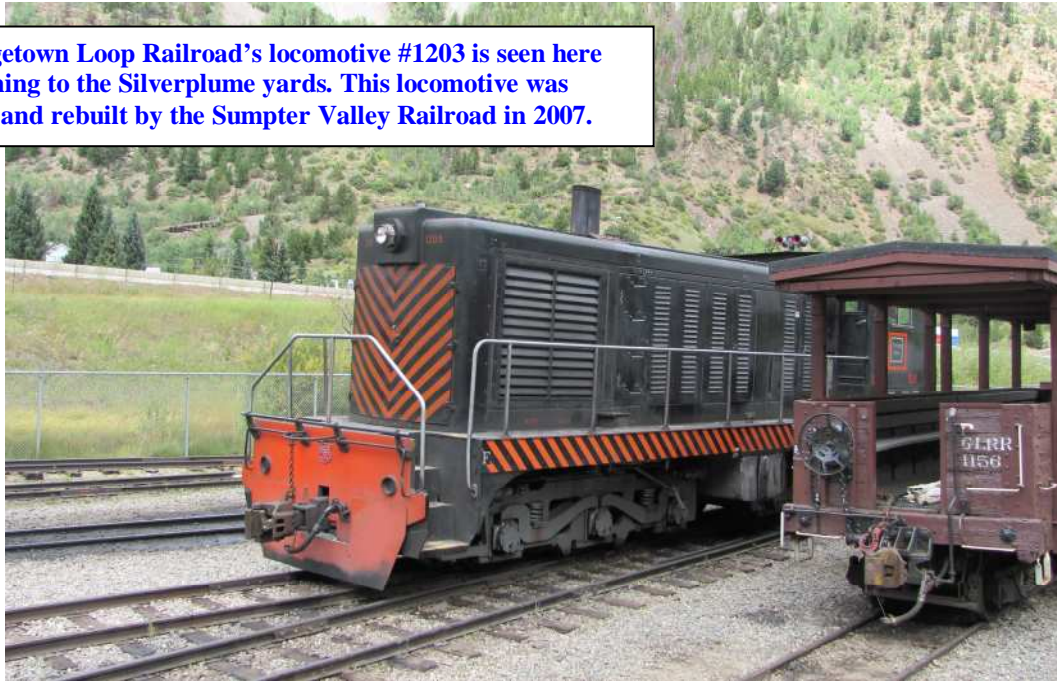


Former Sumpter Valley Ry. switcher #101 (D&RGW #50) is currently operational at the Colorado Railroad Museum.

Jerry often has nightmares about a certain blue locomotive and he was just “thrilled” to see the #1 face to face.



Georgetown Loop Railroad's locomotive #1203 is seen here returning to the Silverplume yards. This locomotive was saved and rebuilt by the Sumpter Valley Railroad in 2007.



[Kansas Round Two – continued from p.14](#)

After lunch with Jason in Atchison, we said our goodbyes and headed back west, we decided to return on I 70 thru Kansas rather than I 84 thru Wyoming, which turned out to be an excellent choice. The road was much better and we made great time to our next stop. Denver Colorado and the Colorado railroad museum. We stayed overnight in Denver and drove out to the museum the following morning. Much to Taylor's delight, they were preparing to host a Day out with Thomas event. Needless to say... I was thrilled....

We looked at the collection and the recent progress, it really is an amazing place. And yes we saw the recently restored and operational former Sumpter Valley Ry. switcher #101

(D&RGW #50) and it looks great!

We had made arrangements to visit some friends at The Georgetown Loop Railroad, and so we headed out for Silverplume Colorado, We arrived right at lunchtime and met up with Phil Reader, Jeff Badger, Will Gant and Norm Comer. We unhooked the trailer at Silverplume and followed them back to Georgetown for lunch.

After a nice visit we returned to the yard just in time to see the infamous Porter diesel #1203 returning from shadowing the passenger train. The thing Taylor and I found most interesting is that in spite of being re engine with an Alco diesel replacing the Cooper Bessemer engine we installed, it still sounds exactly the same! Go figure.....



The Georgetown Loop's #12 is seen here getting ready to depart the Devil's Gate Station for the steep climb to Silverplume.

