

The

September 2011



Trainmaster

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



Council Supports ORHF



On July 27th the Oregon Rail Heritage Foundation was before the Portland City Council with three time-certain emergency ordinances. All three passed with votes of 4 to 0 (Mayor Adams was on vacation.)

- 1) #792: Authorize execution of a Loan Agreement with Oregon Rail Heritage Foundation to construct an engine house and rail interpretive center for city-owned locomotives. This ordinance revises the original loan agreement under Ordinance #183280 for \$978,598 and replaces this loan with one for \$1,000,000 and a schedule of repayments that are expected to be sufficient to repay a line of credit the city expects to obtain to replenish the Parks System Development Charge fund.
- 2) #793: Authorize the execution of a Lease Agreement with Oregon Rail Heritage Foundation for use of city-controlled right-of-way under the Martin Luther King, Jr. Viaduct, between SE Sherman Street and SE Caruthers Street. The property, .41 acre, will be used for ORHF facility visitor and staff parking.
- 3) #794: Authorize the execution of a Lease Agreement with Oregon Rail Heritage Foundation for use, maintenance, restoration, and

storage of rail locomotives, to include a future cultural Interpretive Center. The 2.43 acres will be assembled from property transferred to the city from TriMet and the Oregon Department of Transportation along with existing dedicated city rights-of-way to replace property previously purchased by ORHF. It is needed to establish an at-grade crossing of the TriMet Portland-Milwaukie Light Rail line and the Oregon Pacific Railroad near OMSI.

The Council declared that an emergency exists for all three ordinances because immediate approval is required to accommodate the Portland to Milwaukie Light Rail Transit construction schedule and the construction schedule needed to vacate the Brooklyn Roundhouse, as required by Union Pacific Railroad.

Council action was preceded by presentations from representatives of TriMet, OMSI, Hosford-Abernethy Neighborhood, and Bill Failing representing ORHF's All Aboard Capital Campaign Committee, Laurel Lyon founding President of ORHF and Doyle McCormack, current President of ORHF. Also presented to the Council was the excellent ORHF Capital Campaign Video (available for your viewing at www.orhf.org).

From Doyle's presentation: "A bit of history: I have been involved with the maintenance and operation of locomotive 4449 since it rolled out of Oaks Park more than 36 years ago for use on the American Freedom Train's Bicentennial tour. This has been an adventure many boys dream of but few men have lived. During these years I have developed a vision of seeing that these locomotives have a permanent home where the magic of these machines can be shared with the people that own them, the citizens of Portland, as well as those who visit our City.

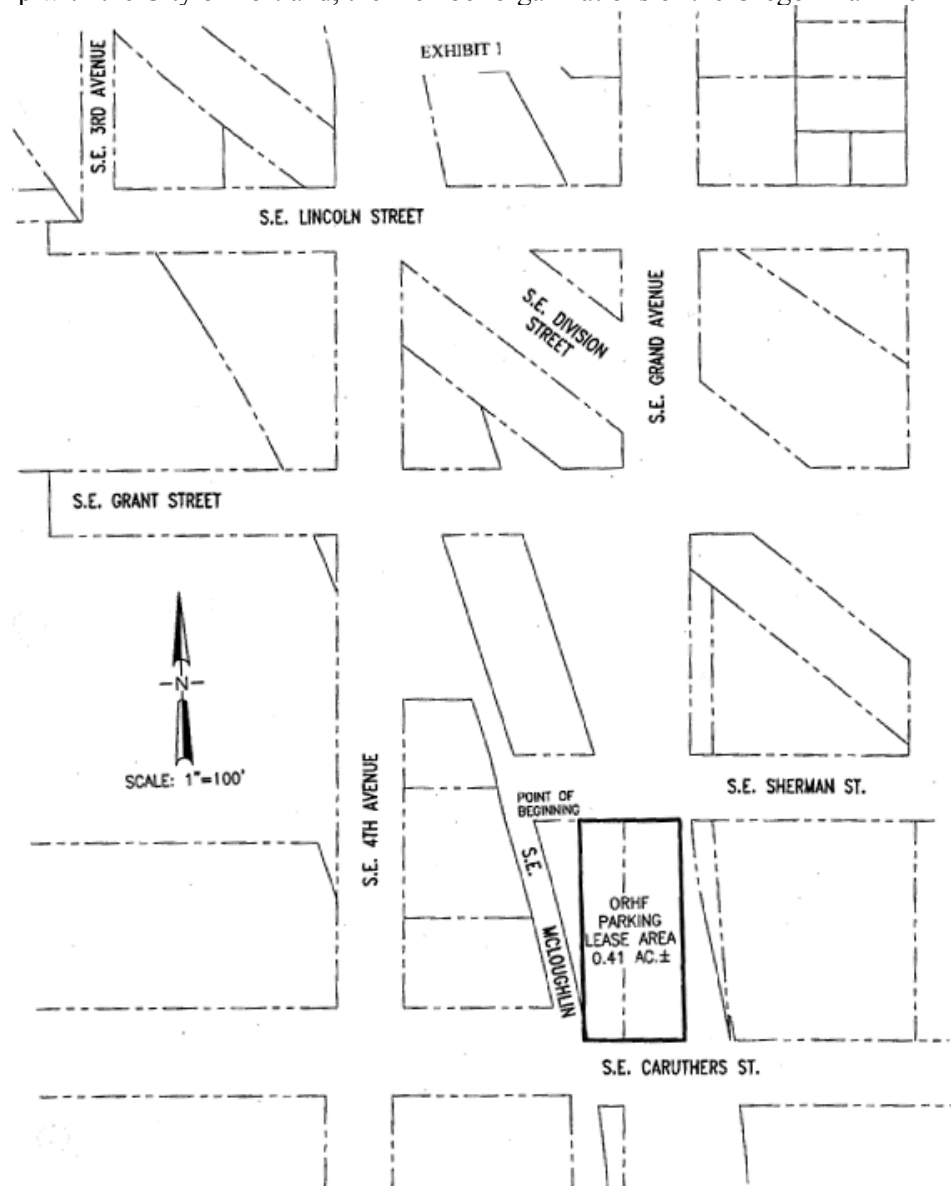
"Thanks to the long relationship with the City of Portland, the member organizations of the Oregon Rail Heritage have been able to bring two of the three locomotives back to life and the third is in the process of being restored. Now we have turned our focus to the most important part of our mission, a facility to house, display, and operate these treasures for future generations. And to develop this facility through following phases into an interpretive center to teach all of the importance that these machines played in our history.

