

The

December 2011

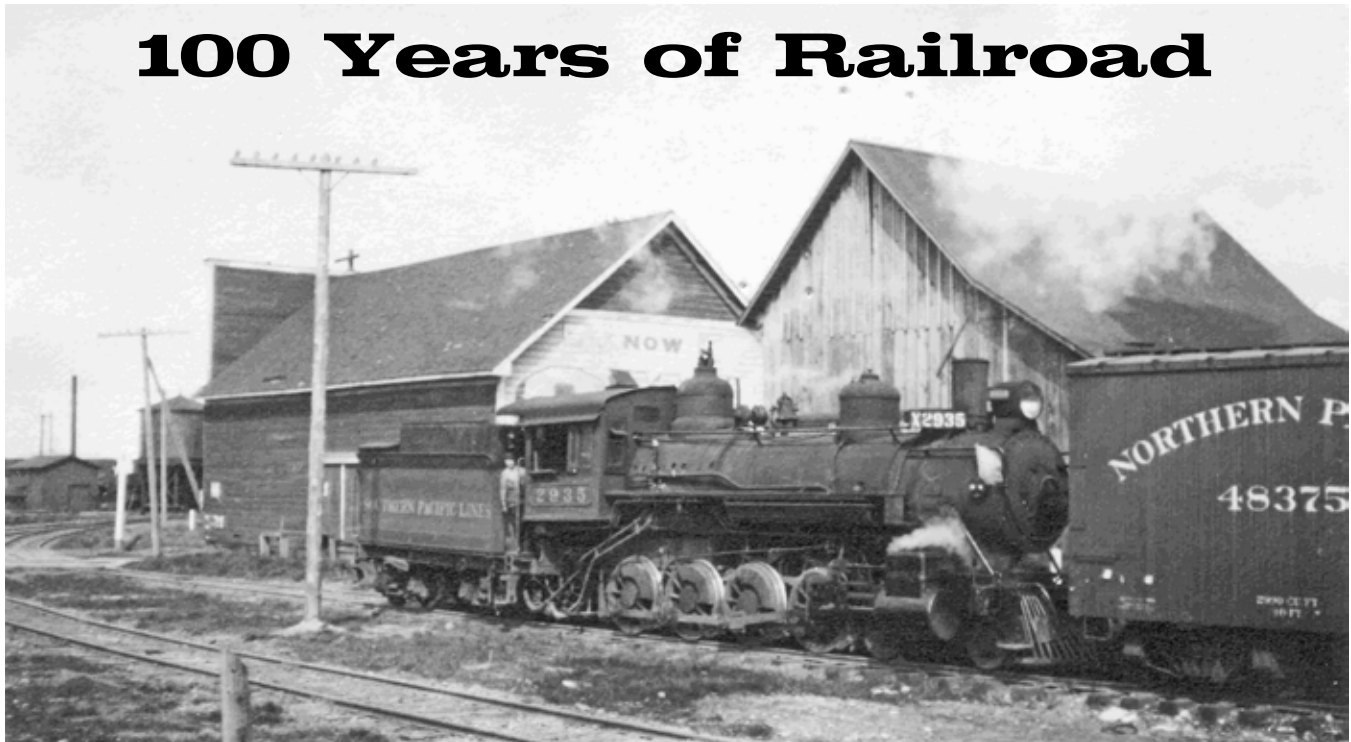


Trainmaster

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



100 Years of Railroad



By LeeAnn Neal

The completion, in 1911, of the Pacific Railway & Navigation Company line from Hillsboro to Tillamook gave Tillamook County an economic shot in the arm the likes of which it hasn't seen since. Prior to the railroad, the county was cut off from the rest of civilization by the Pacific Ocean to the west (local bays proved too shallow for all but the smallest vessels to penetrate, while rough bars made access dicey), Neahkahnie Mountain to the north, Cascade Head to the south and the Coast Range to the east.

The pioneers who, in 1850s, settled what would become Tillamook County often went months without essential supplies owing to the area's lack of accessibility. In his book, "Punk Rotten & Nasty" (railroad workers' nickname for the twisting, turning, and often steeply graded line), author and Forest Grove resident Paul Clock wrote, "Isolated...Tillamook County settlers found travel to be difficult and time-consuming.

In many cases, getting into or out of the county required a trip over toll roads or passage by little steamers, either of which could be uncomfortable and take days."

One such toll road was the Trask River Wagon Toll Road, known by many, on account of its zigzagging curves and steep grades, as "the most awful ride in the world."

