

The

December 2010



Trainmaster

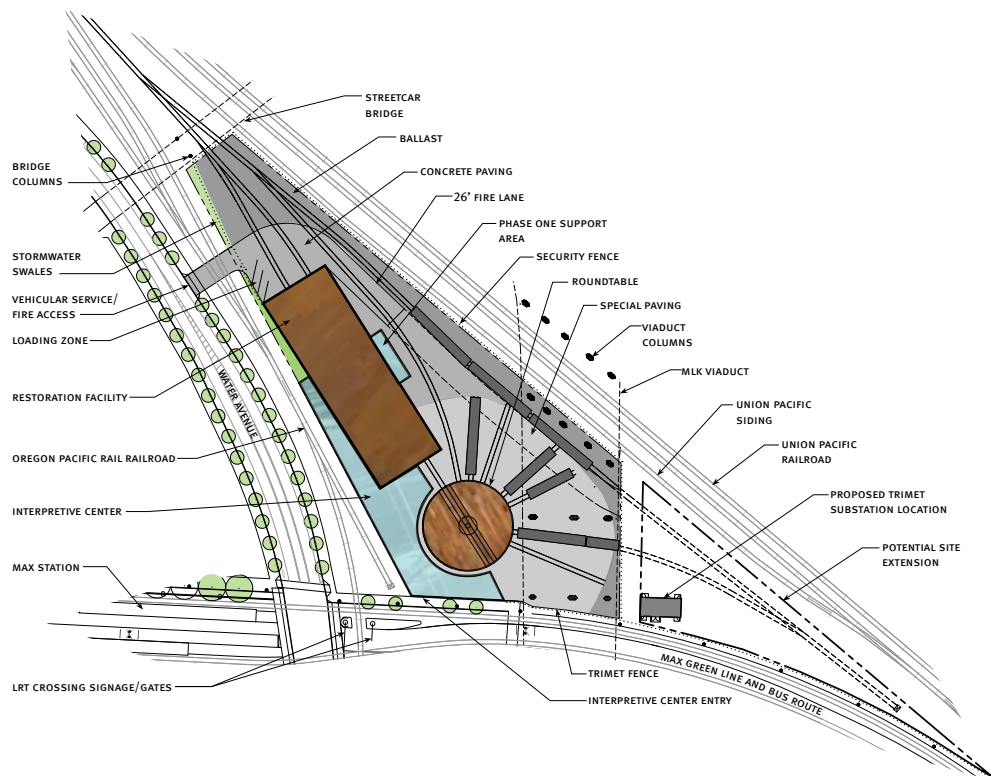
The Official Publication of the
Pacific Northwest Chapter
National Railway Historical Society
Portland, Oregon



The ORHF Capital Campaign

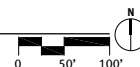
The Oregon Rail Heritage Foundation has adopted a project plan with objectives that include:

- *Complete negotiations with partner agencies for the preferred land exchange that will shape ORHF's new home.*
- *Fund and construct a Phase 1 facility that protects the locomotives and makes them publicly accessible.*
- *To the extent practical in Phase 1, create interpretive displays and architecture that reflect Oregon's rail heritage.*
- *Repay the City's \$1 million loan as part of the initial capital campaign.*
- *Meet the relocation schedule imposed by the Union Pacific Railroad.*
- *Transition to an organization that is equipped to sustain itself and address future phases of program development.*



Oregon Rail Heritage Foundation
PRE-DEVELOPMENT STUDY
06 November 2009

CONCEPTUAL SITE PLAN - No Siding



With these objectives, ORHF has prepared a \$3.8 million capital campaign to create a basic facility on which future project phases will be built. ORHF's \$250,000 reserves have been sufficient to conduct the front-end project development tasks, but additional funds are needed to initiate construction.

In order to move this phase forward, ORHF has reached out to find new talent and to explore new partnerships. A 23-person Capital Campaign Steering Committee has been created which provides a depth of experience and community connections. The committee includes community leaders, professional developers and project managers, rail transportation management, persons with institutional and cultural ties, and long-time dedicated ORHF volunteers. The Steering Committee has provided enthusiastic support and expanded ORHF's stakeholder reach as it embarks on the Capital Campaign. These Steering Committee members are:

- Mr. Rollin Bredenberg, Vice President, Service Design and Performance, BNSF Railway
- Mr. Kurt Bruun, Executive Vice President, Operations, Lorentz Bruun Construction
- Mr. Bill Failing, Executive Director, Oregon Korea Foundation, consultant (staff)
- Ms. Mary Fellows, former ACLU President, former legislative and county staff person and civic activist
- The Honorable City of Portland Commissioner Nick Fish
- Mr. George Forbes, Hospitality Business Development Company, Portland Visitor's Map
- Mr. Rick Gustafson, Principal, Shiels Obletz Johnsen, Inc.
- Mr. David Jorling, former Senior Deputy City Attorney, City of Portland
- The Honorable former City of Portland Commissioner Mike Lindberg
- Ms. Laurel Lyon, ORHF Founder, former REACH Community Development Senior Manager
- Ms. Liz Mapelli, independent internet consultant
- Mr. Tony Marquis, retired, Chairman Regional Arts & Culture Council
- Mr. Doyle McCormack, ORHF Board President
- Mr. Rick Michaelson, Inner City Properties
- Mr. Randy Miller, RM Project Management
- Mr. John Mitchell, M&H Economic Consultants
- Mr. Norm Myhr, former Senior Vice President, Marketing, Fred Meyer Stores
- Mr. Chet Orloff, retired, Oregon Historical Society
- Mr. Maynard Orme, retired, Oregon Public Broadcasting
- Mr. John Russell, President, Russell Development
- Mr. Philip Selinger, retired TriMet Project Planning Director, consultant
- Mr. Lovett Smith III, Connecticut businessman, owner of the historic NYC 3 business railcar
- Mr. Bill Wyatt, Executive Director, Port of Portland

On October 30, ORHF held an open house (meeting notice was included in the November *Trainmaster*) with 44 in attendance. Kimberly Knox, project management consultant with Shiels Obletz Johnsen, led a review of the project status and introduced project architect, David Wark, from Hennebery Eddy Architects, who described the site plan and the three primary conceptual designs for the 80' X 200' building. The building will contain two tracks, the newly acquired drop table and optional provision for a future second level mezzanine and/or an overhead crane. All building design options include space for the three City of Portland-owned, ORHF managed locomotives (SP&S 700, OR&N 197 and SP 4449) and space for working on another rail car or locomotive. The building will be built on pilings as the site has sawdust up to 40' deep. The building itself will be a clear span steel structure, either one- or two-story, with sufficient height to handle the tall locomotives. All designs are focused on providing visitors with an attractive viewing gallery and windows oriented to riders of the planned light rail line and other passers-by, whether they be on foot, bike or in their car. The existing 100' turntable will be saved and is included as a key feature of the site plan, to be installed in a future project phase. Yet to be determined are what elements of the Brooklyn Roundhouse might be saved and incorporated in the new facility.

Capital Campaign fund raising has been launched and donations are being solicited. ORHF is a member of the Oregon Cultural Trust so if you are an Oregon taxpayer, an Oregon tax credit is available if donating to both. Be a part of this historic opportunity to provide a permanent home for our steam heritage, send your tax deductible donations to:

ORHF – Capital Campaign - PO Box 42443 - Portland OR 97242-0443
(Article developed by Philip Selinger, Laurel Lyon and Arlen Sheldrake)

S-2 Restoration

by Arlen Sheldrake

With the Chapter's Alco S-2 #36 safely stored and on display since February 2008 on land provided by agreement with the Oregon Electric Railway Historical Society, efforts have been underway to raise the \$40,000 needed to do the promised cosmetic restoration.

Anyone looking at the condition of our S-2 knows that this restoration is much needed. The #36 is just plain ugly and embarrassing. The phrase "rode hard and put away wet" comes to mind. While expensive, the cosmetic restoration will protect our landlord's land from lead contamination as the #36 gets sandblasted and will give us a twenty-plus year display that will make us proud owners. We have already taken care of the asbestos, so that is no longer of concern.

During these tight economic times, it has not been easy to raise the needed \$40,000 either from granting organizations or donations. In spite of this, our pro bono grant writer, Michelle Cooper, has been busy submitting grant applications. Current submissions include:

- Swindells Charitable Trust, \$5,000, submitted 9/29/2010
- Wessinger Foundation, \$5,000, submitted 9/29/2010
- Tucker Charitable Trust, \$5,000, submitted 9/29/2010
- Trains Magazine's Preservation Award 2010, \$10,000, submitted 9/29/2010
- PGE Foundation, \$5,000, submitted 10/16/2010

Other grant proposals are pending as their deadlines approach. We have been harassing you in the *Trainmaster* and at monthly meetings for donations, month after month after month. We passed the halfway point in early October thanks to many member donations! Included with the November *Trainmaster* was a letter from George Hickok, Treasurer, also asking you for your generosity.