"This vision will become a reality if we can get a shovel in the ground by the first of October this year.

"The Oregon Rail Heritage Foundation was formed by like-minded groups and individuals joining forces to fulfill this vision.

"With the city's help providing a loan that has a five-year term and at a reasonable interest rate, we can get this job done.... And pay the loan off within this time frame."

With the aforementioned Portland City Council actions the Oregon Rail Heritage Foundation now can move ahead



with plans for ground breaking this fall with construction starting soon thereafter.

The 2011 ORHF Board of Directors:

President – Doyle McCormack, representing Friends of SP 4449

Vice President – Ed Immel, representing Northwest Rail Museum

Treasurer – Mark Kramer (ex-officio Board member)

Secretary – Keith Fleschner, representing Pacific Northwest Chapter, NRHS

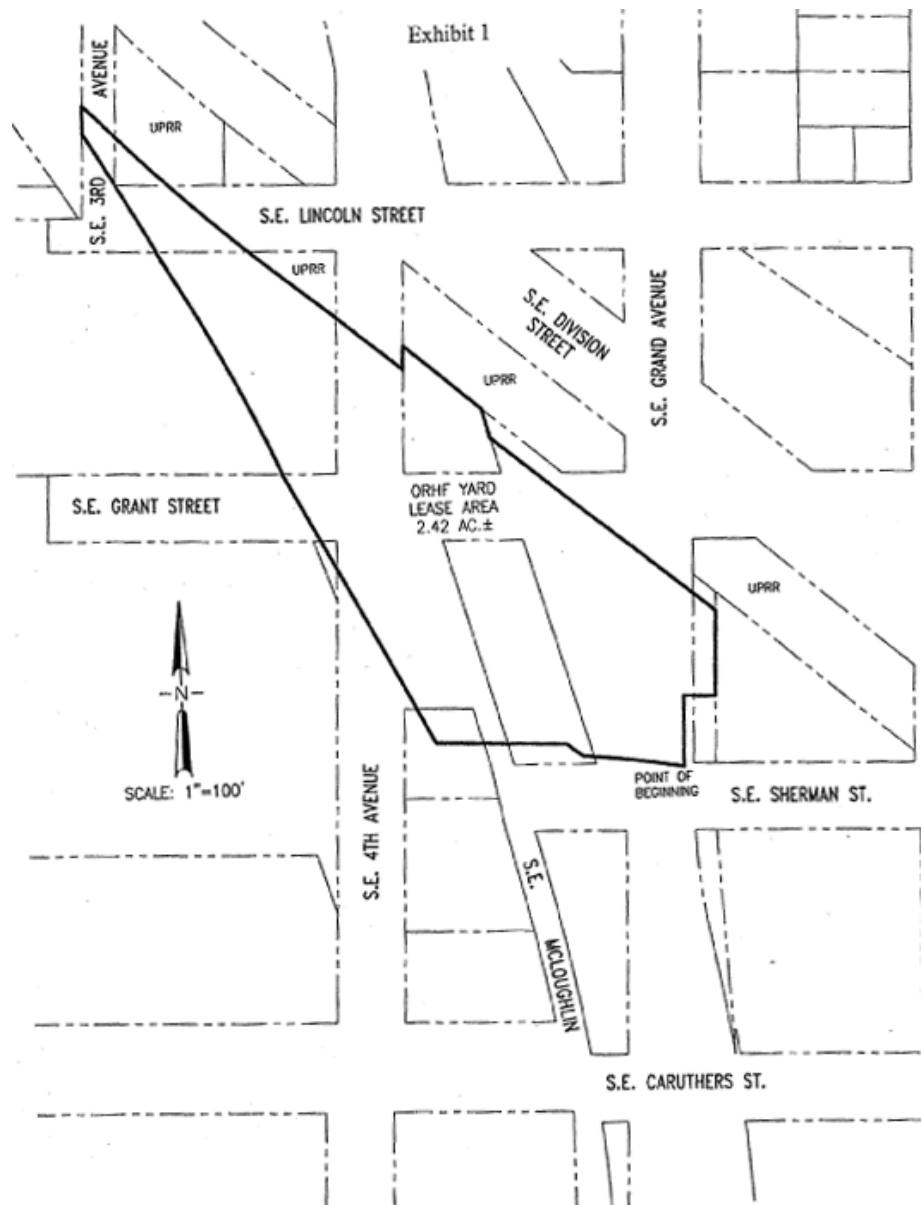
Board Member – Pat Tracy, representing Friends of OR&N 197