[Kansas Round Two – continued from p.15](#)

Another surprise awaited us as the regular passenger train arrived pulled by #12 a Baldwin prairie type. The train was three of the former White Pass cars that WRPS member Tim Bain had assisted in securing for the loop. These cars are much heavier than the usual consist thus the diesel. Unknown to me another old friend was also at the loop, Phil Johnson is back at the loop as well. The place certainly is in good hands! the guys insisted we ride the train so we rode #12 down and back, Then we had a great tour of the shop and projects they are

working on, it was very impressive to say the least. Taylor and I had a great time and I would like to thank all the fine people at the Georgetown Loop Railroad for their hospitality.

Back on the road, we were soon back in Utah enjoying more road construction.

We made it back to McEwen the following day and after a few days rest we placed the trucks under the 04951 where they were a perfect fit. The car looks great and now we can proceed with finishing the restoration of the car with the goal of returning her to service in 2012.

Northwest Railway Museum Train Shed Open House

Story by Mike Roberts

Photos from Tim Bain



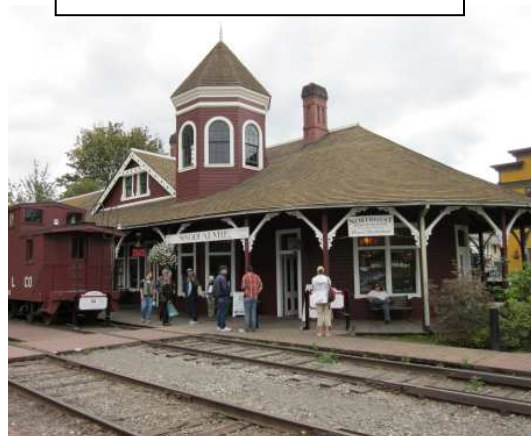
Here is the crowd that attended the official opening of the Northwest Railway Museum's new train shed on Oct 1, 2010. WRPS member Jerry Huck, Taylor Rush and Tim Bain were invited to attend that day and can be seen on the far left side. This summer, three more WRPS members attended the open house of this impressive facility. - Photo from Northwest RR Museum collection

In September, WRPS members Arnie Lipshetz, Ken Hittle, and Mike Roberts attended the open house event for the new train shed at the Northwest Railway Museum located in Snoqualmie, Washington (www.trainmuseum.org).

Starting at the beautifully restored 1890's Victorian depot in Snoqualmie, a short train ride aboard old Spokane, Portland, and Seattle heavyweight passenger cars took us to the new display building, very near their large restoration shop.

This is an amazing addition to the museum – we're very envious! With its huge open footprint, this is no 'shed', but a state of the art

A visit to the new train shed begins at the restored Victorian depot in Snoqualmie.





A look down two of the four display tracks inside the new “train shed” – lots of room for displays and rolling stock.

Open House – continued from p.17

display center. The building has four long display tracks with lots of room in between. Windows everywhere make for lots of light, too.

If you’re ever in the Snoqualmie area, a visit to the Northwest Railway Museum is highly recommended. Some seventy pieces of Standard gauge equipment from the Northwest are here – you’ll see everything from logging to revenue to maintenance of way equipment, including a rotary snow plow and a steam crane. Nine steam engines are in the collection, including three articulated 2-6-6-2 logging Mallets. .

United States Plywood Corp. #11 is a 1926 Baldwin 2-6-6-2 logging Mallet and is only one of nine steam locomotives on display at the Northwest Railway Museum



A Visit to Antique Powerland

And the Oregon Electric Railway Museum

With Mike Roberts

In early August, WRPS members Mike Roberts and Ken Hittle made a pilgrimage to the 41st Annual Great Oregon Steamup held at the Antique Powerland grounds in Brooks, Oregon.

(www.antiquepowerland.com).

A trip to this museum complex, with its sixteen different clubs and organizations, is highly recommended. There is an amazing amount of old iron present. Old trucks, cars, and motorcycles. Antique tractors of every make and vintage, including steam. Stationary engines from small portable units to monsters from old mill sites. A steam powered sawmill and logging equipment. The list goes on and on!

For railroad buffs, there is a display of standard gauge equipment owned by the Pacific Northwest Chapter of the National Railway Historical Society, the Willow Creek Railroad,



the Willamette Valley Model Railroad Club, and the Oregon Electric Railway Museum, with trolley tracks meandering around the museum complex (internet links on main Antique Powerland web page).

Antique Powerland has special events going all season, but to me, the best time to visit is during the annual Steamup the last weekend in July and the first weekend in August. The grounds are packed with visiting tractors, trucks, and old hardware from

Oregon Electric Railway Museum's new interpretive center seen here under construction.