After pricing comparisons, your Chapter Board has decided to contract with Cherokee Mobile Wash & Portable Paint Services to do the restoration project while they are in the Pacific Northwest during the Spring of 2011 and, if needed, tap Chapter reserves to make up any deficiency in the restoration fund. This company is known nationally for their in-the-field restoration of rail equipment, a real specialty. This will reduce the overall cost of the project since Cherokee will be in the area thus reducing travel costs. And by completing the project, we will meet our commitment to the Oregon Electric Railway Historical Society for a decent-looking display locomotive.

For more information about Cherokee visit their website at www.cherokeemobilewash.com. Take a look at their Photo Gallery for some neat before and after railcar and locomotive pictures.

Your donation to the "S-2 Restoration Fund" is fully tax deductible and if you are an Oregon taxpayer the donation to the Oregon Cultural Trust could be a tax credit. Any and all donations are appreciated and will be acknowledged.

Help restore the #36 to its original Portland Terminal Company livery; please send your donations to:
PNWC-NRHS, Attn: S-2 Fund, 800 NW 6th Avenue Room 1, Portland OR 97209-3794.



#2955 Gets Fresh Paint

by Ed Immel & Arlen Sheldrake
photos by Arlen Sheldrake

During the summer of 2010, the Northwest Rail Museum repainted the James J. Gilmore, the former SP #2955 parlor/lounge observation rounded tail car, in ESPEE livery.

The Gilmore was built in July 1941 by Pullman Standard for Southern Pacific Railroad Morning Daylight service between Los Angeles and San Francisco. It was later used on the Shasta Daylight. Most of the #2955's sister cars were converted into dome cars in the SP Sacramento shops. #2955 is one of only two that remained as roundend cars. The #2955 is the only SP roundend observation car that is still in existence.

In 1960, the #2955 was converted into a 72-seat coach. The car was eventually acquired by the Stockton Terminal and Eastern Railroad and was heavily vandalized including extensive interior fire damage.

The #2955 was acquired by the Portland-based NRM in 1988 and after 18 months of work was returned to service as a lounge car in original Southern Pacific livery.

The name James J. Gilmore commemorates the hard restoration work of Jim Gilmore who, unfortunately, passed away before he was able to enjoy the car in service.

Workers on the painting project included project leader, Ed Immel, and Chris Fussell. The first step in painting the stainless steel car was to remove the existing deteriorated paint. In conversation with Kurt Brunn, Ed found out about a somewhat expensive product that you could apply to the paint, cover it with plastic and some 24 hours later, the paint would come off the car's surface and be deposited on the plastic. This solution saved many hours of labor. Another major task was to fill in the many dents that the car had suffered over the years. The total supply cost for the repainting was just under \$5,000. Two windows that had been damaged by being shot, will be replaced as emergency exit windows when funds allow. Last year NRM completed extensive interior renovations, including fabricating new booths.

The newly painted #2955 will make its first public appearance at ORHF's *Holiday Express* in December.



New Chemult Station

by Arlen Sheldrake with assistance from Ed Immel
photos: Todd Landwehr and www.waymarking.com

Amtrak's gateway to central Oregon (Bend, Prineville, Redmond, Sisters) now has a spanking new train station and welcome center. The new 15- by 21-foot cabin-style station has seating for 10 with heat and electricity. In addition to the new station building, the project included a much-needed replacement of the station platform and ramp.

This project is a joint effort by Klamath County, Amtrak, and the Oregon Department of Transportation. Construction began in May and was completed in late October.

The new station replaces what many would call an ugly "Amshack" station that lacked insulation making



it very hot in the summer and very cold in the winter and very uncomfortable for the approximately 9,000 annual passengers. The new platform is long enough to eliminate the requirement for double stops and it is also heated to eliminate snow removal problems at the unstaffed station.

On November 10, the new Chemult Train Station/Welcome Center was officially dedicated. The project cost approximately \$600,000. The station still lacks restroom



facilities but now a formal arrangement is in place for passengers to use facilities in a nearby business. Ed Immel reports that project planning started almost six years ago when the ODOT Rail Division got the Oregon Legislature to set aside \$350,000 toward the new station.

Chemult is served by Amtrak's Coast Starlight with connecting bus service provided by High Desert Point to Bend and Redmond.



PNW SHORT LINES

by Arlen L. Sheldrake

The August 13 *Daily Record News* reports that the 1920 *Northern Pacific* caboose is receiving final touches in a year-long restoration. The caboose is in Kleinberg Park near the historic *Northern Pacific Railroad Depot* at the end of West Third Avenue in Ellensburg, Washington. Members of Historic Ellensburg and Friends of the Northern Pacific Railroad Depot are now energized to take on their next big endeavor: updating the NP Railroad Depot. The depot opened in October 1910, is owned by the City of Ellensburg, and sits on land leased from BNSF Railway; it was placed on the National Historic Register (OMB 1024-0018) October 13, 1991. The \$39,721 20-year lease agreement began in 2007. Depot restoration has been divided into three phases: 1) roof replacement, estimated to be from \$750,000 to \$1 million; 2) exterior restoration, estimated at \$1 million; 3) interior restoration; and a possible fourth phase being site work around the depot. More information and some neat photos can be seen at www.historicellensburg.org.