Board Member – John Frazee, representing Pacific Railroad Preservation Assn.

Board Member – Steve Pixley, representing Portland Parks & Recreation

Board Member – Sue Pearce, representing Hosford-Abernethy Neighborhood

Board Member – Bob Melbo, representing the At-Large community



(Article developed by Arlen Sheldrake with editing assistance from Ed Immel, Keith Fleschner and Doyle McCormack. Article graphics extracted from Council ordinances.)

The final capital campaign push is now on to raise the needed funds. Please send your donations to: ORHF Capital Campaign, PO Box 42443, Portland OR 97242-0433.

Pacific Northwest Chapter - Lending Library OPEN

September 17 and 24 (Saturdays), 1 to 4 pm & every Monday 10 am to Noon

Union Station Annex, 503 NW Irving

library@pnwc-nrhs.org

503-226-NRHS

PNW SHORT LINES

by Arlen L. Sheldrake

The July 4th *Big Sky Business Journal* reports that *Canadian Pacific Railway* is relocating its freight yards out of downtown Regina, Saskatchewan, Canada to an area on Regina's western edge. Global Transportation Hub is developing 300-acre site on the CP railway mainline with construction starting this summer, with completion by the end of 2012. The new terminal will be able to handle about 250,000 container loadings per year, compared with about 45,000 at the present facility.

McCloud #25 pulled its first revenue run on the *Oregon Coast Scenic Railroad* on July 4th with the *Fireworks Train* and is expected to continue in regular service between Rockaway and Garibaldi. Hopefully the contract issues noted in the June 29 *Tillamook Headlight Herald* between OCSR and the Port of Tillamook Bay for rail use will get resolved.

We have had a very wet winter and spring in the PNW but it is truly amazing to see pictures of the Minot, North Dakota train station being protected from floodwaters of the Souris River by a hastily constructed levee. This year's flood exceeds a 130-year-old record level according to the WDAY News on June 27.

The Markers section by Editor Steve Barry in the August 2011 issue of *Railfan & Railroad* contained the following: "Welcome Aboard...With this issue we officially welcome our new columnist, Alexander B. Craghead of Portland, Ore. Alex has been writing "guest" columns for the past few months under the INTERCHANGE banner, and with this issue he will be officially joining us monthly with his DEPARTURES column. Welcome aboard, Alex." And I would add congratulations from your PNWC friends. This magazine was a significant contributor to the success of the *Cascade Rails 2011* convention. Editor Steve Barry managed the night photo session, provided multiple issue free magazine advertisements and the July issue was chock full of Tacoma area railroad information. Steve provided 700 copies of this issue for the registrant "goodie bags".

Vancouver Island passenger operations moved a step closer to resumption with the province of British Columbia's June 28 announcement of plans to provide \$7.5 million for the former *Esquimalt and Nanaimo Railway* (E&N Railway) now called *Southern Railway of Vancouver Island* (SVI) to help restore passenger rail service. The Ministry of Transportation and Infrastructure will contribute up to \$500,000 for an engineering inspection on the condition of 40 rail bridges and trestles on the 140-mile line between Victoria and Courtenay. The remaining \$7 million will help the Island Corridor Foundation (ICF), which owns the E&N Railway, repair track; the ICF has identified \$15 million worth of necessary repairs. The provincial funding is conditional upon the final bridge inspection and the ICF matching the other \$7.5 million that's needed to ensure all track repairs are completed. This was reported June 29 by *Progressive Railroading*. Via is closing their Victoria station next to the Johnson Street Bridge since the new bridge will not have a rail component. The 130-year-old line still awaits the \$7.5 million federal match so that rehabilitation can begin. Via is investing \$5.5 million in refurbishing three RDCs for service on the line. *August 12 Daily News*

In 2012, the *Rocky Mountaineer* is offering three trips that either originate or terminate in Seattle. These 3-day, 2-night trips are called Coastal Passage, Seattle to Jasper (or reverse). Eastbound trips are listed for August 25 and 26, westbound on August 23. The vast majority of the *Rocky Mountaineer* trips originate or terminate in Vancouver, British Columbia, Canada. For more information go to www.rockymountaineer.com.