Shown above at Hillsboro, Oregon in the 1920s, Espee #2935 was built in 1892 (Schenectady, s/n 3762) as a two-cylinder cross-compound. Simplified in 1909, the locomotive lasted until it was wrecked in 1947. *Photo, PNWC collection*



The Buxton depot certainly would not have won any architectural awards, but it provided rail access to a small community which, 100 years ago, was far from the civilization of Portland. *Photo, PNWC collection*

Despite its burgeoning fishing and agriculture industries, Tillamook County finally attracted the attention of serious railroad investors when word of prime, old growth timber began to spread.

At one point, the railroad buzz made many Bay City residents nearly giddy with the possibilities. Clock wrote: “In 1906, not one, but four railroads were projecting lines in the area – two of those eyeing terminal grounds at Bay City. These railroad developments revitalized the locals’ interest in acquiring harbor and bar improvements. With a deeper channel, the enterprising people of Bay City believed they could compete with other points along the coast in both rail and water transportation.”

However, eventually the City of Tillamook emerged victor in the battle for local railroad terminus status. Therefore, improvements to the Tillamook Bay bar were postponed and travel by boat de-emphasized for travel by rail.

In 1905, William Reid, a Northwest railroad promoter, convinced a group of Portland capitalists to back a rail line from Hillsboro to Tillamook in order to ship lumber to Portland. Reid eventually ran out of money, which meant construction stopped that same year.

Elmer Elm Lytle, a Portland railroad promoter, picked up where Reid left off, incorporating the Pacific Railway & Navigation Company in October of 1905. Having encountered financial hurdles and challenges in grading the Coast Range for the project, PR&N completed construction of the line in 1911 at a total cost of \$5 million.

On the morning of October 9, 1911, railroad officials and journalists from the area gathered in the pouring rain to greet the first train to arrive in the city of Tillamook. The train heralded the beginning of daily passenger and freight service between Tillamook and the Willamette Valley.

The effects of daily rail service were almost immediately apparent. Suddenly, tourism became a local industry, prompting construction of beach cottages and hotels. “Seashore Special” excursion trains transported thousands of Portlanders seeking rest, relaxation and recreation on the Coast.

Former history professor and Neahkahnie resident Mark Beach said that the railroad played a significant role in the development of Manzanita. Portland passengers detained in Mohler and then hopped a stage coach to the beach communities of Manzanita and Neahkahnie, he said. Once there, tourists were greeted with an array of lodging options ranging from hotels to tent camping. Manzanita in particular was equipped to serve those on holiday, even offering a “robbery” on the beach for swimmers to change into their bathing suits, said Beach.

Further south, the railroad spurred tourism in Rockaway, where the “Daddy



This view of the vacant trackage at Wedeburg shows that the Tillamook line received its share of snow in the winter. The high elevation of the railroad over the hills to the coast resulted in much inclement weather. *Photo, PNWC collection*



In 1921, the photographer caught train 141 at Cochran, Oregon. The 4-8-0 was built by Schenectady in 1892 and spent the last years of its operation leased to the Northwestern Pacific. The locomotive finally met the scrapper's torch in 1952. *Photo, PNWC collection*

Train” arrived each Friday afternoon carrying Portland men who, after working in the city all week, would join their vacationing families. The railroad’s legacy in Rockaway Beach is obvious in the red caboose that houses the Rockaway Beach Chamber of Commerce at the Wayside.

Other local industries benefited from the railroad as well. Dairymen began milking their herds year-round once a steady supply of livestock feed became available. Delivery of fresh seafood became possible, thereby eventually eliminating the need for local canneries.

The timber industry also benefited greatly from the railroad, with millions of board feet of timber suddenly shipping from the west side of the Coast Range to Portland. Local mills saw an increase in output once shipping, which was formerly conducted by boat, was no longer subject to the tides and weather.

In an article for the Oregon History Project, Richard H. Engeman wrote: “In western Oregon a railroad between Portland and Tillamook was completed in 1911, spawning the huge Whitney Company mill at Garibaldi and other mills at Cochran, Timber, and Tillamook.”

Until the railroad was damaged in 2007, trains continued to ship grain to the county and lumber from it.

The significance of the introduction of a railroad to the area is apparent in the name of the unincorporated north Tillamook County community of Mohler, formerly known as



There seems to have been a fair amount of freight traffic at the Hillsboro station when this photo was taken in the 1920s. That's train 141 on the left. *Photo, PNWC collection*

Balm. In the early 1900s, Lytle requested the name be changed to Mohler in honor of A.L. Mohler, former president of the Oregon Railway & Navigation Company and later president of the Union Pacific Company.