On October 12, the Washington State Department of Transportation noted a website, www.pnwer.org/WorkingGroups/Transportation/AmtrakCascades.aspx, that is tracking news articles, editorials and blog posts regarding the *Amtrak Cascades* second train to Vancouver, British Columbia, Canada.

An October 12 inquiry to TriMet about the Westside Express Service (WES) backup RDC units received the following response: "We have installed TriMet decals onto the two (formerly *Alaska Railroad*) RDC cars). We anticipate they will be available for service in January however they are spare cars and there are no plans at this time to operate them on any regular or published schedule."

The *Edmonton Globe and Mail* reported October 13 that the *Canadian Pacific Railway* (CPR) is putting up \$1 million to fund research to keep grizzly bears off its tracks in Banff National Park where trains are the top treat to the threatened species. Since 2000, 15 grizzlies have been killed or orphaned by trains in Banff, mostly in the month of June. CPR is also refitting 6,300 federally owned grain cars to reduce or eliminate grain spillage. This refit is about 85% complete and will finish in early 2011. President and CEO of CPR, Fred Green, noted: "I think wildlife mortality – whether it's highways or railways, any corridor – is an issue bigger than a single company. As a consequence, somebody's got to start. In our view this is the right place to start."

The *Issaquah Press* reported on October 12 that 180 or so people rode the *Northwest Railway Museum's* restored train to the October 2 dedication of their new train shed in Snoqualmie, Washington. The new train shed has 1,200 feet of track and will eventually display up to 24 train cars and other exhibits.

YAHOO! The second *Amtrak Cascades* train running between Vancouver and Seattle gets a one-year extension until next October 2011, without a proposed Canadian Border Services Agency fee of \$1,500 a day as reported in the *Vancouver Sun* October 14.

And speaking of the *Amtrak Cascades*: New onboard WiFi system installation began in early June and will be operational on all *Amtrak Cascades* trains by the end of Fall 2010. The bistro and lounge car upgrades will begin in Fall 2010 with completion scheduled for Spring 2011.

The October 15 *News-Review* reports that the U.S. Department of Transportation has awarded \$13.5 million to the Oregon International Port of Coos Bay to pay for the remaining repairs (upgrading of rail, ties, and ballast) to the Coos Bay 133-mile rail line owned by the Port. The grant, plus \$1 million from the Port, will allow the Port to operate trains at a higher speed, with certain sections at 25 mph and 40 mph, significantly higher than a 10 mph limit that would have been imposed without the upgrades. This will allow *Coos Bay Rail Link*, the Port's name for the railroad, to traverse the line in a single train crew's work shift. A Spring 2011 opening is still being projected.

The October 14 *Spokesman-Review* reported that *OmniTrax* has put up for sale the Canadian portion of the Grand Forks, British Columbia, Canada to Kettle Falls, Washington railroad which is a part of the *Kettle Falls International Railroad* in northeast Washington. If this section is not sold in the next six months, it will be abandoned. A similar process is possible within a year for the U.S. portion of the line.

Nanaimo's historic 1920 *Esquimalt and Nanaimo* (E&N) Railway Station should be open for business next Spring, according to www.canada.com. The building was severely damaged during an arson fire in August 2007. The Young Professionals of Nanaimo have reached their fund raising goal of C\$1,300,000 for the first phase of the train station restoration which focuses on the foundation, structure and the building exterior. Phase two, which focuses on the building's interior, is estimated to cost C\$1.1 million and will be funded by a commercial mort-

gage. More information about the fund raising and restoration can be found at www.nanaimotrainingstation.org.

On October 29, www.canada.com reported that the Island Corridor Foundation, which owns the 289-kilometre rail corridor on Vancouver Island, has made a formal application to *Via Rail*, the operator of the *Dayliner* service, to relocate its main terminus from Victoria to the ICF's railyard in downtown Nanaimo, and to begin a new morning southbound train that would leave Nanaimo at 6 a.m.

The *Billings Gazette* reported October 22 that the pedestrian bridge project over the railroad tracks in downtown Billings is moving forward and could be open Fall 2011. The 111-foot-long steel bridge will cross the tracks at 25th Street, stretching from Minnesota Avenue on the south to Montana Avenue on the north. The bridge to be reused in this project was built in 1901 as a horse and buggy bridge over Rock Creek near Joliet.