The City of White Rock, British Columbia, Canada, following renewed discussions with *Amtrak*, the Washington State Department of Transportation and the B.C. Ministry of Transportation now believes that *Amtrak Cascades* trains won't be stopping in their city any time soon. Neither *Amtrak* nor Washington DOT are willing to consider any new station stops along the *Cascades* corridor. At least for now. *June 29 Peace Arch News*

The July 2011 issue of *WCRA News* from the West Coast Railway Association, included an editorial from long-time President & CEO Don Evans that he is shifting roles as his term of office expires June 30, 2011. Don has been an active and enthusiastic member of WCRA since 1975, became Executive Director in 2002, and then President & CEO a couple of years later. Don transitions to a leadership mentor role and will continue as news editor. WCRA is an historical group dedicated to the preservation of British Columbia railway history with an extensive museum at their West Coast Railway Heritage Park in Squamish.

On July 8, West Coast Railway Association Board Chair, Bob Phillip, announced the appointment of David Thomson as Vice President & General Manager. Thomson is responsible for overseeing all of the WCRA's opera-

tions and reports directly to the WCRA Board of Directors. Since July 2010, Thomson has been General Manager of the Heritage Park. The Board also announced that former President & General Manager Don Evans has been named President emeritus and will continue to lead fund-raising efforts, edit the newsletter, and will mentor Thomson. *August 2011 WCRA News* (It has a beautiful July 3 color cover photo of the 4449 along the Columbia River.)

The *Dunrobin*, a small 0-4-4T British steam engine that came to British Columbia in the 1970s, has been sold by the Province to English museums. The 1895-built 0-4-4T *Dunrobin* arrived at Halifax, Nova Scotia on May 1 along with its companion 4-wheel saloon coach, both originally belonging to the Duke of Sutherland. The saloon is going to The Beamish Museum while the loco is going to the Severn Valley Railway. Most recently in Fort Steele, the unit was loaded aboard a flat deck, then transloaded to a railway flat car in Cranbrook. It departed Cranbrook April 15 and was through Calgary April 16 (reported by Trevor Mills). Just before 09:00 on May 2, the flat car with the tarped steam engine was parked by itself, just opposite the old carman's shanty in Rockingham. It was moved to the pier at 12:30 the same day. The locomotive and coach were expected to leave Halifax aboard the ACL ship *Atlantic Companion*, arriving in Liverpool on May 17 (reported by Tempo Jr.). *July 2011 WCRA News*

Sad to hear July 4 that the CP *Empress* #2816 suffered a cracked axle and did not pull the Children's Wish Foundation trips throughout western Canada this summer. The trips will continue but with diesel power.

On July 9 Jeff Schultz, PNWC member and 19-year veteran with Washington State Department of Transportation announced that he and his family are moving from Olympia to Hartford, Connecticut to take a job with Parsons Brinkerhoff working on the New Haven-Hartford-Springfield corridor project. Jeff was very active with the freight and passenger rail side of WSDOT and an excellent resource for anything rail-related in the state of Washington. I very much enjoyed getting to know Jeff during our many, many hours working together on the *Cascade Rails 2011* convention where he was a key member of our Planning Team. Best wishes to Jeff and his family on his new adventure!

On June 29 the Benton County (Oregon) Board of Commissioners formally petitioned the Surface Transportation Board to issue a public use condition and certificate of interim trail use rather than grant the *Union Pacific Railroad's* request for abandonment authorization for the 17.86-mile Bailey Branch that runs from Greenberry, a few miles south of Corvallis, down to Monroe, with a spur from Alpine Junction to the Hull-Oakes Lumber mill in Dawson. The county's letter asks the Board to bar the railroad from disposing of the corridor except for removing rails, ties and signal equipment. It also seeks an order barring destruction of bridges, trestles, culverts and other structures that could be used as part of a trail. *June 30 Corvallis Gazette-Times*

As of the middle of June, *Union Pacific* has removed all their stored centerbeam flat cars off the *Wallowa-Union Railroad* (WURA) in northeastern Oregon. The \$59,400 monthly car storage contract runs through part of October but it will not be renewed. The rental contract enabled WURA to make an early retirement on the loan used to purchase the 63-mile rail line and create the *Eagle Cap Excursion Train* (www.eaglecaptrain.com) that runs on scheduled Saturdays. At the peak of car storage, UP had 1,908 centerbeam rail cars on some 30 miles of WURA track from Joseph to Minam. The RDCs formerly owned by ODOT and used on the *Lewis & Clark Explorer* are idled and up for sale. *July 15 Wallowa County Chieftain & August 1 La Grande Observer*

The June newsletter from the Southern Oregon Chapter, NRHS, listed their major projects that included restoring MEDCO #4 covered in our July issue and:

- Bullis Logging Railroad: To survey and map the line from the end of the *Rogue River Valley Railroad* in Jacksonville to as far up Jackson creek as can be determined and research additional history on its brief operations. And support the Jacksonville Woodlands Association efforts on the Bullis Rail Trail development (www.railstotrails.org).
- Gold Hill Railroad and Lumber Company: This operation existed for a short time starting in 1910 and was almost lost to history. Thanks to the efforts of researchers from the Southern Oregon Chapter, Gold Hill Museum, and Southern Oregon Historical Society, a wealth of information is being recovered. The intent is to gather all of the operational history of this line so that it can be located and re-establish the extent and survey the spur lines that ran up Kane, Foot and Sardine Creek watersheds.