LeeAnn Neal, a journalist and freelance writer, who co-owns a marketing and public relations firm in Manzanita, Oregon is a sixth-generation Tillamook County resident whose great-great-great grandfather Elbridge Trask was among the first pioneers to settle the area. LeeAnn kindly gave PNWC permission to reprint her lead article which originally appeared in the *Headlight Herald* newspaper, October 5, 2011.



This trio of photos, probably all taken during the 1920s, show the Banks depot and the rail line just outside of Banks. It appears that there should have been a bit more aggressive weed control on the railroad. *Photos, PNWC collection*

Annual Holiday Potluck & Train Toy Drive

All toys must be:

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



Potluck Dinner Starts at 6:30PM

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

*DECEMBER 16th ✨ St. Mark's Lutheran Church
Membership meeting and Annual Elections to follow immediately thereafter.*

PNW SHORT LINES

by Arlen L. Sheldrake

The November issue of *Railfan & Railroad* magazine has an interesting commentary by Alexander Craghead about "Preserving the Human Element;" how photography augments historic preservation. Preservation is structures and equipment but it is also photos of the structures, equipment and the people using them. Catch Alexander at our January membership meeting.

On July 15, 1879, Boise, Idaho received their first fire engine. It took 17 hours to haul the heavy steamer over the rough road from Kelton, Utah, the nearest town on the Union Pacific Railroad. The fire engine was purchased from Silsby & Co. of Seneca Falls, New York. *09/04/2011 Idaho Statesman*

The Washington Rural Heritage is a collection of historic materials documenting the early culture, industry, and community life of Washington State. The collection is an ongoing project of small, rural libraries and partnering cultural institutions, guided by an initiative of the Washington State Library. The initiative provides the infrastructure and training to both digitize and serve unique collections to a widespread audience. The mission of Washington Rural Heritage is to: 1) enable small and rural libraries to create digital collections of unique items that highlight institutional holdings and tell the stories of their communities; 2) make these items accessible online to a wide audience. For more information: www.wrhl.state.lib.wa.us.

Worth a read in the *Trains Magazine* special edition No. 6-2011 Locomotive 2011, is the article "Last Call" by Scott Lothes and Kyle Weismann-Yee describing Union Pacific's SW1500s exit from Oregon and street running in Oregon City. The article includes some excellent photographs.

CP Rail is putting up C\$1 million to fund a research effort to develop new ways to reduce the number of bears killed by trains travelling through the mountains. *CP Rail* is working with bear experts and Parks Canada officials to test devices, which include warning sirens, electrified mats and new kinds of fences. More than ten grizzlies have been killed by trains in Banff since 2000. Parks Canada and the railway have tried to reduce those deaths by removing buffaloberry plants from beside the tracks and running grain vacuum vehicles along the tracks. *09/30/2011 CBC News*

In answer to a question on Trainorders.com regarding MU control on the SP4449, Jack Wheelihan responded: "EMD developed and built a diesel MU control box for the cab of the 4449, at the request of Doyle McCormack, during the American Freedom Train national tour. Both the air brake and electrical power to control one or more diesel units from the engineer's side of 4449's cab was the end result. By plugging in a standard AAR 27 pin MU cable, to pretty much any diesel coupled to 4449's tender, or auxiliary tender, the trailing diesels are controlled by the engineer on 4449. Additional MU control boxes were subsequently made for NKP 765, UP 844, and UP 3985 (also Frisco 1522). All functions of the MU'ed diesels, except for dynamic brake, are controlled from the cab of the steam locomotive, i.e. forward, neutral, reverse, generator field, throttle positions idle & 1 thru 8, indicator light for wheel slip, a red light to indicate "ALARM," and a toggle switch for emergency train line shut down."

Once in awhile we need to recognize people who go the extra mile. Scott Hurd, Amtrak Station Agent, is one of those people. Since being installed, the sidewalk tree wells north of Portland's Union Station along the side track #1 have been ignored or occasionally cleaned by a volunteer. Through Scott's efforts, the Portland Development Commission finally figured out that the maintenance responsibility is theirs and they are taking action, giving station visitors and Amtrak travelers a nicer walk from the Station Place parking garage and the station. Thanks Scott!