FRA High-Speed Intercity Passenger Rail Program, October 28, 2010 Pacific Northwest Awards:

- Idaho State Rail Plan, Completion of a State Rail Plan: \$200,000.
- Portland Union Station, Structural and track improvements: \$3,967,248.
- Eugene-Portland Corridor Plan, complete service development plan and corridor environmental study: \$4,200,000.
- Oregon State Rail Plan, update Oregon's 2001 State Rail Plan: \$800,000.
- King Street Station Rehabilitation, complete second phase of upgrades: \$18,293,407.
- Tukwila Station Construction, construct new Tukwila station and install information system at nearby Sea-Tac International Airport displaying real-time train arrival/departure: \$9,000,000.
- Mount Vernon Siding Extension, extend siding by 4,000 feet and other track changes: \$3,258,836.
- Washington State Rail Plan, develop comprehensive plan that combines freight and passenger: \$400,000.

The *Great Falls Tribune* reported on November 8 that an 1892 GN wooden caboose, X101, built in St. Cloud, Minnesota was being trucked from Belt, Montana to the *Northwest Railway Museum* in Snoqualmie. The caboose was owned by Jack Hoover, a retired *Milwaukee Railroad* signal maintainer who restored and maintained the caboose until his death at 86 in February. The Museum is paying the \$15,000 charge to truck the 31-foot-long, 36,000 pound caboose that is being donated by Hoover's daughter, Christina Hoover Blackwell. The X101 was rebuilt in 1909 but retains much of its original wood; it was retired in 1935.

Speaking of the *Northwest Railway Museum*, check out their online "Wellington Remembered 1892 – 1929" web pages at www.trainmuseum.org/Wellington/ObergB.asp; lots of pictures and text about the former Washington railroad community that was wiped out by the massive snow slide.

METRO has worked for three years with *Union Pacific Railroad* to get access to the railroad bridge spanning the Willamette River between Lake Oswego and Milwaukie. *The Oregonian* reported November 4 that *Union Pacific* has denied access. METRO wanted access to the bridge to determine if the bridge could accommodate a bike/pedestrian deck. METRO will now redirect the \$100,000 allocated for the study to the west side of the river to determine how to put bikes and pedestrians in or around Elk Rock, which is tunneled for the current rail line.

On November 8, *The Province* reported that Canada has awarded C\$5.1 million to renovate the masonry, roof and windows of the *Pacific Central Station* used by *VIA Rail* in Vancouver. The station is also used by the *Rocky Mountaineer*, *Amtrak* and bus companies. Work begins in 2011.

The Southern Oregon NRHS Chapter is looking for detailed historical information on the *McCloud River Railroad* caboose #103 that is currently located at the O'Brien Store just past Cave Junction. If anyone has detailed history or information, please send it to Ric Walch, Southern Oregon Chapter – NRHS, PO Box 622, Medford OR 97501 or engmgr.medfab.com.

On November 1, *The Oregonian* newspaper published an extensive article in the Metro section "Drivers get best seats for I-5 viaduct project". While the article was interesting, the writer wrote that the "hillside wall dates to 1913 country road". Readers of Ron McCoy's article in the October *Trainmaster* know the truth: the wall dates to the *Oregon Electric Railway*. A correction message was sent on November 1 to *The Oregonian* newsroom with the October *Trainmaster* attached; as of November 16, no correction had been published.

PNWC – NRHS MISSION

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

Cascade Rails 2011 Planning & Convention

Since the award of the 2011 NRHS convention to the Tacoma Chapter last year, a planning team nucleus has been meeting almost monthly to develop the Convention. As the Tacoma Chapter is relatively small, Tacoma Chapter President and Convention Manager, Ed Berntsen, put out a call for assistance. Planning team members come primarily from three NRHS chapters: Tacoma (TAC), Columbia River (CR), and Pacific Northwest (PNW).

Ed Berntsen (TAC & PNW)	Rick Bacon (TAC)	Jeff Schultz (PNW)
Steve Hauff (PNW)	Arlen Sheldrake (PNW)	Tom Irion (TAC)
Bill Chapman (PNW & TAC)	Trent Stetz (PNW)	Patrick Baldwin (TAC)
Ed Immel (CR)	Mike Bergman (PNW)	Kenneth Shattock (PNW & TAC *)
John Holloway (CR)	Keith Fleschner (PNW)	Roger Sackett (PNW)
John Tucker (PNW)	Robert Edwards (TAC)	Roy Wullich II (**)

* Also Central Coast and Southern Oregon Chapters. ** Member of the Rochester NY Chapter, lives in Santa Clara CA.