On July 22 the International Port of Coos Bay awarded a \$3.3 million contract to Conrad Forest Products of North Bend for 90,000 Douglas fir railroad ties treated with ACZA (chemonite) to be used in long-term track

rehabilitation; to be delivered in December. The Port continues to expedite repairs to their rail line to accommodate a major exporter who wants to begin operations October 1. The exporter intends to move up to 500 rail cars (wood products) per month to the marine terminal located on lower Coos Bay. The goal is to have trains operating initially at 10 mph until major rehabilitation work is complete.

On July 12, the City Council of Prineville approved the sale of two 1948 coach rail cars (former *Milwaukee Road* #520 48-seat and #545 62-seat) to *Mt. Rainier Scenic Railroad* for \$25,000 each. A freight rail move to MRSR is expected in August. The cars were originally brought to Prineville by Dave Duncan in 1990 and operated in *Crooked River Dinner Train* service and then under different names and operators for more than 20 years. The fate of the baggage car also used in dinner train service is still to be determined. The July 22 *Central Oregonian* newspaper carried an extensive article on the history of this dinner train.

My copy of Joe Harper's *Cascade Rails 2011* dvd arrived on July 25 and it is a bargain at \$24, including postage and handling. The dvd includes two-plus hours covering all the Convention train events plus steam trips before and after the Convention. It is very apparent that Joe spent a great deal of time scouting out good locations for his video shots. Joe has done another first class job! (An order form was included in the July *Trainmaster* mailing.)

WSDOT reports that *Amtrak Cascades* ridership between Vancouver, British Columbia, Canada and Eugene for the April through June 2011 quarter increased 8% to 231,194 passengers compared with the same 2010 period.

On July 28 the Washington State Department of Transportation and *BNSF Railway* signed an agreement setting up a clear contractual relationship between WSDOT and BNSF, outlining mutually agreed upon requirements and performance measures, including project schedules and budgets, contracting methods, procurement and purchasing processes, and budget and billing procedures. The agreement allows BNSF to move forward on projects worth nearly \$400 million. The first rail improvement project will occur in Everett where two new tracks will be built for freight trains entering the rail terminal, taking them out of the way of oncoming passenger trains. The goal of the \$781 million in federal grants awarded to Washington State is to add two additional *Amtrak Cascades* daily round trips between Seattle and Portland, reduce travel times and improve average on-time performance from the line's current 62 percent to 88 percent. *July 28 2011 WSDOT press release*

The charter withdrawal of the Oregon Coast Chapter was approved at the June 24 NRHS Board of Directors meeting in Tacoma. This action was requested by the Coos Bay-based chapter now called the *Oregon Coast Historical Railway*, www.orcorail.com.

Celebrating 10 years and 10 million rides, TriMet included a insert in the July 27 *Portland Tribune* noting this Red line service milestone for the first train-to-plane light rail connection on the West Coast. It is really convenient and, in my opinion, the only way to start and end a trip requiring air travel.

Historic Oregon Newspapers go online: 180,000 pages from 18 Oregon newspapers between the years 1846 and 1922 are now online and are keyword-searchable. Historic Oregon Newspapers was created using open source software developed by the Library of Congress. University of Oregon programmers helped troubleshoot the code and were the first to implement it outside of the Library of Congress, www.oregonnews.uoregon.edu.

On July 29 the Sound Transit Board adopted the East Link route and stations. From Seattle the route heads east from downtown on I-90, with a station at Rainier Avenue. Continuing eastward, the route crosses Lake Washington in the center lanes of I-90, with a station serving Mercer Island. Entering Bellevue, the route moves north along the east side of Bellevue Way in an elevated configuration to a station and new parking structure at the existing South Bellevue Park and Ride. North of the station the route transitions to at-grade and retained cut configurations and continues along and crosses to the west side of 112th Avenue. At the south end of downtown Bellevue, the route moves into a tunnel beneath 110th Avenue Northwest to an underground station adjacent to the existing Bellevue Transit Center. Beyond the station, the line runs east, crossing I-405 in an elevated configuration and turns north to serve an elevated station near Overlake Hospital. The line continues eastward along the Bel-Red corridor in a combination of elevated and at-grade alignments to serve stations at 120th Avenue Northeast, 130th Avenue Northeast, Overlake Village and Overlake Transit Center. The City of Bellevue has tentatively committed to fund \$160 million of the estimated \$300 million tunnel cost. Construction is expected to start in 2015 or 2016 with passenger service beginning in 2022 or 2023. *July 29 Sound Transit press release*

The SP4449 ran just under 1,000 miles this summer: three *Cascade Rails 2011* Convention trips in June = 538 miles; two July Wishram trips = 420 miles. To the credit of the entire Friends of SP4449 crew, the locomotive pulled the five trips flawlessly. This mileage information was provided by trip planner Ed Immel.