At age 16, the Brooklyn Roundhouse cat died October 11. "Crater" oversaw the maintenance, restoration and operation of the City of Portland's three steam locomotives. Her last official function was hosting the Southern Pacific Historical & Technical Society tour of the Roundhouse on September 10. Crater was buried at the Brooklyn Roundhouse. Maybe, just maybe, she knew of the impending demise of her home and didn't want to leave. She was a member of our family and our friend. *Requiescat in pace.*

Twelve center-beam flat cars were delivered by *Coos Bay Rail Link* (CBR) locomotive 1203 to Southport Lumber in North Bend on Wednesday October 12, representing the first freight train since 2007. Speed initially is restricted to 10 mph, so the trip required two days. Initially, a single round-trip is planned for each week. Once upgrades are in place, speed will increase to 25 mph and a single day round-trip will be in place.

In related developments, the International Port of Coos Bay evaluated four coal export proposals and selected

one to further evaluate that proposes to annually export 6 to 10 million tons of thermal coal.

Associated Engineering has been contracted to assess the 48 trestles and bridges along the *Esquimalt and Nanaimo Railway* running from Victoria to Courtenay, British Columbia according to the *Goldstream News Gazette*, October 21. The C\$500,000 study is funded by the provincial government. The federal government C\$7.5 match of the Province funds from Infrastructure Canada is pending the study results. The study report will provide state of repair, estimated lifespan and weight rating for each of the 48 structures. Passenger service was shut down this Spring due to the poor condition of the track. 104,000 track ties need replacement.

On October 22, Martin E. Hansen reported in Trainorders.com: “After two years of negotiations, we have completed the sale of the *McCloud Railway* from Jeff Forbis to the owner of Railroad Materials Salvage Inc. Don’t let the name scare you. There are plans to save the existing McCloud trackage. That being said, however, we do have all the passenger cars up for sale at the present time. The new owner has shipped in some gondola cars to start scrapping all the surplus equipment. Time will tell how this will unfold. For now, the *McCloud Railway* has a new owner/operator.”

As a part of the 100th anniversary celebration of the first train to reach Tillamook, the *Headlight Herald* and the Tillamook County Pioneer Museum on October 9 sponsored two “Ride the Rails” train trips out of Garibaldi. About 250 people participated on the *Oregon Coast Scenic Railroad* trips.

On October 27, the *Sound Transit* board endorsed a landmark agreement with the City of Bellevue to enable the East Link light rail project to serve downtown Bellevue via a tunnel. The tunnel alignment will cost an estimated \$276 million beyond the cost of an at-grade alignment; Bellevue will pay up to \$160 million of this cost. Construction of East Link is expected to begin in 2015 or 2016 with passenger service starting in 2023. Riding East Link between Seattle and downtown Bellevue is projected to take less than 20 minutes. *Sound Transit news release*

The usual string of ratty-looking ex-BC Rail, ex-whomever loaded log cars had four newly-painted-orange AERC (*Albany and Eastern Railroad*) log cars in the mix October 31 at Linnton on *Portland and Western’s* Astoria line. Rick Franklin maintains a good-looking fleet, be it log cars or bulldozers.

Since the pre-1990s, Powell’s Books at Cedar Hills Crossing in Beaverton has had a wonderful selection of used railroad-related books. Countless hours were spent browsing the excellent selections put together by railroad book section manager Dan Haneckow. But no more as the section has been downsized. Among the reasons Dan cited in an early November Altamont Press Discussion Board posting is the lack of big collections coming up for sale, along with other societal changes. Whatever the reason, Dan’s extensive railroad book section is now part of my “good old days” stories. Thanks, Dan.

The application deadline for *ConnectOregon* IV grants was November 21. Next steps are state agency reviews, and then modal and regional committee reviews with final review committee prioritization completed in June 2012. Oregon Transportation Commission decisions will probably be rendered in July for this \$40 million of lottery-backed bond money.

The Southern Oregon Chapter newsletter, *The Manifest*, in its November issue, announced a major upgrade/update of their website, www.soc-nrhs.org. Their newsletters are now being posted on the website. Fund-raising is ongoing to restore the Medco No. 4 boiler. Of the estimated \$118,545 needed, \$101,130 has been raised. Send donations to: SOC-NRHS, Medco No. 4 Project, PO Box 622, Medford OR 97501.

The proposed 2012 budget for the Port of Vancouver (Washington) includes over \$50 million to kick into high gear the West Vancouver Freight Access project expanding Terminal 5. The Port wants to finish the \$150 million project – a 27-mile expansion of rail tracks to speed cargo and handle more of it – by 2017. An article including a nice aerial view of the project was in the November 3 *Columbian* newspaper.