Photo from OERM Facebook



Antique Powerland – continued from p.19

all over the west and an amazing amount of it is in restored, running condition.

Late in the day, our wanderings brought us to the Oregon Electric Railway Museum's new interpretive center. Check out; (www.trainweb.org/oerhs/). Though still under construction, it is a great looking building. The OERHS group had some switchstands for sale, and with the WRPS planning to put in a storage spur on the west side of our restoration shop in McEwen, OR, they were worth a look. We met several members of the OERHS, and we talked about a lot of things railroad and museum related, including the possible purchase of a switchstand.

Unable to haul a switchstand that day, I went back to Brooks three weeks later. To my surprise, the OERHS Board had decided to donate a switchstand to the WRPS! We ended up with a very nice early 1900's Southern Pacific switchstand and throw bar.

Many thanks to the Board and members of the OERHS!



WRPS's new 1900's vintage Southern Pacific switch stand and throw bar. Thanks for the donation OERHS!

Two of the old standard gauge electric freight motors in front of the Oregon Electric Railway Museum's huge car barn.



Artwork Auction

A Beautiful Way You Can Preserve History

As a fundraiser, the Western Railway Preservation Society is offering for sale two beautiful pieces of railway artwork. Proceeds from the sale of these items will go towards our continuing preservation work.

For more information on these paintings or to place a bid, please contact Jerry Huck at (509) 540-7306 or; jerry@westernrailwaypreservation.com

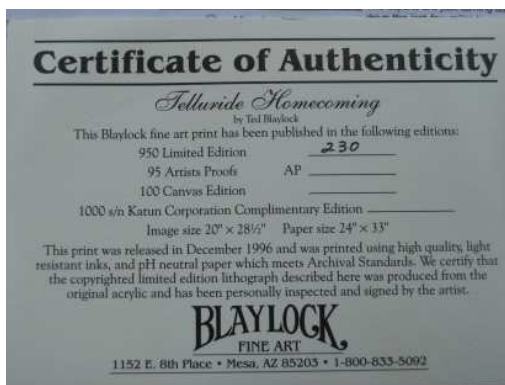
Original Northern Pacific Yellowstone Park Poster

The first item we are offering is an original poster featuring a scene by noted artist Thomas Moran. This painting was commissioned by the Northern Pacific Railway, and was displayed in their depots to promote tourism to Yellowstone Park. This original poster is very nicely framed and is in very good condition. These posters have routinely sold in the 3,000 dollar range, so we are opening the bidding at that level.



“Telluride Homecoming” by Ted Blaylock

The Second item we are offering is a lithograph originally painted by noted railway artist Ted Blaylock. This scene is based on one of the most beautiful areas along the historic Rio Grande Southern Railway in Colorado. It is titled “Telluride Homecoming” and is being offered at \$500. This lithograph is very nicely framed and is in great condition.



For more information on any of these paintings, please contact;

Jerry Huck at (541) 519-2803 or at;
jerry@westernrailwaypreservation.com

We look forward to hearing from you and would like to thank everyone for their support of the Western Railway Preservation Society.

WRPS Membership Information

The Western Railway Preservation Society is *dedicated to preserving the skills and artifacts of our western railway heritage*, with particular attention given to the narrow gauge railways such as the Sumpter Valley Railway in northeastern Oregon.

If you have not already done so, please consider joining the Western Railway Preservation Society. All you need to do is send your e-mail address to;

tim@westernrailwaypreservation.org

and we will place you on the e-mail list. Then, we will be sending you our e-mail newsletter, where you can stay informed on the progress of the WRPS's restoration projects.

Membership levels are;

General \$20

Sustaining \$35

Life Membership \$250

Membership fees and donations for the Western Railway Preservation Society can be mailed to;

Western Railway Preservation Society
PO Box 1112
Baker City, Oregon 97814

If you have any questions or comments about the WRPS or any of our projects, please feel free to contact Jerry Huck at;

jerry@westernrailwaypreservation.org

We would be happy to answer any questions you may have.

Passenger Cars Available

Have you ever wanted to have your own early 20th century passenger coach or combine car? Well here is your chance. Last summer, members of the Western Railway Preservation Society managed to save the two passenger cars pictured below from being burned and scrapped. However, we have decided that we just don't have the resources to restore these historical railcars. If you or someone you know would be interested in acquiring one of these cars from us, please feel free to contact us at tim@westernrailwaypreservation.org and I can send you all the pictures and data we have on these cars.