Two interesting interviews with Steve Lee, retired head of the UP steam program, are available on the Wasatch Railroad Contractors website: www.wrrc.us. Wasatch CEO, John E. Rimmasch, leads the discussion that is in two parts. The second video announces Steve's book development and solicitation for photos and experiences.

During the closing days of Oregon's 2011 Legislative session, HB 5036 was passed authorizing a \$40 million *Connect Oregon IV* program. The first three *Connect Oregon* programs were \$100 million each.

With Astoria celebrating their 200th anniversary this summer, one is reminded that the Astoria Column was one of 12 historical markers erected in the early 1900s between St. Paul, Minnesota and Astoria, Oregon. This was a pet project of Ralph Budd, president of the *Great Northern Railroad*, to properly salute Astoria's explorers and early settlers for their critical role in the expansion of the United States to the Pacific Coast; www.astoriacolumn.org.

KDRV News reported on August 2 that the Siskiyou Shippers Association has reached agreement on operating rates with *Central Oregon and Pacific Railroad* for opening the Siskiyou Rail Line, closed since 2008. The sticking point now is the railroad's demand for \$3 to \$5 million to help finance repairs to the line and tunnels that have deteriorated since the closure. A *Connect Oregon IV* grant proposal may be in the offing.

While Disneyland isn't usually part of my PNW Short Lines coverage, I think it is important to report that the revamping of the Disney California Adventure included removal of the *California Zephyr* cab and faux train display. While the train cars were replicas and served as store fronts, the 804-A cab was real. The cab and train memorabilia that was used as décor inside the three buildings went to the Western Pacific Railroad Museum in Portola the weekend of August 6. *August 2011 USA Today* (I thought this display was one of the highlights of our early July visit.)

CN and China's CNBM Forest Products Trading Ltd. recently reached an agreement to use CN's new lumber transload facility located at Thorton Yard in Surrey, British Columbia. The initial eight-acre facility will have throughput capacity of about 10,000 containers annually and will make it easier to transport lumber to export markets in China. CN also announced plans to increase lumber transload capacity at its Prince George, B.C. distribution center to more than 30,000 containers annually. *August 11 2011 Progressive Railroading*

The one millionth Kia vehicle to come into the United States through the Port of Tacoma – a 2011 Optima Hybrid – rolled off a ship at the Port's Blair Terminal on August 11. The port is served by *BNSF Railway* and *Union Pacific Railroad*; *Tacoma Rail* provides switching and terminal rail services. *August 12 2011 Port News*

Flanger Sports New Windows



Thanks to member Phil Barney's woodworking and carpentry expertise, the PNWC Flanger on display at Antique Powerland Museum at Brooks received new left side windows during the week of August 1. Next up is replacing the end doors and re-installing the window screens. The right side windows have already been replaced.

Coos Bay Lumber 2-8-2T #10 Being Scrapped

by **Martin E. Hansen**

A once-proud product of the American Locomotive Company built for logging service on the Oregon coast is presently being scrapped in South Florida.

Coos Bay Lumber Company #10* was built by ALCO in 1930 to log the Oregon coastal range up above Coos Bay, Oregon. The 100-ton, 2-8-2 tank Mike was built as ALCO Construction No. 68548. She served Coos Bay Lumber Company and its successor Georgia Pacific Lumber Company until replaced by diesels in 1956.

Georgia Pacific was famous for saving their retired steam logging locomotives and #10 was spared the scrappers torch. Georgia Pacific donated #10 to the Oregon Museum of Science and Industry in 1961 and she was used as a fund-raising auction "prize". The engine was repainted and brought to Portland, Oregon by Georgia Pacific at the lumber company's expense. She was purchased at the auction for \$1,800 by Frank Bayliss.

Mr. Bayliss worked an arrangement with the Oregon Pacific and Eastern (OP&E) in Cottage Grove, Oregon for the display of #10 at the OP&E engine house. A short section of track was laid in front of the OP&E engine house and #10 was put on static display shortly after the auction and remained there until the OP&E ceased operation in the late 1980s.



In December, 1930, the 10-spot posed for her builder's photo at Alco. *Collection of the late Lloyd Graham*



Shown here at Eden Ridge, the #10 leads four ex-Oregon Electric cars. *Collection of the late Lloyd Graham*

After the OP&E was scrapped, #10 was sold to a group in Kansas [Midland Railway of Baldwin City, Kansas] who intended to convert the engine to a 2-8-2 tender engine for operation on their shortline in the Midwest. However, after #10's cab, saddle tank and oil bunker were removed, the project was aborted and the engine sat derelict for a number of years. Finally, in the late 1990s, #10 was purchased by a group in Florida and was shipped to the Wilson Crossing RV Resort in Williston, Florida where she remained nearly untouched until early this year. Unfortunately, her saddle tanks, cab and oil bunker were scrapped in Kansas and a number of essential parts, such as eccentric rods, were lost in the shipping to

Florida.