Operation Lifesaver in partnership with the Federal Transit Administration announced November 2 that TriMet of Portland is one of four transit agencies to receive a rail safety education grant.

On November 4, WSDOT was awarded \$7.9 million from the U.S. Department of Transportation to rebuild the current Tukwila train station, increase long-term parking, and improve bus and pedestrian connections. This will replace the current temporary wooden structure.

Earlier this Fall, George Lavacot sold his EMD SD9 to *Albany and Eastern Railroad*. The ex-SP 5399 sports a beautiful SP “black widow” paint scheme and is in active service out of Lebanon. It is reportedly a favorite of Rick Franklin’s engine crews.

Bob Kelly reported on the Altamont Press Discussion Board that the Skykomish *GN Railway* Depot was

moved back to near its former 1898 location south of the mainline on November 4 after the contaminated site was cleaned. The depot is being located some 100 feet back of the mainline, allowing the installation of display tracks in front of the depot. A railroad park with display tracks will be built next to the depot. The depot's bay window will again face the tracks. Yes, Skykomish is on my visit "bucket list." Yours, too?

For those interested in Portland rail infrastructure history, the Portland Railroad Atlas, 1963 and 2010, is a very interesting pictorial of then and now. (Published in 2011 by Michael C. Byrnes, railatlas@gmail.com.) For example, it shows on the left page a 1963 map of a small area like Guilds Lake Yard, and on the opposing page is the same area in 2010 (pages 20-21). Amazing changes in 47 years are displayed in this 45-page booklet which is for sale at Whistle Stop and Hobby Smith.

Trains News Wire reported November 4 the restoration completion of the *Spokane & Inland Empire Railroad* building that was once used to repair passenger cars. The building was constructed in 1907 and has undergone a 15-month \$20 million rehabilitation and is listed on the National Register of Historic Places and the State of Washington Heritage Register of Historic Places. The building is now named SIERR Building at McKinstry Station and is owned by the Seattle-based engineering firm McKinstry Co. which is also the occupant. It was formerly owned by *BNSF Railway* and is located at 802 East Spokane Falls Blvd in Spokane. The November 2 *Spokesman-Review* has some neat pictures of the facility.

The additional trains and buses being added again this Thanksgiving holiday by *Amtrak Cascades* to meet this peak travel period between Seattle and Eugene is very impressive.

The League of Oregon Cities' Awarded the *City of Prineville Railway* their Award of Excellence for improvements made to the railroad.

Reported November 2 on the Altamont Press Discussion Board by Bruce Kelly: "Last tracks removed from Coeur d'Alene, Idaho - The City of Coeur d'Alene, Idaho was once served by four separate branch lines and at this very moment is seeing the last strips of unused track ripped up. We're talking roughly three miles of BNSF's Coeur d'Alene Sub being removed from the former site of the BN freight office in CdA westward to Huetter. This is mostly former GN and MILW trackage. BNSF will continue to serve customers in Post Falls, and use the short passes at Huetter for run-around moves. But plans are in the works to build a new run-around just east of the particleboard mill in Post Falls, which would allow BNSF to shorten the branch even more."

On November 3, a major HAZMAT exercise was held of a full-scale railroad chemical spill in the *Union Pacific* rail yard off Bethel Road in Eugene. HAZMAT teams participating included teams from Eugene-Springfield, Linn-Benton, and the Oregon National Guard's 102nd Civil Support Team. This Guard Team was formed in 2004 and is designed to respond to hazmat, chemical, nuclear and other disasters anywhere in Oregon. The HAZMAT crews simulated an ammonia, chlorine and phenol gas spill. There are 13 HAZMAT regional teams in Oregon. See more information at www.kmtr.com.

British Pathé, www.britishpathe.com, views and buy films and still photographs from the entire archive of 90,000 videos covering newsreels, sports footage, social history documentaries, entertainment and music stories from 1896 to 1976. Run a "train" search and you could spend hours freely previewing their offerings.

As I wrap these three pages of ramblings for December, an ORHF comment: Many PNWC members, especially President Keith, are working very hard on many ORHF projects. ORHF received a nice letter of support and a \$5,000 check from the Central Coast (California) Chapter, NRHS, on November 9. This is just another example of the wonderful support this effort is receiving. Hope you enjoy the ORHF #16 Fall newsletter.