The 2011 NRHS Convention, *Cascade Rails 2011* is June 20-26 in Tacoma, Washington and will highlight the extensive rail and scenic attractions in this unique part of the Pacific Northwest. The last few issues of *NRHS News* have included the Advance Mailing Request form. Complete and mail it soon to ensure that you are among the first to have the opportunity to register for the many exciting events as the national NRHS organization again visits this beautiful section of the United States.

Online Convention registration and event ticket ordering will be available for the first time ever for a NRHS convention. John Holloway, *Cascade Rails 2011* Convention Registrar, is working with Fernley & Fernley, the NRHS computer services supplier, to allow online ordering of Convention events to NRHS members. All event sales are first come, first served. Historically, those signing up for the Advance Mailing Request used expedited delivery services such as Fed Express, UPS or USPS Priority Mail to get the choice event seats. Now you can save this \$15+ fee and do it free online. The new online service will be available first to those who have submitted their Advance Mailing Requests by January 15, 2011. Then, following in a couple of weeks, the online process will be available to all other NRHS members.

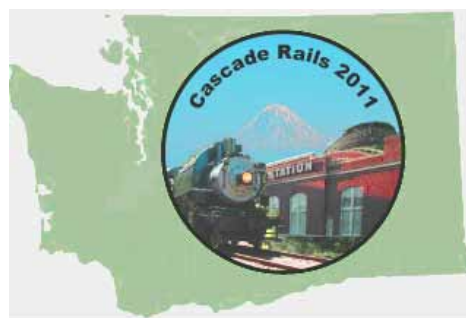
Watch the Convention website for developing details at www.cascaderails2011.com

Get your Advance Mailing Requests in the mail now!

(The form has been in the last couple issues of *NRHS NEWS*.)



Left: Pictured at the April 24 planning session in the historic Centralia Depot are left to right: Tom Irion, Jeff Schulz, Ed Immel, Mike Bergman, John Tucker, Ed Berntsen, Bill Chapman, Steve Hauff, Bob Edwards, and Rick Bacon.





Marine Toys for Tots Foundation

Please mark your calendar and be sure to attend our Chapter's December 17 meeting. It will mark the seventh consecutive year the Chapter will be donating "train" toys to the U. S. Marine Corps Reserve's *Toys for Tots* program. Our membership has been very generous in the past and we hope to continue that tradition. We are often fortunate to have Marine Corps representatives join us for our delicious potluck when they arrive to pick up our gifts.

Please try to arrive by 6:30 p.m. for the potluck. If you have questions or need suggestions regarding what food items to bring, contact Ron McCoy at r.mccoy@comcast. If you have questions regarding train gifts, contact Al Hall at alhall@comcast.net or 503-699-5042. After the potluck, we will conduct the election of Officers and Board members and review our 2010 activities and accomplishments.

The mission of the U. S. Marine Corps Reserve *Toys for Tots* Program is to collect new, unwrapped, toys and distribute those toys as Christmas gifts to needy children in the community in which the campaign is conducted. Although many types of toys are collected, our Chapter felt it only fitting that we specifically donate train toys.

The primary goal of Toys for Tots is to deliver, through a new toy at Christmas, a message of hope to less fortunate youngsters that will assist them in becoming responsible, productive, patriotic citizens.

The objectives of *Toys for Tots* are to help less fortunate children throughout the United States experience the joy of Christmas; to play an active role in the development of one of our nation's most valuable resources – our children; to unite all members of local communities in a common cause for three months each year during the annual toy collection and distribution campaign; and to contribute to better communities in the future.

Marine Toys for Tots Foundation, an IRS recognized 501(c)(3) not-for-profit public charity is the fundraising, funding and support organization for the U. S. Marine Corps Reserve Toys for Tots Program. The Foundation was created at the behest of the U. S. Marine Corps and provides support in accordance with a Memorandum of Understanding with the Commander, Marine Forces Reserve, who directs the U. S. Marine Corps Reserve Toys for Tots Program. The Foundation has supported *Toys for Tots* since 1991.



Annual Holiday Potluck & Train Toy Drive

All toys must be:

- ★ NEW
- ★ UNWRAPPED
- ★ Train-related if possible



Potluck Dinner Starts at 6:30PM

Main dish Honey Ham provided by Darel & Diana Mack ❄ Potato side dish by Ron McCoy & Christopher Bowers

BRING YOUR Hot Dishes, Side Dishes, Salads, Pies, Cakes, Cookies & APPETITES!

DECEMBER 17th ❄ St. Mark's Lutheran Church

Membership meeting and Annual Elections to follow immediately thereafter.