In June 2011, the owner of the property where #10 was stored announced that unless he could find a buyer for the engine, he would be forced to scrap the engine to remove it from the property. A number of rail groups contracted the property owner in attempts to obtain the engine or at least parts of the engine. However, the owner of the property initially felt the engine should bring approximately \$45,000 which was approximately twice her scrap value. Trucking costs for moving the engine back to the west coast exceeded \$42,000. That, together with the numerous missing parts, rendered purchase and shipment of the engine financially impractical.

On August 15, 2011 when Western rail groups contacted the owner of the property, he announced that he had commenced the scrapping of #10. The smoke box had been cut off and test cuts had been made into the boiler itself.

The sad demise of Coos Bay Lumber #10 is further testament to exactly how difficult and costly it is to preserve, let alone operate, steam in the 21st Century. Fortunately, sister engine, Coos Bay Lumber Company 2-8-2T #11, has been preserved at the Pacific Southwest Railway Museum at Campo, California. She now is the last remaining example of the original four Coos Bay Lumber Company ALCO 2-8-2T saddle tankers.



In August, 1950, the Alco tank mike was working hard as it passed through Norway. The photographer, Bert Ward, noted the consist as 94 cars. *Collection of the late Lloyd Graham*



At the end of her operational life, #10 posed for this photo at Powers, Oregon on August 21, 1961. *Photo by the late Lloyd Graham*

* The Alco tank 2-8-2 was actually Coos Bay Lumber's second #10. The company's first #10 was a Willamette geared locomotive, C/N 1.

PNWC – NRHS MISSION

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

AUGUST MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – August 19, 2011

The meeting was called to order at 7:33 by President Keith Fleschner.

The Pledge of Allegiance was led by Al Hall.

One visitor was in attendance from the New York chapter of NRHS.

The July 2011 minutes were questioned. Ken Vannice moved to approve the minutes and Terry Parker seconded. The membership voted to approve.

George Hickok gave the Treasurers report. Al Baker made the motion to accept the report and Roger Matson seconded. The membership voted to accept the report.

George Hickok then asked the membership to approve the purchase of an electrical generator, for less than one thousand dollars, to be used for working on rail cars where electrical power is not available. Roger Matson made a motion to approve the purchase and Terry Parker seconded. The motion carried.

George Hickok then reported that a different painting contractor, Wasatch Railroad Contractors, has been contacted to paint the S-2. Their inspector should be here next week to give a complete work estimate. This contractor has been used by Union Pacific.

Al Hall reported that we had very good sales at Steam-Up this year, both in concessions and at the Amtrak booth. He said there were nine members that worked all four days and a total of twenty-six PNWC volunteers contributed. He gave special thanks to Trent Stetz for running the passport booth for four days and to Phil Barney for the windows in the flanger.

President Fleschner wished to recognize new members Wm. Hugh Delanty, Charles R. Fagan, Gerard Goering, Marge Helander, Steve K. Radmacher, Ruff Klaus; and three renewed members, Roger Graeber, Rolland Grischow, and Bob Weaver.

President Fleschner reported some repairs have been made to the 55 and the 76 at Park 217. Beige paint has been used to cover over the graffiti.

The ORHF building starts in October and will be completed in April. ORHF is forming new committees to work on planning operations for the new facility.

Al Baker announced the program for the evening as presented by John Davis, a slideshow of NW steam engines and UP locomotives. The program was informative and entertaining. Al asked for program ideas for 2012. The program for September will be on highlights of *Cascade Rails 2011*.

The meeting was adjourned at 8:28, and the snack time was provided by Jean Hickok.

Respectfully submitted by Jim Hokinson, Secretary.

NOTES FROM A MEETING

Keith Fleschner, President

As I write this, one of the big milestones of summer has recently been completed. *Steam-Up* is over. Phil Barney completed the installation of the windows in our flanger on display at AMPA (see page 7 of this issue). We continue to make progress on the flanger. Chapter members worked in several areas during *Steam-Up*. Al Hall led a large concessions crew which did a great job of promoting the Chapter and selling our wares. We also had a booth near our equipment providing information. This effort was led by Trent Stetz. In addition, we operated a booth for Amtrak, and made some money from a raffle using tickets supplied by Amtrak. Another important contributor was Randy Rock, who operates the AMPA sound system. My grateful thanks to everyone who helped to make this another great year.

We are making continual progress on the S-2 painting project. If all goes well, we'll have a contractor doing a site visit by the time you read this article. The visit will allow us to get a firm price and start to talk schedule. It's the Board's hope to finish this project this year.

We've enjoyed some excellent programs lately. If you don't regularly attend the monthly meetings, I encourage you to take a look at what Al Baker has lined up for the next several months.

The website committee is still busy digitizing back issues of the *Trainmaster*. Take a look.