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.

PNWC – NRHS MISSION

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

Coming to Oaks Park
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PNWC Library December News

THE LIBRARY IS OPEN FOR BUSINESS Dave Willworth and Jim Loomis will have the lending library open from 1 to 4 on December 17th. The library will also be open Monday mornings from 10 to noon on December 5, 12, and 19 and is staffed by Bill Hyde and the other members of the Archive committee. The library is open to the public. Anyone can visit and use the library during its open hours. PNWC members can check out and take home books and videos for a two-month period.

ALL ROADS AND TRACKS LEAD TO THE LIBRARY The library is located in the Union Station Annex building, just south of the main station at 503 NW Irving, corner of NW 5th and Irving Street. Metered street parking is located nearby. A Smart Park garage, Station Place, sits just north of Union Station. Excellent public transportation exists: MAX yellow and green light rail lines and TriMet bus lines 4, 8, 9, 16, 17, 33, 44 and 77 are all nearby. The Greyhound bus station is across the street. The Tillamook County Wave, Central Oregon Breeze, Astoria's NorthWest POINT and Willamette Valley's Amtrak Truway buses all stop at Union Station. And of course we are also served by Amtrak Cascades trains from the north and south and the Amtrak Empire Builder from the east.

SCHEDULE CHANGE At its October meeting the Library Committee decided to change the Saturday afternoon schedule from two Saturdays a month to one Saturday a month, starting in December. The Monday morning schedule will remain unchanged. We will be open the Saturday afternoon following the Friday night chapter membership meeting, which occurs the third Friday.

CLEAN UP Dave Larsen, with the help from Bill Hyde and Bruce Strange, did a great job cleaning up the work and storage areas in Room 1. We now have more table work space and clearer and safer aisle ways, thanks to their efforts.

BOOK COVERS Dave Willworth completed the application of polyester (Mylar) dust jacket covers to the books in the lending library, with the help of Bill Hyde and John Willworth. These plastic covers are crystal clear, chemically inert and won't crack, yellow or tear. They will protect the illustrated dust jackets from smudges, food stains, rips and abrasions and will give the library a more professional appearance. Dave estimated it took about 60 Mylar covers to complete the project.

A NEW CLASSIFICATION SYSTEM We want to thank Tom Hoffmann of the Kalmbach Publishing Company for giving the chapter permission to revise and use its Drury railroad library classification system. Created by George Drury when he worked as Kalmbach's in-house librarian, the system performs the same functions for specialized railroad collections as the Dewey Decimal and Library of Congress classifications do for larger libraries. It will help us devise more precise railroad-specific call numbers that will pull together materials about the same subject. This will make it easier for our users to find what they are looking for on our shelves. With help from Bill Hyde, Dave Willworth and John Willworth, we are working on a Pacific Northwest version of Drury's system.

Contact the library by leaving a voice mail message: 503-226-NRHS or library@pnwc-nrhs.org.

Pacific Northwest Chapter - Lending Library OPEN

**December 17 (Saturday), 1 to 4 pm & every Monday 10 am to Noon
The schedule has changed: beginning in December the Library will be open the
Saturday following the membership meeting and not a second Saturday.**

**Union Station Annex, 503 NW Irving
library@pnwc-nrhs.org 503-226-NRHS**

NOVEMBER MINUTES

Pacific Northwest Chapter – National Railway Historical Society Membership Meeting – November 18, 2011

The meeting was called to order by President Keith Fleschner at 7:32.

Al Hall led the Pledge of Allegiance. Arlen Sheldrake made a motion to approve the October meeting minutes. Ken Vannice seconded the motion and the assembly approved the minutes.

George Hickok gave the current Treasurer's report and noted that all accounts balance. Doug Auburg made a motion to accept the report and Ken Vannice seconded. The membership voted to accept the report.

President Fleschner requested everyone pay the 2012 dues. He then requested many people to sign up for the *Holiday Express*. He reported that OMSI is again doing the *Polar Express* movie in conjunction with the *Holiday Express*.

Ron McCoy reported that the Chapter display platform has been moved first to Wilsonville for some repairs, then to OMSI at their request, to help promote the movie and the *Holiday Express*.

Keith Fleschner reported that the rail cars are being repaired for the *Holiday Express*.

Arlen Sheldrake reported he has been involved in meetings with OMSI and it has been building a good partnership.

Ron McCoy reminded everyone of the annual potluck dinner at the December meeting. It will start at 6:30. Bring food and your appetite.