OCTOBER MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – October 15, 2010

Meeting called to order at 7:33pm

Welcome to guest attending this evening's membership meeting. Welcome Harvey Larkin, guest of Tom Steeves. Welcome back to Tom Steeves after his surgery. Welcome Louise Allen, guest of Olive Schuler. Welcome to new members this month - Ramona Olson and Barry Robertson. Minutes from August membership meeting – Motion to approve minutes by Bryan Ackler. Motion 2nd by Ken Vannice. Approved by members present.

Treasurer's report – No unusual activity other than the Officers & Directors insurance being paid. The Liability Insurance is coming due by the end of this month. The S2 Restoration donations total \$20,342.00, unchanged from last month. There are no major changes for the proposed 2011 budget items. There were a few items with a slight increase such as for postage and rolling stock. The 2011 proposed budget would be presented in the December membership meeting for approval. APMA (Antique Powerland Museum Association) is issuing 15-year bonds with a 7% interest, to be managed by an Escrow agency. Their intent is to pay this back these bonds before the end of the 15 years. This would be a good investment for the Chapter and a good investment in APMA. APMA is insured and have a reasonable plan and income stream. The board approved \$15,000 and asking the Chapter membership for approval to make the purchase of three bonds. Motion by Doug Auburg to approve the purchase of three bonds, \$15,000 from APMA. Motion 2nd by Lila Stephens. Motion approved by members present.

Rolling Stock Report – We are swapping axle sets on the Mount Hood to update to a more modern bearing and deal with wheel wear. We're about 50% completed. Doyle McCormack did the bearing box machining. Thanks to Doyle for his help. We've had some metal theft on some of our rolling stock. We are in the process of securing the equipment. We acquired spare parts for the diesel generator under the 6800 governor. One project is to replace the sixty-eight armrests in the 6800, which is being done by Jean Hickok. A sample of the replacement was brought to the meeting. We've also replaced some of the bottom seat foams that were the worst. We will propose a wishlist for additional funds to replace the other seats at some time in the future with a plan of how many and estimated cost of materials. The "roundhouse" area has changed a lot recently. It is not recommended to go visit this area unless you have specific business there and extreme caution is needed.

The Department of Justice offered a seminar on gambling regulations in Oregon, the basics, where to go for information if you have questions, etc. George attended this seminar. George got a copy of the - Administrative Rules and Statutes, so you can figure out how it works "most of the time". Our equipment at the "roundhouse" is part of the Holiday Express consist. The plan is to keep the Holiday Express consist together, rolling stock wise. We don't have a lot of other stuff we have to figure out where they will need to be stored and we are working on this.

George went to the Port of Tillamook Bay Commission meeting on September 21 with a presentation. We have sent a draft proposal to the commissioners and we're waiting for a response. What we sent is a proposal for permission to develop a plan with the Port of Tillamook Bay Staff to work toward the operation on the railroad between Banks and Cochran. One of the problems is to clear the brush before can determine what else is needed. This is for the east end of line and we're not interested in fixing the big washouts. We will be negotiating a "Memorandum of Understanding" agreement between the Chapter and the Port of Tillamook staff before we do anything until we have a clear understanding of what we will do, a plan, etc.

Elections, the board became the nominating committee, nominees are: Keith Fleschner for President, Mark Reynolds for Vice-President, George Hickok for Treasurer, Jim Hokinson as Secretary swapping with Jean Hickok as Board of Director, Trent Stetz will run for Board of Director and Ed Berntsen as National Director. There were no nominations from the membership. Doug Auburg moved to close nominations. Train Toys for Tots and potluck – the ham will be brought by Darel and Diana Mack and Ron McCoy will bringing his famous mashed potatoes for the potluck which will be part of the December membership meeting at 6:30pm. Karl Wescott will be scheduling car hosts for the Holiday Express again this year. Jim Long will be coordinating volunteers for ORHF Holiday Express. Chapter fundraiser – SP 4449 calendars brought in by Arlen to the meeting.

ORHF will be having a 2nd open house at the end of this month sometime. Location and date are yet to be determined.

Program this evening is a video "American Streamliner".

Meeting adjourned at 8:30pm.

Respectfully submitted: Jean Hickok

MEETING SNACK SIGN-UPS

All months are available. This is one area where the Chapter really needs your help. To volunteer, please contact Keith at 503.516.9272 or email to: keithfleschner@msn.com.



If you'd like to help restore the Chapter's S-2, make a donation to the restoration fund.

Add your support to this worthwhile project.