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 Target

Golden Spike level: \$1000 and up

John & Lois Sheldrake, James & Valinda Hokinson, Intel Foundation, Misc. Anonymous Donations, NRHS Heritage Grant, Autzen Foundation, Pacific Power Foundation, George & Jean Hickok, Arlen & Rita Sheldrake, Gordon Zimmerman, Tom Steeves, Bill & Doris Field

Rail level: \$500 to \$999 Darel & Diana Mack, Al & Judy Hall, Mark & Carolyn Reynolds, Steve & Mimi Cogswell, Maxine Rodabaugh

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

Friends of SP 4449, Jan Zweerts, Judson Parsons, Todd Landwehr, Al Baker, Dale Reynolds, Chuck McGaffey, Thomas Barnett, Bill & Teresa Hyde, Ron McCoy & Christopher Bowers, Ken Peters, Jerry Tanquist, Michael Bryans, Kent Hutchens, Kenneth Vannice, Roger Sackett, Roberta Ballard, Fred Gulette, Bob Slower

Tie Plate level: \$50 to \$99

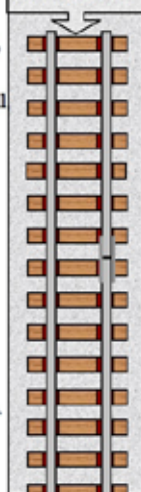
Doug & Tammy Auburg, David Larsen, Robert Wenzel, Mark Whitson, Phil Barney, Rolf Schuler, Raymond DeBuse

Steel spike: \$1 to \$49 Brian & Laurie Keater, Monica Winfrey, Thomas Vandegriff, George Michelson, Gerald & Olive Schuler, Keith Rydman, Teal Metz, Ted Allberg, Peter Baker, Jim Long, Dennis Seacat,

Olive Schuler

♥ = In Memoriam

Almost there! \$40,000
\$35,838
as of 8-16-2011



Chapter Officers

President	Keith Fleschner	503.516.9272
Vice President	Mark Reynolds	503.638.7411
Treasurer	George Hickok	503.649.5762
Secretary	Jim Hokinson	503.635.4826
National Director	Edward M. Berntsen	253.383.2626

Chapter Directors-at-Large

Randy Rock	2010-2012	360.574.9083
Al Baker	2010-2012	503.645.9079
Ron McCoy	2009-2011	503.310.4811
Christopher Bowers	2009-2011	503.577.0063
Jean Hickok	2011-2013	503.649.5762
Trent Stetz	2011-2013	503.582.6406

Committee Chairs

Activities	Ron McCoy	503.310.4811
Archives	William Hyde	503.666.5530
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PACIFIC NORTHWEST CHAPTER TIMETABLE #590

Board of Director's meetings: September 8 & October 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. 7:30 pm:

September 16: *Cascade Rails 2011 Recap*, George Hickok

October 21: *Tourist Railroads in England and Wales*, Doug Auburg.

November 18: *Railroads Near Wasco County*, Jerry Tanquist

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

NOTABLE NON-CHAPTER EVENTS:

Sundays, May-October, *Shady Dell Train Park*, 11:30 am-5 pm, near Molalla, Oregon, www.pnls.org / 503.829.6866

September 3-5, Steamer Oregon scheduled to operate, Oregon Zoo, www.oregonzoo.org

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

September 10, *GN Day in Skykomish 2011*, 9:30 am-4 pm, Skykomish, Washington,

www.dflatblues.com/SkykomishHistoricalSociety

September 10, *Steam Locomotive Open House*, Noon, Astoria Railroad Preservation Assn., www.astoriarailroad.org

September 17, *Civil War Day*, Mount Rainier Scenic Railroad, Elbe, Washington, www.mrsr.com / (888) STEAM11

September 28, *Tanana River Bridge Ground Breaking*, Alaska Railroad, www.AlaskaRailroad.com

October 1, *Rail To Ales*, Mount Rainier Scenic Railroad, Elbe, Washington, www.mrsr.com / (888) STEAM11

October 1, *Great Alaska Beer Train*, Anchorage-Portage, Alaska, www.AlaskaRailroad.com

October 15-16, *Fall Foliage and Photographers Weekend*, Sumpter Valley Railroad, www.svry.com

October 22 & 23, *Pumpkin Trains*, Chehalis-Centralia Railroad, www.steamtrainride.com

October 22, *9th Annual Autumn Leaf Slide Show*, Fox Theater, Centralia, Washington,

www.autumnleafslideshow.blogspot.com

October 22-23, *Amtrak 40th Anniversary Train*, Seattle King Street Station, 10 am-4 pm, www.amtrak40th.com

October 29-30, *Amtrak 40th Anniversary Train*, Portland Union Station, 10 am-4 pm, www.amtrak40th.com

November 8-13, *2011 Railway Heritage Preservation Conference ARM&TRAIN*, Chattanooga, Tennessee,

www.railwaymuseum.org

November 25-January 1, 2012 *Zoolights*, Steamer Oregon scheduled to operate, Oregon Zoo, www.oregon.org

December 2-3-4, *Holiday Express*, Oaks Amusement Park Station, Portland, www.orhf.org

December 9-10-11, *Holiday Express*, Oaks Amusement Park Station, Portland, www.orhf.org

January 2012, Brooklyn Roundhouse, vacated and steam locomotives moved, www.orhf.org

July 7-11, 2012, *Great Northern Railway Historical Society Convention*, Klamath Falls, Oregon, www.gnrhs.org

June 1, 2013, SP 4449 15-year renewal required

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.

Bill of Lading

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