Keith reminded everyone to bring their Train Toys for Tots, for the Marines.

Diana Mack is taking membership renewals either in person or by mail.

Arlen Sheldrake reported that on December 3, 2011, from 12:30 to 4:00 will be dedication of the restored Chambers covered railroad bridge at Cottage Grove. Sometime in December, PNWC members will be mailed a special 20-page *Trainmaster* edition covering the history of the bridge and related railroad locomotives. At the December 3 ceremony, an 8-page version of this special *Trainmaster* will be distributed to attendees.

The Chapter library personnel were on hand tonight with a display of materials to loan which accompanied the evening's program. The lending library is open from 1:00 to 4:00 on the Saturday after the monthly meeting and on Monday from 10:00 to 12:00. They have books, tapes and DVDs.

Jim Hokinson reminded everyone that he needed them to turn in their 2011 Chapter volunteer hours to him by or at the December meeting so that the annual report can be presented in January.

Ron McCoy reported that the Amtrak 40th anniversary display at Union Station was well attended and afterward the Chapter members got a private tour of the complete consist.

Jim Hokinson requested that anyone who had photographs of any Chapter activity should get a copy to him to be included in the yearly photo album.

The meeting was adjourned at 8:10.

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

The program for the evening was given by Jerry Tanquist, on the trains around Wasco County. The program was entertaining and informative. Thank you, Jerry.

Respectfully submitted, Jim Hokinson, Secretary.

**Someone left a tan/khaki colored umbrella at the membership meeting.
Please contact Jean or George Hickok - 503-649-5762 - to get it back.**

Toy Trains for Tots

In these trying times, what's better than helping bring the holidays to a child, and possibly creating a railfan at the same time.

Once again the Chapter will be collecting new, unwrapped toys (preferably train toys) for the U.S. Marines' Toys for Tots program. Collection will be at the December Meeting and Potluck.

Your generous donations in years past have sent hundreds of toys to deserving children. Please help make this a record year.



NOTES FROM A MEETING

Keith Fleschner, President

One of the reasons to be a PNWC member is to be in the know on area rail-related activities. Here is an update on ORHF.

The ORHF Mission statement

For many years the ORHF mission statement included the phrase "save the Brooklyn Roundhouse." Recently the ORHF board elected to delete that phrase. Why? First you need to understand what portion could be saved: the siding of the building is Transite (a fire-proof asbestos-based product) and cannot be saved; all of the timbers in the building were sprayed with a fire-proofing compound which would have to be removed prior to reuse (there are several possible removal methods including dry ice blasting). Estimates on abatement and deconstruction of the Roundhouse approached \$300,000. And, given current building codes, a massive amount of steel would have to be added to the re-used timber framing. For these reasons, the decision was reluctantly made to not save the building.

Fundraising

Why is ORHF still asking for money, but starting construction? When serious fund-raising began several years ago, the plan was to fund the construction and pay back the loan at the same time. But the need to move out of the Roundhouse by early 2012 meant that starting the building became the priority. Fund-raising has been only partially successful. ORHF, with the City's help, had the loan extended to a five-year payback and we continue to solicit funds to service the loan. Paying it back early would allow us to move on to other projects, such as the turntable, and the second floor, which provides needed public areas.

Construction

What's the status on construction? Construction is under way. The building site has challenges. One end has significant sawdust fill (60 feet in places). For a long time there will be little activity on the surface as they pour the concrete pilings to support the trackage and the engine-house. The building will go up in a relatively short time. Move-in is scheduled for late June 2012.

Bill of Lading

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Secretary	Jim Hokinson	503.635.4826
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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
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Auditor	Bob McCoy	360.459.3251
Car Host	Karl Westcott	503.658.4943
Concessions	Al Hall	503.699.5042
Chapter Rep., Oregon Rail Heritage Foundation		
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Chapter Home	George Hickok	503.649.5762
Elections	Jim Loomis	503.253.3926
Excursions	Jim Long	503.313.7382
Flanger Restoration	Ron McCoy	503.310.4811
Library	Bob Weaver	503.654.4274
Meeting Programs	Al Baker	503.645.9079
Membership	Diana Mack	503.723.3345
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	Keith Fleschner	503.516.9272
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Safety Officer	Keith Fleschner	503.516.9272
S-2 Restoration	Mark Reynolds	503.638.7411
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ISSN: 0041-0926

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PACIFIC NORTHWEST CHAPTER TIMETABLE #593

Board of Director's meetings: December 8 & January 12, 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:

December 16: 6:30 pm – Potluck: 2012 Officer/Director Election,
2012 Budget Approval & Train Toys for Tots collection/delivery.