Make a gift to the Pacific Northwest Chapter. Then make a matching gift to the Oregon Cultural Trust and claim 100% tax credit. It's that simple. Learn more or donate online at: www.culturaltrust.org

**Oregon
Cultural
Trust**

775 Summer Street NE, Suite 200
Salem, OR 97301
(503) 986-0088
CULTURAL.TRUST@STATE.OR.US

S2 #36 Restoration Fund

DONORS

Golden Spike level: \$1000 and up

John & Lois Sheldrake♥, James & Valinda Hokinson, Autzen Foundation, George & Jean Hickok, Arlen & Rita Sheldrake, Gordon Zimmerman, Tom Steeves, Bill & Doris Field♥, Misc. Anonymous

Rail level: \$500 to \$999

Al & Judy Hall, Darel & Diana Mack, Steve & Mimi Cogswell, Mark & Carolyn Reynolds

Cross-Tie level: \$100 to \$499

Friends of SP 4449, Judson Parsons, Todd Landwehr, Al Baker, Thomas Barrett, Kent Hutchens, Ron McCoy & Christopher Bowers, Chuck McGaffey, Bill & Teresa Hyde, Roberta Ballard, Michael Bryans, Kenneth Vannice, Roger Sackett

Tie Plate level: \$50 to \$99

Doug & Tammy Auburg, Robert Wenzel, Mark Whitson, Phil Barney

Steel spike: \$1 to \$49

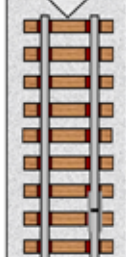
Brian & Laurie Keeler, Monica Winkley, Thomas Vandegriff, George Mickelson, Gerald & Olive Schuler, Trent Seta, Ted Ahlberg♥, Jim Long, Dennis Seaton

♥= In Memoriam

Target
\$40,000

\$22,010
raised!

as of 11-13-2010



Chapter Officers

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jean Hickok	503.649.5762
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Ron McCoy	2009-2011	503.310.4811
Christopher Bowers	2009-2011	503.577.0063
Eileen Brazil	2008-2010	503.647.5667
Jim Hokinson	2008-2010	503.635.4826

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PACIFIC NORTHWEST CHAPTER TIMETABLE #581

Board of Director's meetings: December 9 and January 13, Thursdays, 9320 SW Barbur Blvd Suite 200, 7:30 pm
(Note address for Board meetings; follow instructions posted on the door for entry.)

Membership Meetings: St. Mark's Lutheran Church, 5415 SE Powell Blvd:

December 3-5: Holiday Express, Oregon Rail Heritage Foundation, www.orhf.org

December 10-12: Holiday Express, Oregon Rail Heritage Foundation, www.orhf.org

December 17 – 6:30 PM – Potluck: 2011 Officer/Director Election, 2011 Budget Approval &
Train Toys for Tots collection

January 21, 2011: *America and the Passenger Train*, video

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

NOTABLE NON-CHAPTER EVENTS:

December 26-January 1, *15th Annual Model Train Show*, Washington State History Museum, Tacoma,
www.washingtonhistory.org

January 2011, Brooklyn Roundhouse, yard vacated

January 15, Advance Mailing Request deadline, *Cascade Rails 2011* NRHS Convention, Tacoma, Washington,
www.CascadeRails2011.com

January 22, *SP&S Historical Society Swapmeet*, 10 am-3 pm, Holiday Inn-Portland Airport.

May 7, *Amtrak's National Train Day*, Portland, Oregon, stay tuned

May 21, *Gorge Rail 2011*, Columbia Gorge Discover Center, 9 am-5 pm, The Dalles, Oregon, www.gorgerail.com

June 9-13, *White Pass Railfan Week*, White Pass & Yukon Railroad, Skagway, Alaska,
www.extra2200south.com

June 10-12, *Dunsmuir Railroad Days*, www.dunsmuir.com

June 20-26, *Cascade Rails 2011*, NRHS Convention, Tacoma, Washington, www.cascaderails2011.com

July 7-10, *Milwaukee Road Historical Association Annual Convention*, Austin, Minnesota, www.mrha.com

July 13-16, *Northern Pacific Railway Historical Association Convention*, Carlton, Minnesota, www.nprha.org

July 15-17, *SP&S Historical Society Convention*, Spokane, Washington, www.spschs.org

July 16-20, *Great Northern Railway Historical Society Annual Convention*, St. Cloud, Minnesota, www.gnrhs.org

July 27-30, *27th Annual Convention, Union Pacific Historical Society*, Spokane, Washington, www.uphs.org

Sept. 8-10, *Southern Pacific Historical & Technical Society Annual Meeting*, Portland, Oregon, www.sphts07.org

January 2012, Brooklyn Roundhouse, vacated and steam locomotives moved

Pacific Northwest Chapter - Lending Library

OPEN

December 18 (one Saturday only), 1 to 4 pm & Mondays 10 am to Noon

Union Station Annex, 503 NW Irving

library@pnwc-nrhs.org

503-226-NRHS

Bill of Lading

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