January 20: *Writing the Rails*, Alexander B. Craghead. This writer and photographer will give a presentation on the topic of what it is like to write professionally on railroad subjects. He'll share topics of interest to him, including passenger rail and transit, preservation, railroad architecture. He will speak to how those interests develop into articles and stories. Also included will be advice on how to work with national publications such as *Trains Magazine*, *Railfan & Railroad* and the *NRHS Bulletin*.

February 17: Video: *Southern Pacific Vintage West*, 1950-1978, lots of cab forwards, Daylights, steam & diesels.

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

HOLIDAY EXPRESS SCHEDULE

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

NOTABLE NON-CHAPTER EVENTS:

Nov. 25 - Jan. 1, *Zoolights*, Steamer *Oregon* scheduled to operate, Oregon Zoo, www.oregonzoo.org
Dec. 2-3-4, *Polar Express*, Chehalis-Centralia Railroad, Chehalis, Washington, www.steamtrainride.com
Dec. 3, *Chambers Covered Railroad Bridge*, open house & dedication, 2:30-4:00, www.cottagegrove.org/chambers
Dec. 3-4, *Santa Train*, Alberni Pacific Railway, Port Alberni, British Columbia, Canada, www.alberniheritage.com
Dec. 3-4, *Christmas Tree Special*, Chelatchie Prairie Railroad, Yacolt, Washington, www.bycx.com
Dec. 3-4, *Santa Express*, Mount Rainier Scenic Railroad, Elbe, Washington, www.mrsr.com
Dec. 3-4, *Santa Steam Specials*, Chehalis-Centralia Railroad, Chehalis, Washington, www.steamtrainride.com
Dec. 3-4, *Polar Express 2011*, West Coast Railway Museum, Squamish, British Columbia, Canada, www.wcra.org
Dec. 3-4, *Santa Train*, Northwest Railway Museum, North Bend, Washington, www.trainmuseum.org
Dec. 9-10-11, *Polar Express*, Chehalis-Centralia Railroad, Chehalis, Washington, www.steamtrainride.com
Dec. 10, *Winter Wine Steam Train/Christmas Village Run*, Port Alberni, British Columbia, Canada, www.alberniheritage.com
Dec. 10-11, *Christmas Tree Special*, Chelatchie Prairie Railroad, Yacolt, Washington, www.bycx.com
Dec. 10-11, *Santa Express*, Mount Rainier Scenic Railroad, Elbe, Washington, www.mrsr.com
Dec. 10-11, *Candy Cane Express*, Oregon Coast Scenic Railroad, Garibaldi, Oregon, www.ocsr.net
Dec. 10-11, *Santa Steam Specials*, Chehalis-Centralia Railroad, Chehalis, Washington, www.steamtrainride.com
Dec. 10-11, *Santa Train*, Northwest Railway Museum, North Bend, Washington, www.trainmuseum.org
Dec. 10-11, *BNSF Holiday Celebration*, SP&S 700, Vancouver, Washington, www.sps700.org
Dec. 16-17, *Santa Train*, Northwest Railway Museum, North Bend, Washington, www.trainmuseum.org
Dec. 16-17-18, *Polar Express*, Chehalis-Centralia Railroad, Chehalis, Washington, www.steamtrainride.com
Dec. 17-18, *Christmas Tree Special*, Chelatchie Prairie Railroad, Yacolt, Washington, www.bycx.com
Dec. 17-18, *Santa Express*, Mount Rainier Scenic Railroad, Elbe, Washington, www.mrsr.com
Dec. 17-18, *Candy Cane Express*, Oregon Coast Scenic Railway, Garibaldi, Oregon, www.ocsr.net
Mar. 2012, Brooklyn Roundhouse, vacated and steam locomotives moved, www.orhf.org
Mar. 10, *34th Winterail*, Railroadiana Show & Sale, Stockton, California, www.winterail.com
May 12, *Amtrak's National Train Day*, www.nationaltrainday.com
May 19, *GorgeRail 2012*, Columbia Gorge Discovery Center, The Dalles, Oregon, www.gorgerail.com
Jul. 7-11, 2012, *Great Northern Railway Historical Society Convention*, Klamath Falls, Oregon, www.gnrhs.org
Jun. 1, 2013, SP 4449 15-year renewal required